



# City of Milwaukee

City Hall  
200 East Wells Street  
Milwaukee, WI 53202

## Meeting Agenda ZONING, NEIGHBORHOODS & DEVELOPMENT COMMITTEE

*ALD. JAMES WITKOWIAK, CHAIR*

*Ald. Willie Wade, Vice-Chair*

*Ald. Michael Murphy, Ald. Robert Bauman, and Ald. T. Anthony Zielinski*

*Staff Assistant, Tobie Black, (414)-286-2231*

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Tuesday, January 12, 2010

9:00 AM

Room 301-B, City Hall

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### Amended 1/8/10

1.     [091135](#)     Communication from the Southeastern Wisconsin Regional Planning Commission relating to its 2008 Annual Report.  
  
          Sponsors:     THE CHAIR  
  
          Attachments:   [Report](#)  
                              [Hearing Notice List](#)
  
2.     [091199](#)     Communication from the Departments of City Development and Public Works relating to amendments - certain street paving projects - to project plans for tax incremental districts likely to be closed out in 2011 or 2012.  
  
          Sponsors:     Ald. Bohl  
  
          Attachments:   [Hearing Notice List](#)
  
3.     [091204](#)     Reappointment of Henry Szymanski to the Board of Zoning Appeals by the Mayor. (14th Aldermanic District)  
  
          Sponsors:     THE CHAIR  
  
          Attachments:   [Reappointment Letter](#)  
                              [Attendance Record](#)

The following file may be placed on file as no longer needed:

4.     [080893](#)     Communication related to the activities of the Special Joint Committee on the Redevelopment of Abandoned and Foreclosed Homes.  
  
          Sponsors:     THE CHAIR

**Attachments:** [Handouts from the 12/17/09 Meeting](#)  
[Recording of the 12/17/09 Meeting part 1](#)  
[Recording of the 12/17/09 Meeting part 2](#)  
[Recording of the 12/17/09 Meeting part 3](#)  
[Minutes of the 10/27/09 Meeting](#)  
[Recording of the 10/27/09](#)  
[Minutes of the 8/31/09 Meeting](#)  
[Recording from the 8/31/09 Meeting](#)  
[Minutes of the 8/3/09 Meeting](#)  
[Minutes of the 7/13/09 Meeting](#)  
[Exhibit 2 from the 7/13/09 Meeting](#)  
[Exhibit 1 from the 7/13/09 Meeting](#)  
[Recording of the 7/13/09 Meeting](#)  
[Minutes of the 6/22/09 Meeting](#)  
[Recording of the 6/22/09 Meeting](#)  
[Minutes of the 6/1/09 Meeting](#)  
[Exhibit 1 From the 6/1/09 Meeting](#)  
[Recording of the 6/1/09 Meeting](#)  
[Minutes of the 5/4/09 Meeting](#)  
[Recording of the 5/4/09 Meeting](#)  
[Minutes of the 4/6/09 Meeting](#)  
[Recording of the 4/6/09 Meeting Part 1](#)  
[Recording of the 4/6/09 Meeting Part 2](#)  
[Minutes of the 3/9/09 Meeting](#)  
[Recording of the 3/9/09 Meeting](#)  
[Minutes of 2/23/09 Meeting](#)  
[Recording of the Meeting of 2/23/09](#)  
[Minutes of the 2/16/09 Meeting](#)  
[Recording of the Meeting of 2/16/09](#)  
[Minutes of the 1/26/09 Meeting](#)  
[Exhibit 1 from the 1/26/09 Meeting](#)  
[Recording of the Meeting of 1/26/09](#)  
[Minutes of the 10/24/08 Meeting](#)  
[Recording of the Meeting of 10/24/08](#)  
[Minutes from the 10/14/08 Meeting](#)  
[Exhibit 1 from the 10/14/08 Meeting](#)  
[Recording of the Meeting of 10/14/08](#)

**This meeting will be webcast live at [www.milwaukee.gov/channel25](http://www.milwaukee.gov/channel25).**

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## Legislation Details (With Text)

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**On agenda:**      **Final action:**

**Effective date:**

**Title:** Communication from the Southeastern Wisconsin Regional Planning Commission relating to its 2008 Annual Report.

**Sponsors:** THE CHAIR

**Indexes:** REGIONAL PLANNING COMMISSION, REPORTS AND STUDIES

**Attachments:** Report, Hearing Notice List

Date	Ver.	Action By	Action	Result	Tally
12/22/2009	0	COMMON COUNCIL	ASSIGNED TO		
1/7/2010	0	ZONING, NEIGHBORHOODS & DEVELOPMENT COMMITTEE	HEARING NOTICES SENT		
1/7/2010	0	ZONING, NEIGHBORHOODS & DEVELOPMENT COMMITTEE	HEARING NOTICES SENT		



**Number**

091135

**Version**

Original

**Reference**

**Sponsor**

The Chair

**Title**

Communication from the Southeastern Wisconsin Regional Planning Commission relating to its 2008 Annual Report.

**Drafter**

CC-CC

DKF

12/14/09

# 2008 ANNUAL REPORT

SOUTHEASTERN  
WISCONSIN  
REGIONAL  
PLANNING  
COMMISSION

SOUTHEASTERN  
WISCONSIN  
REGIONAL  
PLANNING  
COMMISSION

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SOUTHEASTERN  
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COMMISSION

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

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REGIONAL PLANNING COMMISSION**

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Adelene Greene,  
Secretary  
Robert W. Pitts

**RACINE COUNTY**

Susan S. Greenfield  
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Stephen P. Adams . . . . . Public Involvement and Outreach Manager  
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Kenneth J. Schlager, PE . . . . . Chief Telecommunications Engineer  
Donald P. Simon, RLS . . . . . Chief Planning Illustrator  
William J. Stauber . . . . . Chief Land Use Planner

## **FORTY-EIGHTH ANNUAL REPORT**

### **SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION**

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**October 2009**

Inside Region	\$2.00
Outside Region	\$4.00



# SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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Serving the Counties of:

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WAUKESHA



October 1, 2009

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 48th annual report of the Commission, summarizes the work of the Commission in calendar year 2008 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 2008 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 2008. The Commission looks forward to continuing to serve its constituent counties and local units of government, as well as the State and Federal agencies concerned, by providing the planning services required to address the areawide environmental and developmental problems facing Southeastern Wisconsin and by promoting the intergovernmental cooperation needed to resolve those problems.

Very truly yours,

David L. Stroik  
Chairman



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## ABOUT THE COMMISSION

## AUTHORITY

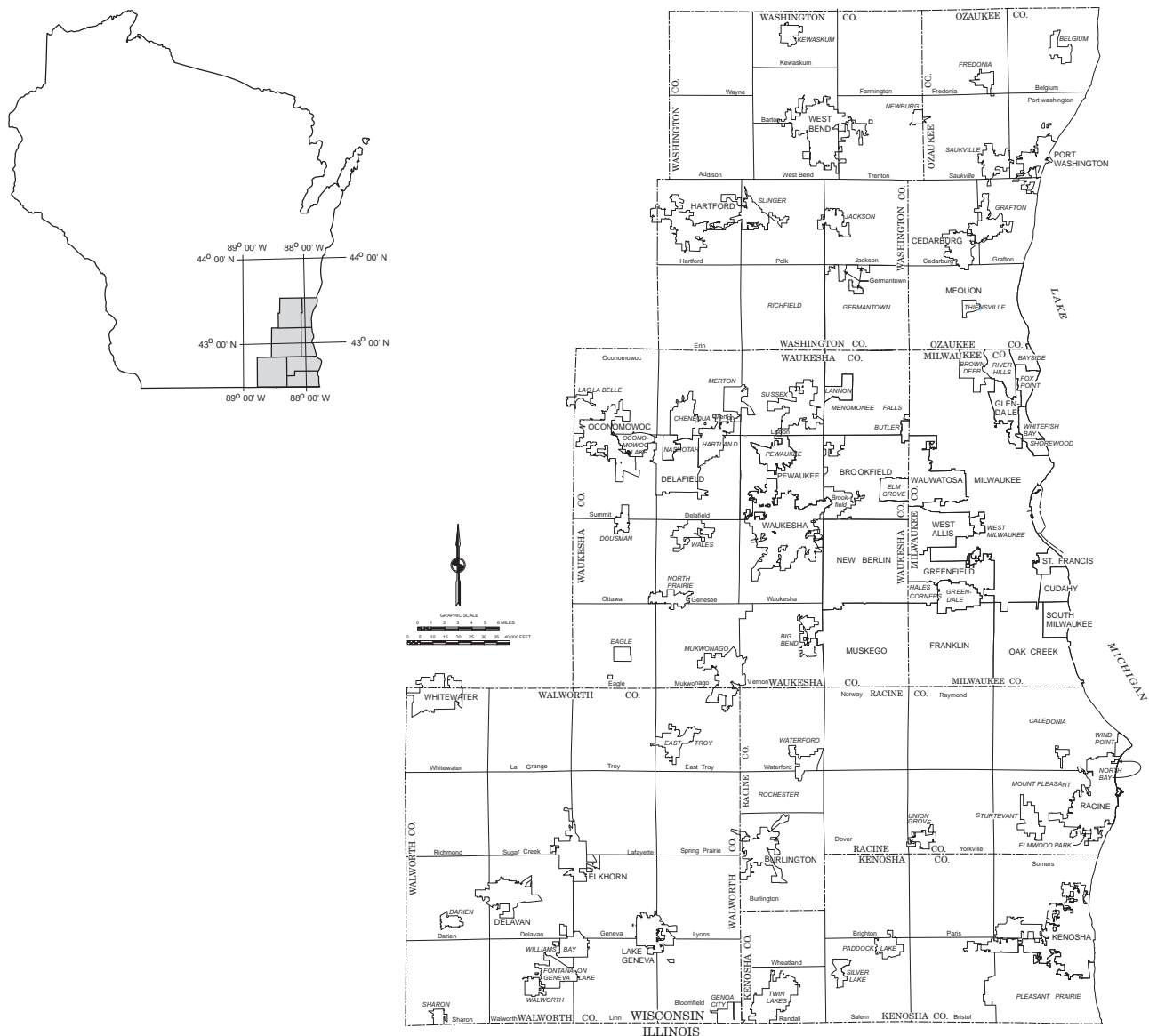
The Southeastern Wisconsin Regional Planning Commission was established in 1960 under Section 66.0309 of the Wisconsin Statutes as the official areawide planning agency for the highly urbanized southeastern region of the State. The Commission was created to provide the basic information and planning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

**AREA SERVED**

The Commission serves the Southeastern Wisconsin Region, which consists of the seven counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha (see Map 1). These seven counties have an area of about 2,689 square miles, or about 5 percent of the total area of the State. These counties, however, have a resident population of 2.0 million persons, or about 35 percent of the total population of the State. The seven counties provide about 1.23 million jobs, or about 36 percent of the total

## Map 1

## THE SOUTHEASTERN WISCONSIN REGION



employment of the State, and contain real property worth about \$193.2 billion as measured in equalized valuation, or about 38 percent of all the tangible wealth of the State as measured by such valuation. There are 153 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 2008, the Commission staff totaled 75, including 67 full-time and eight part-time employees.

As shown in Figure 1 and in Appendix C, the Commission was in 2008 organized into nine divisions. Six of these divisions, Transportation Planning, Environmental Planning, Land Use Planning, Community Assistance Planning, Economic Development Assistance and Telecommunications Planning, had direct responsibility for the conduct of the Commission's major planning programs. The remaining three divisions, Administrative Services, Cartographic and Graphic Arts, and Geographic Information Systems,

provided day-to-day support of the six 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 2008 totaled about \$7.3 million. County tax levies in 2008 totaled about \$2.3 million, or about \$1.19 per capita. The sources of this revenue for 2008 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 2008 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.

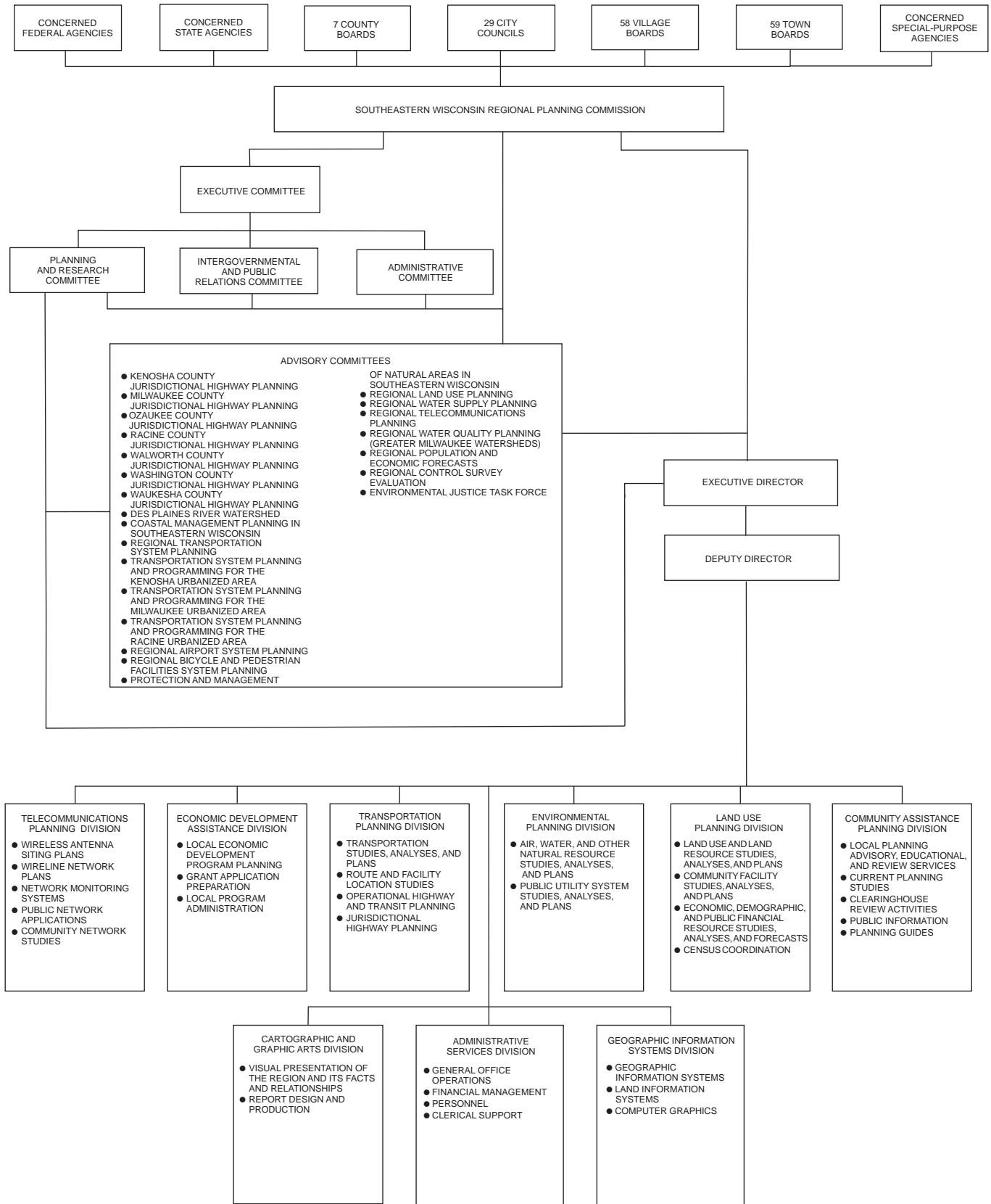
## **DOCUMENTATION**

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: 2008



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.

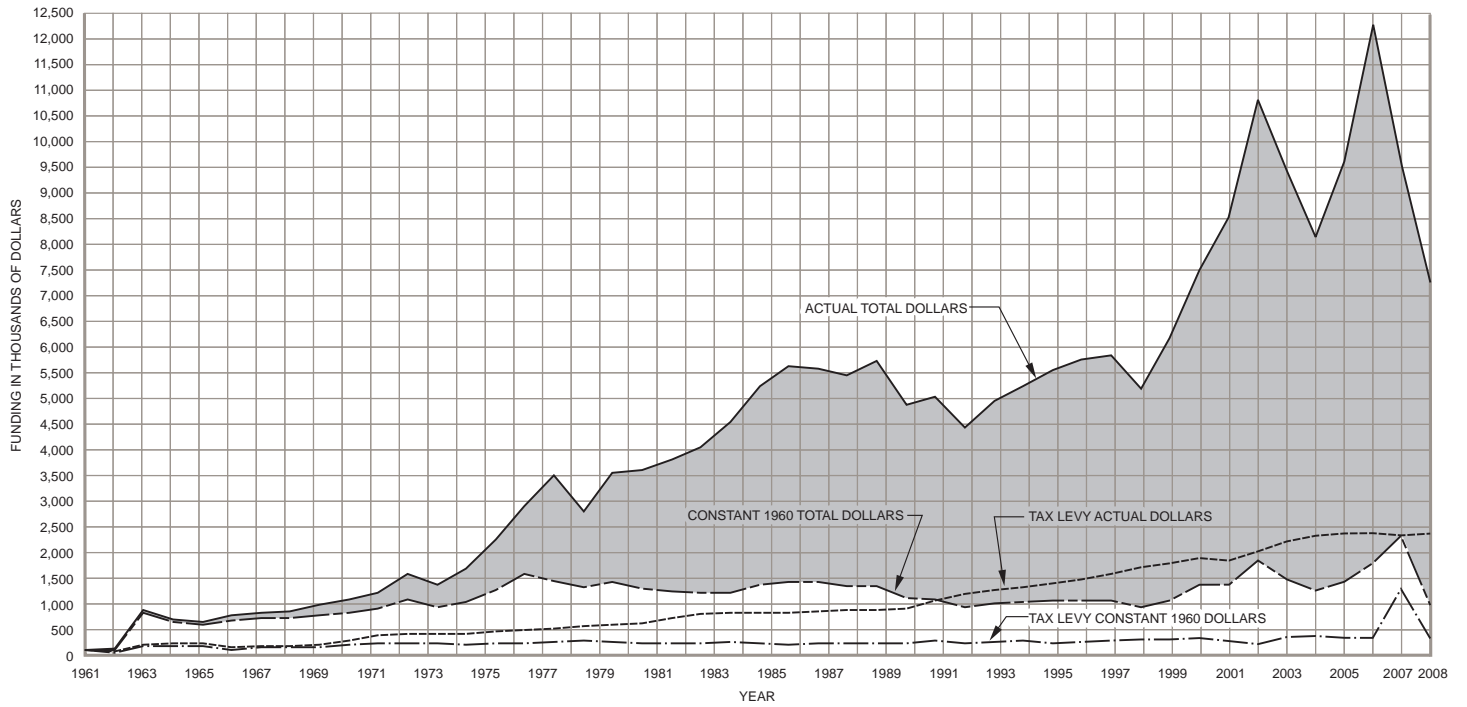
The major objective of the prospectus is to achieve a consensus among all of the interests concerned on the need for, and objectives of, a particular proposed planning program. The prospectus documents the need for a planning program; specifies the scope and content of the work required to be undertaken; 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.

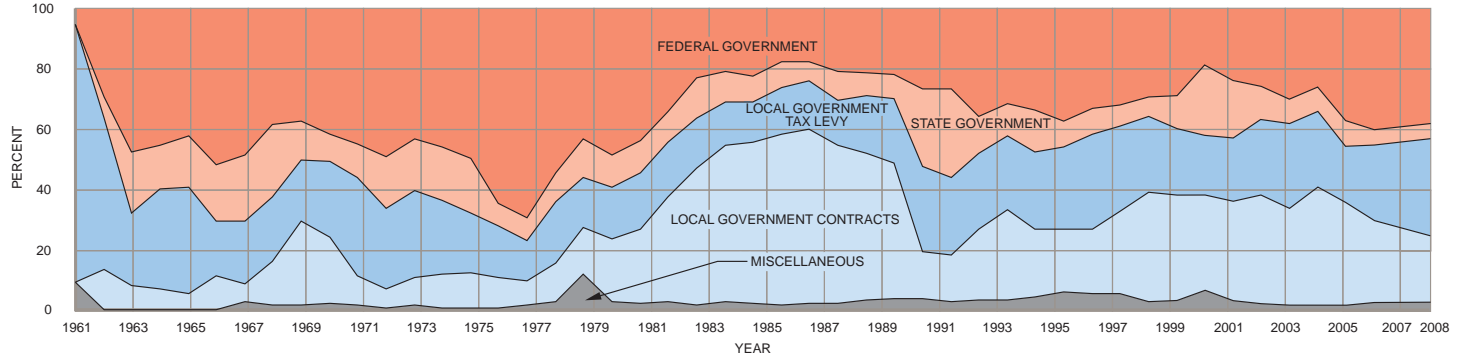
The eighth type of report in the series is the memorandum report. These reports are intended to document the results of locally requested special studies. These special studies usually involve relatively minor work efforts of a short duration and are not normally intended to document formally adopted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

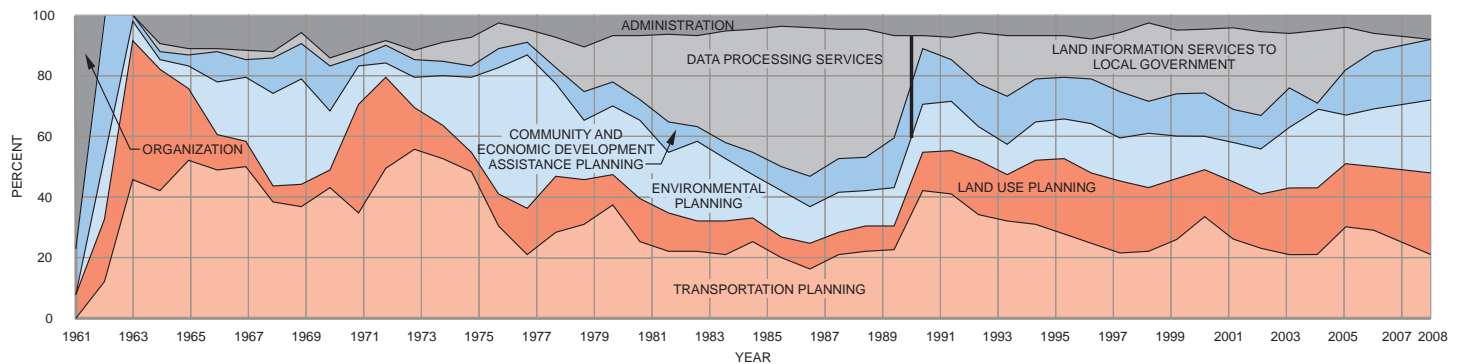
**Figure 2**  
**FUNDING TREND: 1961-2008**



**Figure 3**  
**SOURCES OF REVENUES TREND: 1961-2008**



**Figure 4**  
**EXPENDITURES TREND: 1961-2008**

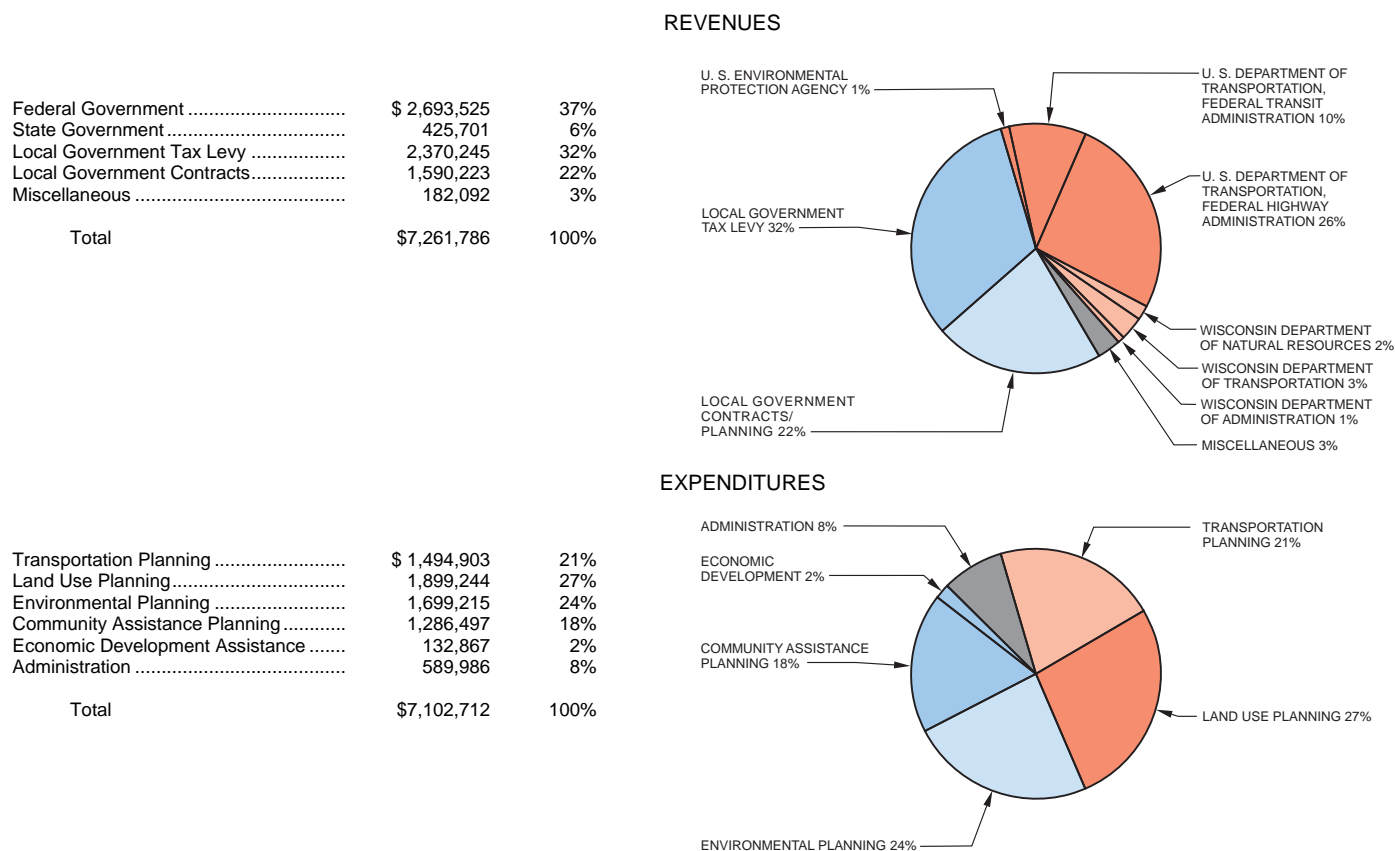


While many of the Commission's publications are relatively long and are, necessarily, written in a technical style, they do provide the conscientious, concerned citizen and elected official, as well as concerned technicians, with all of the data and information needed

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: 2008**







# 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: 2008

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 2008, the adopted regional plan consisted of 30 individual plan elements. These plan elements are identified in Table 1. Five of these elements are land use-related: the regional land use plan, the regional housing plan, the regional library facilities and services plan, the regional park and open space plan, and the regional telecommunications plans.

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

Table 1

## THE ADOPTED REGIONAL PLAN: DECEMBER 31, 2008

Functional Area	Plan Element	Plan Document	Date of Adoption
Land Use, Housing, and Community Facility Planning	Regional Land Use Plan <sup>a</sup>	Planning Report No. 48, <i>A Regional Land Use Plan for Southeastern Wisconsin: 2035</i>	June 21, 2006
	Regional Library Facilities and Services Plan	Planning Report No. 19, <i>A Library Facilities and Services Plan for Southeastern Wisconsin</i>	September 12, 1974
	Regional Housing Plan	Planning Report No. 20, <i>A Regional Housing Plan for Southeastern Wisconsin</i>	June 5, 1975
	Amendment—Waukesha County	Community Assistance Planning Report No. 209, <i>A Development Plan for Waukesha County, Wisconsin</i>	December 4, 1996
	Regional Park and Open Space Plan	Planning Report No. 27, <i>A Regional Park and Open Space Plan for Southeastern Wisconsin: 2000</i>	December 1, 1977
	Amendment—Ozaukee County Park and Open Space Plan	Community Assistance Planning Report No. 133, (2nd Edition), <i>A Park and Open Space Plan for Ozaukee County</i>	September 12, 2001
	Amendment—Kenosha County Park and Open Space Plan	Community Assistance Planning Report No. 131, <i>A Park and Open Space Plan for Kenosha County</i>	December 5, 1988
	Amendment—Racine County Park and Open Space Plan	Community Assistance Planning Report No. 134, (2nd Edition), <i>A Park and Open Space Plan for Racine County</i>	December 5, 2001
	Amendment—Washington County Park and Open Space Plan	Community Assistance Planning Report No. 136 (3rd Edition), <i>A Park and Open Space Plan for Washington County</i>	June 16, 2004
	Amendment—Waukesha County Park and Open Space Plan	Community Assistance Planning Report No. 137, <i>A Park and Open Space Plan for Waukesha County</i>	March 7, 1990
	Amendment—Walworth County Park and Open Space Plan	Community Assistance Planning Report No. 135 (2nd Edition), <i>A Park and Open Space Plan for Walworth County</i>	December 6, 2000
	Amendment—Milwaukee County Park and Open Space Plan	Community Assistance Planning Report No. 132, <i>A Park and Open Space Plan for Milwaukee County</i>	June 17, 1992
	Amendment—Waukesha County	Community Assistance Planning Report No. 209, <i>A Development Plan for Waukesha County, Wisconsin</i>	December 4, 1996
	Amendment—Regional Natural Areas and Critical Species Habitat Protection and Management Plan	Planning Report No. 42, <i>A Regional Natural Areas and Critical Species Habitat Protection and Management Plan for Southeastern Wisconsin</i>	September 10, 1997
	Amendment—Cedarburg Woods-West Critical Species Habitat Site	<i>Amendment to the Regional Natural Areas and Critical Species Habitat Protection and Management Plan, City of Cedarburg and Environs</i>	March 4, 1998
	Regional Telecommunications Plans	Planning Report No. 51, <i>A Wireless Antenna Siting and Related Infrastructure Plan for Southeastern Wisconsin</i>	September 13, 2006
		Planning Report No. 53, <i>A Regional Broadband Telecommunications Plan for Southeastern Wisconsin</i>	December 5, 2007
Transportation Planning	Regional Transportation Plan <sup>b</sup>	Planning Report No. 49, <i>A Regional Transportation System Plan for Southeastern Wisconsin: 2035</i>	June 21, 2006
	Racine Area Transit Development Plan <sup>c</sup>	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 <sup>d</sup>	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 <sup>e</sup>	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 <sup>f</sup>	Planning Report No. 31, <i>A Regional Transportation Plan for the Transportation Handicapped in Southeastern Wisconsin: 1978-1982</i>	April 13, 1978
	Amendment—Racine Area	SEWRPC Resolution No. 78-17	December 7, 1978
	Amendment—Kenosha Area	Memorandum Report No. 107, <i>A Paratransit Service Plan for Disabled Persons: 1996 Update/City of Kenosha Transit System</i>	January 24, 1996
	Amendment—Racine Area	Memorandum Report No. 108, <i>A Paratransit Service Plan for Disabled Persons: 1996 Update/City of Racine Transit System</i>	January 24, 1996
	Amendment—City of Waukesha	Memorandum Report No. 109, <i>A Paratransit Service Plan for Disabled Persons: 1996 Update/City of Waukesha Transit System Utility</i>	January 24, 1996

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Transportation Planning (continued)	Amendment—Waukesha County	Memorandum Report No. 110, <i>A Paratransit Service Plan for Disabled Persons: 1996 Update/Waukesha County Transit System</i>	January 24, 1996
	Amendment—Milwaukee County	Memorandum Report No. 119, <i>A Paratransit Service Plan for Disabled Persons: 1997 Update/Milwaukee County Transit System</i>	January 24, 1997
	Waukesha Transit Development Plan	Community Assistance Planning Report No. 154, <i>A Transit System Development Plan for the City of Waukesha: 1988-1992</i>	September 12, 1990
	West Bend Transit Development Plan	Community Assistance Planning Report No. 189, <i>A Transit System Feasibility Study and Development Plan for the City of West Bend: 1992-1996</i>	March 4, 1992
	Bicycle and Pedestrian Facilities System Plan	Planning Report No. 43, <i>A Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2010</i>	January 25, 1995
	Amendment—Region Update and Extension	<i>Amendment to the Regional Bicycle and Pedestrian Facilities System Plan for Southeastern Wisconsin: 2020</i>	December 5, 2001
	Ozaukee County Transit Service Plan <sup>g</sup>	Community Assistance Planning Report No. 265, <i>Ozaukee County Transit System Development Plan: 2002-2006</i>	December 6, 1995
	Washington County Public Transit Service Plan	Community Assistance Planning Report No. 223, <i>A Public Transit Service Plan for Washington County: 1998-2002</i>	March 5, 1997
	Waukesha County Transit Development Plan	Community Assistance Planning Report No. 245, <i>Waukesha County Transit System Development Plan: 2002-2006</i>	December 4, 2002
Environmental Planning	Root River Watershed Plan	Planning Report No. 9, <i>A Comprehensive Plan for the Root River Watershed</i>	September 22, 1966
	Fox River Watershed Plan	Planning Report No. 12, <i>A Comprehensive Plan for the Fox River Watershed, Volume One, Inventory Findings and Forecasts; Volume Two, Alternative Plans and Recommended Plan</i>	June 4, 1970
	Amendment—Water Pollution Control Time Schedule	<i>Amendment to the Comprehensive Plan for the Fox River Watershed</i>	September 13, 1973
	Amendment—Lower Watershed Drainage Plan	Community Assistance Planning Report No. 5, <i>Drainage and Water Level Control Plan for the Waterford-Rochester-Wind Lake Area of the Lower Fox River Watershed</i>	June 5, 1975
	Amendment—Pewaukee Flood Control Plan	Community Assistance Planning Report No. 14, <i>Floodland Management Plan for the Village of Pewaukee</i>	June 1, 1978
	Milwaukee River Watershed Plan	Planning Report No. 13, <i>A Comprehensive Plan for the Milwaukee River Watershed, Volume One, Inventory Findings and Forecasts; Volume Two, Alternative Plans and Recommended Plan</i>	March 2, 1972
	Amendment—Lincoln Creek Flood Control Plan	Community Assistance Planning Report No. 13 (2nd Edition), <i>Flood Control Plan for Lincoln Creek, Milwaukee County, Wisconsin</i>	December 1, 1983
	Amendment—Milwaukee Harbor Estuary Plan	Planning Report No. 37, <i>A Water Resources Management Plan for the Milwaukee Harbor Estuary, Volume One, Inventory Findings; Volume Two, Alternative and Recommended Plans</i>	December 7, 1987
	Menomonee River Watershed Plan	Planning Report No. 26, <i>A Comprehensive Plan for the Menomonee River Watershed, Volume One, Inventory Findings and Forecasts; Volume Two, Alternative Plans and Recommended Plan</i>	January 20, 1977
	Amendment—Milwaukee Harbor Estuary Plan	Planning Report No. 37, <i>A Water Resources Management Plan for the Milwaukee Harbor Estuary, Volume One, Inventory Findings; Volume Two, Alternative and Recommended Plans</i>	December 7, 1987
	Regional Wastewater Sludge Management Plan	Planning Report No. 29, <i>A Regional Wastewater Sludge Management Plan for Southeastern Wisconsin</i>	September 14, 1978
	Kinnickinnic River Watershed Plan	Planning Report No. 32, <i>A Comprehensive Plan for the Kinnickinnic River Watershed</i>	March 1, 1979
	Amendment—Milwaukee Harbor Estuary Plan	Planning Report No. 37, <i>A Water Resources Management Plan for the Milwaukee Harbor Estuary, Volume One, Inventory Findings; Volume Two, Alternative and Recommended Plans</i>	December 7, 1987
	Regional Water Quality Management Plan <sup>h</sup>	Planning Report No. 30, <i>A Regional Water Quality Management Plan for Southeastern Wisconsin, Volume One, Inventory Findings; Volume Two, Alternative Plans; Volume Three, Recommended Plan</i>	July 12, 1979

Table 1 (continued)

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

Table 1 (continued)

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

Table 1 (continued)

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

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Oconomowoc Area	Community Assistance Planning Report No. 172, (2nd Edition), <i>Sanitary Sewer Service Area for the City of Oconomowoc and Environs, Waukesha County, Wisconsin</i>	September 15, 1999
	Amendment—Village of Genoa City	Community Assistance Planning Report No. 175, (2nd Edition), <i>Sanitary Sewer Service Area for the Village of Genoa City, Kenosha and Walworth Counties, Wisconsin</i>	June 19, 1996
	Amendment—Village of Germantown	<i>Amendment to the Regional Water Quality Management Plan—2000, Village of Germantown</i>	March 6, 1989
	Amendment—Racine Area	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Racine and Environs</i>	March 6, 1989
	Amendment—Upper Fox River Watershed	<i>Amendment to the Regional Water Quality Management Plan—2000, Upper Fox River Watershed—Brookfield and Sussex Sewage Treatment Plants</i>	May 15, 1989
	Amendment—Racine Area	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Racine and Environs</i>	June 19, 1989
	Amendment—Lake Geneva Area	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Lake Geneva and Environs</i>	June 19, 1989
	Amendment—Town of Geneva	<i>Amendment to the Regional Water Quality Management Plan—2000, Town of Geneva, Walworth County Metropolitan Sewerage District</i>	November 6, 1989
	Amendment—Town of Waterford	<i>Amendment to the Regional Water Quality Management Plan—2000, Western Racine County Sewerage District</i>	December 4, 1989
	Amendment—Delavan Lake Area	<i>Amendment to the Regional Water Quality Management Plan—2000, Delavan Lake Sanitary District/Walworth County Metropolitan Sewerage District</i>	December 4, 1989
	Amendment—East Troy Area	<i>Amendment to the Regional Water Quality Management Plan—2000, Towns of East Troy, LaFayette, and Spring Prairie, and Village of East Troy</i>	December 4, 1989
	Amendment—Waukesha Area	<i>Amendment to the Regional Water Quality Management Plan—2000, City of Waukesha and Town of Waukesha</i>	June 20, 1990
	Amendment—Village of Silver Lake	<i>Amendment to the Regional Water Quality Management Plan—2000, Village of Silver Lake and Salem Utility District No. 2</i>	June 20, 1990
	Amendment—Village of Union Grove	Community Assistance Planning Report No. 180, <i>Sanitary Sewer Service Area for the Village of Union Grove and Environs, Racine County, Wisconsin</i>	September 12, 1990
	Amendment—Town of Somers	<i>Amendment to the Regional Water Quality Management Plan—2000, Kenosha and Racine Sanitary Sewer Service Areas</i>	September 12, 1990
	Amendment—City of Franklin	Community Assistance Planning Report No. 176, <i>Sanitary Sewer Service Area for the City of Franklin, Milwaukee County, Wisconsin</i>	December 5, 1990
	Amendment—Village of Mukwonago	Community Assistance Planning Report No. 191, <i>Sanitary Sewer Service Area for the Village of Mukwonago, Waukesha County, Wisconsin</i>	December 5, 1990
	Amendment—Dousman Area	Community Assistance Planning Report No. 192, (3rd Edition), <i>Sanitary Sewer Service Area for the Village of Dousman and Environs, Waukesha County, Wisconsin</i>	March 7, 2007
	Amendment—Towns of Yorkville and Mt. Pleasant	<i>Amendment to the Regional Water Quality Management Plan—2000, Towns of Yorkville and Mt. Pleasant</i>	December 5, 1990
	Amendment—Town of Bristol	<i>Amendment to the Regional Water Quality Management Plan—2000, Town of Bristol</i>	March 6, 1991
	Amendment—Village of Pewaukee	<i>Amendment to the Regional Water Quality Management Plan—2000, Village of Pewaukee</i>	March 6, 1991
	Amendment—Town of Brookfield	<i>Amendment to the Regional Water Quality Management Plan—2000, Brookfield and Waukesha Sanitary Sewer Service Areas</i>	March 6, 1991
	Amendment—Delavan Area	<i>Amendment to the Regional Water Quality Management Plan—2000, Walworth County Metropolitan Sewerage District/Delavan-Delavan Lake Sanitary Sewer Service Area</i>	March 6, 1991
	Amendment—Oconomowoc Lake, Waukesha County	Community Assistance Planning Report No. 181, <i>A Water Quality Management Plan for Oconomowoc Lake, Waukesha County, Wisconsin</i>	June 19, 1991
	Amendment—Town of Salem	<i>Amendment to the Regional Water Quality Management Plan—2000, Town of Salem</i>	June 19, 1991



Table 1 (continued)

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

Table 1 (continued)

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

Table 1 (continued)

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

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Village of Kewaskum	<i>Amendment to the Regional Water Quality Management Plan, Village of Kewaskum</i>	June 20, 2001
	Amendment—City of Muskego	<i>Amendment to the Regional Water Quality Management Plan, City of Muskego</i>	June 20, 2001
	Amendment—City of St. Francis	<i>Amendment to the Regional Water Quality Management Plan, City of St. Francis</i>	August 1, 2001
	Amendment—Village of Belgium	<i>Amendment to the Regional Water Quality Management Plan, Village of Belgium</i>	September 12, 2001
	Amendment—Village of Jackson	<i>Amendment to the Regional Water Quality Management Plan, Village of Jackson</i>	September 12, 2001
	Amendment—Village of Saukville	<i>Amendment to the Regional Water Quality Management Plan, Village of Saukville</i>	September 12, 2001
	Amendment—City of Oconomowoc	<i>Amendment to the Regional Water Quality Management Plan, City of Oconomowoc</i>	December 5, 2001
	Amendment—Greater Kenosha Area	<i>Amendment to the Regional Water Quality Management Plan, Greater Kenosha Area</i>	December 5, 2001
	Amendment—Village of Paddock Lake	<i>Amendment to the Regional Water Quality Management Plan, Village of Paddock Lake</i>	December 5, 2001
	Amendment—Village of Fredonia	<i>Amendment to the Regional Water Quality Management Plan, Village of Fredonia</i>	March 6, 2002
	Amendment—Village of Hartland	<i>Amendment to the Regional Water Quality Management Plan, Village of Hartland</i>	March 6, 2002
	Amendment—Village of Saukville	<i>Amendment to the Regional Water Quality Management Plan, Village of Saukville</i>	March 6, 2002
	Amendment—City of Pewaukee and City of Waukesha	<i>Amendment to the Regional Water Quality Management Plan, City of Pewaukee and City of Waukesha</i>	June 19, 2002
	Amendment—Village of Slinger	<i>Amendment to the Regional Water Quality Management Plan, Village of Slinger</i>	June 19, 2002
	Amendment—City of Burlington	<i>Amendment to the Regional Water Quality Management Plan, Village of Sussex</i>	September 11, 2002
	Amendment—City of Muskego	<i>Amendment to the Regional Water Quality Management Plan, City of Muskego</i>	September 11, 2002
	Amendment—Walworth County Metropolitan Sewerage District/ City of Elkhorn	<i>Amendment to the Regional Water Quality Management Plan, Walworth County Metropolitan Sewerage District/Elkhorn Sanitary Sewer Service Area</i>	September 11, 2002
	Amendment—Village of Mukwonago	<i>Amendment to the Regional Water Quality Management Plan, Village of Mukwonago</i>	December 4, 2002
	Amendment—City of Racine and Environs	<i>Amendment to the Regional Water Quality Management Plan, City of Racine and Environs</i>	December 4, 2002
	Amendment—Village of Jackson	<i>Amendment to the Regional Water Quality Management Plan, Village of Jackson Sewer Service Area</i>	June 18, 2003
	Amendment—City of Racine	<i>Amendment to the Regional Water Quality Management Plan, City of Racine Sewer Service Area</i>	June 18, 2003
	Amendment—Town of Salem	<i>Amendment to the Regional Water Quality Management Plan, Town of Salem Sewer Service Area</i>	September 10, 2003
	Amendment—City of Whitewater	<i>Amendment to the Regional Water Quality Management Plan, City of Whitewater Sanitary Sewer Service Area</i>	September 10, 2003
	Amendment—City of Waukesha	<i>Amendment to the Regional Water Quality Management Plan, City of Waukesha Sanitary Sewer Service Area</i>	September 10, 2003
	Amendment—Village of Mukwonago	<i>Amendment to the Regional Water Quality Management Plan, Village of Mukwonago Sanitary Sewer Service Area</i>	September 10, 2003
	Amendment—Pell Lake	<i>Amendment to the Regional Water Quality Management Plan, Pell Lake Sanitary District No. 1 Sewer Service Area</i>	September 10, 2003
	Amendment—Village of Slinger	<i>Amendment to the Regional Water Quality Management Plan, Village of Slinger Sewer Service Area</i>	September 10, 2003
	Amendment—Allenton Sanitary District	<i>Amendment to the Regional Water Quality Management Plan, Allenton Sanitary District</i>	December 3, 2003
	Amendment—Village of Germantown	<i>Amendment to the Regional Water Quality Management Plan, Village of Germantown Sewer Service Area</i>	December 3, 2003
	Amendment—Waterford and Rochester Area	<i>Amendment to the Regional Water Quality Management Plan, Waterford-Rochester Area Sewer Service Area</i>	December 3, 2003
	Amendment—Village of Pewaukee	<i>Amendment to the Regional Water Quality Management Plan, Village of Pewaukee</i>	March 3, 2004
	Amendment—Elkhorn Area	<i>Amendment to the Regional Water Quality Management Plan, Walworth County Metropolitan Sewerage District/Elkhorn Sanitary Sewer Service Area</i>	March 3, 2004

Table 1 (continued)

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

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—Village of Sussex	<i>Amendment to the Regional Water Quality Management Plan, Village of Sussex</i>	March 1, 2006
	Amendment—City of Mequon	<i>Amendment to the Regional Water Quality Management Plan, City of Mequon</i>	March 1, 2006
	Amendment—Town of Salem	<i>Amendment to the Regional Water Quality Management Plan, Town of Salem</i>	June 21, 2006
	Amendment—City of Muskego	<i>Amendment to the Regional Water Quality Management Plan, City of Muskego</i>	June 21, 2006
	Amendment—City of Hartford	<i>Amendment to the Regional Water Quality Management Plan, City of Hartford</i>	September 13, 2006
	Amendment—Town of Salem	<i>Amendment to the Regional Water Quality Management Plan, Town of Salem</i>	September 13, 2006
	Amendment—Town of Bristol/ Utility District No. 1	<i>Amendment to the Regional Water Quality Management Plan, Town of Bristol/Utility District No. 1</i>	September 13, 2006
	Amendment—Village of Grafton	<i>Amendment to the Regional Water Quality Management Plan, Village of Grafton</i>	September 13, 2006
	Amendment—City of Waukesha/ Village of Wales	<i>Amendment to the Regional Water Quality Management Plan, City of Waukesha/Village of Wales</i>	September 13, 2006
	Amendment—Village of Caledonia	<i>Amendment to the Regional Water Quality Management Plan, Village of Caledonia</i>	December 6, 2006
	Amendment—Village of Sussex	<i>Amendment to the Regional Water Quality Management Plan, Village of Sussex</i>	December 6, 2006
	Amendment—Town of Bristol/Utility District No. 1	<i>Amendment to the Regional Water Quality Management Plan, Town of Bristol/Utility District No. 1</i>	March 7, 2007
	Amendment—City of Brookfield	<i>Amendment to the Regional Water Quality Management Plan, City of Brookfield</i>	March 7, 2007
	Amendment—Town of Salem	<i>Amendment to the Regional Water Quality Management Plan, Town of Salem</i>	March 7, 2007
	Amendment—Walworth County Metropolitan Sewerage District/Elkhorn Sanitary Sewer Service Area	<i>Amendment to the Regional Water Quality Management Plan, Walworth County Metropolitan Sewerage District/Elkhorn Sanitary Sewer Service Area</i>	March 7, 2007
	Amendment—Village of Caledonia/Village of Mount Pleasant	<i>Amendment to the Regional Water Quality Management Plan, Villages of Caledonia and Mount Pleasant</i>	June 20, 2007
	Amendment—Greater Kenosha Area	<i>Amendment to the Regional Water Quality Management Plan, Greater Kenosha Area</i>	June 20, 2007
	Amendment—Village of Twin Lakes	<i>Amendment to the Regional Water Quality Management Plan, Village of Twin Lakes</i>	June 20, 2007
	Amendment—Walworth County Metropolitan Sewerage District/Elkhorn Sanitary Sewer Service Area	<i>Amendment to the Regional Water Quality Management Plan, Walworth County Metropolitan Sewerage District/Elkhorn Sanitary Sewer Service Area</i>	June 20, 2007
	Amendment—City of Burlington	<i>Amendment to the Regional Water Quality Management Plan, City of Burlington</i>	September 12, 2007
	Amendment—City of Oak Creek	<i>Amendment to the Regional Water Quality Management Plan, City of Oak Creek</i>	September 12, 2007
	Amendment—Village of Sussex and Environs	<i>Amendment to the Regional Water Quality Management Plan, Village of Sussex and Environs</i>	September 12, 2007
	Amendment—City of Muskego	<i>Amendment to the Regional Water Quality Management Plan, City of Muskego</i>	December 5, 2007
	Amendment—Village of Wales/City of Waukesha	<i>Amendment to the Regional Water Quality Management Plan, Village of Wales/City of Waukesha</i>	December 5, 2007
	Amendment—Greater Milwaukee Watersheds	<i>Planning Report No. 50 A Regional Water Quality Management Plan for the Greater Milwaukee Watersheds</i>	December 5, 2007
	Amendment—Paddock Lake Sanitary Sewer Service Area	<i>Amendment to the Regional Water Quality Management Plan, Paddock Lake Sanitary Sewer Service Area</i>	March 5, 2008
	Amendment—Mequon Sanitary Sewer Service Area	<i>Amendment to the Regional Water Quality Management Plan, Mequon Sewer Service Area</i>	March 5, 2008
	Amendment—Jackson Sanitary Sewer Service Area	<i>Amendment to the Regional Water Quality Management Plan, Jackson Sewer Service Area</i>	June 18, 2008
	Amendment—Brookfield – Elm Grove Sanitary Sewer Service Area	<i>Amendment to the Regional Water Quality Management Plan, Brookfield – Elm Grove Sanitary Sewer Service Area</i>	June 18, 2008
	Amendment—Burlington Sanitary Sewer Service Area	<i>Amendment to the Regional Water Quality Management Plan, Burlington Sanitary Sewer Service Area</i>	June 18, 2008

Table 1 (continued)

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning (continued)	Amendment—New Berlin Sanitary Sewer Service Area	<i>Amendment to the Regional Water Quality Management Plan, New Berlin Sanitary Sewer Service Area</i>	December 3, 2008
	Regional Air Quality Plan	Planning Report No. 28, <i>A Regional Air Quality Attainment and Maintenance Plan for Southeastern Wisconsin: 2000</i>	June 20, 1980
	Amendment—Emission Reduction Credit Banking and Trading System	<i>Amendment to the Regional Air Quality Attainment and Maintenance Plan: 2000, Emission Reduction Credit Banking and Trading System</i>	December 1, 1983
	Pike River Watershed Plan	Planning Report No. 35, <i>A Comprehensive Plan for the Pike River Watershed</i>	June 16, 1983
	Amendment—Town of Mt. Pleasant	<i>Amendment to the Pike River Watershed Plan, Town of Mt. Pleasant</i>	June 15, 1987
	Amendment—City of Kenosha/ Town of Somers	<i>Amendment to the Pike River Watershed Plan, City of Kenosha/Town of Somers</i>	June 15, 1987
	Regional Air Quality Plan	Planning Report No. 28, <i>A Regional Air Quality Attainment and Maintenance Plan for Southeastern Wisconsin: 2000</i>	June 20, 1980
	Amendment—Upper Pike River, Lower Pike River, Pike Creek, Airport Branch, and Tributary to Airport Branch	<i>Amendment to the Pike River Watershed Plan, Kenosha and Racine Counties</i>	March 6, 1996
	Oak Creek Watershed Plan	Planning Report No. 36, <i>A Comprehensive Plan for the Oak Creek Watershed</i>	September 8, 1986
	Des Plaines River Watershed Plan	Planning Report No. 44, <i>A Comprehensive Plan for the Des Plaines River Watershed</i>	June 18, 2003
Community Assistance Planning	Kenosha Planning District Comprehensive Plan	Planning Report No. 10, <i>A Comprehensive Plan for the Kenosha Planning District, Volume One, Inventory Findings, Forecasts, and Recommended Plans; Volume Two, Implementation Devices</i>	June 1, 1972
	Racine Urban Planning District Comprehensive Plan	Planning Report No. 14, <i>A Comprehensive Plan for the Racine Urban Planning District, Volume One, Inventory Findings and Forecasts; Volume Two, The Recommended Comprehensive Plan; Volume Three, Model Plan Implementation Ordinances</i>	June 5, 1975

<sup>a</sup>The regional land use plan is a fifth-generation plan. The initial regional land use plan was adopted by the Commission on December 1, 1966, and documented in SEWRPC Planning Report No. 7, Land Use-Transportation Study, Volume Three, Recommended Regional Land Use and Transportation Plans—1990. The second-generation regional land use plan was adopted by the Commission on December 19, 1977, and documented in SEWRPC Planning Report No. 25, A Regional Land Use Plan and a Regional Transportation Plan for Southeastern Wisconsin: 2000, Volume One, Inventory Findings, and Volume Two, Alternative and Recommended Plans, and was subsequently amended by the adoption on June 17, 1982, of the Kenosha County and Racine County farmland preservation plans documented, respectively, in SEWRPC Community Assistance Planning Report No. 45, A Farmland Preservation Plan for Kenosha County, Wisconsin, and SEWRPC Community Assistance Planning Report No. 46, A Farmland Preservation Plan for Racine County, Wisconsin; the adoption on June 16, 1983, of the Ozaukee County farmland preservation plan documented in SEWRPC Community Assistance Planning Report No. 87, A Farmland Preservation Plan for Ozaukee County, Wisconsin; the adoption on December 1, 1983, of a land use plan for the Town of Pewaukee and Village of Pewaukee documented in SEWRPC Community Assistance Planning Report No. 76, A Land Use Plan for the Town and Village of Pewaukee: 2000, Waukesha County, Wisconsin; the adoption on March 11, 1985, of a land use management plan for the Chiwaukee Prairie-Carol Beach area of the then Town of Pleasant Prairie documented in SEWRPC Community Assistance Planning Report No. 88, A Land Use Management Plan for the Chiwaukee Prairie-Carol Beach Area of the Town of Pleasant Prairie, Kenosha County, Wisconsin; and the adoption on January 15, 1992, of a land use and transportation system development plan for the IH 94 South Freeway Corridor in Kenosha, Milwaukee, and Racine Counties, documented in SEWRPC Community Assistance Planning Report No. 200, A Land Use and Transportation System Development Plan for the IH 94 South Freeway Corridor, Kenosha, Milwaukee, and Racine Counties. The third-generation regional land use plan was adopted by the Commission on September 23, 1992, and documented in SEWRPC Planning Report No. 40, A Regional Land Use Plan for Southeastern Wisconsin—2010, and was subsequently amended by the adoption on June 21, 1995, of a land use and transportation system development plan for the IH 94 West Freeway Corridor in Waukesha County, documented in SEWRPC Community Assistance Planning Report No. 201, A Land Use and Transportation System Development Plan for the IH 94 West Freeway Corridor: 2010, Waukesha County, Wisconsin, and the adoption on December 4, 1996, of a development plan for Waukesha County, documented in SEWRPC Community Assistance Planning Report No. 209, A Development Plan for Waukesha County, Wisconsin. The fourth-generation regional land use plan was adopted by the Commission on December 3, 1997, and documented in SEWRPC Planning Report No. 45, A Regional Land Use Plan for Southeastern Wisconsin: 2020, and was subsequently amended by the adoption on June 20, 2001, of a land use plan for Walworth County, documented in SEWRPC Community Assistance Planning Report No. 252, A Land Use Plan for Walworth County, Wisconsin: 2020.

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

**Table 1 Footnotes (continued)**

Area; the adoption on December 2, 1982, of the Amendment to the Regional Transportation Plan—2000, Racine County, and that date's Amendment to the Regional Transportation Plan—2000, Waukesha County; the adoption on September 8, 1983, of an amendment pertaining to a transportation system plan for the northwest side of Milwaukee County and for Ozaukee County documented in SEWRPC Planning Report No. 34, A Transportation System Plan for the Milwaukee Northwest Side/Ozaukee County Study Area; the adoption on December 1, 1983, of the Amendment to the Regional Transportation Plan—2000, Lake Freeway North/Park Freeway East; the adoption on March 11, 1985, of the Amendment to the Regional Transportation Plan—2000, Stadium Freeway South Corridor; the adoption on June 20, 1988, of that date's Amendment to the Regional Transportation Plan—2000, Waukesha County; the adoption on June 20, 1990, of the Amendment to the Washington County Jurisdictional Highway System; Plan—2000; the adoption on December 5, 1990, of the Amendment to the Racine County Jurisdictional Highway System Plan—2000 and the Amendment to the Regional Transportation Plan—2000, Kenosha County; the adoption on January 15, 1992, of a land use and transportation system development plan for the IH 94 South Freeway Corridor in Kenosha, Milwaukee, and Racine Counties, documented in SEWRPC Community Assistance Planning Report No. 200, A Land Use and Transportation System Development Plan for the IH 94 South Freeway Corridor, Kenosha, Milwaukee, and Racine Counties; the adoption on March 4, 1992, of the Amendment to the Walworth County Jurisdictional Highway System Plan—2010; and the adoption on January 18, 1993, of the Amendment to the Ozaukee County Jurisdictional Highway System Plan: 2010. The third-generation regional transportation system plan was adopted by the Commission on December 7, 1994, and documented in SEWRPC Planning Report No. 41, A Regional Transportation System Plan for Southeastern Wisconsin: 2010, and was subsequently amended by the adoption on June 21, 1995, of a land use and transportation system development plan for the IH 94 West Freeway Corridor in Waukesha County, documented in SEWRPC Community Assistance Planning Report No. 201, A Land Use and Transportation System Development Plan for the IH 94 West Freeway Corridor: 2010, Waukesha County, Wisconsin; the adoption on December 6, 1995, of an updated jurisdictional highway system plan for Waukesha County, set forth in a Commission document entitled Amendment to the Waukesha County Jurisdictional Highway System Plan—2010; and the adoption on December 4, 1996, of a development plan for Waukesha County, documented in SEWRPC Community Assistance Planning Report No. 209, A Development Plan for Waukesha County, Wisconsin. The fourth-generation regional transportation system plan was adopted by the Commission on December 3, 1997, and documented in SEWRPC Planning Report No. 46, A Regional Transportation System Plan for Southeastern Wisconsin: 2020, and was subsequently amended by the adoption on February 1, 2001, of the Amendment to the Year 2020 Regional Transportation System Plan and Year 2000-2002 Transportation Improvement Program for the Removal and Reconfiguration of the Park East Freeway; the adoption on June 19, 2002, of the Amendment to the Washington County Jurisdictional Highway System Plan: 2020; the adoption on March 20, 2003, of the Affirmation of Year 2020 Regional Transportation System Plan and Extension of Plan Design Year to 2025; and the adoption on May 21, 2003, of the Amendment to the Regional Transportation Plan (Regional Freeway System).

<sup>c</sup>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.

<sup>d</sup>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.

<sup>e</sup>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.

<sup>f</sup>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 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.

<sup>g</sup>The 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.

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



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

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 2008, the Commission adopted six amendments to the regional water quality management plan dealing with changes to planned sanitary sewer service areas at various locations throughout the Region.

## **THE CYCLICAL NATURE OF THE PLANNING PROCESS**

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

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

pleted. The resulting plans represent second-generation plans for the Region, incorporating the feedback from the intensive project and facilities planning efforts completed by local agencies after, and in implementation of, the first-generation areawide system plans. In September 1992, the Commission adopted a third-generation regional land use plan as part of the Commission's periodic review and reappraisal of the major elements of the comprehensive regional plan. In December 1994, the Commission adopted a third-generation regional transportation system plan as part of this review and reappraisal process. In December 1997, the Commission adopted fourth generation design year 2020 regional land use and regional transportation system plans. Fifth generation regional land use and regional transportation system plans were adopted in 2006.

The fifth-generation, design year 2035 regional land use plan is based upon the same three basic concepts underlying the prior regional land use plans, namely, the centralization of new urban land development to the greatest degree practicable, the preservation and protection of primary environmental corridor lands, and the preservation and protection of prime agricultural lands. The fifth-generation regional land use plan is thus conceptually identical to the four previous regional land use plans.

The fifth-generation regional transportation system plan, which also has a design year of 2035, is designed to serve and support the adopted regional land use plan. The regional transportation system plan builds upon four earlier plans. The year 2035 plan embodies the basic structure of the year 2020 plan with only modest amendments as necessary to address additional travel needs expected to materialize over the extended planning period and to appropriately incorporate plan modifications advanced by local units of government since completion of the year 2020 plan.

The initial cycle of water quality management planning consisted of the regional sanitary sewerage system plan adopted by the Commission in 1974 and the project-level planning carried out by local water quality management agencies since that time. In July 1979, the Commission adopted a regional water quality management plan, taking into account the results of the project- and facility-level planning efforts of the first planning cycle. The regional water quality management plan differed from the regional sanitary sewerage system plan primarily in scope and complexity, the regional water quality management plan dealing with

such areas as regional sludge management and the control of water pollution from nonpoint sources as well as with the control of water pollution from point sources, which was the focus of the first systems-level planning effort. A report documenting the status of the regional water quality management plan, collating and summarizing all implementation actions taken and plan amendments adopted since the adoption of the initial plan in 1979, was completed and published by the Commission in March 1995. A major plan amendment for the greater Milwaukee watersheds was adopted December 2007.

## **PLAN ELEMENTS UNDER PREPARATION**

At the end of 2008, the Commission had under way a number of programs designed to refine, detail, amend, or extend the existing plan elements. These work efforts included the following:

- The preparation of updated jurisdictional highway system plans for several counties.
- The preparation of new short-range transit system development plans for Milwaukee County and the Cities of Kenosha and Racine.
- The preparation of an updated park and open space plan for Milwaukee County.
- The preparation of a regional water supply system plan.

- The preparation of an update to the regional natural areas and critical species habitat protection and management plan.
- The preparation of an update to the regional housing plan.

## **FUTURE WORK PROGRAMS**

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

In addition to these major continuing planning efforts, the Commission from time to time prepares supplemental plan elements as a part of the master plan for the physical development of the Region. In so doing, the Commission follows an established policy of preparing a prospectus or a study design prior to undertaking any major new planning efforts.



# 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 2008, 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 2008, 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 2008.

### Regional Land use Plan—An Overview

The regional land use plan for the year 2035 was adopted by the Commission in 2006. It is documented in SEWRPC Planning Report No. 48, *A Regional Land Use Plan for Southeastern Wisconsin: 2035*. The year 2035 regional land use plan is a fifth generation plan. The Commission adopted the first regional land use plan for Southeastern Wisconsin in 1966; that plan had a design year of 1990. In subsequent planning efforts the Commission updated and extended the land use plan to 2000 (adopted in 1977), to 2010 (adopted in 1992), and to 2020 (adopted in 1997).

The regional land use plan provides a long-range guide to land use development and open space preservation in the Region. The plan provides a basis for other elements of the regional plan, including the regional transportation plan, park and open space plan, water quality management plan, and water supply plan. The regional land use plan is also intended to serve as a framework for county and local comprehensive planning within the Region.

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

### *Urban Land Use*

Under the regional plan, urban lands—including land devoted to high, medium, and low density residential uses as well as to commercial, industrial, governmental, institutional, recreational, and transportation, communication, and utility uses—would increase by 93 square miles, or 13 percent, from 732 square miles in 2000 to 825 square miles in 2035. Urban development would occur within urban service areas served by public sanitary sewers and other public utilities and services. New urban land would be provided through the infilling and renewal of existing urban service areas and through the orderly expansion of such areas. Urban residential development and redevelopment would occur in a variety of residential neighborhood types and in mixed uses settings. About 88 percent of all new housing would occur at a medium density—averaging about four dwelling units per acre—or at a higher density. Under the plan, growth in the economic base would be accommodated through the development and redevelopment of major economic activity centers as well as community-level and neighborhood-level centers.

### *Sub-urban Density Residential Land*

The regional plan discourages sub-urban density residential development, defined as a density of 0.2 to 0.6 dwelling unit per acre, with a typical lot size of two to three acres. Such development is neither truly urban nor rural in character. Development at this density generally precludes the provision of centralized sanitary sewer and water supply services. The plan recommends that additional sub-urban density residential development be confined to areas that have already been committed to such use through subdivision plats and certified surveys.

### *Environmentally Significant Lands*

Under the regional plan, the land development needs of the Region would be met while preserving the best remaining elements of the natural resource base—most of which are located within environmental corridors and isolated natural resource areas. The plan recommends the preservation of primary environmental corridors—large, elongated areas in the

landscape encompassing many of the best remaining woodlands, wetlands, prairies, wildlife habitat, and surface water and associated shorelands and floodlands, along with many related historic, scenic, and recreational sites. The plan recommends that these corridors be preserved in essentially natural, open use, recognizing, however, that certain limited development may be accommodated in upland corridor areas without jeopardizing their overall integrity; guidelines in this respect are included in the plan. The planned primary environmental corridors encompass 18 percent of the Region.

In addition to primary environmental corridors, other smaller concentrations of natural resources—referred to as secondary environmental corridors and isolated natural resource areas—have been identified as warranting strong consideration for preservation. The planned secondary environmental corridors encompass 3 percent of the Region while the planned isolated natural resource areas encompass 2 percent. The regional plan recommends that these areas be retained in natural, open use as determined in county and local plans.













The regional plan also recommends the preservation of all sites identified as natural areas or critical species habitat sites in the regional natural areas and critical species habitat inventory, described later in this section. Most of these sites are located within environmental corridors or isolated natural resource areas.

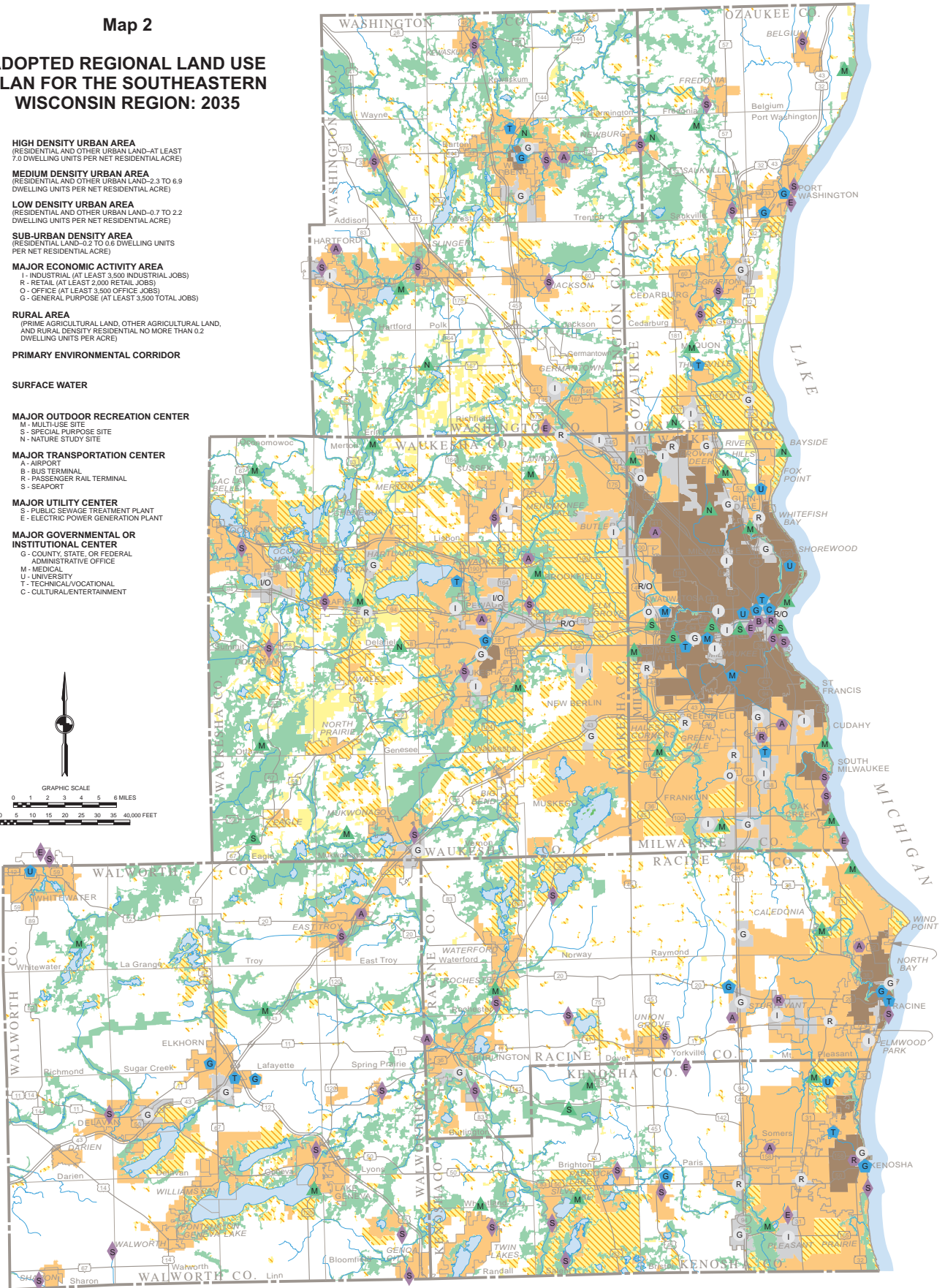
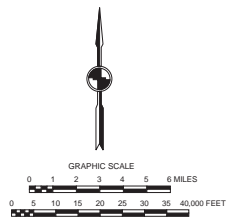
### *Prime Agricultural Lands and Other Rural Lands*

The area shown in white on the regional land use plan map is recommended to remain in essentially rural use—primarily agriculture and rural density residential use. Prime agricultural land in this area—the land best suited for agriculture—is recommended to be preserved for farming, with residential development generally limited to no more than one dwelling unit per 35 acres. The regional plan recommends that counties in the Region, in cooperation with the concerned local units of government, carry out planning programs to identify prime agricultural land. The regional plan holds out the preservation of the most productive soils—soils in U.S. Natural Resources Conservation Service Agricultural Capability Class I and Class II—as a key consideration in the identification of prime farmland, recognizing that other factors, such as farm size and the overall size of the farming area, may also be considered.

## Map 2

### ADOPTED REGIONAL LAND USE PLAN FOR THE SOUTHEASTERN WISCONSIN REGION: 2035

-  **HIGH DENSITY URBAN AREA**  
(RESIDENTIAL AND OTHER URBAN LAND-AT LEAST  
7.0 DWELLING UNITS PER NET RESIDENTIAL ACRE)
-  **MEDIUM DENSITY URBAN AREA**  
(RESIDENTIAL AND OTHER URBAN LAND-2.3 TO 6.9  
DWELLING UNITS PER NET RESIDENTIAL ACRE)
-  **LOW DENSITY URBAN AREA**  
(RESIDENTIAL AND OTHER URBAN LAND-0.7 TO 2.2  
DWELLING UNITS PER NET RESIDENTIAL ACRE)
-  **SUB-URBAN DENSITY AREA**  
(RESIDENTIAL LAND-0.2 TO 0.6 DWELLING UNITS  
PER NET RESIDENTIAL ACRE)
-  **MAJOR ECONOMIC ACTIVITY AREA**  
I - INDUSTRIAL (AT LEAST 3,500 INDUSTRIAL JOBS)  
R - RETAIL (AT LEAST 2,000 RETAIL JOBS)  
O - OFFICE (AT LEAST 3,500 OFFICE JOBS)  
G - GENERAL PURPOSE (AT LEAST 3,500 TOTAL JOBS)
-  **RURAL AREA**  
(PRIME AGRICULTURAL LAND, OTHER AGRICULTURAL LAND,  
AND RURAL DENSITY RESIDENTIAL NO MORE THAN 0.2  
DWELLING UNITS PER ACRE)
-  **PRIMARY ENVIRONMENTAL CORRIDOR**
-  **SURFACE WATER**
-  **MAJOR OUTDOOR RECREATION CENTER**  
M - MULTI-USE SITE  
S - SPECIAL PURPOSE SITE  
N - NATURE STUDY SITE
-  **MAJOR TRANSPORTATION CENTER**  
A - AIRPORT  
B - BUS TERMINAL  
R - PASSENGER RAIL TERMINAL  
S - SEAPORT
-  **MAJOR UTILITY CENTER**  
S - PUBLIC SEWAGE TREATMENT PLANT  
E - ELECTRIC POWER GENERATION PLANT
-  **MAJOR GOVERNMENTAL OR  
INSTITUTIONAL CENTER**  
G - COUNTY, STATE, OR FEDERAL  
ADMINISTRATIVE OFFICE  
M - MEDICAL  
U - UNIVERSITY  
T - TECHNICAL/VOCATIONAL  
C - CULTURAL/ENTERTAINMENT





The regional plan also encourages the preservation of nonprime farmland for agricultural use. This could be in the form of traditional agriculture or alternative agricultural uses such as smaller hobby farms or specialty farms including community supported agricultural operations. The regional plan recognizes the potential for limited residential development on nonprime farmland in planned rural areas, recommending that any such development be limited to a density of no more than one dwelling unit per five acres. Where such development is accommodated, the plan encourages the use of conservation subdivision designs.

### Residential Subdivision Platting Activity

The Commission annually monitors land subdivision activity within the Region. In all, 1,322 residential lots were created within the Region during 2008 by subdivision plat, compared with 3,442 lots so created in 2007, reflecting the current decline in housing construction (see Table 2 and Map 3). In the seven counties in Southeastern Wisconsin, the number of residential lots created through subdivision plats in 2008 ranged from a low of eight lots in Racine County to a high of 487 lots in Waukesha County. The historical trend in residential platting activity since 1960 is shown for the Region and by county in Figure 6.

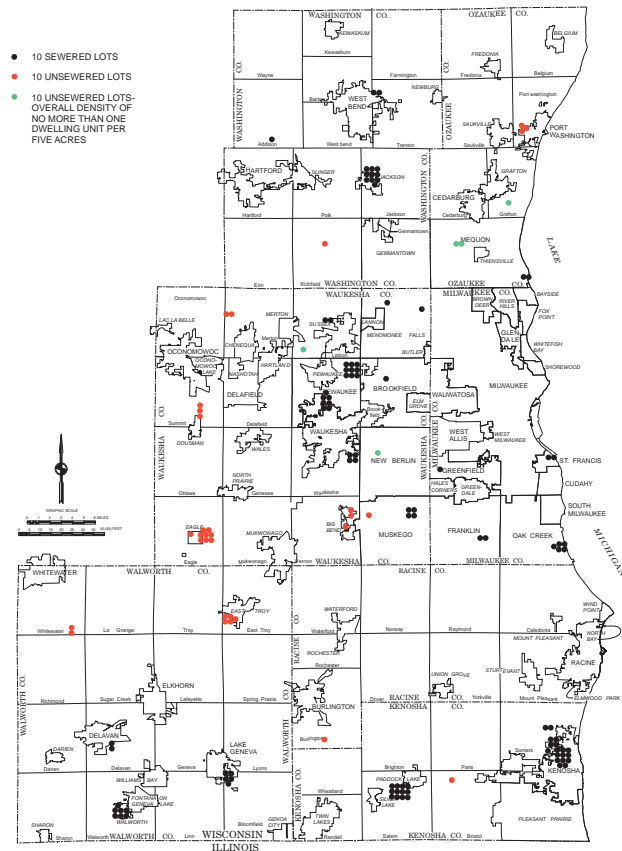
Of the residential lots created in 2008, 961 lots, or 73 percent, were to be served by public sanitary sewers; the remaining 361 lots, or 27 percent, were to be served by onsite sewage disposal systems. Of the 361 lots to be served by onsite sewage disposal systems, 45 lots, or 12 percent, occurred at 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 2008, the Division continued to monitor secondary data sources for changes in employment, population, and housing levels, and continued to provide socioeconomic data in support of its work and that of the Transportation, Environmental, Telecommunications, and Community Assistance Planning Divisions.

Map 3

### RESIDENTIAL PLATTING ACTIVITY IN THE REGION: 2008



### Monitoring Employment

#### Current Employment Levels

The number and type of jobs available are important measures of economic activity within the Region. Since jobs are enumerated at their location, the job data are often referred to in terms of “place-of-work” employment data. It should be noted that the enumeration of jobs does not distinguish between full- and part-time jobs or indicate whether a given job is held by a resident of the jurisdiction in which the job is enumerated or by a commuter. The information regarding employment levels presented in this report is drawn from secondary data sources. Future editions of the Commission’s *Annual Report* may present slightly revised employment levels for the year 2008 and previous years in order to reflect new releases of secondary source employment data as they become available.

Table 2

## RESIDENTIAL SUBDIVISION PLATTING ACTIVITY IN THE REGION: 2008

County	Sewered Lots		Unsewered Lots <sup>a</sup>		Total Lots	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Region
Kenosha .....	300	98.7	4	1.3	304	23.0
Milwaukee .....	96	100.0	0	0.0	96	7.3
Ozaukee .....	19	26.8	52	73.2	71	5.4
Racine .....	0	0.0	8	100.0	8	0.6
Walworth .....	140	66.4	71	33.6	211	15.9
Washington .....	124	85.5	21	14.5	145	11.0
Waukesha .....	282	57.9	205	42.1	487	36.8
Region	961	72.7	361	27.3	1,322	100.0

<sup>a</sup>Of the 361 lots to be served by onsite sewage disposal systems, 45 lots, or 12 percent, occurred at a rural density of no more than one dwelling unit per five acres. This includes 23 such lots in Ozaukee County and 22 in Waukesha County.

Table 3

## REGIONAL EMPLOYMENT BY CATEGORY: 1990, 2000, AND 2008

Employment Category	Number of Jobs			1990-2000 Change		2000-2008 Change	
	1990	2000	2008 Estimate	Number	Percent	Number	Percent
Agriculture, Forestry, Fishing, and Mining <sup>a</sup> .....	14,300	17,600	19,200	3,300	23.1	1,600	9.1
Construction.....	45,100	53,800	53,400	8,700	19.3	-400	-0.7
Manufacturing.....	223,500	224,400	178,200	900	0.4	-46,200	-20.6
Transportation, Communication, and Utilities .....	46,300	54,800	51,000	8,500	18.4	-3,800	-6.9
Wholesale Trade.....	55,300	64,400	63,500	9,100	16.5	-900	-1.4
Retail Trade .....	185,400	193,700	197,700	8,300	4.5	4,000	2.1
Services <sup>b</sup> .....	386,500	499,700	555,700	113,200	29.3	56,000	11.2
Government and Government Enterprises <sup>c</sup> .....	106,200	114,400	116,500	8,200	7.7	2,100	1.8
Total Jobs	1,062,600	1,222,800	1,235,200	160,200	15.1	12,400	1.0

<sup>a</sup>Includes agriculture, agricultural services, forestry, commercial fishing, mining, and unclassified jobs.

<sup>b</sup>Includes services and finance, insurance, and real estate.

<sup>c</sup>Excludes armed forces.

The number of jobs in the Region in 2008 was estimated at 1,235,200, a decrease of about 6,500 jobs, or 0.5 percent, from the 2007 level, reflecting the current economic downturn. Nevertheless, the number of jobs in the Region in 2008 remained about 12,400 jobs, or 1 percent, above the 2000 level of 1,222,800 jobs. Year 2008 employment has declined from the 2000 level in half of the employment categories, including manufacturing employment which was an estimated 46,200 jobs less than the 2000 level (see Table 3).

Estimated employment levels by county in 2008 are indicated in Table 4. Despite the recent economic downturn, 2008 employment levels in five counties—Kenosha, Ozaukee, Walworth, Washington, and Waukesha—remained above year 2000 levels. Racine County employment in 2008 was estimated to be slightly below the 2000 level, while Milwaukee County employment was estimated to have declined by about 17,800 jobs, or about 3 percent.



Figure 6

RESIDENTIAL LOTS PLATTED IN THE REGION AND ITS COUNTIES: 1960-2008



Table 4

## REGIONAL EMPLOYMENT BY COUNTY: 1990, 2000, AND 2008

County	Number of Jobs			1990-2000 Change		2000-2008 Change	
	1990	2000	2008 Estimate	Number	Percent	Number	Percent
Kenosha.....	52,200	68,700	75,800	16,500	31.6	7,100	10.3
Milwaukee.....	609,800	624,600	606,800	14,800	2.4	-17,800	-2.8
Ozaukee.....	35,300	50,800	53,500	15,500	43.9	2,700	5.3
Racine.....	89,600	94,400	93,500	4,800	5.4	-900	-1.0
Walworth.....	39,900	51,800	55,200	11,900	29.8	3,400	6.6
Washington.....	46,100	61,700	67,100	15,600	33.8	5,400	8.8
Waukesha.....	189,700	270,800	283,300	81,100	42.8	12,500	4.6
Region	1,062,600	1,222,800	1,235,200	160,200	15.1	12,400	1.0

### *Comparison of Actual and Projected Employment Levels*

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

Employment in the Region in 2008 was anticipated to total 1,241,300 jobs under the high-growth scenario; 1,220,300 jobs under the intermediate-growth scenario; and 1,201,600 jobs under the low-growth

scenario. The estimated 2008 level of 1,235,200 jobs is less than 1 percent below the high projection and exceeds the intermediate and low growth projections by 1 percent and 3 percent, respectively (see Table 5 and Figure 7).

### **Monitoring Population**

#### *Current Population Levels*

Each year, the Wisconsin Department of Administration prepares estimates of resident population levels for communities and counties in Wisconsin. These estimates are based upon symptomatic indicators of population change, including automobile registrations, residential electric meters, the number of persons filing income tax returns, and the number of dependents claimed on income tax returns. Department estimates of the resident population for the Region in 2008, along with the estimated change from the year 2000 Census population, are presented in Table 6.

As indicated in Table 6, the 2008 resident population of the Region was estimated by the Department of Administration to be about 1,998,400 persons, an increase of about 67,200 persons, or about 3.5 percent, over 2000. Every county in the Region, except Milwaukee County, was estimated to have experienced population increases between 2000 and 2008, ranging from a low of about 4,700 persons, or about 6 percent, in Ozaukee County, to a high of about 21,900 persons, or about 6 percent, in Waukesha County. Milwaukee County population was estimated to have declined by about 1,700 persons, or less than 1 percent.

Table 5

**ACTUAL AND PROJECTED NUMBER OF AVAILABLE JOBS BY COUNTY: 2008**

County	Estimated 2008 Jobs	Projected 2008 Jobs		
		High-Growth Scenario	Intermediate-Growth Scenario	Low-Growth Scenario
Kenosha.....	75,800	75,000	74,300	72,600
Milwaukee.....	606,800	605,800	596,200	586,500
Ozaukee.....	53,500	54,000	53,100	52,200
Racine.....	93,500	95,700	94,500	92,700
Walworth.....	55,200	56,600	56,000	54,800
Washington.....	67,100	67,400	66,300	65,200
Waukesha.....	283,300	286,800	279,900	277,600
Region	1,235,200	1,241,300	1,220,300	1,201,600

Table 6

**POPULATION IN THE SOUTHEASTERN WISCONSIN REGION BY COUNTY: 1990, 2000, AND 2008**

County	Population			1990-2000 Change		2000-2008 Change	
	1990 Census	2000 Census	2008 Estimate	Number	Percent	Number	Percent
Kenosha.....	128,200	149,600	162,100	21,400	16.7	12,500	8.4
Milwaukee.....	959,300	940,200	938,500	-19,100	-2.0	-1,700	-0.2
Ozaukee.....	72,800	82,300	87,000	9,500	13.0	4,700	5.7
Racine.....	175,100	188,800	196,300	13,700	7.8	7,500	4.0
Walworth.....	75,000	92,000	101,300	17,000	22.7	9,300	10.1
Washington.....	95,300	117,500	130,500	22,200	23.3	13,000	11.1
Waukesha.....	304,700	360,800	382,700	56,100	18.4	21,900	6.1
Region	1,810,400	1,931,200	1,998,400	120,800	6.7	67,200	3.5

Between the Census date of April 1, 2000, and January 1, 2008, the total population increase of about 67,200 persons is estimated to have resulted from a natural increase of about 84,100 persons and a net out-migration of about 16,900 persons. During this time, Milwaukee County and Racine County experienced net out-migration, while the remaining counties in the Region experienced net in-migration, ranging from about 2,800 persons in Ozaukee County to about 10,600 persons in Waukesha County.

*Comparison of Actual and  
Projected Population Levels*

In 2004, the Commission prepared a new set of population projections for the Region to the year 2035. The projections are documented in SEWRPC Technical Report No. 11 (4<sup>th</sup> Edition), *The Population of Southeastern Wisconsin*, July 2004. As in the preparation of employment projections, the Com-

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

Under the high-growth scenario, the population level of the Region was anticipated to reach about 2,076,400

Figure 7

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

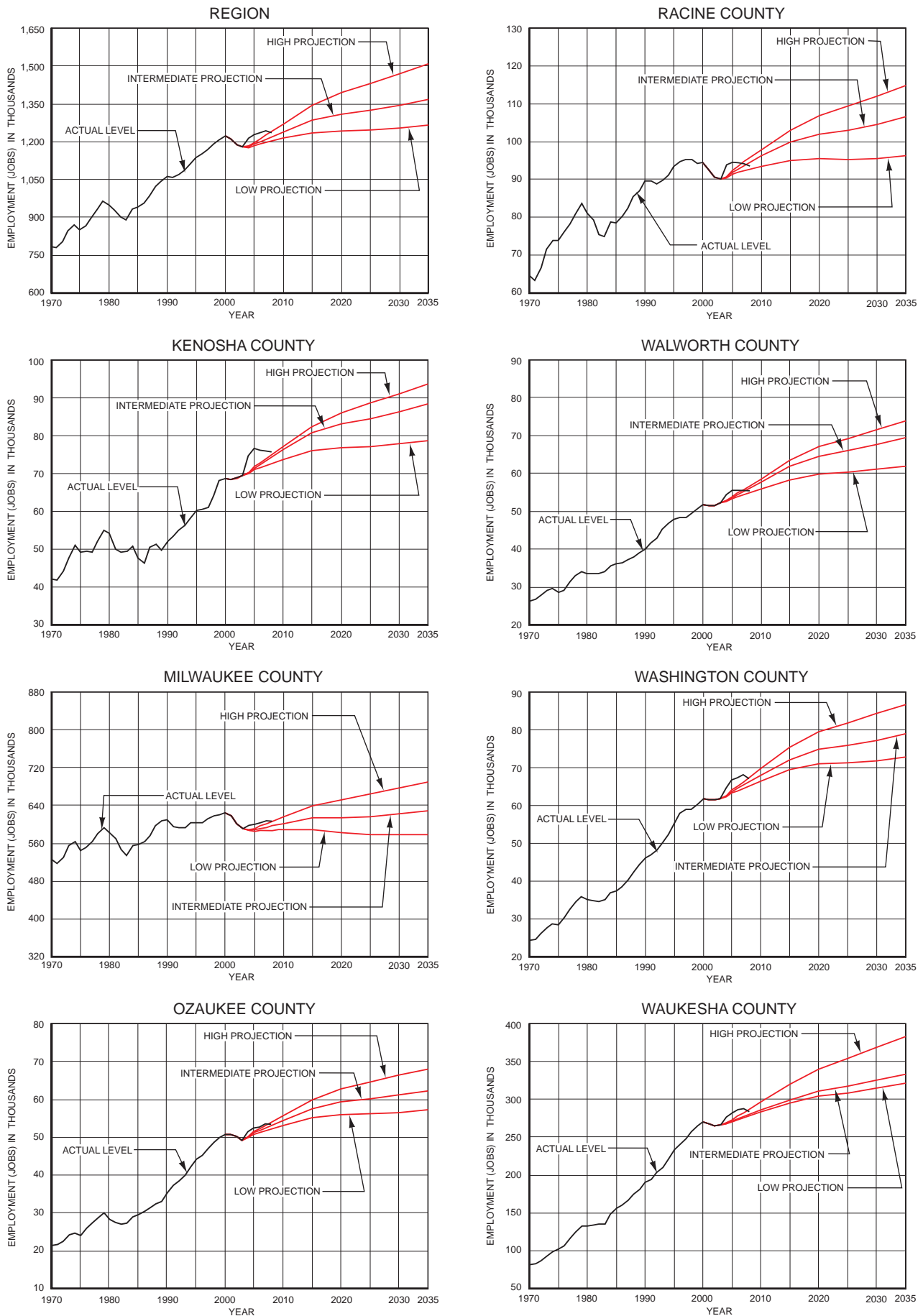


Table 7

## ACTUAL AND PROJECTED POPULATION LEVELS BY COUNTY: 2008

County	2008 Population	Projected 2008 Population		
		High-Growth Scenario	Intermediate-Growth Scenario	Low-Growth Scenario
Kenosha.....	162,100	169,100	162,700	157,900
Milwaukee.....	938,500	972,300	950,700	924,800
Ozaukee.....	87,000	91,600	87,500	85,300
Racine.....	196,300	202,100	193,900	190,400
Walworth.....	101,300	105,000	102,500	98,600
Washington.....	130,500	134,100	129,100	124,900
Waukesha.....	382,700	402,200	385,900	375,800
Region	1,998,400	2,076,400	2,012,300	1,957,700

Table 8

HOUSEHOLDS IN THE SOUTHEASTERN WISCONSIN  
REGION BY COUNTY: 1990, 2000, AND 2008

County	Households			1990-2000 Change		2000-2008 Change	
	1990 Census	2000 Census	2008 Estimate	Number	Percent	Number	Percent
Kenosha.....	47,000	56,100	63,400	9,100	19.4	7,300	13.0
Milwaukee.....	373,100	377,700	389,800	4,600	1.2	12,100	3.2
Ozaukee.....	25,700	30,900	34,600	5,200	20.2	3,700	12.0
Racine.....	63,700	70,800	77,000	7,100	11.1	6,200	8.8
Walworth.....	27,600	34,500	40,000	6,900	25.0	5,500	15.9
Washington.....	33,000	43,800	51,600	10,800	32.7	7,800	17.8
Waukesha.....	106,000	135,200	150,800	29,200	27.5	15,600	11.5
Region	676,100	749,000	807,200	72,900	10.8	58,200	7.8

persons in 2008. The actual 2008 regional population level of 1,998,400 persons was about 4 percent below this anticipated level. Under the low-growth scenario, the population level of the Region was anticipated to be about 1,957,700 persons in 2008. The actual 2008 population level was about 2 percent above this level. Under the intermediate-growth scenario, the population level of the Region was anticipated to reach about 2,012,300 persons in 2008. The actual 2008 population level was less than 1 percent below this level (see Table 7 and Figure 8).

### Monitoring Household Levels

#### *Current Household Levels*

Each year, the Wisconsin Department of Administration prepares estimates of the number of total housing units in Wisconsin counties. Estimates

of housing units are based upon housing unit counts from the year 2000 Census, updated by the Department's annual housing survey of all cities, villages, and towns in Wisconsin through which it obtains data on changes in the housing stock. The estimate of occupied housing units—or households—for 2008 presented herein is based upon the Department's estimates of housing units for 2008 and year 2000 Census housing vacancy rates.

As indicated in Table 8, the number of households in the Region is estimated to have increased from about 749,000 in 2000 to about 807,200 in 2008, an increase of about 58,200 households, or 7.8 percent. Each county in the Region is estimated to have experienced an increase in household levels from 2000 to 2008, ranging from about 3,700 households, or 12 percent, in Ozaukee County, to about 15,600 households, or 12 percent, in Waukesha County.

Figure 8

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

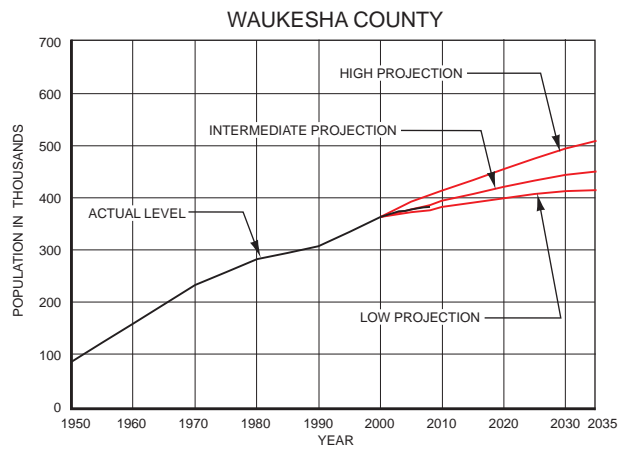
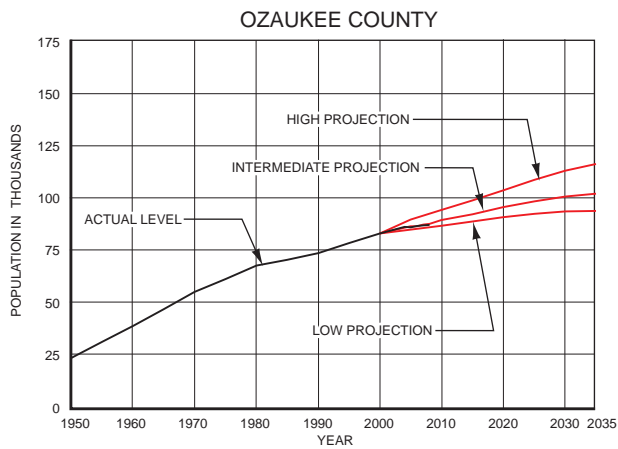
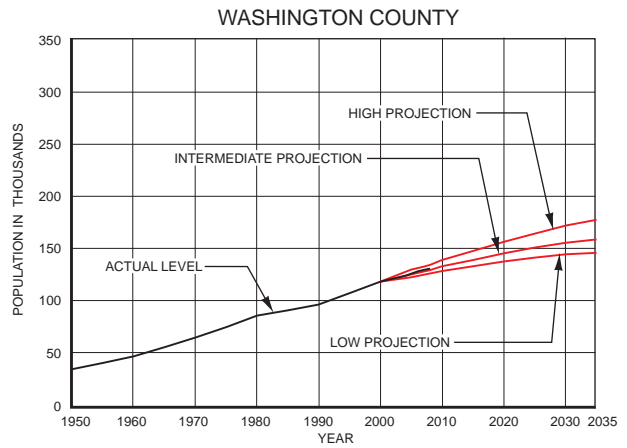
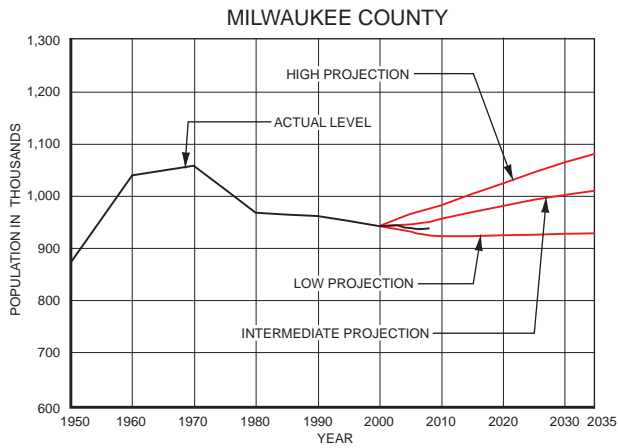
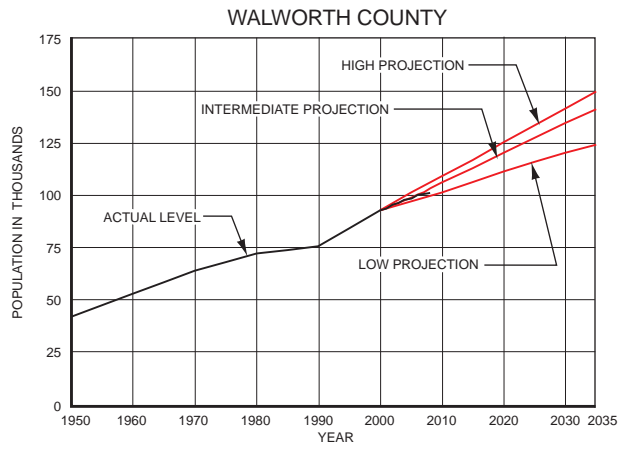
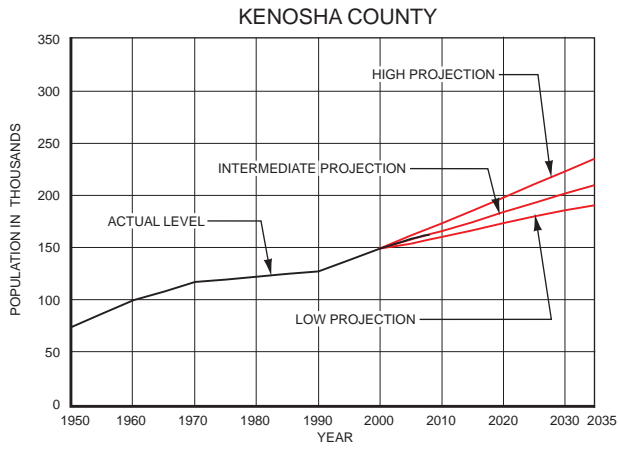
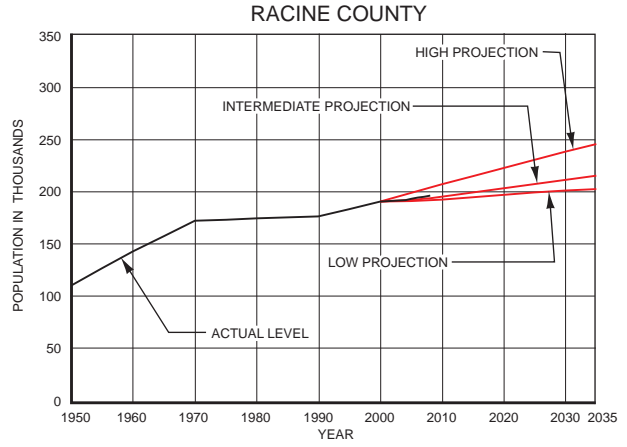
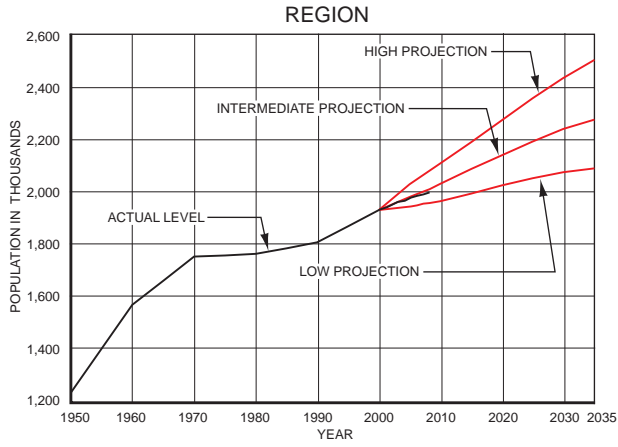


Table 9

## ACTUAL AND PROJECTED HOUSEHOLD LEVELS BY COUNTY: 2008

County	2008 Households	Projected 2008 Households		
		High-Growth Scenario	Intermediate-Growth Scenario	Low-Growth Scenario
Kenosha.....	63,400	64,500	62,100	60,200
Milwaukee.....	389,800	399,400	390,600	380,000
Ozaukee.....	34,600	35,200	33,700	32,800
Racine.....	77,000	77,400	74,200	72,800
Walworth.....	40,000	40,400	39,400	37,900
Washington.....	51,600	51,500	49,500	48,000
Waukesha.....	150,800	154,500	148,200	144,300
Region	807,200	822,900	797,700	776,000

### *Comparison of Actual and Projected Household Levels*

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

Under the high-growth scenario, it was anticipated that there would be 822,900 households in the Region in 2008. The 2008 regional household level of 807,200 is about 2 percent below this anticipated level. Under the low-growth scenario, it was anticipated that there would be 776,000 households in the Region in 2008. The 2008 regional household level is about 4 percent above this level. Under the intermediate-growth scenario, it was anticipated that there would be 797,700 households in the Region in 2008. The 2008 regional household level is about 1 percent above this level (see Table 9 and Figure 9).

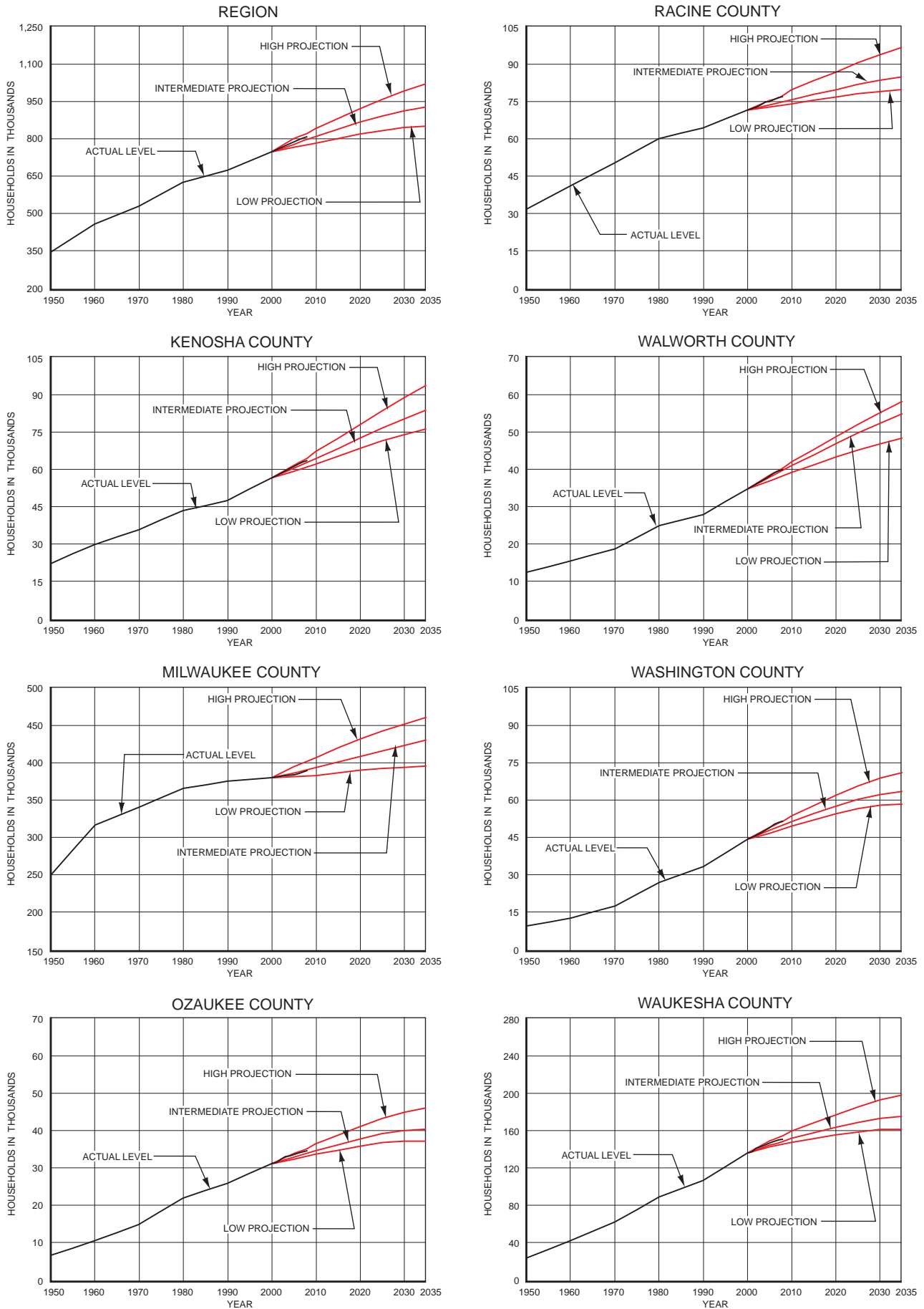
### **Census Coordination**

During 2008, 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.

Figure 9

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





## PARK AND OPEN SPACE PLANNING

### Regional Park and Open Space Plan

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

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

The major outdoor recreation sites and recreation corridors recommended under the regional park and open space plan, as refined and detailed in county park and open space plans, are shown on Map 4.<sup>1</sup> Shown on this map are large parks—parks of at least 100 acres in area which provide facilities for a variety of resource-oriented outdoor recreational activities; major recreation corridors accommodating trail-oriented activities; and major special purpose outdoor recreation sites, such as Henry W. Maier Festival Park in the City of Milwaukee and Old World Wisconsin in the Town of Eagle.

In 2008, the Commission staff continued work on an update and extension of the park and open space plan for Milwaukee County.

#### *Regional Natural Areas and Critical Species Habitat Protection and Management Plan*

A regional natural areas and critical species habitat protection and management plan for Southeastern

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

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

Under the plan, natural areas are defined as tracts of land or water so little modified by human activity, or

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<sup>1</sup>Map 4 incorporates major outdoor recreation sites and recreation corridors recommended in the following reports: SEWRPC Community Assistance Planning Report No. 131, *A Park and Open Space Plan for Kenosha County, November 1987, as amended, for the portion of Kenosha County located west of IH 94*, and SEWRPC Community Assistance Planning Report No. 212, *A Comprehensive Plan for the Kenosha Urban Planning District, Kenosha County, Wisconsin, December 1995, for the portion of Kenosha County located east of IH 94*; SEWRPC Community Assistance Planning Report No. 132, *A Park and Open Space Plan for Milwaukee County, November 1991*; SEWRPC Community Assistance Planning Report No. 133 (2nd Edition), *A Park and Open Space Plan for Ozaukee County, June 2001*; SEWRPC Community Assistance Planning Report No. 134 (2nd Edition), *A Park and Open Space Plan for Racine County, July 2001*; SEWRPC Community Assistance Planning Report No. 135 (2nd Edition), *A Park and Open Space Plan for Walworth County, September 2000, as amended*; SEWRPC Community Assistance Planning Report No. 136 (3rd Edition), *A Park and Open Space Plan for Washington County, March 2005*; and SEWRPC Community Assistance Planning Report No. 209, *A Development Plan for Waukesha County, Wisconsin, August 1996*. Certain plan amendments for Kenosha and Walworth Counties were awaiting Commission adoption at the end of 2008.

**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, 2008**



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

The plan recommends that each of the 589 natural areas and critical species habitat sites be protected and preserved to the maximum extent practicable as urban and rural development in the Region proceeds. The plan, as amended through the end of 2008, 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 2008, the natural areas and critical species habitat protection and management plan had been adopted by all seven counties in the Region, as well as by four cities, eight villages, and four towns in the Region, and had been endorsed by the Wisconsin Natural Areas Preservation Council. In addition, the Wisconsin Natural Resources Board has created a committee to investigate the implementation of those portions of the natural areas plan which pertain to the Wisconsin Department of Natural Resources. The Commission staff assisted the Department's committee with its investigation, which has now been completed. In addition, during 2008 there were several additions made to natural areas. The Wisconsin Department of Natural Resources acquired 468 acres of the newly-identified Rainbow Springs Woods, Wetlands and Dry Prairie Natural Area in Waukesha County; 50 acres of the Holy Hill Woods Natural Area in Washington County; and 2 lots totaling 1.04 acres in the Chiwaukee Prairie/Carol Beach area of Kenosha County. The Waukesha Land Conservancy acquired 96 acres of the Falk Fen Natural Area. The Nature Conservancy acquired 48 acres of the Malek Wetlands Natural Area in Waukesha County. The Cedar Lake Conservation Foundation acquired 23 acres of the

Slinger Upland Woods Natural Area, which includes part of the Polk Kames Geological Area. The City of Mequon acquired 16 acres of the Solar Heights Natural Area and 22 acres of the Triple Woods Natural Area. Finally, the Milwaukee Metropolitan Sewerage District acquired 45 acres of the USH 41 Natural Area; the Village of Germantown acquired 10 acres of the same site.

In 2008, the Commission staff continued work on an update to the regional natural areas and critical species habitat protection and management plan for Southeastern Wisconsin.

## **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.

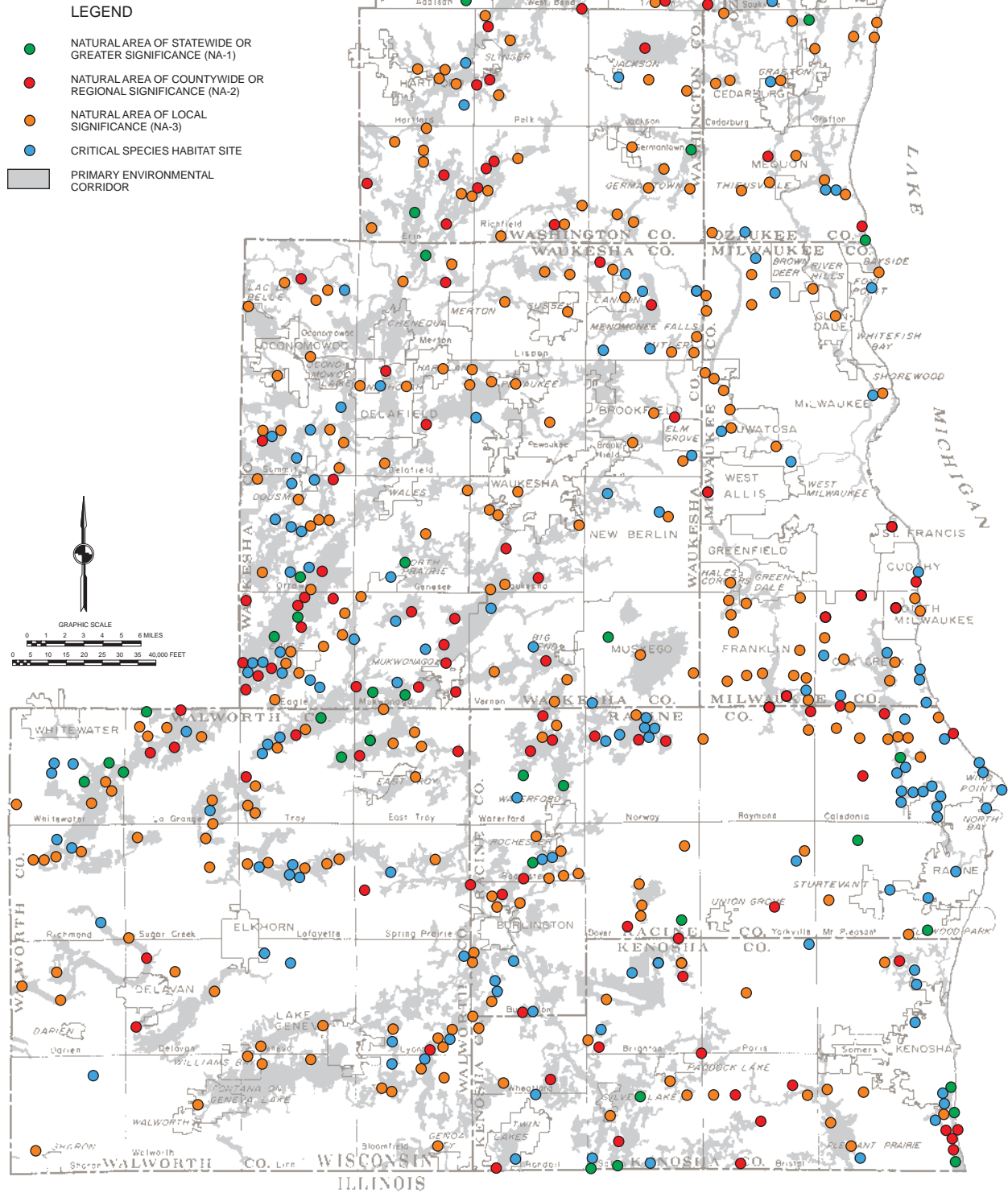
During 2008, the Division responded to about 55 requests for population, economic, and related information from the Commission data files. These requests came from county and local units of government, Federal and State agencies, private firms, and individual citizens. The following are some examples of Division activity during 2008 in performing the data provision and technical assistance function:

- Provided population and building structure counts within the floodplain in the Village of Caledonia to the Village for use in the National Flood Insurance Program.
- Provided census data on poverty, race, unemployment, and vehicle availability to the City of Elkhorn for use in preparing a grant application to the Department of Natural Resources.
- Provided existing and planned population, households, and jobs within the North Mill Creek watershed area in Kenosha County to Lake County, Illinois for use in preparing a watershed plan.



Map 5

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



- Provided existing and planned population and housing levels within the Arrowhead School District to the District for facilities planning.
- Provided existing and planned population levels to an engineering firm for use in preparing a wastewater treatment plan for the City of Brookfield.

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

The Commission land use, natural resource, and park and open space data files are used extensively by State, county, and local governmental units and agencies and by private interests. In 2008, the Division responded to 220 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 2008 include the following:

- Provided recommendations regarding the regulation of riparian areas along the Milwaukee River to the Village of River Hills.
- Provided electronic files of wetland and environmental corridors for the West Bend area to a consultant working on an environmental impact statement for the West Bend Municipal Airport.
- Provided orthophotographs showing environmentally sensitive areas in selected Kenosha and Walworth County townships to a park and open space planning group for use in long-range park and open space planning and implementation.
- Provided information on park standards to Waukesha County Park and Planning for use in ongoing County park 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 2008, the Commission fulfilled a total of 121 requests for such information. Most of this work effort may be divided into the following categories:

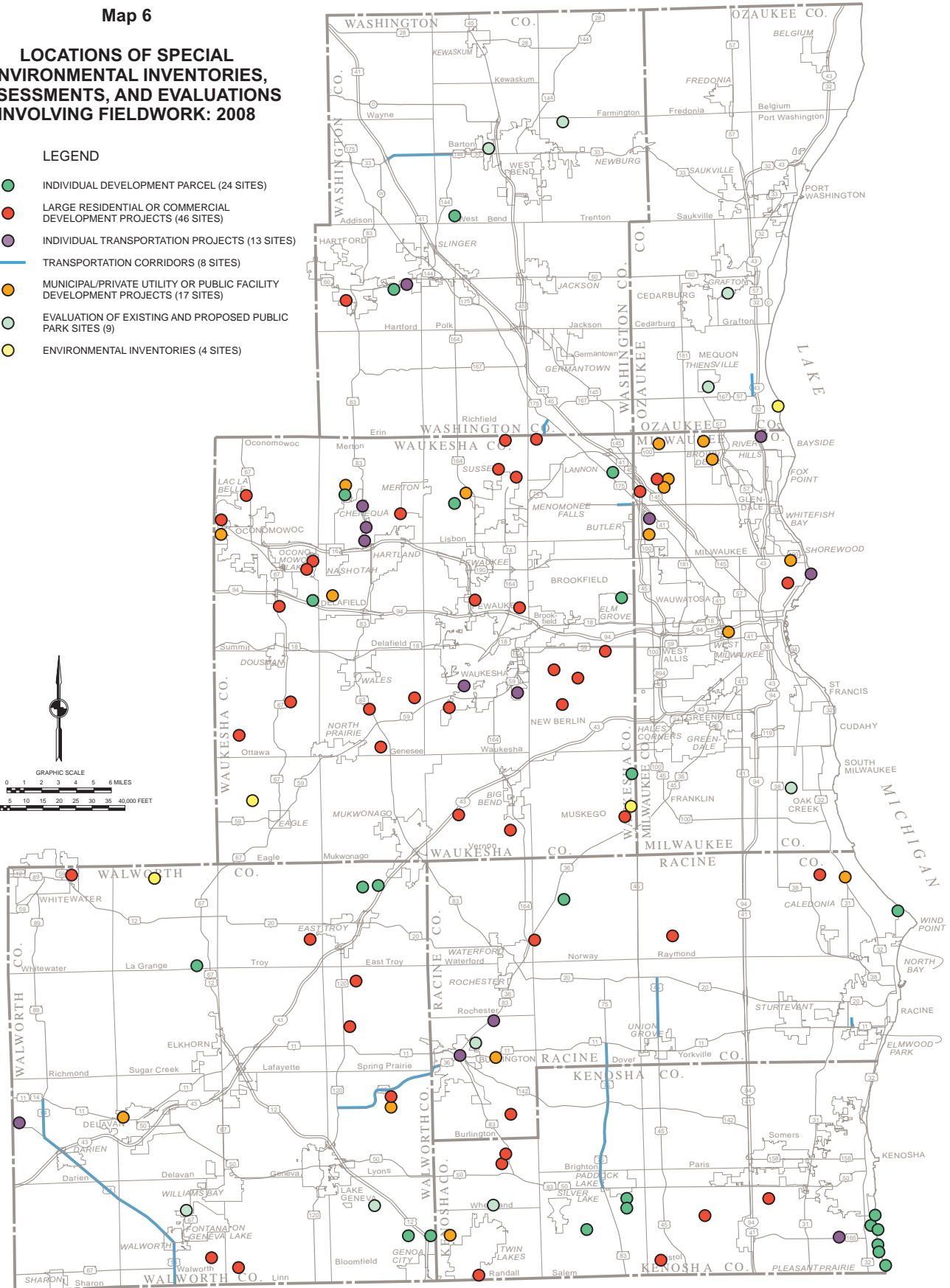
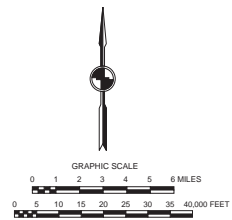
- Requests for the field identification and staking of wetland and primary environmental corridor boundaries on individual parcels in order to facilitate consideration by local governments of private development proposals. During 2008, 24 such requests were fulfilled for sites located throughout the Region (see Map 6). Each of these requests was made by a county or local planner or engineer who needed detailed field information in order to properly carry out local planning and land use control responsibilities. Once delineated in the field by the Commission staff, the precise boundaries of environmentally significant areas were surveyed by private land surveyors retained by the local unit of government or landowner concerned and the results of the survey were placed on land subdivision plats, certified survey maps, and plats of survey.
- Requests for field evaluation, identification, and delineation of wetlands and primary environmental corridors on large sites proposed for residential, commercial, and industrial development to determine whether environmentally sensitive areas of concern occur on such sites. The Commission encourages such evaluations prior to any commitment to detailed site planning. During 2008, such requests were fulfilled for a total of 46 sites located throughout the Region (see Map 6). Once delineated in the field by the Commission staff, the precise boundaries of the environmentally significant areas concerned were surveyed by private land surveyors retained by the local unit of government or landowner concerned and the results of the survey were placed on plats of survey.
- Requests for the field identification and evaluation of environmentally sensitive areas, including wetlands, associated with transportation improvement projects. During 2008, 21 such project-related requests were fulfilled in response to requests by the Wisconsin Department of Transportation, the Milwaukee County Department of Public Works, the

Map 6

# **LOCATIONS OF SPECIAL ENVIRONMENTAL INVENTORIES, ASSESSMENTS, AND EVALUATIONS INVOLVING FIELDWORK: 2008**

## **LEGEND**

- INDIVIDUAL DEVELOPMENT PARCEL (24 SITES)
- LARGE RESIDENTIAL OR COMMERCIAL DEVELOPMENT PROJECTS (46 SITES)
- INDIVIDUAL TRANSPORTATION PROJECTS (13 SITES)
- TRANSPORTATION CORRIDORS (8 SITES)
- MUNICIPAL/PRIVATE UTILITY OR PUBLIC FACILITY DEVELOPMENT PROJECTS (17 SITES)
- EVALUATION OF EXISTING AND PROPOSED PUBLIC PARK SITES (9)
- ENVIRONMENTAL INVENTORIES (4 SITES)



Ozaukee County Highway Commission, the Washington County Highway Department, the City of Hartford, the City of Racine Public Works, and the City of Waukesha Department of Public Works (see Map 6).

- Requests for the field identification and evaluation of environmentally sensitive areas, including wetlands, associated with municipal and private utility and community facility development projects. During 2008, 17 such requests were fulfilled in Kenosha, Milwaukee, Racine, Walworth, and Waukesha Counties (see Map 6).
- Requests for the field identification and evaluation of environmentally sensitive areas,

including wetlands, with particular attention to the evaluation of the flora and fauna present on existing and proposed public park sites in order to assist in the development, redevelopment, and, in some cases, disposal of such sites. During 2008, nine such requests were fulfilled in Kenosha, Milwaukee, Ozaukee, Racine, and Washington Counties (see Map 6).

- Finally, the Commission fulfilled requests for the survey of specific sites to identify and evaluate the flora and fauna present, including a determination as to whether any rare, threatened, or endangered species occur on the subject sites. During 2008, four such requests were fulfilled in Ozaukee, Walworth, and Waukesha Counties (see Map 6).

# TRANSPORTATION PLANNING DIVISION

## DIVISION FUNCTIONS

The Commission is the official metropolitan transportation planning agency for the Southeastern Wisconsin Region. The Commission's Transportation Planning Division conducts studies and makes recommendations concerning various aspects of transportation system development within the Region. The kinds of basic questions addressed by the Division include the following:

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

In attempting to find sound answers to these and other questions, to formulate plans containing recommendations concerning these questions, and to monitor transportation system development activities in the Region, the Transportation Planning Division during 2008 conducted a number of activities in four major areas: transportation planning support and assistance, which includes data collection and development, model refinement, and technical assistance; transportation systems management and programming; long-range planning; and detailed corridor study projects.

## TRANSPORTATION PLANNING SUPPORT AND ASSISTANCE

### Data Collection and Development

During 2008, the Division continued to monitor secondary data sources for changes in personal-use vehicle and commercial truck availability; public transit ridership, stations, and subsidies; carpool parking facility capacity and use; and traffic volumes.

#### *Personal-Use Vehicle and Commercial Truck Availability<sup>1</sup>*

The number of personal-use vehicles—that is, automobiles, trucks, and vans used by residents of the Region for personal transportation—in 2008 totaled about 1,373,600. This represents an increase of 20,300, or about 1.5 percent, compared to the 2007 level of 1,353,300 (see Table 10). Increases in personal-use vehicle availability in 2008 occurred in all counties in the Region. Over the past 40 years, there has been a generally steady, long-term trend of continued increases in the number of personal-use vehicles available to residents of the Region. The average annual rate of growth in personal-use vehicle availability within the Region from 1963 through 2008 was 2.1 percent.

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



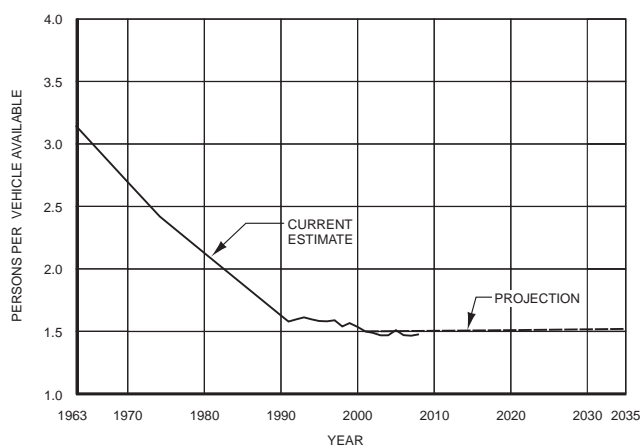
Table 10

PERSONAL-USE VEHICLE AVAILABILITY IN THE REGION<sup>a</sup>

County	1963	1972	2007	2008
Kenosha .....	37,240	51,100	116,260	118,260
Milwaukee .....	316,350	392,000	545,970	551,170
Ozaukee .....	16,780	28,030	66,970	68,160
Racine .....	52,040	73,350	142,510	144,890
Walworth .....	22,220	33,450	84,030	85,080
Washington .....	18,340	30,390	99,620	101,970
Waukesha .....	69,390	114,450	297,940	304,070
Total	532,360	722,770	1,353,300	1,373,600

<sup>a</sup>The classification of automobiles and trucks used in this Annual Report differs from that used in Commission Annual Reports for years prior to 1994. For an explanation of the differences, see footnote 1, page 47.

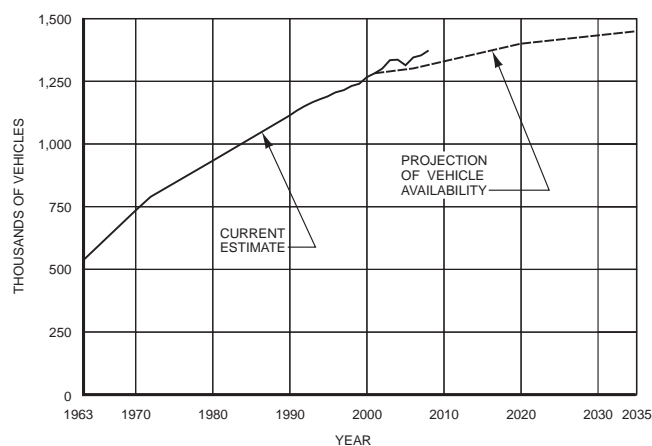
Figure 10

PERSONS PER PERSONAL-USE VEHICLE<sup>a</sup>

<sup>a</sup> THE CLASSIFICATION OF AUTOMOBILES AND TRUCKS USED IN THIS ANNUAL REPORT DIFFERS FROM THAT USED IN COMMISSION ANNUAL REPORTS FOR YEARS PRIOR TO 1994. FOR AN EXPLANATION OF THE DIFFERENCES, SEE FOOTNOTE 1 ON PAGE 47.

The number of persons per personal-use vehicle within the Region was estimated to be 1.45 in 2008, down slightly from the 1.47 estimated for 2007, as shown in Figure 10. The number of persons per personal-use vehicle has been relatively stable for over a decade, with minor fluctuations up and down annually. The forecast of the number of persons per personal-use vehicle expects long term stability as well. The forecast of total personal-use vehicle availability developed

Figure 11

PERSONAL-USE VEHICLE AVAILABILITY<sup>a</sup>

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

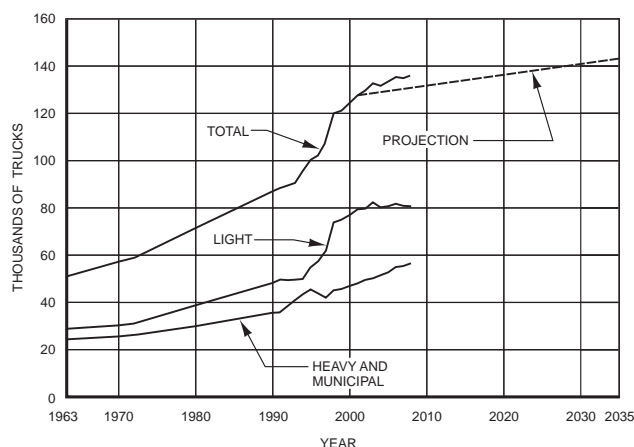
under the long-range regional transportation system plan, is shown in Figure 11, along with historic annual personal-use vehicle availability. The 2008 forecast personal-use vehicle availability level was 1,313,600 under the adopted regional transportation system plan. The estimated 2008 regional personal-use vehicle availability level of 1,373,600 was 60,000 vehicles, or about 4.6 percent, higher than the personal-use vehicle availability level envisioned under the adopted regional transportation system plan.

Table 11

**COMMERCIAL TRUCK AVAILABILITY IN THE REGION<sup>a</sup>**

County	1963	1972	2007	2008
Kenosha.....	4,370	4,490	11,300	11,260
Milwaukee.....	25,910	26,710	48,110	48,270
Ozaukee .....	2,270	2,550	6,470	6,540
Racine.....	5,670	6,460	14,950	14,960
Walworth.....	4,190	4,840	12,430	11,310
Washington.....	3,210	4,080	9,520	10,800
Waukesha.....	7,780	10,280	33,330	33,660
<b>Total</b>	<b>53,400</b>	<b>59,410</b>	<b>136,110</b>	<b>136,800</b>

<sup>a</sup>The classification of automobiles and trucks used in this Annual Report differs from that used in Commission Annual Reports for years prior to 1994. For an explanation of the differences, see footnote 1, page 47.

**Figure 12****COMMERCIAL-USE TRUCK AVAILABILITY<sup>a</sup>**

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

The number of commercial and municipal trucks available in the Region during 2008 totaled about 136,800, an increase of about 690, or about 0.5 percent, above the 2007 level of 136,110 trucks (see Table 11 and Figure 12). In 2008, increases in commercial motor-truck availability occurred in all counties except Kenosha County and Walworth County. Light commercial trucks accounted for about 54 percent of all commercial trucks in 1963, 56 percent of all commercial

trucks in 1972, 59 percent of all commercial trucks in 2007, and 59 percent of all commercial trucks in 2008. The number of light commercial trucks available in 2008 totaled about 80,740, a decrease of 130, or about 0.2 percent, from the 2007 level of 80,870. The number of heavy trucks and municipal trucks totaled 56,060 in 2008, an increase of about 820 trucks, or about 1.5 percent from the 2007 level of 55,240. The average annual rate of growth in commercial motor-truck availability within the Region from 1963 through 2008 was 2.1 percent.

**Public Transit Ridership**

Publicly owned mass transit service was provided in the Region in 2008 through 10 intracounty systems and five intercounty systems (see Table 12 and Figures 13 and 14). As shown in Table 12, the total reported ridership on public transit services in the Region increased from 48.2 million revenue passengers in 2007 to 49.2 million revenue passengers in 2008, an increase of about 1.9 percent. This increase is attributable primarily to the high motor vehicle fuel prices that hovered near \$4 per gallon from May to October of 2008.

**Intracounty Bus Services****City of Kenosha**

Ridership on the fixed-route public transit system serving the City of Kenosha increased during 2008 (see Figure 15) to approximately 1,579,300 revenue

**Table 12**  
**REPORTED PUBLIC TRANSIT REVENUE RIDERSHIP**

Transit Services	Revenue Passengers <sup>a</sup>					
	1963	1972	1991	2007	2008	Percent Change 2007-2008
<b>Bus Systems</b>						
<b>Intracounty</b>						
City of Kenosha.....	1,876,000	503,000	1,128,000	1,539,400	1,579,300	2.6
Milwaukee County .....	88,546,000	52,141,000	53,025,000	43,623,500	44,287,300	1.5
City of Racine.....	2,907,000	526,000	1,829,000	1,175,900	1,211,100	3.0
City of Waukesha.....	451,000	227,000	434,000	651,200	680,200	4.5
Subtotal	93,780,000	53,397,000	56,416,000	46,990,000	47,757,900	1.6
<b>Intercounty</b>						
Kenosha-Racine Milwaukee Counties	230,000 <sup>b</sup>	153,000	82,000	83,200	82,100	-1.3
Ozaukee-Milwaukee Counties .....	127,000	64,000	--	114,000	126,800	11.2
Washington-Milwaukee Counties .....	--	--	--	90,600	111,400	23.0
Waukesha-Milwaukee Counties .....	534,000 <sup>b</sup>	240,000	290,000	612,200	718,100	17.3
Western Kenosha County .....	--	--	--	700 <sup>b</sup>	6,200	786.0
Subtotal	891,000	457,000	372,000	900,700	1,044,600	16.0
<b>Total Bus Systems</b>	<b>94,671,000</b>	<b>53,854,000</b>	<b>56,788,000</b>	<b>47,890,700</b>	<b>48,802,500</b>	<b>1.9</b>
<b>Shared-Ride Taxi Systems - Intracounty</b>						
City of Hartford.....	--	--	8,000	19,100	20,300	6.3
Ozaukee County .....	--	--	--	73,000	75,100	2.9
City of Port Washington .....	--	--	--	19,600	20,200	3.1
Washington County .....	--	--	--	97,600	98,000	0.4
City of West Bend.....	--	--	--	119,000	119,400	0.3
City of Whitewater.....	--	--	38,000	26,600	29,000	9.0
Subtotal	--	--	46,000	354,900	362,000	2.0
<b>Region Total</b>	<b>94,671,000</b>	<b>53,854,000</b>	<b>56,834,000</b>	<b>48,245,600</b>	<b>49,164,500</b>	<b>1.9</b>

<sup>a</sup> The ridership figures shown in this table reflect transit revenue passengers as reported to the Wisconsin Department of Transportation by each transit operator. Since 1978, the annual revenue ridership figures reported to the State by the urban bus systems have included transfer trips made by passengers using a transit pass instead of a transfer slip to transfer between bus routes. The bus ridership figures shown here are somewhat higher than the estimates of linked transit passenger trips shown in Figure 13 and reported in other published Commission documents and reports. Linked passenger trips approximate the number of one-way trips made on the transit system between specific origins and destinations with transit passengers being counted only once for each origin and destination. Transfers between bus routes are not counted as they are a continuation of a single trip. By way of comparison with the transit revenue passengers shown in this table, the Commission estimated the total annual linked transit passenger trips in the Region at about 40,365,000 in 2008, about 39,870,100 in 2007, and about 48,350,000 in 1991.

<sup>b</sup> Estimated. Western Kenosha County Transit began operation in mid-September, 2007. The table shows the total ridership for the months of October, November, and December, 2007.

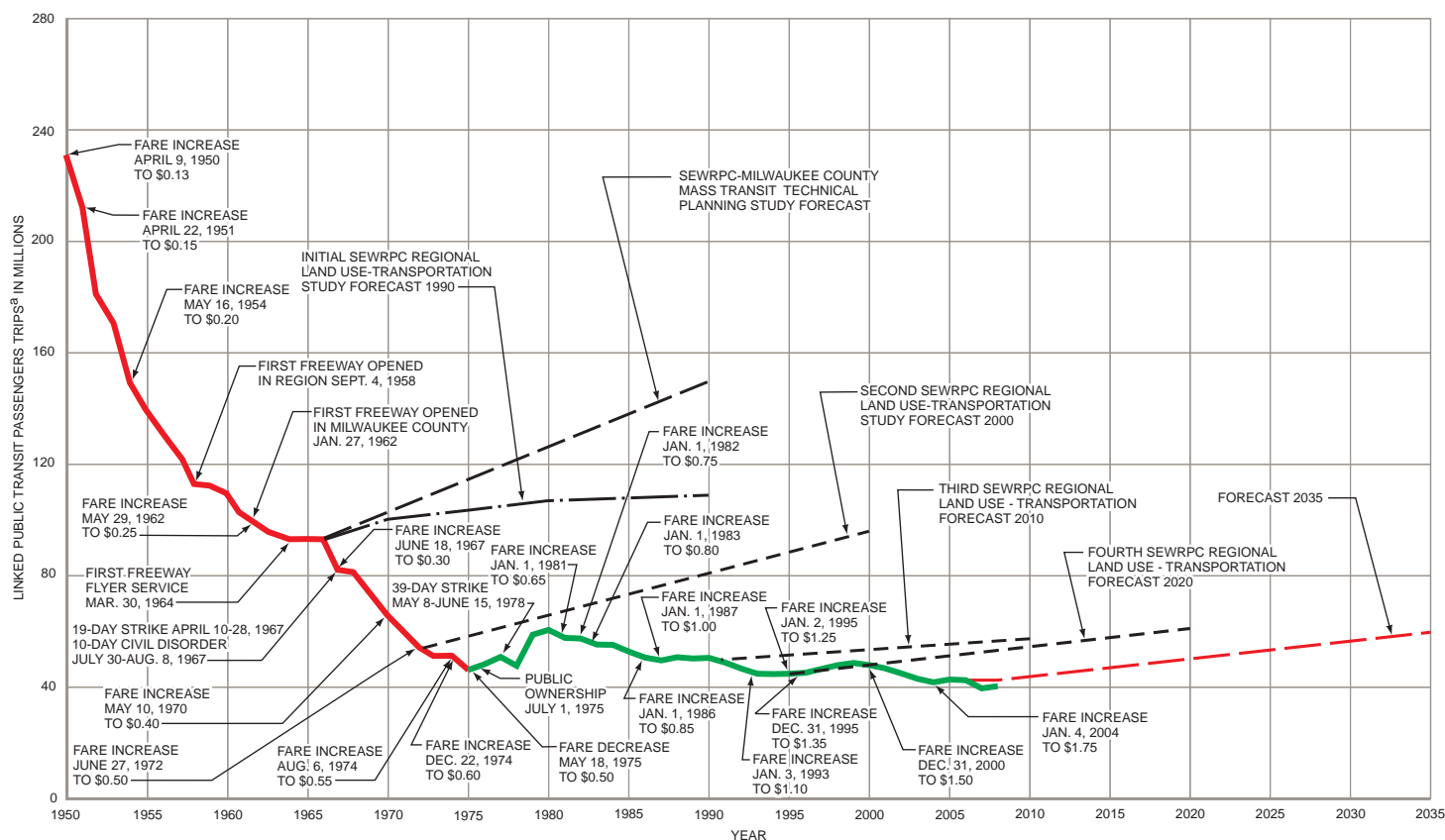
passengers, about 3 percent more than the 2007 ridership of about 1,539,400 revenue passengers. The transit system provides fixed-route service within the city and environs and electric streetcar service within the downtown business district and the Harbor Park development on the lakefront. The total number of vehicle-miles operated in revenue service totaled about 1,040,100, representing a drop of about 3 percent from the 1,073,700 vehicle-miles operated during 2007. 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 2008, unchanged from 2007.

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 indi-

Figure 13

# HISTORICAL ANNUAL TREND IN TRAVEL BY PUBLIC TRANSIT IN THE REGION



<sup>a</sup>LINKED TRANSIT PASSENGER TRIPS APPROXIMATE THE NUMBER OF ONE-WAY TRIPS MADE ON THE TRANSIT SYSTEM BETWEEN SPECIFIC ORIGINS AND DESTINATIONS. PASSENGERS ARE COUNTED ONLY ONCE FOR EACH ORIGIN AND DESTINATION, AND TRANSFERS BETWEEN ROUTES ARE NOT COUNTED AS THEY ARE A CONTINUATION OF A SINGLE TRIP. THE ANNUAL LINKED TRANSIT PASSENGER FIGURES REPRESENTED IN THIS GRAPH DIFFER SOMEWHAT FROM THE ANNUAL REVENUE RIDERSHIP FIGURES REPORTED TO THE WISCONSIN DEPARTMENT OF TRANSPORTATION BY THE PUBLIC TRANSIT OPERATORS IN THE REGION AS SHOWN IN TABLE 14. THE RIDERSHIP SHOWN IN TABLE 12 FOR THE URBAN BUS SYSTEMS FOR 1991 AND SUBSEQUENT YEARS INCLUDES A LIMITED NUMBER OF PASSENGERS THAT USED A TRANSIT PASS INSTEAD OF TRANSFER SLIP TO TRANSFER BETWEEN BUS ROUTES. CONSEQUENTLY, THE BUS RIDERSHIP FIGURES SHOWN IN TABLE 12 FOR 1991, 2007, AND 2008 ARE SOMEWHAT HIGHER THAN THE ESTIMATES OF LINKED TRANSIT PASSENGER TRIPS SHOWN IN THIS FIGURE.

viduals in eastern Kenosha County. The City annually contributes funds to the Care-A-Van program, which is administered by the Kenosha County Department of Human Services, Division of Aging Services, and provided on a contract basis by the Kenosha Achievement Center, Inc. The City funds annually contributed to the program are used specifically to support the provision of paratransit service for disabled persons who are certified as unable to use the City's fixed-route transit system and who use the service to travel within only that portion of Kenosha County east of IH 94 plus an area of commercial development within the County located west of IH 94 at the IH 94-STH 50 interchange. During 2008, about 18,300 one-way trips were made on the paratransit service, an increase of about 8 percent from the 17,000 one-way trips made on the service during 2007.

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.

Figure 14

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

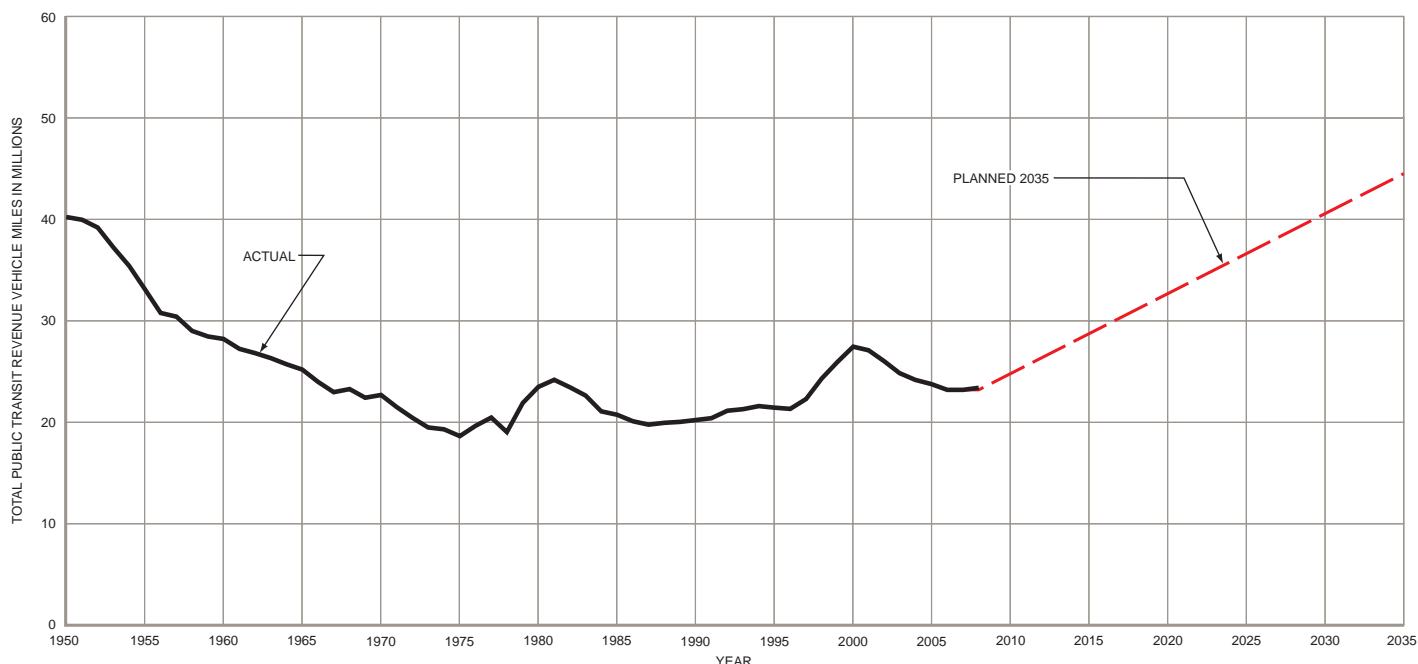
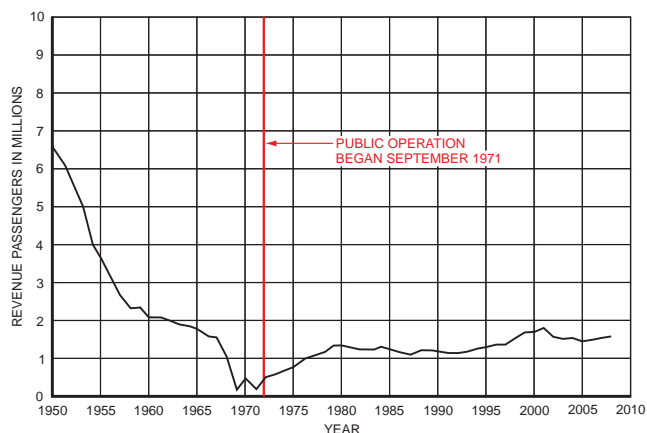


Figure 15

## TRANSIT REVENUE RIDERSHIP CITY OF KENOSHA TRANSIT SYSTEM



### Milwaukee County

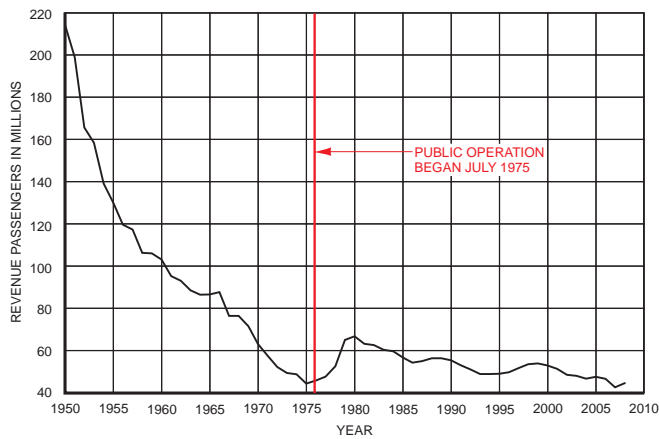
Ridership on the Milwaukee County Transit System increased during 2008 to about 44.3 million revenue passengers from about 43.6 million revenue passengers in 2007, or by about 2 percent (see Figure 16). This increase occurred despite continued service cuts and an increase in the adult cash fare. The gain may be

attributed to high motor vehicle fuel prices that caused many people to switch from driving to transit. The number of bus-miles operated by the Milwaukee County Transit System decreased by 2 percent during 2008, from about 16.4 million bus-miles in 2007 to about 16.1 million bus-miles in 2008. The service reduction in 2008 continued the trend of reductions in service that have occurred annually on the system since 2001. At the start of 2008, the basic cash fare for the Milwaukee County Transit System rose from \$1.75 to \$2.00 per one-way trip. Fares for freeway flyer bus service also rose from \$2.25 to \$2.75 per one-way trip. The price of an adult weekly bus pass remained unchanged at \$16.00 during 2008.

During 2008, Milwaukee County operated freeway flyer bus service from 12 outlying parking terminals, the same number as in 2007, to either the Milwaukee central business district or the University of Wisconsin-Milwaukee (UWM). Ridership on the freeway flyer bus service totaled about 1,014,400 revenue passengers in 2008, up 9 percent over the 929,900 revenue passengers carried in 2007 (see Figure 17). This increase occurred despite a drop in freeway flyer service hours and an increased cash fare, and is likely due to consumers' response to high motor vehicle fuel prices.

Figure 16

**TRANSIT REVENUE RIDERSHIP  
MILWAUKEE COUNTY TRANSIT SYSTEM**

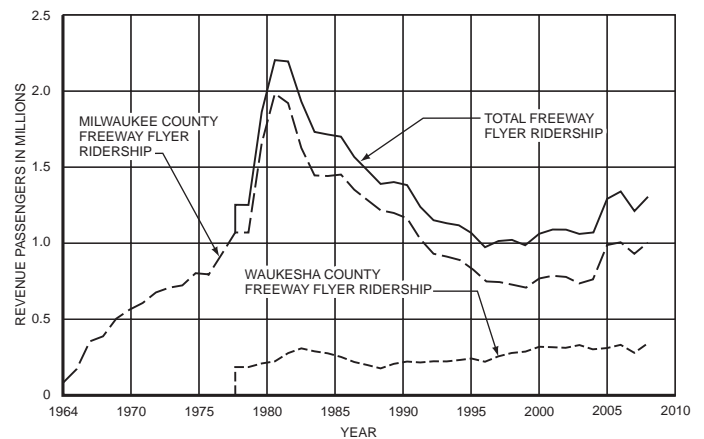


To comply with Federal regulations implementing the requirements of the American's with Disabilities Act (ADA) of 1990, the Milwaukee County Transit System includes a paratransit service component called Transit Plus. The paratransit service provided through Transit Plus was available to disabled users through private van service providers and taxicab operators. Two private carriers, First Transit and Transit Express, Inc., provided accessible van service to the northern and the southern halves of the County, respectively. American United Taxi Cab Company provided taxicab service under the program throughout the County. Several private, non-profit agencies serving disabled persons also provided service under the program for agency clients. During 2008, about 1,121,800 one-way trips were made on the Transit Plus paratransit service, an increase of about 3 percent from the 1,091,800 one-way trips made on the service during 2007. Fares for the Transit Plus program remained the same, at \$3.25 per one-way trip during 2008.

To assist in the public operation of the system, the Commission, at the request of Milwaukee County, is preparing a short-range transit system development plan for the Milwaukee County Transit System. The plan is the first transit system development plan prepared by the Commission for Milwaukee County and will recommend service changes and capital improvements for the transit system covering the period 2010-2014. The current planning effort is described in a later section of this *Annual Report*.

Figure 17

**FREEWAY FLYER RIDERSHIP: MILWAUKEE  
AND WAUKESHA COUNTY TRANSIT SYSTEMS**



City of Racine

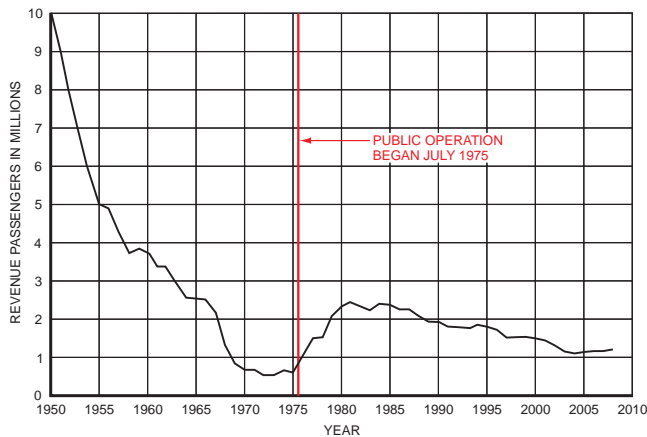
During 2008, ridership on the public transit system serving the City of Racine and environs increased by about 3 percent from approximately 1,175,900 revenue passengers in 2007 to about 1,211,100 revenue passengers in 2008 (see Figure 18). The increase reflects the fourth consecutive year of growth in ridership since 2004, when ridership dropped after the City implemented significant service cuts. The total number of bus-miles operated in revenue service increased by about 7 percent, from about 1,086,900 bus-miles in 2007 to about 1,163,100 bus-miles in 2008. The adult base cash fare stayed the same, at \$1.50 per one-way trip in 2008.

The City of Racine also provides a paratransit service for disabled individuals to comply with Federal ADA regulations. The paratransit service provides door-to-door transportation to disabled individuals who are unable to use the City's fixed-route bus service. The Belle Urban System provides paratransit service for eligible disabled persons—Dial-a-Ride Transportation (DART)—to areas within three-quarters of a mile of a City bus route.

During 2008, about 25,100 one-way trips were made on the paratransit service, an increase of about 52 percent from the 16,500 one-way trips made on the service in 2007.

Figure 18

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



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.

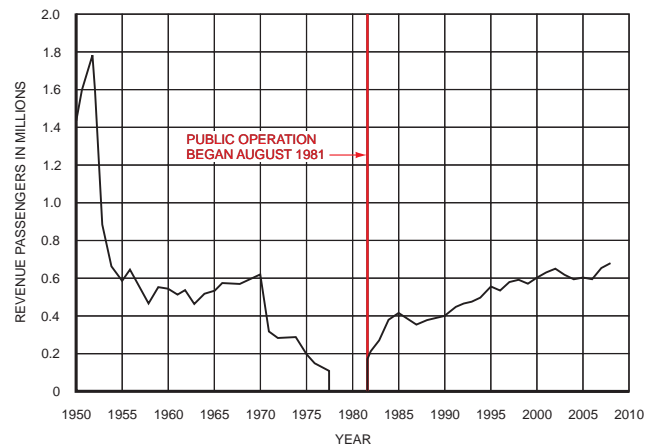
During 2008, the Commission initiated work on a Racine County Transit Plan that will provide recommendations for service changes and capital improvements for the period 2010-2014. That effort is described in a later section of this Annual Report.

#### City of Waukesha

During 2008, the fixed-route public transit system serving the City of Waukesha carried approximately 680,200 revenue passengers, an increase of about 5 percent from the 651,200 revenue passengers carried on the system during 2007 (see Figure 19). The number of bus-miles operated in revenue service during 2008 totaled about 682,200, a decrease of about 2 percent from the 696,600 bus-miles operated in 2007. The increase in ridership may be partly attributed to increased fuel prices in 2008 which encouraged more

Figure 19

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



people to use public transit. The adult base cash fare remained at \$1.75 per one-way trip in 2008.

Paratransit service was also provided by the City of Waukesha to comply with the Federal ADA paratransit regulations. The City's Metrolift program provides curb-to-curb transportation to disabled individuals who are unable to use the City's fixed-route bus service and is operated by the private firm with which the City contracts to manage and operate its fixed-route bus system. During 2008, disabled individuals made about 21,800 one-way trips on the paratransit service, about 8 percent more than in 2007.

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

#### Intercounty Bus Services

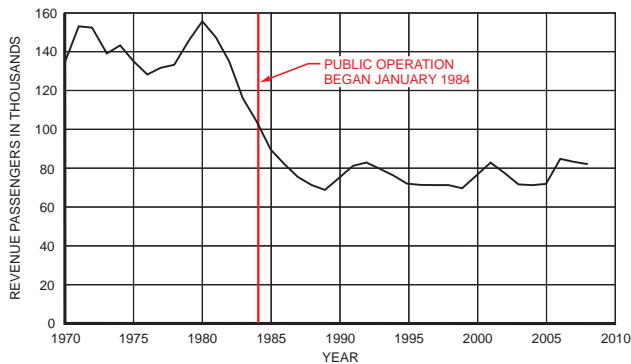
##### Kenosha-Racine-Milwaukee Service

During 2008, the City of Racine, in a joint effort with the City of Kenosha and with Racine and Kenosha Counties, continued to provide commuter bus service between downtown Milwaukee and the Racine and Kenosha areas. The commuter bus service was provided through a contract with a private transit operator, Wisconsin Coach Lines, Inc./Coach USA.



Figure 20

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



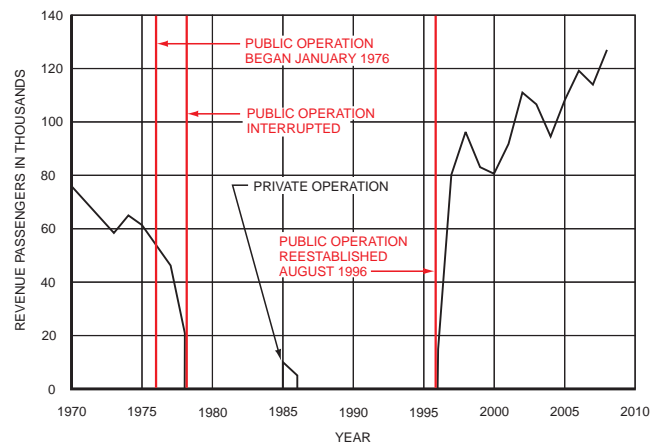
Ridership on the service approximated 82,100 revenue passengers during 2008, a decrease of about 1 percent from the 2007 ridership level of about 83,200 revenue passengers (see Figure 20). The number of bus-miles operated in revenue service increased by 4 percent in 2008 to 264,000 bus-miles, from about 254,400 bus-miles in 2007. The decrease in ridership may be attributed to increased fares for the rapid commuter bus service, which ranged from \$1.25 to \$4.25 per one-way trip during 2008, up \$0.25 from the 2007 fares.

**Ozaukee County**

Ridership increased during 2008 on the commuter-oriented rapid bus and shuttle service between Milwaukee and Ozaukee Counties sponsored by Ozaukee County. During 2008, a total of about 126,800 revenue passengers were carried on the Ozaukee County commuter bus service, up 11 percent from the 114,000 revenue passengers carried in 2007 (see Figure 21). Fares for rapid bus service rose from their 2007 level from \$2.25 to \$2.75 per one-way trip. Fares for the connecting shuttle service provided by the County's shared-ride taxi system remained at \$1.00 per trip. The County's commuter bus and shuttle system operated a total of about 211,700 revenue vehicle-miles in 2008, a decrease of about 4 percent from the 219,300 vehicle-miles operated in 2007. The County contracted with the Milwaukee County Transit System to operate the rapid bus service using buses owned by Ozaukee County.

Figure 21

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



NOTE: THE GRAPH REFLECTS TWO PERIODS OF PUBLIC OPERATION: FROM JANUARY 1976 THROUGH JUNE 1978 DURING WHICH OZAUKEE COUNTY PROVIDED STATE AND COUNTY FUNDS TO A PRIVATE TRANSIT OPERATOR, WISCONSIN COACH LINES, INC., FOR AN EXISTING COMMUTER BUS ROUTE BETWEEN OZAUKEE AND MILWAUKEE COUNTIES; AND FROM AUGUST 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.

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*.

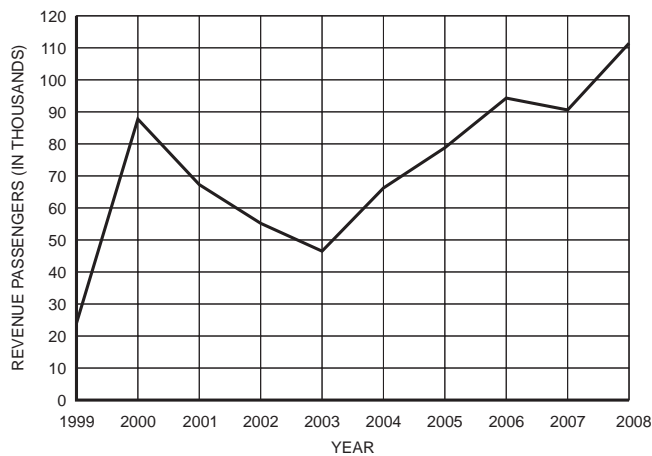
**Washington County**

During 2008, about 111,400 revenue passengers were carried on the Washington County commuter bus service, an increase of about 23 percent from the 90,600 revenue passengers carried on the service during 2007 (see Figure 22). The County's commuter bus system operated a total of about 229,900 revenue vehicle-miles in 2008, up 2 percent from the 226,210 vehicle-miles operated in 2007. The increase in ridership during 2008 may be attributed to high motor fuel prices that caused increased use of the freeway flyer service. The fare on the County express bus route, which was raised to \$3.25 in August 2007, remained at \$3.25 in 2008. The fare on the connecting shuttle service provided by the Washington County Taxi System remained at \$1.00 per one-way trip.



Figure 22

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



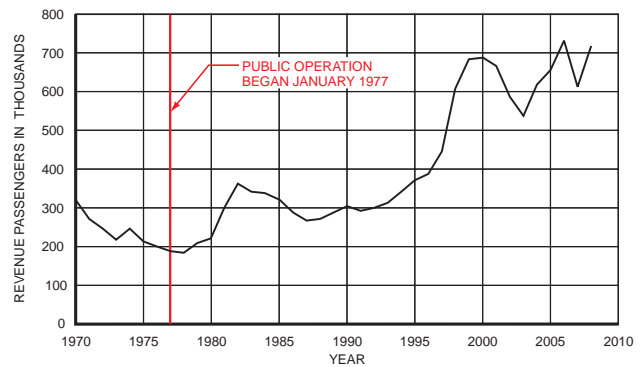
The County contracts with Riteway Bus Service, Inc., for the operation of the express bus service. The institution of the services was guided by a transit service plan prepared by the Regional Planning Commission in 1996 at the request of the County. The plan is documented in SEWRPC Community Assistance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

#### Waukesha County

During 2008, total ridership on the Waukesha County transit system increased by about 17 percent, from about 612,200 revenue passengers in 2007 to about 718,100 revenue passengers in 2008 (see Figure 23). The number of bus-miles operated in revenue service also rose from about 661,100 bus-miles in 2007 to about 766,400 bus-miles in 2008, or by about 17 percent. The increases represent the net effect of service increases on the routes between Waukesha and Milwaukee Counties and the elimination of Route 9 in January 2008. Waukesha County contracts with Wisconsin Coach Lines, Inc.; the Milwaukee County Transit System; and the City of Waukesha Metro Transit System for the operation of the routes comprising the Waukesha County system. The County also contracts for the administration and management of the transit system, using the staff of the City of Waukesha Metro Transit System.

Figure 23

**TRANSIT REVENUE RIDERSHIP  
WAUKESHA COUNTY TRANSIT SYSTEM**



Adult cash fares on the Waukesha County transit system local bus Route 10, operated by the Milwaukee County Transit System, rose in 2008 to \$2.00 per one-way trip, up from \$1.75 per trip in 2007. Adult cash fares for the freeway flyer service operated between Menomonee Falls and downtown Milwaukee rose from \$2.60 per one-way trip in 2007 to \$3.10 per trip in 2008. The fares charged on the routes operated by Wisconsin Coach Lines, Inc. remained stable during 2008, with adult cash fares ranging from \$2.75 to \$3.25 per one-way trip.

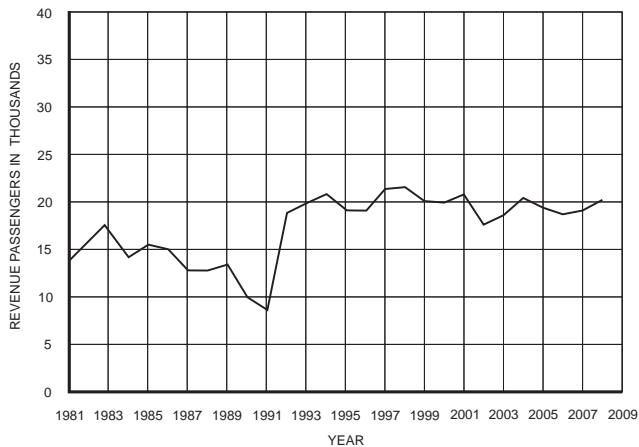
Adult cash fares on the two routes operated by the City of Waukesha Metro Transit System also rose \$0.25 from \$1.75 to \$2.00 in September 2008.

As shown in Figure 17, total ridership on freeway flyer routes operated by Waukesha County in 2008 was about 343,100 revenue passengers, an increase of about 23 percent from the estimated 280,100 revenue passengers carried on Waukesha County-operated freeway flyer routes in 2007. The increase is likely a response to high motor fuel prices. The freeway flyer service in Waukesha County served a total of 12 outlying terminals in 2008.

To comply with the Federal ADA paratransit regulations, Waukesha County also operated the parallel commuter bus program. This program provided paratransit service for disabled persons unable to use the vehicles that provide the County's fixed-route bus service in the corridor between the City of Waukesha and downtown Milwaukee. The program offers door-to-door lift-equipped van service to disabled individuals for trips with origins and destinations within one mile on either side of the noncommuter bus route—Route 901—

**Figure 24**

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



that is subsidized by Waukesha County in this major travel corridor. The paratransit service is also administered by the staff of the Waukesha Metro Transit System, and provided through contracts with a private transit operator, Curative Transportation Services, Inc. and the Milwaukee County Transit Plus program. During 2008, about 10,400 one-way trips were made on the County's two paratransit services, a decline of about 15 percent from the 12,200 one-way trips made on the services during 2007.

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

#### Western Kenosha County

In September 2007, the Kenosha County Human Services Department initiated operation of public transit services for the general public in western Kenosha County. Three bus routes operate each weekday within the Twin Lakes, Silver Lake, and Paddock Lake areas, with extensions to locations on the western edge of the City of Kenosha, to the Metra station in the City of

Antioch, Illinois, and to Lake Geneva in Walworth County. In addition to the fixed bus routes, the County provides advance reservation, door-to-door transit service for individuals that cannot use the regular bus routes.

From October to December 2007, the service carried about 700 trips and operated a total of about 35,000 revenue miles. For all of 2008, the service carried about 6,200 trips and operated about 184,300 revenue-miles. During 2007 and 2008, the base adult cash fare was \$2.00 per one-way trip for bus service and \$3.00 per one-way trip for the door-to-door service. The County contracts with the Kenosha Achievement Center, Inc., a non-profit organization, to operate the services.

#### Intracounty Shared-Ride Taxi Services

##### City of Hartford

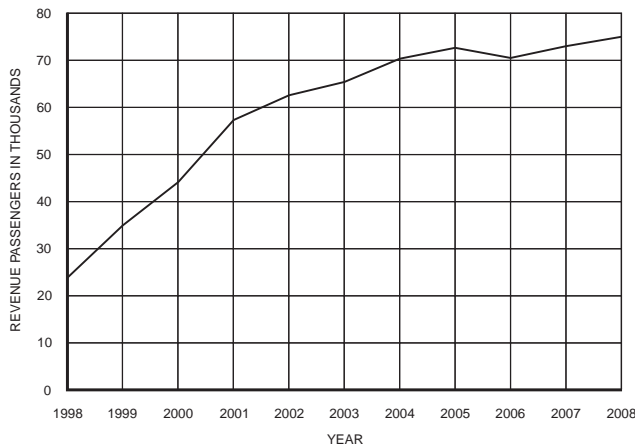
Publicly-operated transit service was also provided during 2008 by the City of Hartford, which operated a shared-ride taxicab service through its Municipal Recreation Department. During the year, the Hartford taxicab service carried approximately 20,300 revenue passengers, an increase of about 6 percent from the 19,100 revenue passengers carried in 2007 (see Figure 24). The service operated about 55,400 total vehicle-miles, slightly less than the 55,700 total vehicle-miles operated during 2007. Base adult cash passenger fares were raised from \$2.25 to \$2.50 in January 2008 and to \$2.75 in April 2008 in response to higher fuel costs.

##### Ozaukee County

During 2008, about 75,000 revenue passengers were carried on the Ozaukee County taxicab system, an increase of about 3 percent from 2007 when 73,000 revenue passengers were carried (see Figure 25). The system operated a total of about 830,000 total vehicle-miles, an 8 percent increase from the 771,500 total vehicle-miles in 2007. Fares for the service in 2008 remained unchanged from 2007, with the base adult cash fare ranging from \$2.75 per trip for travel within one zone, to \$6.50 per trip for cross-county travel encompassing four or more zones. The County contracts with Specialized Transportation Services, Inc., to provide the taxicab service. The Ozaukee County system does not serve trips that can be made on the Port Washington taxi-cab system.

Figure 25

**TRANSIT REVENUE RIDERSHIP  
OZAUKEE COUNTY TAXI 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.

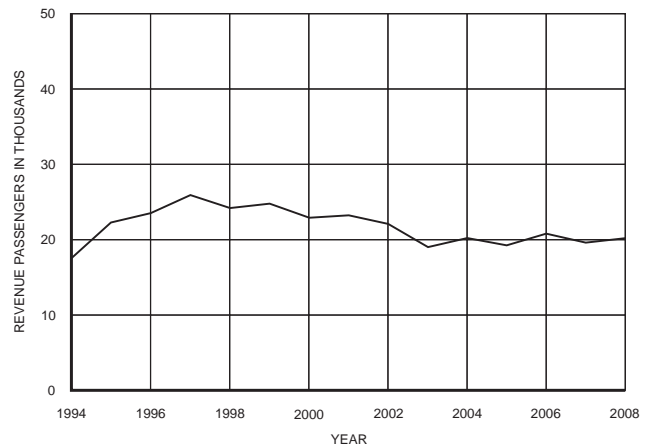
**City of Port Washington**

During 2008, the City of Port Washington taxicab service carried approximately 20,200 revenue passengers, representing an increase of about 3 percent from the 19,600 revenue passengers carried in 2007 (see Figure 26). In 2008, the taxi service operated about 86,700 total vehicle-miles, up 1 percent from 85,900 vehicle-miles operated during 2007. The base adult cash fare was raised from \$2.75 to \$3.00 per one-way trip in 2008.

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,

Figure 26

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



fare-box revenue, operating and capital costs, and local subsidies required for a shared-ride taxicab system based upon assumptions provided by the City concerning proposed fares and desired service characteristics. The City system is operated on a contract basis by Specialized Transport Services, Inc.

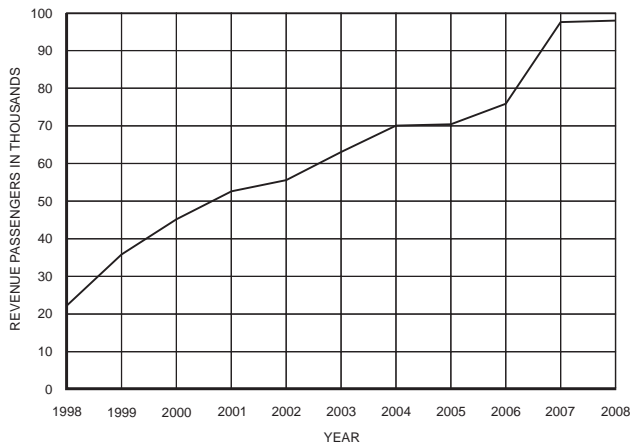
**Washington County**

During 2008, about 98,000 revenue passengers were carried on the Washington County taxi system, only slightly higher than the 97,600 revenue passengers carried in 2007 (see Figure 27). The system operated about 1,322,100 total vehicle miles in 2008, up 24 percent from the 1,065,300 miles in 2007. It was the second consecutive year with a large increase in vehicle miles operated. Fares for the service increased from 2007 when the base adult cash fare ranged from \$2.50 per trip, for travel within one zone, to \$7.00 per trip, for cross-county travel encompassing four or more zones. The 2008 fare ranged from \$3.00 to \$7.75, respectively. The County contracts with Specialized Transportation Services, Inc., to provide the taxicab service. The Washington County system does not serve trips that can be made using the Hartford or West Bend taxicab systems.

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

Figure 27

**TRANSIT REVENUE RIDERSHIP  
WASHINGTON COUNTY TAXI SYSTEM**



*Public Transit Service Plan for Washington County: 1998-2002*, November 1996. This plan was described in the Commission's *1996 Annual Report* and was adopted by the Commission as an element of the comprehensive regional plan in March 1997.

**City of West Bend**

During 2008, the City of West Bend taxicab service carried approximately 119,400 revenue passengers, slightly more than the 119,000 revenue passengers carried in 2007 (see Figure 28). The total vehicle-miles of service decreased by about 1 percent from the 399,800 operated during 2007, to 396,200 operated in 2008. The City raised the base adult cash fare from \$3.00 to \$3.25 in August 2007, and maintained it at that rate in 2008.

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.

**City of Whitewater**

The shared-ride public taxicab system serving the City of Whitewater is operated on a contract basis by Brown

Figure 28

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

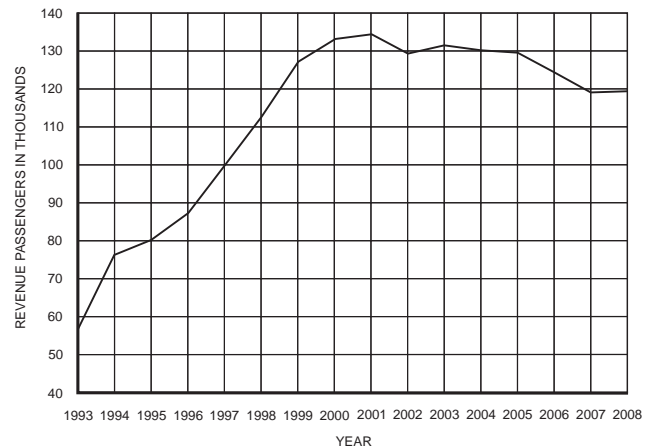
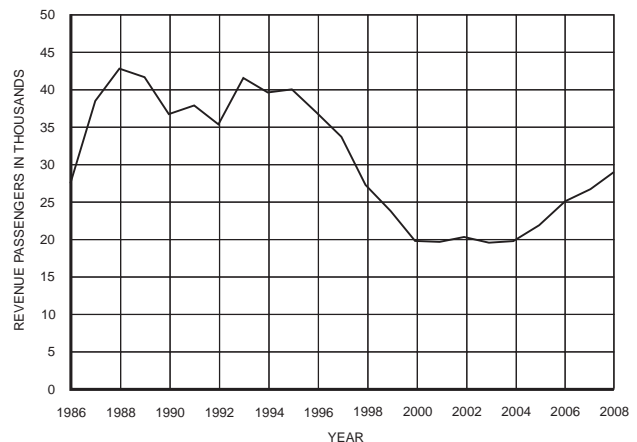


Figure 29

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



Cab Service of Fort Atkinson. The Whitewater taxicab service carried approximately 29,000 revenue passengers in 2008, an increase of about 9 percent from the 26,600 revenue passengers carried in 2007 (see Figure 29). It operated about 67,700 total vehicle-miles during 2008, about 7 percent less than the 72,400 total vehicle-miles operated in 2007. During 2008, adult fares for the service remained unchanged at \$3.00 per one-way trip.

*Park-Ride Facilities and Transit Stations*

Progress in providing the park-ride lots and transit stations recommended in the adopted year 2035 transportation plan is summarized on Map 7. The map shows two additional park-ride lots from those shown in the *2007 Annual Report*. One publicly-constructed park-

ride lot was built in 2007 adjacent to the Racine Metro Transit Center in the City of Racine; and Commission staff added the parking lot by the Milwaukee downtown Amtrak Station to the list of transit stations in the region.

Of the 53 existing park-ride lots and transit stations, 38 were served by rapid transit service and 15 were not served by transit and were used exclusively by carpoolers. Eight of the 53 park-ride lots and transit stations were shared-use facilities that were not specifically constructed to serve as a park-ride lot, such as a parking lot at a private retail business or a municipal parking lot or garage.

Table 13 provides data on both the number of parking spaces available and the number of parking spaces used on an average weekday in 2008 at all park-ride lots and transit stations by patrons of freeway flyer bus service and carpoolers. The total number of spaces available at park-ride lots in the Region was 7,140 in 2008, including 6,280 at park-ride lots served by transit, and 860 at the lots not served by transit.

Of the 6,280 spaces available at the 38 park-ride lots served by transit, 2,754 spaces were used on an average weekday during 2008, a utilization rate of about 44 percent. Of the 860 spaces available at the lots not served by transit, 503 spaces were utilized during 2008, a utilization rate of about 59 percent. Five lots had utilization rates of 100 percent or higher indicating they were at or over their design capacity.

#### *Public Transit Operating Subsidies*

Information on transit operating subsidies in the Region is shown in Table 14. Because 2008 year-end financial data for most transit systems were not available at the time data were compiled for this *2008 Annual Report*, such information is reported for calendar years 2006 and 2007. Transit operating subsidies approximated \$127.7 million during 2007 in the Region, compared with about \$121.0 million in 2006.

#### *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 move-

ments, peak-hour factors, and other traffic engineering considerations.

### **Data Provision and Technical Assistance**

The Commission spends a considerable amount of time and effort each year in responding to requests for transportation data and technical assistance. Many transportation data requests involve obtaining existing or forecast traffic volumes on selected arterial facilities. Other requests are usually for data necessary for the support of special studies. These special requests are typically made by local units of government, the Wisconsin Department of Transportation, and private businesses and developers.

The following is a sample listing of the assistance provided by the Division in 2008:

- At the request of the City of Elkhorn, Commission staff continued providing assistance to City staff in reviewing and identifying the potential impacts related to the proposed East Elkhorn development on the existing and planned arterial street and highway system within and near the City of Elkhorn
- At the request of local municipalities, Commission staff provided year 2035 forecasts in support of engineering studies throughout the region.
- The Commission staff, at the request of the Wisconsin Department of Transportation, provided additional forecast data at selected locations in support of the Department's ongoing IH 94 North-South corridor preliminary engineering study.
- The Commission staff, at the request of the Wisconsin Department of Transportation, prepared year 2035 forecasts and attendant origin/destination trip tables for various build scenarios in support of the Department's microsimulation modeling of the Zoo Interchange alternatives being considered during the preliminary engineering study of the interchange.



- Commission staff prepared for, organized, and hosted a total of eight planning meetings to develop public transit-human services transportation coordination plans for all seven counties in the region. Staff then worked on developing coordination plans for each county that incorporate the unmet needs and strategies for human services transportation and public transit, as identified by the participants in the planning meetings. Projects funded under the Federal Transit Administration (FTA) Job Access and Reverse Commute (JARC), Elderly and Disabled Transportation Assistance (Section 5310) and New Freedom programs must be derived from a locally-developed coordination plan for public transit and human services transportation in order to be eligible for funding.
- Commission staff assisted local agencies in the development of their 2009 applications 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 several meetings with a special workgroup convened by Commission staff that included representatives from the existing transit operators in the Milwaukee area as well as the various agencies and organizations in the area that had an interest in assisting low-income, unemployed, and at-risk individuals with obtaining or getting access to jobs, retaining jobs, or advancing to better-paying jobs.
- The Commission staff, at the request of the Wisconsin Department of Transportation, assisted with the review and scoring of applications for transit assistance under the WETAP and the Federal Section 5317 New Freedom program that were submitted during 2008 by agencies and organizations within the Milwaukee urbanized area.

#### *Staffing of the Southeastern Wisconsin Regional Transit Authority*

A major effort of the Commission staff in 2008 was to continue to serve as the staff to the Southeastern Wisconsin Regional Transit Authority (RTA) created by the Wisconsin State Legislature and Governor. The RTA is charged with making recommendations to the Legislature and the Governor by November 2008 addressing public transit and commuter rail transit in

Kenosha, Racine, and Milwaukee Counties including: on the establishment of a permanent regional funding source to provide local funds for the operating and capital costs of both commuter rail and public transit; on whether the responsibilities of the RTA should be limited to transit funding or should also include transit operations; on how any regional funding should be distributed among the transit operators in the three RTA Counties; on how coordination of public transit, commuter rail, and passenger rail services in the region could be improved; on the use of bonding for commuter rail and public transit in the region and the role of the RTA in such bonding; and on whether the authority should continue in existence after September 30, 2009. The Commission staff has served as staff to the RTA and has performed the following activities since the RTA began meeting in February 2006:

- Assisted with organizational activities at the initiation of RTA operations. These activities included drafting a set of by-laws; proposing a meeting schedule for completing the required work of the RTA; briefing the Board on requirements governing the scheduling and conduct of public meetings as specified under State regulations and in the RTA enabling legislation; and assisting with initiating the collection of the \$2.00 rental car fee by the Wisconsin Department of Revenue and the establishment of appropriate fiscal management procedures addressing the collection, record keeping, and expending of these funds. Commission staff assumed responsibility for publishing the minutes of Board meetings and also maintains a website ([www.sewisrta.org](http://www.sewisrta.org)) on behalf of the RTA to provide comprehensive information regarding the RTA and its meetings and also to provide the opportunity for interested persons and groups to comment on the RTA's work.
- Prepared materials for RTA review describing the existing public transit systems, including their organizational structure and the services provided, and the current approach to funding public transit services in the three RTA counties, in particular, the heavy dependence of State and Federal funding, and the financial crisis facing the region's transit systems, and particularly the Milwaukee County Transit System. Staff also briefed the Board on the public transit services recommended in Kenosha, Racine, and Milwaukee Counties under the Commission's adopted regional transportation system plan for the year 2035.

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

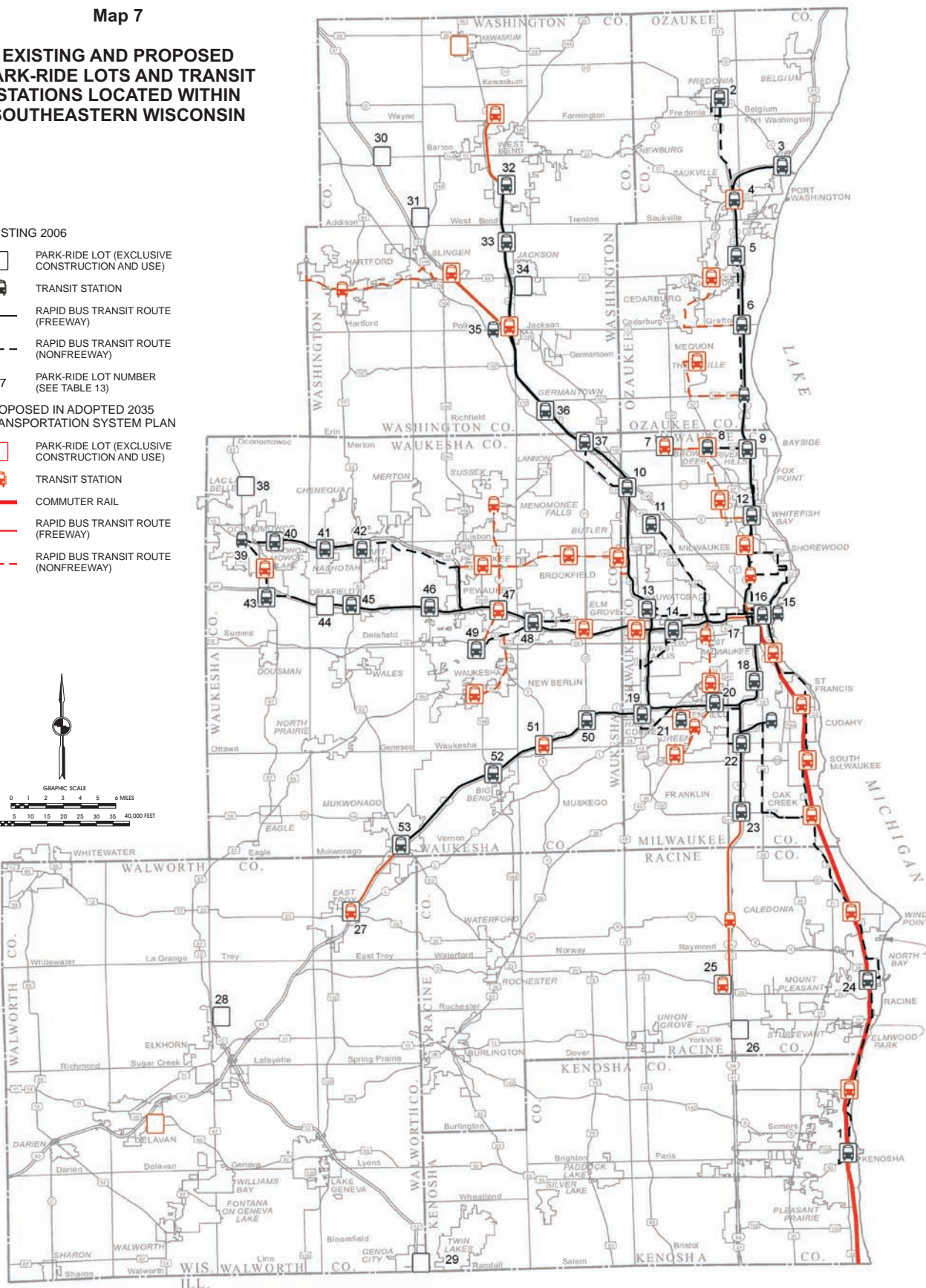
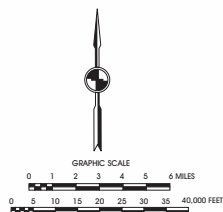
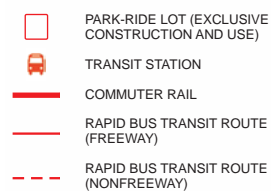
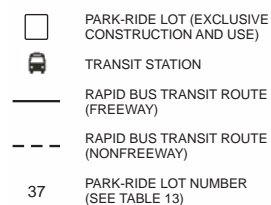


Table 13

## AVERAGE WEEKDAY USE OF PARK-RIDE LOTS AND TRANSIT STATIONS: 2008

Number <sup>a</sup>	Location	Served by Transit	Not served by Transit	Shared Use	Available Parking Spaces	Autos Parked on an Average Weekday: 2008	Percent of Spaces Used
1	<u>Kenosha County</u> Metra Station (Kenosha)	X		X	145	-- <sup>b</sup>	-- <sup>b</sup>
2	<u>Ozaukee County</u> STH 57 and CTH H (Fredonia)	X			60	16	27
3	IH 43 and STH 32-CTH H (Port Washington)	X			50	30	60
4	Wal-Mart (Saukville)	X		X	50	-- <sup>b</sup>	-- <sup>b</sup>
5	IH 43 and CTH V (Grafton)	X			85	48	56
6	IH 43 and CTH C (Grafton)	X			65	91	140
7	<u>Milwaukee County</u> STH 100 and N. 85th Street (Milwaukee)		X		100	-- <sup>b</sup>	-- <sup>b</sup>
8	Kohl's (Brown Deer)	X			130	68	52
9	Brown Deer (River Hills)	X		X	360	100	28
10	W. Good Hope Road (Milwaukee)	X			135	41	30
11	Timmerman Field (Milwaukee)	X			140	59	42
12	North Shore (Glendale)	X			195	92	47
13	W. Watertown Plank Road (Wauwatosa)	X			240	91	38
14	State Fair Park (Milwaukee)	X			285	147	52
15	Milwaukee County Transit System Downtown Transit Center (Milwaukee)	X		X	-- <sup>c</sup>	-- <sup>b</sup>	-- <sup>b</sup>
16	Milwaukee Amtrak Station	X			240	-- <sup>b</sup>	-- <sup>b</sup>
17	National Avenue and IH 43/94 (Milwaukee)		X		160	142	89
18	W. Holt Avenue (Milwaukee)	X			235	100	43
19	Whitnall (Hales Corners)	X			360	213	59
20	W. Loomis Road (Greenfield)	X			410	101	25
21	Southridge (Greendale)	X		X	170	81	48
22	W. College Avenue (Milwaukee)	X			650	314	48
23	W. Ryan Road (Oak Creek)	X			305	176	58
24	<u>Racine County</u> Racine Metro Transit Center (Racine)	X			120	-- <sup>b</sup>	-- <sup>b</sup>
25	IH 94 and STH 20 (Ives Grove)		X		75	69	92
26	IH 94 and STH 11 (Mount Pleasant)		X		60	37	62
27	<u>Walworth County</u> East Troy Municipal Airport (East Troy)		X		40	8	20
28	USH 12 and STH 67 (Elkhorn)		X		40	18	45
29	USH 12 and CTH P (Genoa City)		X		40	10	25
30	<u>Washington County</u> USH 41 and STH 33 (Allenton)		X		35	56	160
31	USH 41 and CTH K (Addison)		X		50	19	38
32	USH 45 and Paradise Drive (West Bend) <sup>d</sup>	X			100	82	82
33	Washington County Fair Park (Polk)	X		X	100	23	23
34	STH 60 and CTH P (Jackson)		X		30	41	137
35	Pioneer Road and Mayfield Road (Richfield)	X			30	48	160
36	USH 41 and Lannon Road (Germantown)	X			100	105	105
37	<u>Waukesha County</u> Pilgrim Road (Menomonee Falls)	X			70	56	80
38	STH 67 and Lang Road (Oconomowoc)		X		35	5	14 <sup>b</sup>
39	Collins Street Parking Lot (Oconomowoc)	X		X	-- <sup>c</sup>	-- <sup>b</sup>	-- <sup>b</sup>
40	STH 16 and CTH P (Oconomowoc)	X			45	18	40
41	STH 16 and CTH C (Nashotah)	X			60	11	18
42	STH 16 and STH 83 (Chenequa)		X		35	9	26
43	STH 67 and CTH DR (Summit)	X			100	37	37
44	IH 94 and CTH C (Delafield)		X		30	25	83
45	IH 94 and STH 83 (Delafield)	X			200	91	46
46	IH 94 and CTH G/CTH SS (Pewaukee)	X			245	66	27
47	IH 94 and CTH F (Pewaukee)		X		85	3941	46
48	Goerke's Corners (Brookfield)	X			315	262	83
49	Waukesha Metro Transit System Downtown Transit Center (Waukesha)	X		X	-- <sup>c</sup>	-- <sup>b</sup>	-- <sup>b</sup>
50	IH 43 and Moorland Road (New Berlin)	X			175	30	17
51	IH 43 and CTH Y (New Berlin)		X		45	25	56
52	IH 43 and STH 164 (Big Bend)	X			145	64	44
53	IH 43 and STH 83 (Mukwonago)	X			165	93	56
--	Total	--	--	--	7,140	3,257	46

<sup>a</sup>See Map 7.<sup>b</sup>Data not available.<sup>c</sup>Parking available within larger public lot or structure.



Table 14

## PUBLIC TRANSIT OPERATING SUBSIDIES WITHIN THE REGION: 2006-2007

Transit Services	Public Transit Operating Assistance (dollars)							
	2006 Estimated/Actual				2007 Estimated			
	Federal	State	Local	Total	Federal	State	Local	Total
Intracounty Systems								
Milwaukee County .....	20,590,200	59,798,800	17,907,400	98,296,400	20,368,800	62,106,800	20,564,500	103,040,100
City of Racine .....	2,183,500	1,802,400	1,479,600	5,465,500	2,259,300	1,753,200	1,574,000	5,586,500
City of Kenosha .....	1,996,296	1,661,998	1,331,006	4,989,300	1,747,400	1,665,100	1,708,900	5,121,400
City of Waukesha .....	1,072,400	1,605,900	1,031,500	3,709,800	1,020,100	1,414,400	1,029,000	3,463,500
City of Whitewater .....	53,400	51,100	2,300	106,800	53,800	47,300	20,800	121,900
City of Hartford .....	54,500	52,200	1,900	108,600	66,200	58,200	14,000	138,400
City of West Bend .....	326,800	313,000	63,400	703,200	342,700	312,400	29,400	684,500
City of Port Washington .....	70,900	68,000	19,000	157,900	90,500	79,500	40,500	210,500
Ozaukee County .....	45,900	623,400	269,200	938,500	256,000	693,900	235,000	1,184,900
Washington County .....	195,600	861,700	193,400	1,250,700	--	750,600	679,500	1,430,100
Western Kenosha County Transit .....	--	--	--	--	N/A	N/A	N/A	N/A
Subtotal	26,589,496	66,838,498	22,298,706	115,726,700	26,303,600	69,480,100	26,289,600	122,073,300
Intercounty Systems								
Waukesha-Milwaukee Counties .....	839,600	1,613,200	625,400	3,078,200	622,400	1,854,100	694,500	3,171,000
Kenosha-Racine-Milwaukee Counties .....	--	618,100	159,200	777,300	--	619,400	203,800	823,200
Ozaukee-Milwaukee Counties .....	190,800	462,300	96,800	749,900	144,600	503,000	219,000	866,600
Washington-Milwaukee Counties .....	131,200	451,800	123,600	706,600	374,300	364,300	--	738,600
Subtotal	1,161,600	3,145,400	1,005,000	5,312,000	1,141,300	3,340,800	1,117,300	5,599,400
Region Total	27,751,096	69,983,898	23,303,706	121,038,700	27,444,900	72,820,900	27,406,900	127,672,700

Transit Services	Operating Subsidy per Ride (dollars)							
	2006 Estimated/ Actual				2007 Estimated			
	Federal	State	Local	Total	Federal	State	Local	Total
Intracounty Systems								
Milwaukee County .....	0.41	1.22	0.42	2.05	0.47	1.42	0.47	2.36
City of Racine .....	1.57	1.66	1.54	4.77	1.92	1.49	1.34	4.75
City of Kenosha .....	1.17	1.12	1.15	3.44	1.38	1.10	1.32	3.80
City of Waukesha .....	1.05	3.22	1.06	5.33	1.14	3.05	1.70	5.89
City of Whitewater .....	2.83	1.77	0.81	5.41	1.98	1.74	0.86	4.58
City of Hartford .....	3.38	2.11	0.30	5.79	3.47	3.05	0.73	7.25
City of West Bend .....	3.12	1.95	0.69	5.76	2.88	2.63	0.24	5.75
City of Port Washington .....	3.93	2.46	1.58	7.97	4.62	4.06	2.06	10.74
Ozaukee County .....	1.95	8.52	2.53	13.00	3.51	9.51	3.21	16.23
Washington County .....	--	10.22	5.58	15.80	0.00	7.69	6.96	14.65
Western Kenosha County Transit .....	--	--	--	--	N/A	N/A	N/A	N/A
Average	0.48	1.27	0.51	2.26	0.56	1.47	0.55	2.58
Intercounty Systems								
Waukesha-Milwaukee Counties .....	1.13	2.13	1.36	4.61	1.02	3.03	1.13	5.18
Kenosha-Racine-Milwaukee Counties .....	--	6.81	1.89	8.70	--	7.44	2.45	9.89
Ozaukee-Milwaukee Counties .....	0.98	3.70	1.36	6.04	1.27	4.41	1.92	7.60
Washington-Milwaukee Counties .....	3.49	3.41	0.38	7.28	4.13	4.02	0.00	8.15
Average	1.23	2.82	1.31	5.36	1.11	3.71	1.40	6.22
Region Average	0.50	1.30	0.52	2.32	0.57	1.51	0.57	2.65

Presentations were arranged from Milwaukee County and the City of Milwaukee staffs on separate proposals advanced by each entity to provide major express bus and bus rapid transit service and a downtown Milwaukee streetcar circulator in Milwaukee County.

- Provided briefings on the benefits of public transit and commuter rail for the RTA counties and southeastern Wisconsin. Staff also arranged for briefings on the benefits of public transit from each of the public transit operators in the

RTA counties and from other important agencies and organizations identified by the Board including: the Southeastern Wisconsin Coalition for Transit Now; S. C. Johnson & Son, Inc.; the Milwaukee Public Schools (MPS); Mr. Darryl Johnson from the Riverworks Development Corporation; the Milwaukee branch of the NAACP; the Cultural Alliance of Greater Milwaukee; the Regional Transportation Committee of the Greater Milwaukee Committee; and the Milwaukee County Wisconsin Works W2 agencies.

- Considered the findings of reports prepared by other organizations that addressed the funding crisis faced by public transit in southeastern Wisconsin including a report prepared by the Public Policy Forum in Milwaukee County that discussed transit funding issues for the Milwaukee County Transit System, and a report summarizing a Milwaukee transit funding and governance study conducted by the Wisconsin Policy Research Institute and sponsored by the Metropolitan Milwaukee Association of Commerce. The studies verified the severe funding problems facing public transit which the RTA had previously identified.
- Conducted comparative reviews of the three public transit systems in the RTA counties with systems in other major metropolitan areas in the United States (see Table 15) and of the Kenosha-Racine-Milwaukee (KRM) commuter rail project with existing and proposed commuter rail services in similar sized areas (see Table 16). The transit system comparison concluded that the existing public transit systems in the RTA counties compared well to other systems in terms of the efficiency and effectiveness of the service; that almost all the comparable systems are governed by an RTA serving multiple jurisdictions; and that most of the RTAs in comparable areas had dedicated local funding, typically a sales tax. The comparative review of commuter rail services concluded that the proposed KRM service compares well to recent and proposed new commuter rail lines in terms of area, size, length, station spacing, service schedule, and ridership: that almost all commuter rail lines are operated by an RTA, with a few operated by a State; and that almost all commuter rail lines have dedicated local funding, usually a sales tax.
- Conducted a comparative review of regional transit authorities and public transit systems in other parts of the nation regarding governance, functions, and funding (see Table 17). The review found that most of the RTAs were governed by an appointed board of about 10 members, with the appointing authority being shared among multiple public entities; that it was most common for the regional transit authority to serve on both a transit funding and operating agency; that a sales tax was the most commonly used dedicated funding source; and that some authorities included only portions of counties.
- Assisted with the solicitation of proposals for consultant services to develop and implement a strategy to communicate and promote the recommendations of the RTA to local and State officials, business leaders, and the general public; and to research and evaluate alternative funding mechanisms for both commuter rail and public transit in the RTA counties. Commission staff worked with the team of consultants ultimately selected—Transit Advocacy and Communications Team (TACT)—to develop estimates of the funds that could be generated through potential alternative local revenue sources. Using this analysis of revenue sources, the Board made a preliminary local funding recommendation that endorsed levying a regional sales tax over all three RTA counties in an amount up to 0.05 percent to support commuter rail operations and up to 0.45 percent to support local public transit systems. After consulting with their appointing entities and elected officials, the Board modified its preliminary recommendation to instead, provide local funding for the KRM project by increasing the rental car fee from the current \$2 to \$15, and to continue to study and discuss potential local revenue sources to provide local funding for public transit.
- Assisted the consultant team and the RTA in preparing the request to Governor Doyle for legislation to be included in the 2007-2009 State Budget Act. The proposed legislation would provide the RTA with the authority in several areas needed for it to complete its work on the KRM project and for public transit and included a proposed increase in the rental car fee collected for the RTA from the current \$2 to \$15 per transaction. The proposed RTA legislation was not included in the 2007-2009 State budget bill.
- Provided regular briefings to the Board on the progress and findings of the work being performed for the KRM project including the review and refinement of capital and operating costs. Staff assisted with the preparation of the Request to Initiate Preliminary Engineering

Table 15

## COMPARISON OF PUBLIC TRANSIT SYSTEMS IN METROPOLITAN AREAS SIMILAR IN POPULATION TO THE MILWAUKEE AREA: 2004

Metropolitan Area	Transit Operator	Service Area	Year 2000 Population (millions)	Year 2004 Transit Service		Financial Information for All Services Provided by Transit System <sup>a</sup>							
				Types of Transit Service	Annual Revenue Vehicle Miles of Service (millions)	Annual Ridership <sup>b</sup> (millions)	Total Operating Cost (millions)	Farebox Revenue (millions)	Net Operating Cost (millions)	Federal Share (millions)	State Share (millions)	Local Share (millions)	Source of Dedicated Local Funding
St. Louis, MO	Bi-State Development Agency (Metro)	1 county plus portions of 2 other counties in 2 states	2.08	Bus and Light Rail	21.7	44.8	\$168.4	\$36.5	\$131.9	\$15.2	\$1.5	\$115.2	0.25% Sales tax
Denver, CO	Regional Transportation District	4 counties plus portions of 3 other counties	1.98	Bus and Light Rail	42.9	81.3	\$288.0	\$74.1	\$213.9	\$39.4	\$0.2	\$174.3	0.6% Sales tax
Cleveland, OH	Greater Cleveland Regional Transit Authority	1 county plus portions of 4 other counties	1.79	Bus, Heavy Rail, and Light Rail	23.9	57.5	\$214.3	\$39.1	\$175.2	\$16.5	\$4.2	\$154.5	1.0% Sales tax
Pittsburgh, PA	Port Authority of Allegheny County	1 county plus portions of 4 other counties	1.75	Bus, Light Rail, and Inclined Plane	29.5	66.1	\$289.0	\$71.8	\$217.2	\$38.3	\$151.5	\$27.4	Sales tax <sup>c</sup>
Portland, OR	Tri-County Metropolitan Transportation District of Oregon (Tri-Met)	Portions of 3 counties	1.58	Bus and Light Rail	30.0	97.4	\$282.7	\$72.1	\$210.6	\$46.8	\$2.5	\$161.3	.6618% payroll tax (1/01/08)
Cincinnati, OH	Southwest Ohio Regional Transit Authority	1 county plus portions of 3 other counties	1.50	Bus	11.3	23.1	\$71.9	\$21.4	\$50.4	\$12.6	\$1.3	\$36.5	0.3% payroll tax
Norfolk, VA	Hampton Roads Transit	7 cities in one county	1.39	Bus and Ferryboat	10.6	19.6	\$50.2	\$15.5	\$34.7	\$15.0	\$10.1	\$9.6	- -
Sacramento, CA	Sacramento Regional Transit District	4 cities in one county	1.39	Bus and Light Rail	10.5	30.5	\$119.9	\$25.5	\$94.4	\$15.1	\$2.5	\$76.8	0.5% Sales tax
Kansas City, MO	Kansas City Area Transportation Authority	7 counties in 2 states	1.36	Bus	7.9	12.9	\$51.1	7.0	\$44.1	\$9.9	- -	\$34.2	0.375% Sales tax
San Antonio, TX	VIA Metropolitan Transit	1 county	1.33	Bus	17.8	42.2	\$103.2	\$18.3	\$84.9	10.2	- -	74.7	0.5% Sales tax
Las Vegas, NV	Regional Transportation Commission of Southern Nevada	Portions of 1 county	1.31	Bus	14.8	50.6	\$99.5	\$42.4	\$57.1	\$2.2	- -	\$54.9	0.25% Sales tax
Milwaukee, WI	Milwaukee County Transit System	1 county	1.31	Bus	17.5	53.7	\$141.3	\$45.8	\$95.5	\$16.9	\$57.9	\$20.7	- -

**Table 15 (continued)**

	Metropolitan Area	Transit Operator	Service Area	Year 2000 Population (millions)	Year 2004 Transit Service			Financial Information for All Services Provided by Transit System <sup>a</sup>						
					Types of Transit Service	Annual Revenue Miles of Service (millions)	Annual Ridership <sup>b</sup> (millions)	Total Operating Cost (millions)	Farebox Revenue (millions)	Net Operating Cost (millions)	Federal Share (millions)	State Share (millions)	Local Share (millions)	Source of Dedicated Local Funding
	Indianapolis, IN	Indianapolis Public Transportation Corporation	1 county	1.22	Bus	6.2	9.0	\$39.9	\$9.6	\$30.3	\$10.2	\$8.6	\$11.5	- -
	Providence, RI	Rhode Island Public Transit Authority	Statewide	1.18	Bus	7.5	16.4	\$74.5	15.3	\$59.2	\$13.3	\$37.4	\$8.5	6.25 cents per gallon gas tax
	Columbus, OH	Central Ohio Transit Authority	1 county plus portions of 3 other counties	1.13	Bus	8.3	14.5	\$71.5	12.9	\$58.4	\$10.7	\$0.9	\$46.8	0.25% Sales tax
	New Orleans, LA	New Orleans Regional Transit Authority	Portions of 1 parish	1.01	Bus and Light Rail	10.7	47.1	\$108.4	\$36.2	\$72.2	\$14.9	\$2.3	\$55.0	1.0% Sales tax <sup>d</sup>
	Buffalo, NY	Niagara Frontier Transportation Authority	1 county	0.98	Bus and Light Rail	9.2	23.1	\$89.5	\$23.0	\$66.5	\$8.3	\$25.8	\$32.4	0.125% Sales tax
	Memphis, TN	Memphis Area Transit Authority	Portions of 3 counties in 2 states	0.97	Bus and Light Rail	9.2	11.7	\$46.6	\$10.7	\$35.9	\$8.1	\$8.8	\$19.0	- -
	Austin, TX	Capital Metropolitan Transportation Authority	Portions of 3 counties	0.90	Bus	13.8	35.1	\$139.5	\$15.8	\$123.7	\$12.3	- -	\$111.4	1.0% Sales tax
	Salt Lake City, UT	Utah Transit Authority	Portions of 6 counties	0.89	Bus and Light Rail	19.7	26.6	\$141.5	\$23.6	\$117.9	\$30.5	- -	\$87.4	Sales tax <sup>e</sup>
	Jacksonville, FL	Jacksonville Transportation Authority	1 county	0.88	Bus and Automated Guideway	10.2	9.6	\$66.3	\$20.4	\$45.9	\$1.8	\$4.3	\$39.8	1.0% Sales tax
	Louisville, KY	Transit Authority of River City	1 county plus portions of 4 other counties in 2 states	0.86	Bus	7.5	15.2	\$52.1	\$6.8	\$45.3	\$11.2	\$1.2	\$32.9	0.2% payroll tax
	Charlotte, NC	Charlotte Area Transit System	1 county plus portions of 4 other counties in two states	0.76	Bus	10.1	18.4	\$68.9	\$10.2	\$58.7	- -	\$12.5	\$46.2	0.5% Sales tax

<sup>a</sup>Financial data include figures for transit services not listed including paratransit services for the disabled and vanpool programs. These services make up a small part of total service and ridership for the transit system.

<sup>b</sup>Total boarding passengers including those transferring between routes.

<sup>c</sup>Portion of State 1.22% Sales tax, and \$1 per tire, \$2 per vehicle rental, and 3% of vehicle lease.

<sup>d</sup>Also 0.6% hotel room tax.

<sup>e</sup>0.4375% in Salt Lake County, 0.5% in 2 counties, and 0.25% in 3 Counties.

Source: Milwaukee County Transit System, 2004 National Transit Database, and SEWRPC.

Table 16

## SELECTED OPERATING CHARACTERISTICS OF RECENT AND NEW-START COMMUTER RAIL SYSTEMS IN THE UNITED STATES

	Services and Characteristics							Total Expenses and Revenues for Commuter Rail Mode							Local Funding Source	
	System			Service			Ridership		Operating Expenses (millions)	Farebox and Other Revenues (millions)	Net Operating Expenses (millions)	Share of Operating Subsidy				
	Primary Urbanized Area	Population (millions)	Operator	Year Open	Routes - Length (miles) - Stations	Amount of Weekday Service	Other Service	Weekday Trips				Annual Passenger-Miles (millions)	Federal Share (millions)	State Share (millions)		Local Share (millions)
Name of Service	San Jose	2.0	ACE Joint Powers Authority	1998	1 - 86 - 10	3 RT PP PD only	Weekdays only	3,600	29.5	\$ 11.3	\$ 2.9	\$ 8.3	\$ 0.7	\$ - -	\$ 7.6	Dedicated sales taxes from 3 counties; varies from 1/4 to 1/2-cent.
Coaster	San Diego	3.4	North County Transit District	1995	1 - 42 - 8	12 RT	Additional Fri evening RT; 4 RT on Sat	5,400	40.4	14.0	5.2	8.7	1.0	- -	7.7	Dedicated sales taxes from north half of San Diego County.
Metrolink	Los Angeles	10.5	Southern California Regional Rail Authority	1992	7 - 512 - 54	71 RT	Sat - 12 RT on 2 lines Sun/Hol - 4 RT on 1 line	41,300	364.5	130.8	74.8	55.9	- -	- -	55.9	Dedicated sales taxes from 5 counties; varies from 1/4 to 1/2 cent.
Sounder	Seattle	2.7	Central Puget Sound Regional Transit Authority	2000	2 - 73 - 9	4 RT PP PD on Tacoma line 2 RT PP PD on Everett line	Weekdays only	4,200	24.0	16.0	2.4	13.6	- -	- -	13.6	Dedicated sales tax of 0.4% from 5 subareas in 3 counties. Also motor vehicle excise tax and rental car tax.
Shore Line East	New Haven	1.5	Connecticut DOT	1990	1 - 51 - 8	10 RT PP	Weekdays only	1,800	8.1	7.2	1.2	6.0	- -	6.0	- -	None.
Trinity River Express	Dallas - Ft. Worth	4.1	Fort Worth Transportation Authority (FWTA) and Dallas Area Rapid Transit (DART)	1996	1 - 34 - 9	24 RT	11 RT on Sat	7,600	28.3	25.0	4.3	20.7	- -	- -	20.7	Dedicated sales taxes of 1% through DART and 0.5% through FWTA.
Tri-Rail	Miami	4.9	South Florida Regional Transportation Authority	1989	1 - 71 - 18	20 RT	8 RT on Sat 7 RT on Sun/Hol	10,100	84.8	25.2	6.4	18.8	7.1	6.4	5.3	Each of 3 counties contributes equal amount of local share from general funds. No dedicated local funding.
Virginia Railway Express	Washington	2.4	Northern Virginia Transportation Commission and Potomac and Rappahannock Transportation Commission	1992	2 - 89 - 18	6 RT PP PD on Fredericksburg line 8 RT PP mostly PD on Manassas line	Weekdays only	14,600	103.7	37.4	17.1	20.3	6.2	7.5	6.4	Each jurisdiction contributes a share from general funds based on a population/ridership formula. No dedicated local funding.

Table 16 (continued)

Name of Service	Services and Characteristics					Total Expenses and Revenues for Commuter Rail Mode										Local Funding Source
	System			Service		Ridership		Operating Expenses (millions)	Farebox and Other Revenues (millions)	Net Operating Expenses (millions)	Share of Operating Subsidy					
	Primary Urbanized Area	Population (millions)	Operator	Year Open	Routes - Length (miles) - Stations	Amount of Weekday Service	Other Service				Weekday Trips	Annual Passenger-Miles (millions)	Federal Share (millions)	State Share (millions)	Local Share (millions)	
NEW COMMUTER RAIL SYSTEMS UNDER DEVELOPMENT																
FrontRunner	Salt Lake City	0.9	Utah Transit Authority	2008 estimated	1 - 44 - 8	31 RT	28 RT on Sat	5,800 in 2008 11,800 in 2025	--	18.0	3.6	14.4	--	--	14.4	Dedicated sales taxes from 5 counties; varies from 0.25% to 0.5%.
KRM Commuter Link	Milwaukee	1.3	Southeastern Wisconsin Regional Transit Authority	?	1- 33 - 9	7 RT	3 RT on weekends	4,100 in 2020	30.8	18.6	3.2	15.4 <sup>a</sup>	5.0	8.4	2.0	?
Music City Star	Nashville	0.7	Regional Transportation Authority	2006 estimated	1 - 32 - 6	3 RT PP PD 2 RT PP RD	Weekdays only	1,500 in 2008 1,900 in 2012	--	3.0	1.1	1.9	0.7	0.5	0.7	RTA fees from member counties.
Northstar	Minneapolis	2.5	Northstar Corridor Development Authority	2011 estimated	1 - 40 - 6	5 RT PP PD 1 RT PP RD	3 RT on weekends	4,000 in 2009 5,600 in 2025	--	12.0	4.0	8.0	4.0	2.0	2.0	Regional property taxes from 7 counties.
Rail Runner <sup>b</sup>	Albuquerque	0.6	New Mexico DOT	2006 estimated	1 - 51 - 9	7 RT	Weekdays only	-- <sup>b</sup>	--	9.0	0.9	8.1 <sup>b</sup>	--	6.3	1.8	Freight railroad usage fees.
Sprinter	Oceanside	3.4	North County Transit District	2007 estimated	1 - 22 - 15	32 RT	Also weekends	10,300 in 2008 19,000 in 2020	--	N/A	N/A	N/A	N/A	N/A	N/A	Dedicated sales taxes from north half of San Diego County.
Washington County	Portland	1.3	Tri-County Metropolitan Transportation District of Oregon	2008 estimated	1 - 15 - 5	21 RT	N/A	1,600 in 2008 3,000 in 2020	--	8.8	N/A	N/A	N/A	N/A	N/A	Dedicated payroll tax from district within 3 counties. Also cigarette tax.

Note - N/A indicates data not available, RT indicates Round Trip, PP indicates Peak Period, PD indicates Peak Direction, and RD indicates Reverse Direction.

The total operating costs shown include the costs of all new commuter rail service provided under the project. This includes service within southeastern Wisconsin, and as well, some new service within northeastern Illinois. Much of this new service within northeastern Illinois is reverse-commuter service, including service in the morning outbound from the Chicago Loop and, in the afternoon, inbound to the Chicago Loop. Approximately \$4.5 million of the \$18.6 million annual total operating cost shown are due to this service entirely within northeastern Illinois. It is reasonable to expect that negotiations would occur to allocate the costs of this new service between northeastern Illinois and southeastern Wisconsin. The farebox revenue attributable to trips made entirely within northeastern Illinois on this new service have not been estimated or included in these estimates. Potential allocation of the costs of the new commuter rail service in northeastern Illinois may be expected to reduce the net annual operating expense by 10 to 20 percent and may be expected to increase the corresponding farebox recovery ratio from between 15 and 20 percent to between 20 and 25 percent.

<sup>b</sup> The New Mexico Rail Runner Express will operate with no fares upon start-up, and then with reduced fares. Following an initial three-year period, a permanent fare and funding structure that includes a dedicated local funding source will be put in place.

Table 17

**COMPARISON OF REGIONAL TRANSIT AUTHORITIES AND PUBLIC TRANSIT SYSTEMS IN METROPOLITAN AREAS  
SIMILAR IN POPULATION TO THE MILWAUKEE AREA REGARDING GOVERNANCE, FUNCTIONS, AND FUNDING**

Metropolitan Area	Transit Authority/Agency	Service Area	Year 2000 Urbanized Area Population (millions)	Transit Technologies Used	Governance	Functions/Funding
Chicago, IL	Regional Transit Authority of Northern Illinois (RTA)	6 counties	8.3	Bus, Heavy Rail, and Commuter Rail	Governed by a 16-member board of directors appointed from within the six-county region as follows: five directors by the Mayor of the City of Chicago; four directors by the suburban members of the Cook County Board; one director from Suburban Cook County appointed by the President of the Cook County Board; and one director each from DuPage, Kane, Lake, McHenry and Will counties appointed by the Chairman of their respective county board. The Chairman of the RTA Board—the 16th member—is elected by at least 12 of the appointed members. The board membership is not population proportional.	The RTA is a funding and oversight entity for public transit services in northern Illinois including the Chicago metropolitan area. It provides funding to and financial oversight for, the three public transit operators serving the Chicago metro area: the Chicago Transit Authority (CTA), Metra commuter rail, and Pace suburban bus. The local funds distributed by the RTA are generated by a 1.0 to 1.25 percent sales tax <sup>a</sup> collected in Cook County, and a 0.75 percent sales tax collected in the five suburban counties.
St. Louis, MO	Bi-State Development Agency (Metro)	1 county plus portions of 2 other counties in 2 states	2.08	Bus and Light Rail	Governed by a 10-member board of Commissioners. Five members are appointed by the Governor of Missouri, with three of the five nominated jointly by the City and County of St. Louis County; two members are appointed by the Governor of Illinois, two members are appointed by the Madison County (Illinois) Executive, and one member is appointed by the St. Clair County (Illinois) Executive. The board membership is not population proportional.	Metro directly operates all public transit services in the St. Louis metropolitan area except in the City of St. Charles, MO. (St. Charles Area Transit) and in Madison County, IL. (Madison County Transit) which operates transit services entirely separate from Metro. Metro transit services in St. Clair County, IL are provided under a service contract with St. Clair County. Metro uses revenues generated by a 0.25 percent sales tax collected by the cities, counties, and transit districts in the Metro service area to fund transit operations.
Denver, CO	Regional Transportation District (RTD)	4 counties plus portions of 3 other counties	1.98	Bus and Light Rail	Governed by a 10-member board of directors elected from districts to four-year, staggered terms. The board membership is population proportional with approximately 165,000 voters per district director.	The RTD directly operates all public transit services in the Denver metropolitan area. The RTD uses revenues generated by a 1.0 percent sales tax collected by the District in the Denver metropolitan area to fund transit operations.
Cleveland, OH	Greater Cleveland Regional Transit Authority (RTA)	1 county plus portions of 4 other counties	1.79	Bus, Heavy Rail, and Light Rail	Governed by a 10-member board of trustees. Four members appointed by the Mayor of Cleveland and confirmed by the City Council; three members appointed by the Cuyahoga County Commissioners, with at least one residing in the City of Cleveland; and three members elected by the mayors, city managers, and township trustees of the suburban municipalities in the RTA district. The board membership is not population proportional.	The RTA directly operates all public transit services in Cuyahoga County and some service extends into adjacent counties. Other public transit systems are operated in the adjacent counties in the metro area. Most of the RTA's local revenue comes from a 1.0 percent Cuyahoga County sales tax; the surrounding counties do not contribute.

Table 17 (continued)

Metropolitan Area	Transit Authority/Agency	Service Area	Year 2000 Urbanized Area Population (millions)	Transit Technologies Used	Governance	Functions/Funding
Pittsburgh, PA	Port Authority of Allegheny County	1 county plus portions of 4 other counties	1.75	Bus, Light Rail, and Inclined Plane	Governed by a 9-member board of directors appointed by the chief executive of Allegheny County and confirmed by the Allegheny County Council. One member must be a County Council representative. The board membership is not population proportional.	The Port Authority's transit system covers Allegheny County, with extensions into adjacent counties. The neighboring counties also have their own transit systems, with routes that run into downtown Pittsburgh. The Port Authority also owns and operates several transit and highway bridges and tunnels, and three limited access expressways. Its revenues are generated by five separate sales and use taxes <sup>b</sup> levied by Allegheny County and the State of Pennsylvania.
Portland, OR	Tri-County Metropolitan Transportation District of Oregon (Tri-Met)	Portions of 3 counties	1.58	Bus and Light Rail	Governed by a 7-member board of directors appointed by the Governor. Each board member represents, and must reside in, a specific geographic area in the Tri-Met service area. The board membership is population proportional.	Tri-Met directly operates public transit services in parts of Multnomah, Washington, and Clackamas Counties with one route extending into Vancouver, WA. (Several other public transit systems are operated in these three counties and in adjacent counties within communities that have withdrawn from Tri-Met.) Tri-Met uses revenues generated by a 0.6618 percent payroll tax collected by the district to fund transit operations.
Cincinnati, OH	Southwest Ohio Regional Transit Authority (SORTA)	1 county plus portions of 3 other counties	1.50	Bus	Governed by a 9-member board appointed by the Hamilton County Board of Commissioners. The Cincinnati City Council nominates 4 of the 9 members but the County Board is not obligated to confirm them. There currently is no representation for the areas outside Hamilton County.	SORTA directly operates all public transit services in Hamilton County with extensions into adjacent counties. The neighboring counties also have their own transit systems, with routes that run into downtown Cincinnati. Local funding comes from revenues generated by a 0.3 percent payroll tax collected in the City of Cincinnati plus funds provided by the suburban governmental units receiving transit services. Separate local funding agreements are required for SORTA transit routes serving areas outside Hamilton County.
Norfolk, VA	Hampton Roads Transit	7 cities in one county	1.39	Bus and Ferryboat	Governed by a 9-member board of Commissioners appointed as follows: one from each of the seven cities served by the transit system, a representative from the Virginia State Legislature, and the Chairman of the Virginia Department of Rail and Public Transportation. The board membership is not population proportional.	Hampton Roads Transit directly operates all public transit services in the Norfolk metropolitan area. The seven communities in the district provide funds for the transit system through their local budget processes.
Kansas City, MO	Kansas City Area Transportation Authority	7 counties in 2 states	1.36	Bus	Governed by a 10-member board of directors appointed by the Mayor of Kansas City and the Counties in the district in Kansas and Missouri. The Board includes five members from each state. At least three board members are from the City of Kansas City. The board membership is not population proportional.	The Transit Authority directly operates all public transit services in Jackson and Clay Counties, Missouri and one route in Platte County, Kansas. Local funding is provided through Kansas City, Mo. from a 0.5 percent sales tax initiated in the early 1970s and a 0.375 percent sales tax implemented in 2004. Two other public transit systems—Johnson County Transit and Unified Government Transit—serve the Kansas portion of the district.



Table 17 (continued)

Metropolitan Area	Transit Authority/Agency	Service Area	Year 2000 Urbanized Area Population (millions)	Transit Technologies Used	Governance	Functions/Funding
Columbus, OH	Central Ohio Transit Authority (COTA)	1 county plus portions of 3 other counties	1.13	Bus	Governed by a 13-member board of trustees with seven appointed by the Mayor of the City of Columbus. Two members are appointed by the Franklin County Commissioners. The remaining four members are appointed by the 10 other member communities on an alternating basis. The board membership is not population proportional.	COTA directly operates all public transit services in Franklin County and provides very limited service in the surrounding counties. COTA is funded by a permanent 0.25 percent sales tax as well as another 10-year, 0.25 percent sales tax that went into effect January 1, 2008.
Austin, TX	Capital Metropolitan Transportation Authority (CMTA)	Portions of 3 counties	0.90	Bus	Governed by a 7-member board of directors including: two council members appointed by the Austin City Council; one commissioner appointed by the Travis County Commissioners' Court; one representative appointed by the mayors of the suburban cities of Travis County; one representative appointed by a panel made up of the mayors of the suburban cities of Williamson County, the County Judge, and the presiding officer of each municipal utility district outside Travis County in the CMTA service area; and two members-at-large appointed by the Capital Area Metropolitan Planning Organization. The board membership is not population proportional.	CMTA directly operates all public transit services in the greater Austin area. In its rural areas, CMTA utilizes rural public transit services provided in the surrounding counties which are coordinated with CMTA service. CMTA is funded by a 0.25 percent sales tax collected in all member communities.
Salt Lake City, UT	Utah Transit Authority (UTA)	Portions of 6 counties	0.89	Bus and Light Rail	Governed by a 16-member board of trustees appointed by the city and county governments that fund the UTA including: seven from the municipalities within Salt Lake County and the municipalities of Grantsville and Tooele; one from unincorporated Salt Lake County, one from Salt Lake City; two from the municipalities in Utah County; two from the municipalities in Davis County; two from the municipalities in Weber County and the municipalities of Brigham City, Willard, and Perry; and one from the Utah Transportation Commission (ex-officio). The board membership is not population proportional.	UTA directly operates all public transit services in the greater Salt Lake City area, providing service in Salt Lake County and the five adjacent counties. UTA is funded by sales taxes <sup>c</sup> collected in the member communities.
Louisville, KY	Transit Authority of River City (TARC)	1 county plus portions of 4 others in 2 states	0.86	Bus	Governed by an 8-member board of directors appointed by the Mayor of the Louisville Metro (City/County) government. The board membership is not population proportional.	TARC directly operates all public transit services in the Louisville Metro area (Jefferson County, KY). TARC also serves limited areas in five adjacent counties, four in Kentucky and one in Indiana. TARC is funded by a 0.2 percent payroll tax collected in Jefferson County. Separate local funding agreements are required for TARC transit routes serving areas outside Jefferson County.

Table 17 (continued)

Metropolitan Area	Transit Authority/Agency	Service Area	Year 2000 Urbanized Area Population (millions)	Transit Technologies Used	Governance	Functions/Funding
Charlotte, NC	Charlotte Area Transportation System (CATS)	1 county plus portions of 4 others in 2 states	0.76	Bus and Light Rail	Governed by the 26-member Metropolitan Transit Commission (MTC). The Commission has 16 voting members including the mayor and manager of the City of Charlotte; the chairman of the Board of Commissioners and manager of Mecklenburg County; and the mayors and managers of the three towns in Mecklenburg County. The MTC also has 10 non-voting members including eight representing the local governments outside Mecklenburg County and two representing the North Carolina and South Carolina Departments of Transportation. The board membership is not population proportional.	CATS directly operates all public transit services in Mecklenburg County, NC, including the City of Charlotte. CATS also provides express bus and limited local bus services between Charlotte and Mecklenburg County and the surrounding counties including York County, SC. CATS is funded by a 0.5 percent sales tax collected in Mecklenburg County. Separate local funding agreements are required for CATS transit routes serving areas outside Mecklenburg County.

<sup>a</sup>In Cook County, the RTA collects a 1.0 percent sales tax on general merchandise and a 1.25 percent sales tax on selected food, drugs and medical appliances.

<sup>b</sup>Portions of State taxes of 1.22 percent on sales, \$1.00 per tire, \$2.00 per vehicle rental, and, 3 percent of vehicle leases; and Allegheny County taxes of 10 percent on alcoholic drinks and \$2.00 per vehicle rental.

<sup>c</sup>UTA sales tax rates vary in the district as follows: 0.68375 percent levied county-wide by Salt Lake County; 0.55 percent and 0.526 percent levied by participating cities in Box Elder and Utah Counties, respectively; 0.5 percent levied county-wide by Davis and Weber Counties; 0.3 percent levied by participating cities in Tooele County; and 0.276 percent levied by non-participating cities and areas in Utah County.

(RIPE) for the KRM project that was submitted to the Federal Transit Administration (FTA) by the RTA in September 2007. The RTA subsequently asked the FTA to put the RIPE on hold after needed legislation was not included in the 2007-2009 State Budget Act. After discussing the RIPE with FTA staff, the Commission staff worked with the consultant for the KRM project—Earth Tech, Inc.—to identify the work needed to refine the RIPE to improve its rating by the FTA when it is resubmitted in mid 2009.

- Prepared and submitted, on behalf of the RTA, appropriations requests to the offices of Representative Gwen Moore and Senator Herb Kohl for consideration of future Federal funding for the Muskego Yard Freight Rail Bypass project located in the City and County of Milwaukee; and an application for Federal Congestion Mitigation and Air Quality (CMAQ) Improvement Program funds to cover a portion of the construction costs of the KRM project in the future. The CMAQ grant approved in 2008

will provide approximately \$6.0 million for the total costs of the KRM project.

- Worked with the consultant team to prepare and publish the final report of the RTA to the Governor and State Legislature as required by the State Statute that created the RTA. The report presented the legislation change for the RTA, the composition of the Board, the information that had been considered by the Board in preparing the report, and the recommendations of the RTA for the preservation, improvement, expansion, and enhanced coordination of transit service within and between Kenosha, Racine, and Milwaukee counties that were approved by the RTA on November 10, 2008. Specifically, the RTA recommended:
  - That it continue as the permanent RTA for southeastern Wisconsin. The permanent RTA will initially include the counties of Kenosha, Milwaukee, and the urbanized area of Racine, which is currently defined as

the area east of IH 94 in Racine County, with the enabling legislation to provide a mechanism whereby other urbanized areas and/or counties may be added at some future date.

2. That it be enabled to levy up to a 0.5 percent sales tax as a dedicated source of funding to support transit, commuter rail and other transit projects in the region, and that transit be removed from the property tax, resulting in a mandatory reduction in those taxes. The RTA recommended that all revenue generated from a sales tax raised in each county stay within each county and be used to pay for each county's recommended transit service plan. In addition, the RTA supported that local municipalities be granted authority to enact up to an additional 0.15 percent sales tax for public safety purposes at the request of each individual municipality and taxable only within that municipality.
3. A majority of the RTA board members recommended that the RTA be empowered by the state to maintain oversight of transit service and operations in the RTA region and become the sole designated recipient in the region to receive Federal transit aids from the U.S. Department of Transportation, Federal Transit Administration, state transit funding and the dedicated local funding source for transit raised in each municipality.
4. That the RTA subcontract with the current operators for local bus transit service, or assume operations as deemed appropriate. The RTA also supported establishment of a local transit planning group in each county consisting of members appointed by local elected officials. These groups would develop a transit service plan and budget to be submitted to the RTA. The RTA would then use the transit revenue to fund the recommended transit plans, including existing transit needs within and between the counties, as well as new elements recommended by the local transit groups. The local transit groups and systems would be expected to participate in annual audits with the RTA.

5. Lastly, that the RTA be granted bonding authority by the Governor and Legislature to cover capital improvements.

## **TRANSPORTATION SYSTEMS MANAGEMENT AND PROGRAMMING**

### **Transportation Systems Management Planning and Traffic Engineering**

During 2008, the Commission continued a work effort to carry out transportation systems management or traffic engineering studies for communities in Southeastern Wisconsin. The Commission worked on three transit system development planning efforts in 2008:

- Commission staff continued the preparation of a new transit system development plan for the Milwaukee County Transit System. The new plan is intended to provide direction in the operation and development of the County transit system through the year 2014 in much the same way that the previous plan prepared by the transit system provided direction during the mid 1990s. The new plan will be the first transit system development plan prepared by the Commission for Milwaukee County. At year's end, the performance evaluation of the transit system had been completed and was scheduled to be reviewed by the study Advisory Committee. The evaluation identified areas of excellent performance for the transit system, as well as areas of travel needs not being met by existing transit services provided both within and to areas outside the County. The work also examined the financial condition of the transit system, and identified the serious fiscal problems which the transit system may be expected to face by the year 2010. Work on the Milwaukee County Transit System development plan including consideration of transit system improvement alternatives and necessary attendant funding is expected to be completed during 2009.
- Commission staff initiated work on the Racine County Transit Plan: 2010-2014. The plan will include an update of the transit system development plan for the City of Racine's Belle Urban System (the last such plan was for the period 1998-2002). The study will also investigate the potential need for public transportation

service within the portion of Racine County west of IH 94; for service connecting Racine County to Milwaukee, Kenosha, and Walworth Counties, and for service connecting western and eastern Racine County.

- The Commission also initiated work on the Kenosha County Transit Development Plan: 2010-2014. The plan will include a full review of the Kenosha Area Transit system operated by the City of Kenosha, which was last evaluated in the short-range transit plan the Commission prepared for the years 1998-2002. In addition, the plan will examine for the first time the operations of the County-run western Kenosha County transit system, a rural fixed-route service that began in 2007.

### **Transportation Improvement Programming**

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

The 2007-2010 TIP identifies all highway and mass transportation projects in the two transportation management areas of the Region, the Milwaukee transportation management area, which includes Milwaukee, Ozaukee, Washington, and Waukesha Counties, and the Kenosha-Racine-Walworth transportation management area, programmed for implementation during the three-year period with the aid of U.S. Department of Transportation funds administered through the Federal Highway Administration and the Federal Transit Administration.

The 2007-2010 TIP was amended three times during 2008, adding or revising a total of 68 projects. The total potential investment in transportation improvements and services over the programming period is about \$2.69 billion. Of this total, \$1.46 billion, or

about 54 percent, is proposed to be provided in Federal funds; \$819 million, or about 31 percent, in State funds; and \$409 million, or about 15 percent, in local funds. Proposed expenditures for 2009 total about \$558 million. A cost summary for these projects is shown in Table 18.

In order to provide a basis for a better understanding of the types of transportation improvements proposed to be undertaken in the Region, projects have been grouped into nine categories: 1) highway preservation, or reconstruction of existing facilities to maintain present capacities; 2) highway improvement, or reconstruction of existing facilities to increase present capacities; 3) highway expansion, or construction of new facilities; 4) highway safety; 5) highway-related environmental enhancement projects; 6) highway improvement off the Federal aid system; 7) transit preservation; 8) transit improvement; and 9) transit expansion projects. Figure 30 reflects graphically the proposed expenditures in 2009 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 72 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 \$22.5 million, or about 4 percent of total programmed expenditures in the Region. The expenditures for highway improvement to increase present highway capacities total approximately \$90.6 million, or 16 percent of total expenditures. This compares to the \$240.9 million programmed for expenditures on highway preservation, or about 43 percent of total expenditures.
- A significant proportion of total financial resources is devoted to public transit projects, which account for about 31 percent of programmed resources for 2009. Of the total programmed resources for public transit, 90 per-

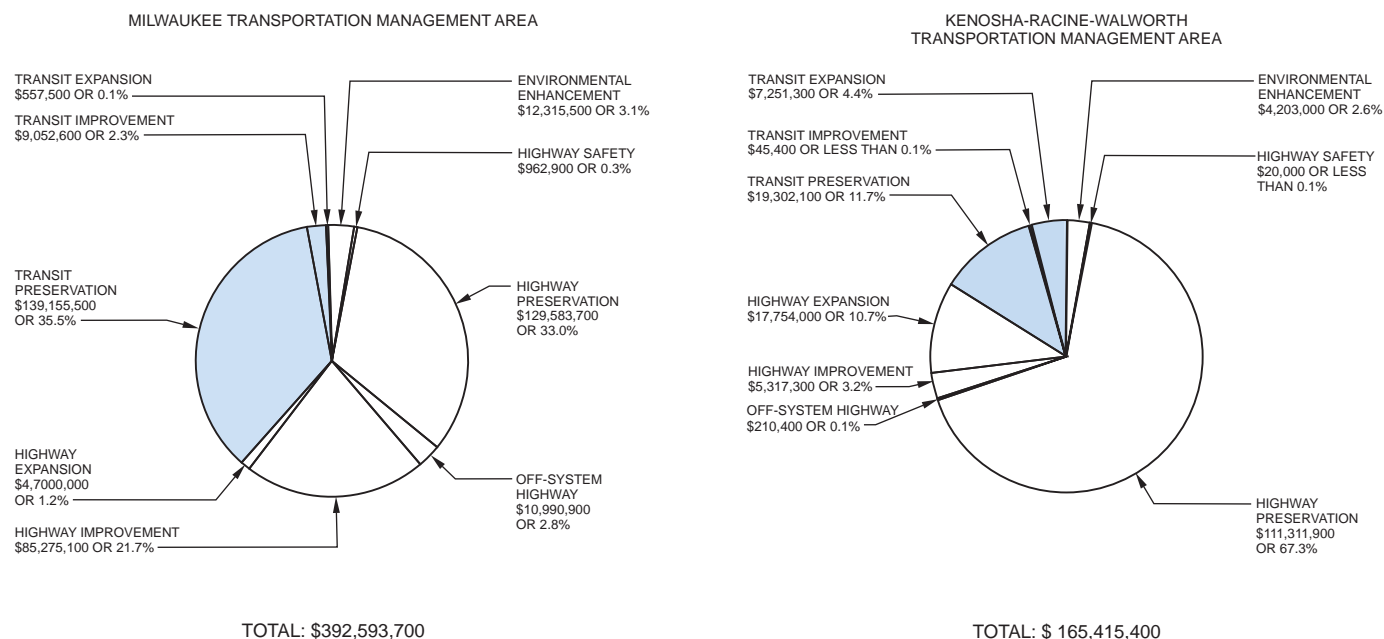
Table 18

**COST SUMMARY OF PROJECTS WITHIN 2009 OF THE 2007 THROUGH 2010 TRANSPORTATION  
IMPROVEMENT PROGRAM BY TRANSPORTATION MANAGEMENT AREA, COUNTY, AND FUNDING SOURCE**

Transportation Management Area	Proposed 2007 Expenditures
<b>Milwaukee Area</b>	
Milwaukee County	
Federal.....	\$175,199,700
State.....	86,702,500
Local .....	53,054,900
Total	314,957,100
Ozaukee County	
Federal.....	11,930,500
State.....	2,950,800
Local .....	2,424,700
Total	17,306,000
Washington County	
Federal.....	12,468,000
State.....	2,284,100
Local .....	2,574,200
Total	17,326,300
Waukesha County	
Federal.....	23,276,800
State.....	8,087,600
Local .....	11,639,900
Total	43,004,300
Milwaukee Area Subtotal	
Federal.....	222,875,000
State.....	100,025,000
Local .....	69,693,700
Total	\$312,598,700
<b>Kenosha-Racine-Walworth Area</b>	
Kenosha County	
Federal.....	\$40,267,300
State.....	11,288,900
Local .....	10,721,400
Total	62,277,600
Racine County	
Federal.....	26,235,600
State.....	29,032,350
Local .....	4,323,850
Total	59,591,700
Walworth County	
Federal.....	34,390,800
State.....	8,587,000
Local .....	568,300
Total	43,546,100
Kenosha-Racine-Walworth Area Subtotal	
Federal.....	100,893,700
State.....	48,908,200
Local .....	15,613,500
Total	\$165,415,400
<b>Region Total</b>	
Federal.....	\$323,768,700
State .....	148,933,200
Local .....	85,307,200
Total	\$558,009,100

Figure 30

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



cent is for preservation, 5 percent is for service improvement, and 5 percent is for service expansion.

During 2008, Commission staff initiated the development of a new updated four-year transportation improvement program for the years 2009 through 2012. This work is expected to be completed in the first quarter of 2009.

## LONG-RANGE PLANNING

### Regional Transportation System Plan

In June 2006 the Commission published and formally adopted the year 2035 regional transportation system plan, the fifth generation of such plans in the Region. The adopted regional transportation plan is documented in SEWRPC Planning Report No. 49, *A Regional Transportation System Plan for Southeastern Wisconsin: 2035*. At the request of the Southeastern Wisconsin Regional Transit Authority following the completion of a corridor study, the plan was amended in June 2007 to incorporate the recommendations of the Kenosha-Racine-Milwaukee commuter rail study, as shown on Map 8. The development of the plan was

guided by the following vision for the transportation system of southeastern Wisconsin:

*A multimodal transportation system with high-quality public transit, bicycle and pedestrian, and arterial street and highway elements which add to the quality of life of Region residents and support and promote expansion of the Region's economy, by providing for convenient, efficient, and safe travel by each mode, while protecting the quality of the Region's natural environment, minimizing disruption of both the natural and manmade environment, and serving to support implementation of the regional land use plan, while minimizing the capital and annual operating costs of the transportation system.*

The adopted year 2035 regional transportation system plan is designed to serve, and to be consistent with, the year 2035 regional land use plan. Projections of future growth in population, households, and employment from the 2035 regional land use plan were used to develop forecast travel on the planned year 2035 regional transportation system plan. Consistency between the regional transportation plan and the regional land use plan was evaluated by comparing the

Map 8

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

**RAPID/EXPRESS ROUTE**

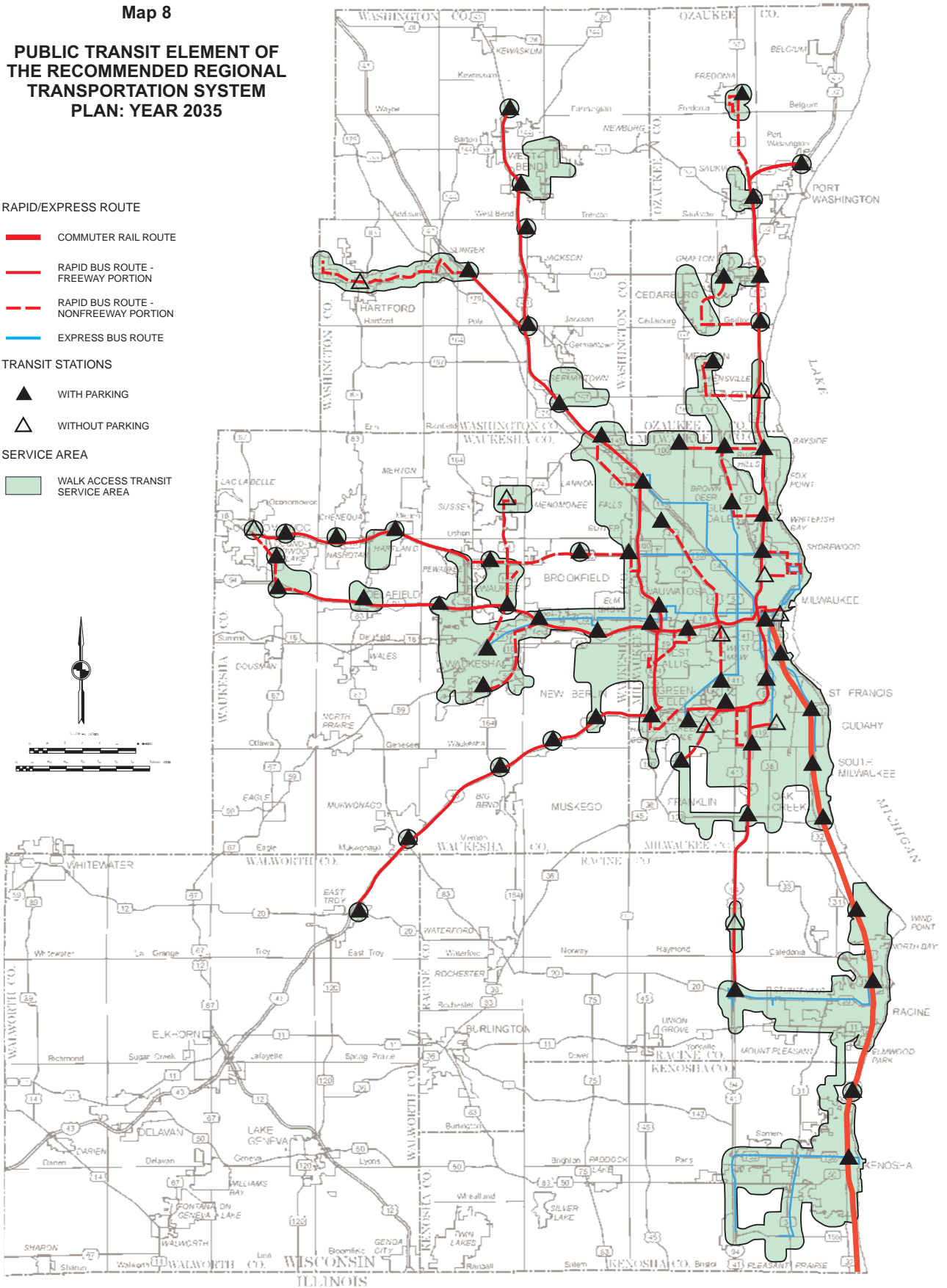
- COMMUTER RAIL ROUTE
- RAPID BUS ROUTE - FREEWAY PORTION
- - - RAPID BUS ROUTE - NONFREEWAY PORTION
- EXPRESS BUS ROUTE

**TRANSIT STATIONS**

- ▲ WITH PARKING
- △ WITHOUT PARKING

**SERVICE AREA**

- WALK ACCESS TRANSIT SERVICE AREA



accessibility and location of improvements proposed under the transportation plan to the location of development and redevelopment proposed under the land use plan.

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

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

#### *Public Transit Element*

The public transit element of the year 2035 transportation plan recommends a doubling of transit service from 69,000 vehicle-miles of service on an average weekday in 2005, to 138,000 in the year 2035. The plan also recommends development of true rapid and express transit systems, and expansion of transit service to serve the entire metropolitan region, to serve travel on weekdays and weekends, to provide service in both traditional and reverse commute directions, and to provide service throughout the day and evening at convenient service frequencies. Map 8 displays the proposed transit system coverage for each of the three transit system components described below:

- Rapid transit (shown in red on the map) operates over freeways between urban centers and outlying areas with stops every three to five

miles. The plan proposes increasing weekday vehicle-miles of rapid transit service by over 200 percent and operating throughout the day and evening in both directions, at convenient frequencies, to facilitate both the traditional and reverse direction commute to work travel.

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

In addition to the rapid, express, and local transit service recommendations, the plan recommends conducting corridor studies to consider upgrading bus rapid transit service to commuter rail service, and express bus service to bus guideway or light rail service. Map 9 displays three potential future commuter rail lines and six potential future light rail/bus guideway lines within southeastern Wisconsin. At the request of the responsible transit operator or government entity, the Commission would amend the regional plan to include the study recommendations. In 2007, there was one effort underway in southeastern Wisconsin considering an upgrade to fixed guideways: the Milwaukee downtown connector study.

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



### *Bicycle and Pedestrian Facilities Element*

The bicycle and pedestrian facility element of the recommended plan is intended to promote safe accommodation of bicycle and pedestrian travel and encourage it as an alternative to personal vehicle travel. The plan recommends that bicycle accommodation—paved and widened shoulders, widened outside travel lanes, bicycle lanes, or separate bicycle paths—should be considered as each segment of the 3,300-mile surface arterial street system is resurfaced, reconstructed, or constructed. The plan also recommends expanding the existing 203 miles of off-street bicycle paths to a planned 575-mile system of off-street bicycle paths that would connect the cities and villages within the Region having populations over 5,000. The proposed system of on- and off-street bicycle ways is shown on Map 10.

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

### *Transportation Systems Management Element*

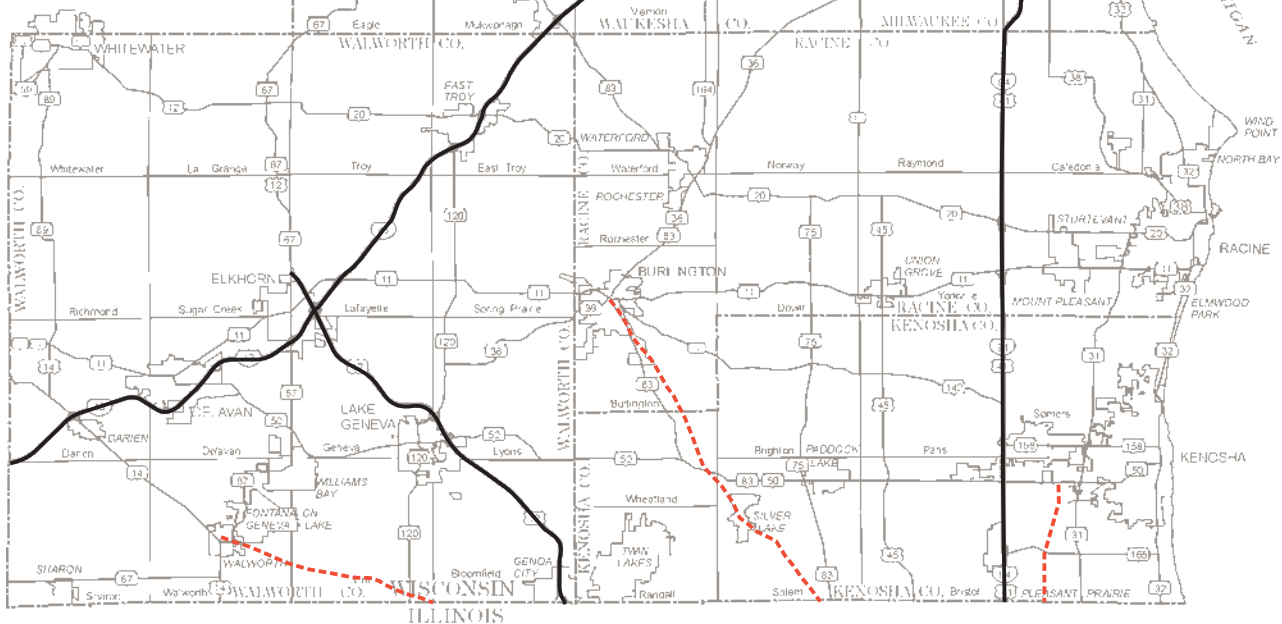
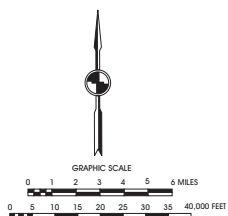
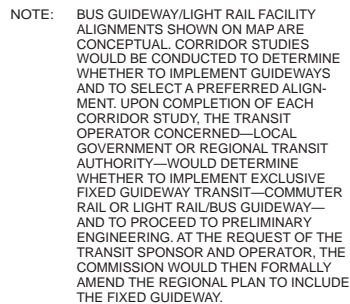
The transportation systems management element recommends a number of measures to operate and manage the existing street and highway facilities to their maximum capacity and efficiency. The proposed measures are described below:

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

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

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

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

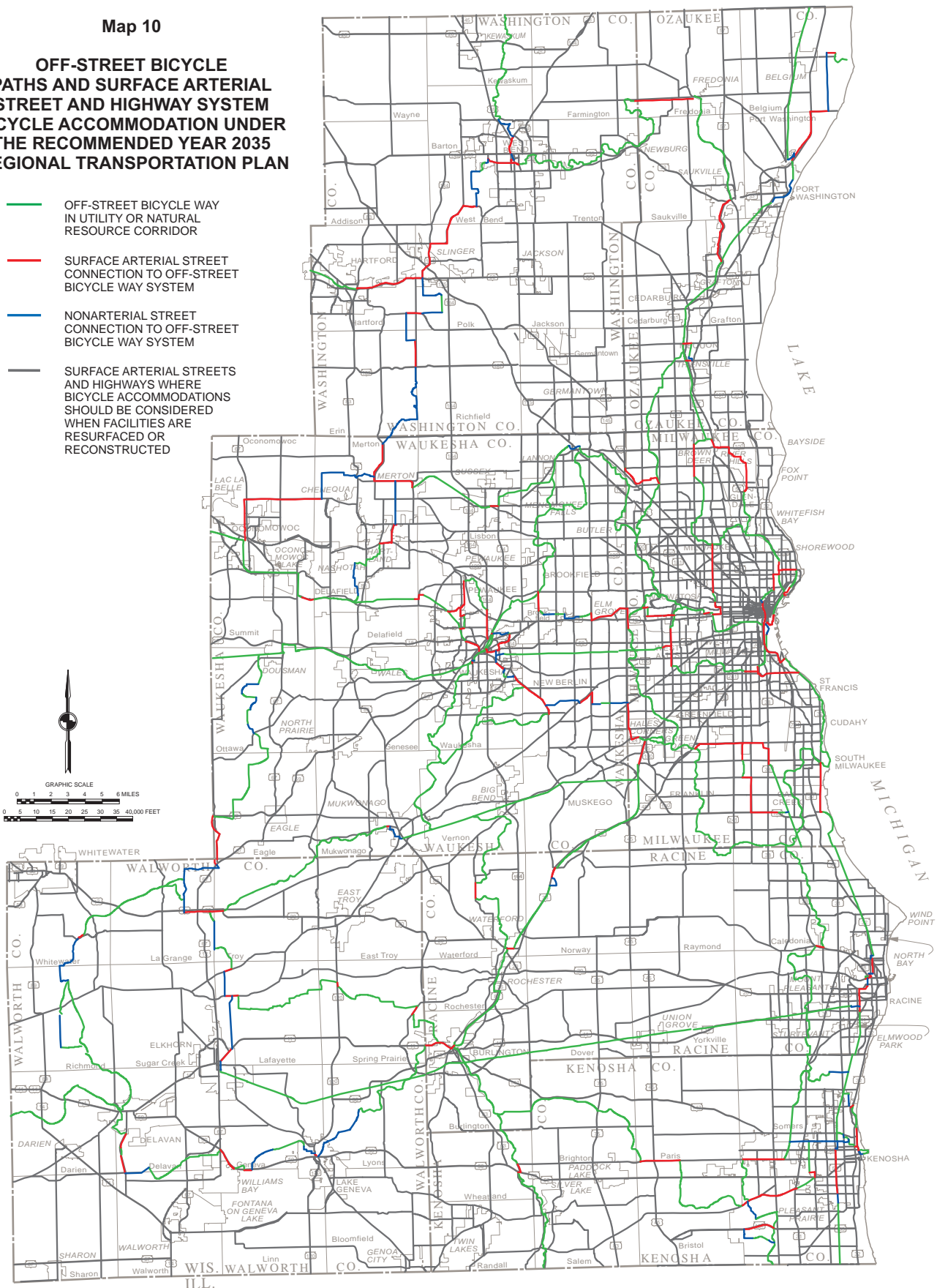
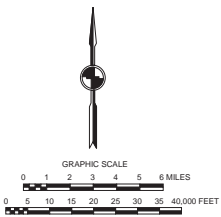


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Map 10

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

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



### *Travel Demand Management Element*

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

- Preferential treatment for high-occupancy vehicles is recommended through the provision of high-occupancy vehicle queue bypass lanes at metered freeway on-ramps in the Region; expansion of the use of reserved bus lanes along congested surface arterial streets and highways; inclusion of transit priority signal systems along all express and major local transit routes; and voluntary employer-provided preferential parking for employees who carpool or vanpool.
- Park-ride lots are recommended along all major routes at their major intersections and interchanges where sufficient demand may be expected to warrant provision of an off-street parking facility. Map 7 on page 62 shows the proposed system of 77 park-ride lots including the existing 53 park-ride lots.
- Transit pricing programs are recommended to encourage greater use of transit and vanpool programs. The plan recommends that the annual transit pass program negotiated between the Milwaukee County Transit System and four colleges and universities be expanded to include the other local public transit operators in the Region and additional colleges and universities within the Region. The plan also recommends the annual pass program be expanded to employers, who could negotiate the cost of providing each employee an annual transit pass, or discounted monthly and weekly passes. The plan also proposes expansion of the existing vanpool program currently operated by the Milwaukee County Transit System, in which a group of employees who live in the same general area split the operation, maintenance, and a portion of the capital costs of a van.
- Personal vehicle pricing which would allocate more of the full construction and maintenance costs of parking, street and highway facilities to personal vehicle users is recommended. Proposed vehicle pricing measures include

cash-out of employer paid parking, in which employers currently providing free/subsidized parking to employees would voluntarily begin charging their employees the market value of parking (and offset this charge through an increase in salary); and continued and expanded use of user fees which currently primarily include motor fuel tax and vehicle registration fees.

- Aggressive promotion of transit use, bicycle use, ridesharing, pedestrian travel, telecommuting, and work-time rescheduling.
- Transit information and marketing is proposed, including the continuation and expansion of the joint marketing efforts of the transit operators within southeastern Wisconsin, and the development of a single website where potential transit users could enter information such as the starting and ending points of a desired trip within the Region, and obtain the most feasible transit routing of the desired trip including all fares, transfers, and schedules. The plan also proposes that transit operators utilize global positioning system (GPS) data to provide real-time transit information to transit riders at transit centers and transit stops.
- Detailed site-specific neighborhood and major activity center land use plans are recommended to be prepared and implemented by local governmental units as recommended in the regional land use plan, in order to facilitate travel by transit, bicycle, and pedestrian movement, and reduce dependence on automobile travel.

### *Arterial Street and Highway Element*

The arterial street and highway element of the year 2035 transportation plan totals 3,637 route miles. Highway improvements were recommended to address the residual congestion which may not be expected to be alleviated by recommended land use, public transit, bicycle and pedestrian facilities, systems management, and travel demand management measures in the recommended plan.

Approximately 3,191 miles, or 88 percent of these route miles, are recommended to be resurfaced and reconstructed to their same capacity. Approximately 358 route miles, or less than 10 percent, of the total

recommended year 2035 arterial street and highway system are recommended for widening to provide additional through-traffic lanes, including 127 miles of freeways. The remaining 88 route miles, or 2 percent, are proposed new arterial facilities. Thus, the plan includes recommendations for a capacity expansion of 12 percent of the total arterial system over the next 30 years, and when viewed in terms of lane miles, the plan includes less than a 10 percent expansion of lane-miles over the next 30 years.

Map 11 displays, by County, the arterial street and highway system preservation, improvement, and expansion measures recommended under the plan. Each proposed arterial street and highway improvement, and expansion project would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and the responsible government entity will make the final decision on whether and how a planned project will proceed to implementation.

#### *Evaluation of the Recommended Transportation Plan*

The adopted year 2035 regional transportation plan contains an evaluation of the recommended plan, including its estimated capital and operating costs, effect on the convenience and efficiency of travel, impact on the environment, and safety. Three alternative transportation system plans were evaluated and compared as part of the evaluation process: a No-build plan alternative, which would maintain the existing transportation system as it existed in the year 2005 with the resurfacing and reconstruction without additional lanes of the existing arterial street and highway system; a Transportation System Management (TSM) plan alternative, which would include all proposed improvements to the transportation system with the exception of the arterial street and highway capacity expansion; and a Transportation Systems Management plus arterial street and highway capacity expansion (TSM Plus Highway) plan, which has been adopted as the recommended year 2035 regional transportation plan. Some of the key benefits and costs of the recommended plan are listed below.

- Map 12 compares existing traffic congestion with forecast future traffic congestion under

the No Build and recommended plans. If improvements were limited to the measures under the TSM plan, traffic congestion on an average weekday would be expected to double over the next 30 years—only slightly less than under a No-Build plan. The arterial street and highway system improvements proposed in the recommended plan may be expected to result in a significant reduction in traffic congestion when compared to the TSM plan, resulting in levels of congestion similar to, and somewhat less than, existing conditions.

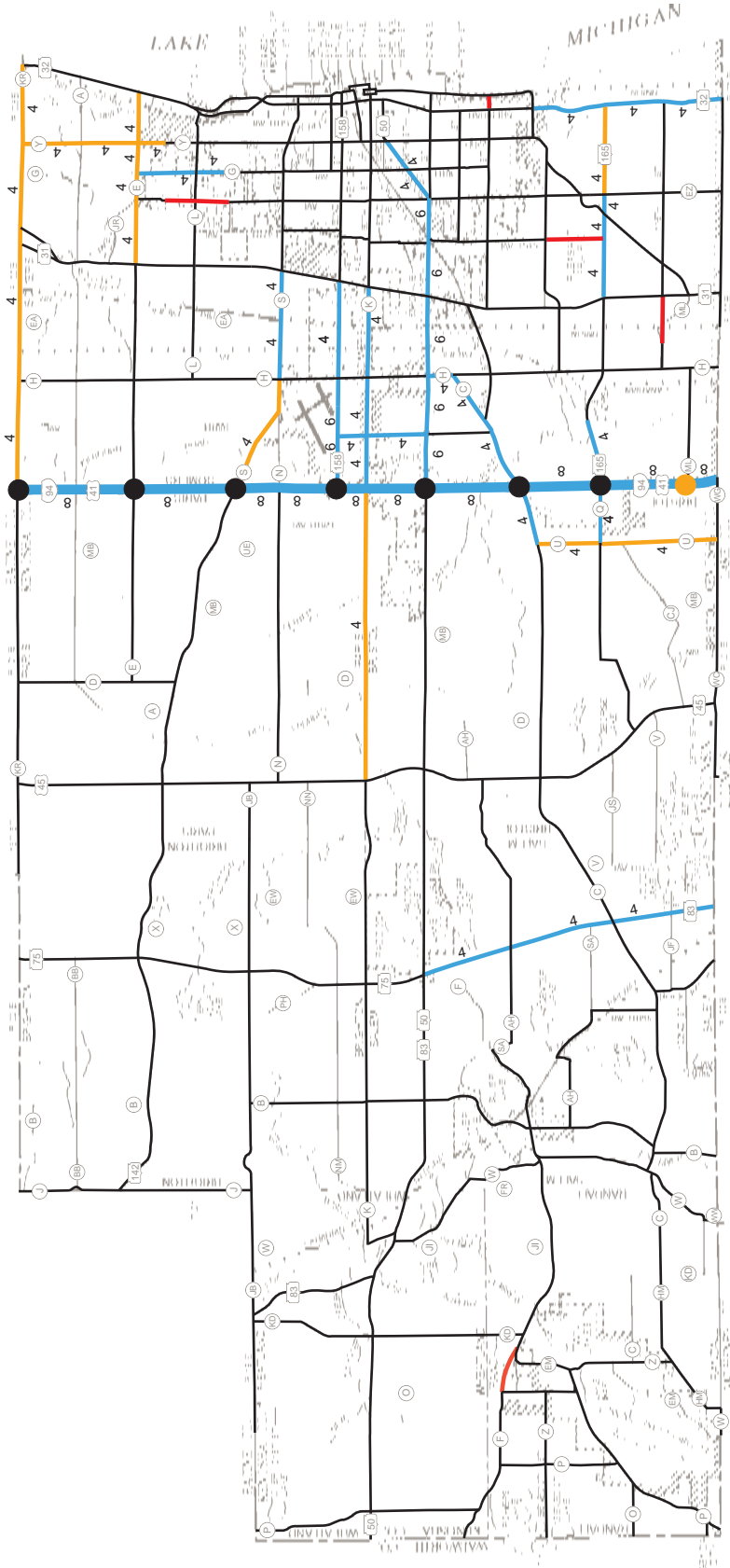
- The annual cost of the recommended plan is about 30 percent greater than the cost of simply maintaining existing facilities and services, and about 10 percent greater than current expenditures.
- The plan's impact on air pollutant emissions is relatively modest. Air pollutant emissions from the transportation system have been significantly declining even with increasing traffic due to the normal replacement of aging vehicles with new vehicles using existing emission control technology. Furthermore, these emissions are projected to continue to substantially decline even with increasing traffic. Measures intended to encourage alternatives to personal and vehicular travel and increase public transit service are expected, in comparison, to have a small impact on projected air pollutant emissions from the transportation system.

#### **Preparation of New County Jurisdictional Highway System Plans Initiated**

This work effort continued following the preparation of the new year 2035 regional transportation system plan. The new jurisdictional highway system plans will respond to planned changes in land use within each county to the year 2035 along with the traffic patterns attendant to the new 2035 regional land use plan. In July 2008, the Washington County Jurisdictional Highway Planning Advisory Committee adopted an update of the Washington County jurisdictional highway system plan to the design year 2035, and in December 2008, the plan was adopted by the Washington County Board of Supervisors. At year's end, the plan was awaiting consideration and adoption by the Commission itself.



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



ARTERIAL STREET OR HIGHWAY

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

FREEWAY INTERCHANGE

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

THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

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

- The plan recommends that the Wisconsin Department of Transportation during its preliminary engineering for IH 94 consider the provision of an interchange with CTH K in Kenosha County including through the provision of collector-distributor roadways connecting CTH K, STH 50, and STH 158, and an additional potential new future freeway interchange at CTH ML with IH 94. Should the preliminary engineering study conclude with a recommendation to construct one or both of the interchanges, the Regional Planning Commission, upon request of the concerned local governments and the Wisconsin Department of Transportation, would take action to amend the regional plan to recommend the construction of the interchange.
- Sufficient right-of-way should be reserved along STH 158 from CTH H to STH 31 to accommodate its ultimate improvement to six travel lanes.
- Sufficient right-of-way should be reserved along CTH K from IH 94 to STH 31 to accommodate its ultimate improvement to six travel lanes.

Source: SEWRPC.

Map 11 (continued)

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

## ARTERIAL STREET OR HIGHWAY

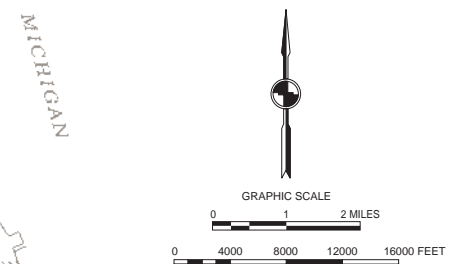
- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL CAPACITY OF NEW FACILITY)
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR WIDENED AND/OR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

## FREEWAY INTERCHANGE

- NEW
- ◐ HALF NEW
- EXISTING

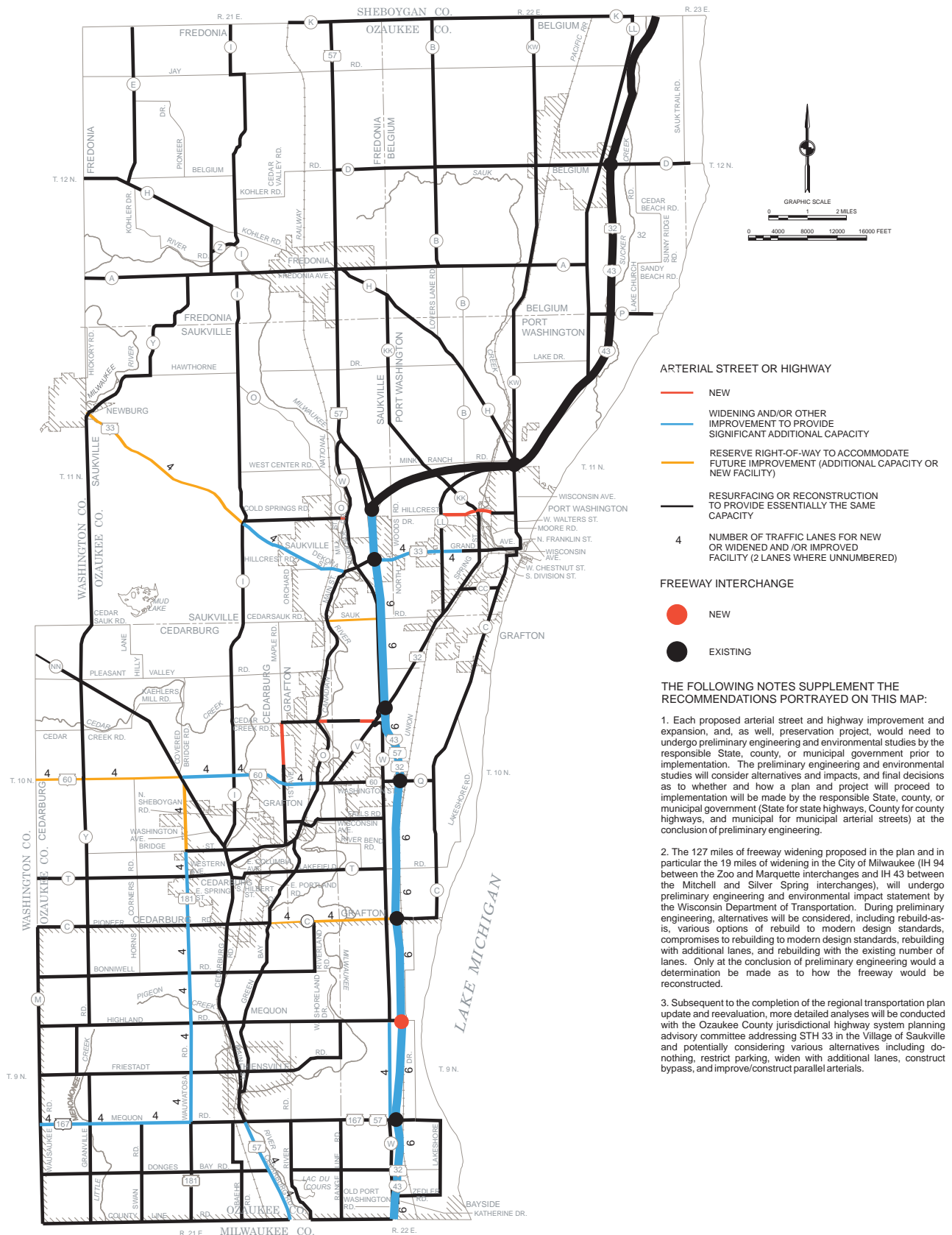
## THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

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



Map 11 (continued)

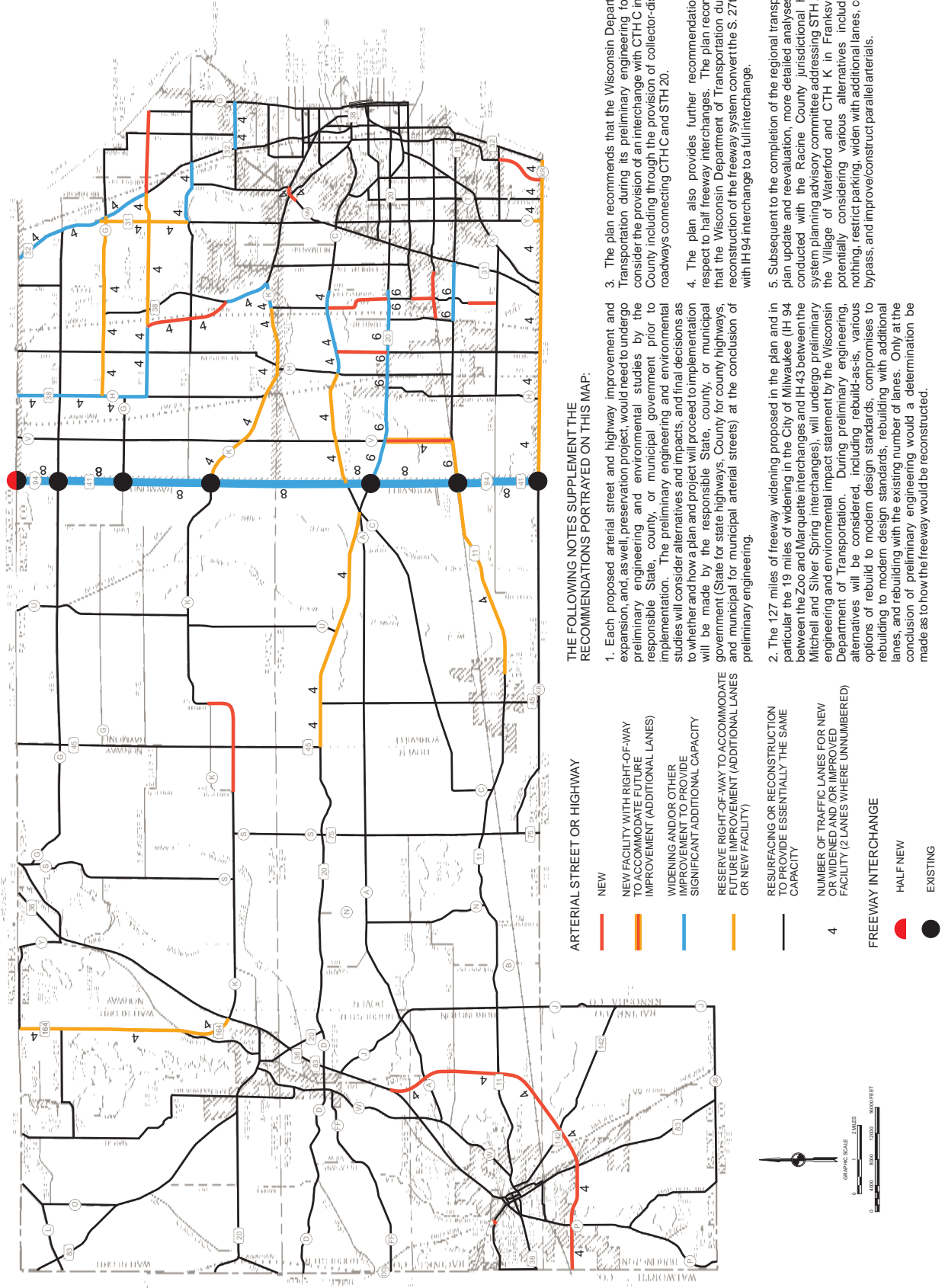
**FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN  
OZAUKEE COUNTY: 2035 RECOMMENDED REGIONAL TRANSPORTATION SYSTEM PLAN**





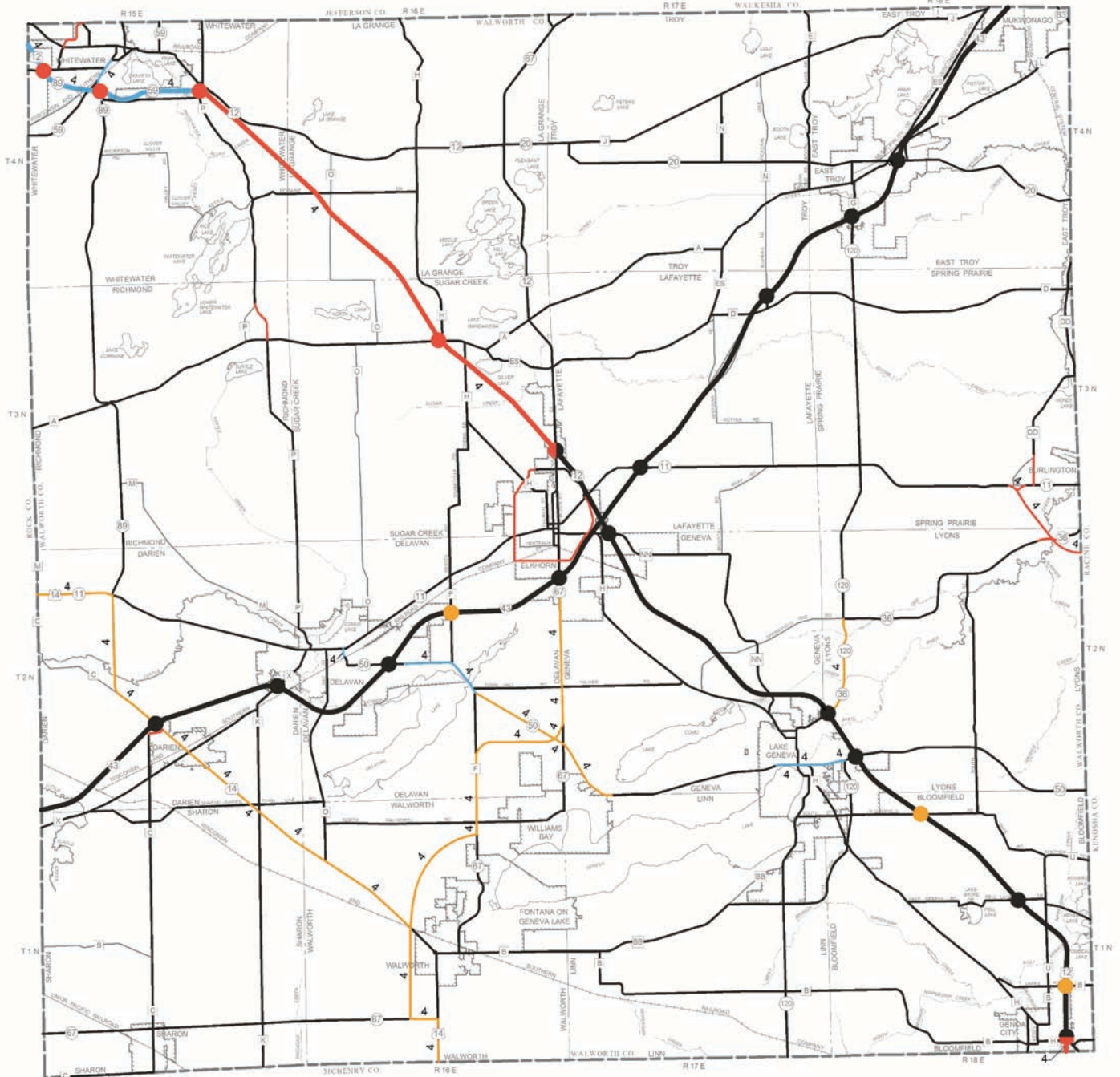
Map 11 (continued)

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



# Map 11 (continued)

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



### ARTERIAL STREET OR HIGHWAY

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

### FREEWAY INTERCHANGE

- NEW
- ◐ HALF NEW
- EXISTING

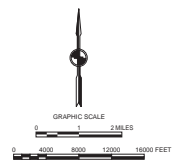
RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (POTENTIAL NEW INTERCHANGE)

### THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

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

2. The plan identifies additional potential new future freeway interchanges, and recommends that action be taken by the local governments to preserve the potential necessary right-of-way to assure that the future development of these interchanges is not precluded. Should the concerned local governments take the next step of participating with the Wisconsin Department of Transportation in the conduct of a preliminary engineering study of the interchange, and the preliminary engineering conclude with a recommendation to construct the interchange, the Regional Planning Commission, upon the request of the concerned local governments and the Wisconsin Department of Transportation, would take action to amend the regional plan to recommend the construction of the interchange. These potential future new interchanges are CTH B and Bloomfield Road with USH 12 and CTH F with IH 43.

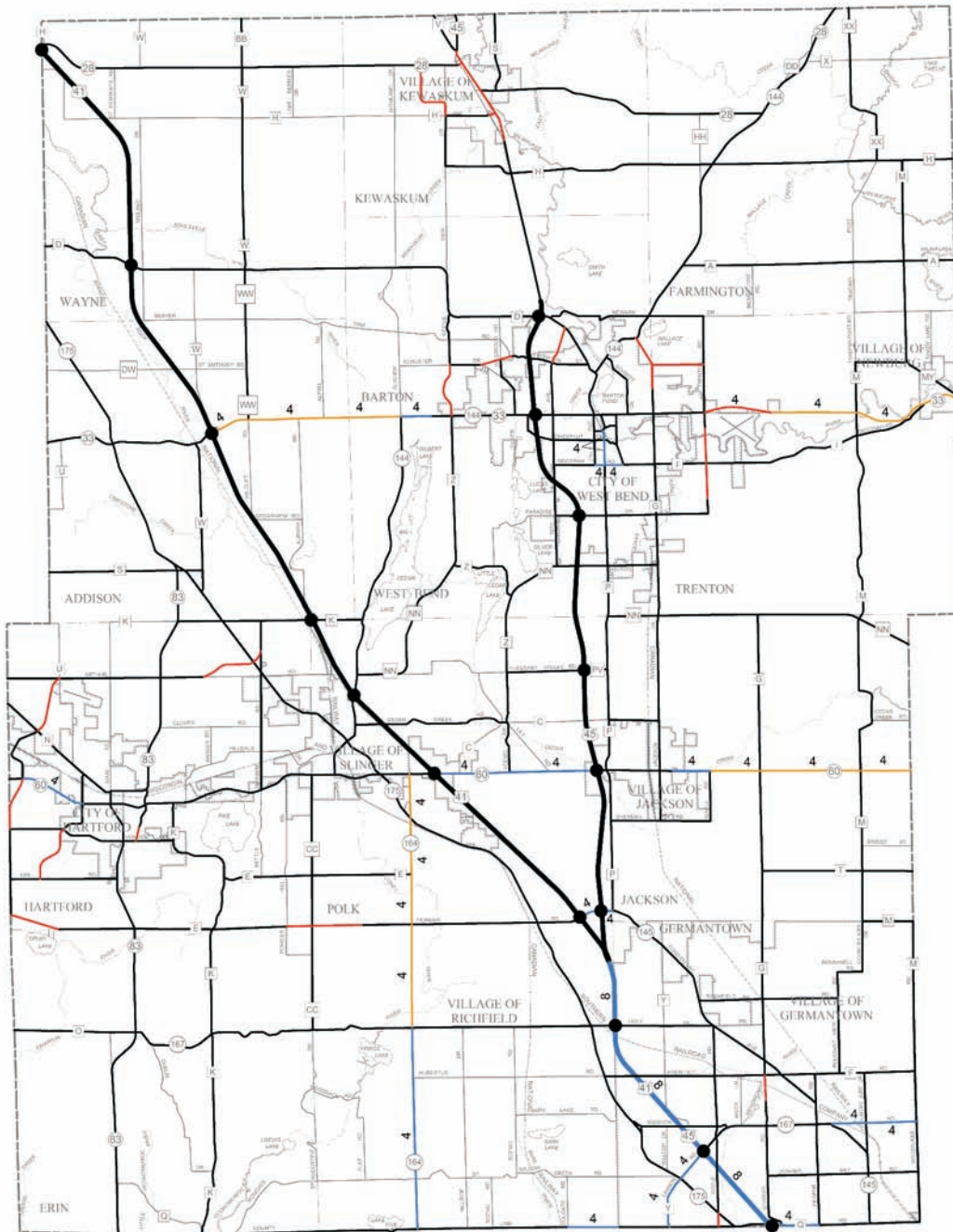
3. Subsequent to the completion of the regional transportation plan update and reevaluation, more detailed analyses will be conducted with the Walworth County jurisdictional highway system planning advisory committee addressing STH 50 in the City of Lake Geneva and potentially considering various alternatives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





# Map 11 (continued)

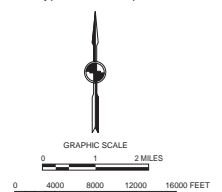
## FUNCTIONAL IMPROVEMENTS TO THE ARTERIAL STREET AND HIGHWAY SYSTEM IN WASHINGTON COUNTY: 2035 RECOMMENDED REGIONAL TRANSPORTATION SYSTEM PLAN



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

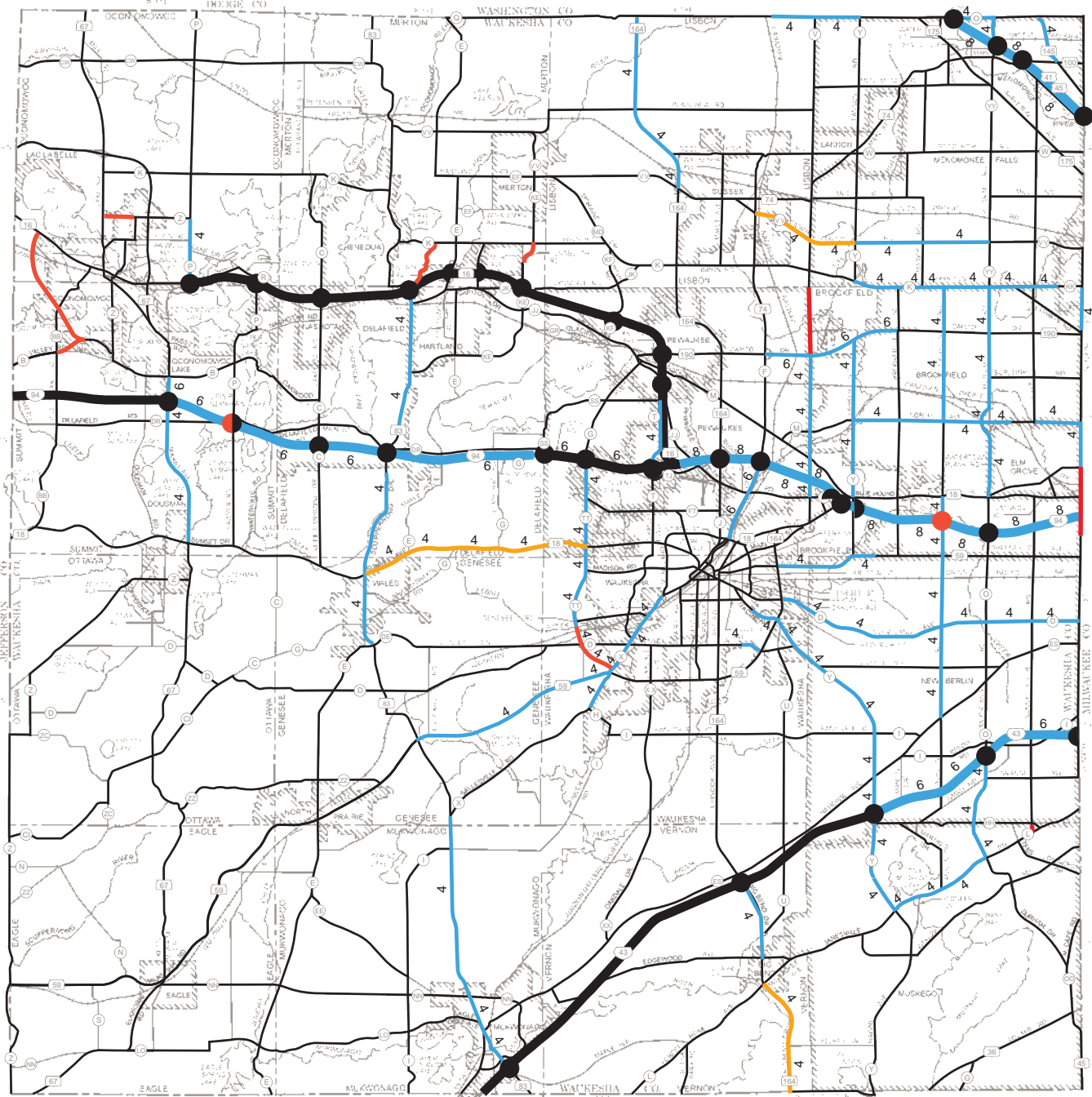
### THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

- Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental studies will consider alternatives and impacts, and final decisions as to whether and how a plan and project will proceed to implementation will be made by the responsible State, county, or municipal government (State for state highways, County for county highways, and municipal for municipal arterial streets) at the conclusion of preliminary engineering.
- The 127 miles of freeway widening proposed in the plan and in particular the 19 miles of widening in the City of Milwaukee (IH 94 between the Zoo and Marquette interchanges and IH 43 between the Mitchell and Silver Spring interchanges), will undergo preliminary engineering and environmental impact statement by the Wisconsin Department of Transportation. During preliminary engineering, alternatives will be considered, including rebuild-as-is, various options of rebuild to modern design standards, compromises to rebuilding to modern design standards, rebuilding with additional lanes, and rebuilding with the existing number of lanes. Only at the conclusion of preliminary engineering would a determination be made as to how the freeway would be reconstructed.
- Subsequent to the completion of the regional transportation plan update and reevaluation, more detailed analyses will be conducted with the Washington County jurisdictional highway system planning advisory committee addressing STH 60 in the Village of Jackson and potentially considering various alternatives including do-nothing, restrict parking, widen with additional lanes, construct bypass, and improve/construct parallel arterials.



# Map 11 (continued)

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

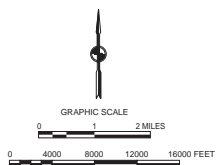


### ARTERIAL STREET OR HIGHWAY

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

### FREEWAY INTERCHANGE

- NEW
- NEW HALF
- EXISTING



### THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

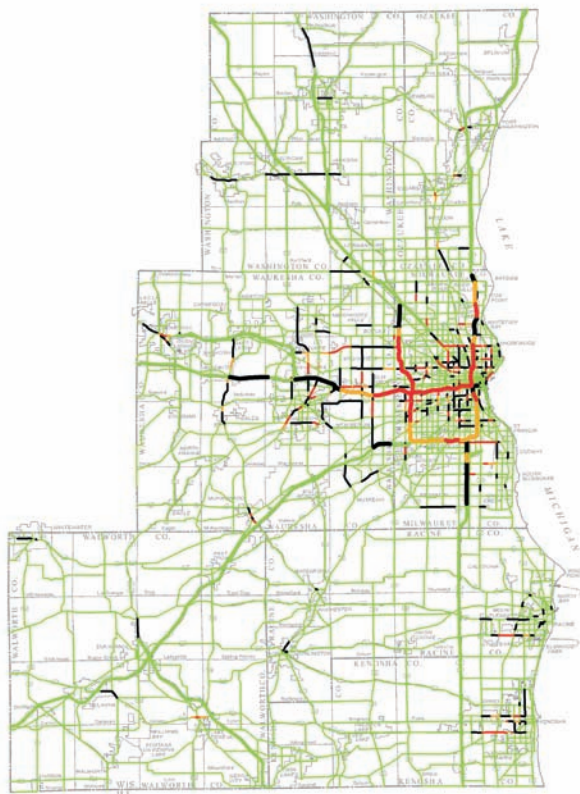
1. Each proposed arterial street and highway improvement and expansion, and, as well, preservation project, would need to undergo preliminary engineering and environmental studies by the responsible State, county, or municipal government prior to implementation. The preliminary engineering and environmental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



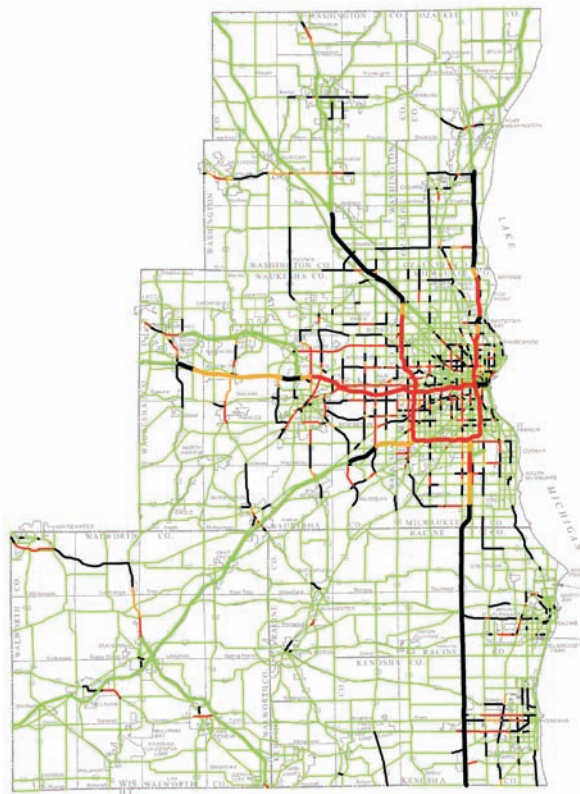
Map 12

**COMPARISON OF EXISTING YEAR 2001 AND FORECAST FUTURE YEAR 2035 AVERAGE WEEKDAY TRAFFIC CONGESTION ON THE ARTERIAL STREET AND HIGHWAY SYSTEM IN THE REGION UNDER THE TSM AND TSM PLUS HIGHWAY ALTERNATIVE PLANS**

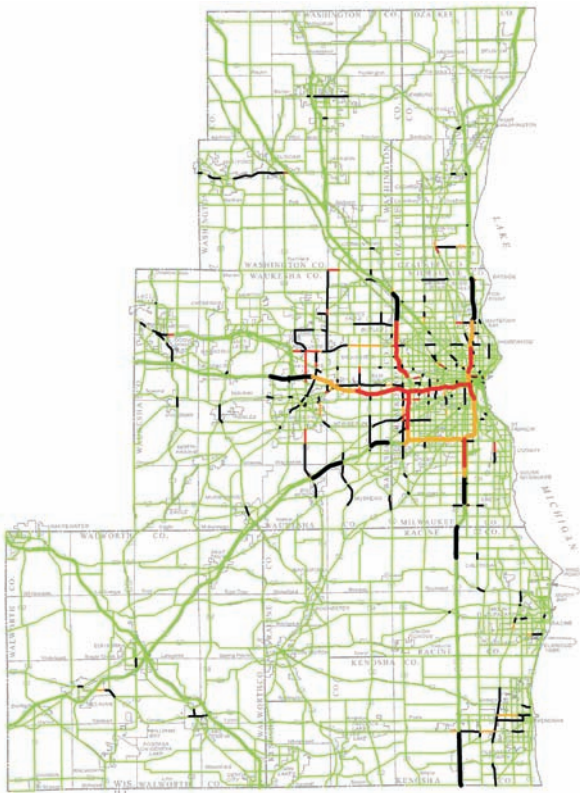
2001



TSM PLAN

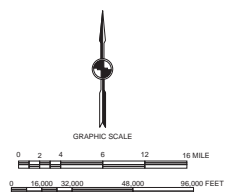


TSM PLUS HIGHWAY PLAN



**FACILITY CONGESTION STATUS**

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



## Air Transportation Planning

The Commission monitors aviation activities within and surrounding the Region and provides technical assistance for airport master planning activities that implement the regional airport system plan. The adopted regional airport system plan is described in SEWRPC Planning Report No. 38 (2nd Edition), *A Regional Airport System Plan for Southeastern Wisconsin: 2010*, November 1996. Forecast trends in airport activity within southeastern Wisconsin were updated to the year 2030 and are documented in SEWRPC Memorandum Report 133, *Review and Update of Regional Airport System Plan Forecasts*, August 2004.

General trends in the level of aviation activity within Southeastern Wisconsin are indicated by the numbers of aircraft operations at, and of passengers using, Milwaukee County's General Mitchell International Airport, as well as by the number of aircraft based within the Region. In 2008, total aircraft operations at Mitchell International totaled about 183,300, representing about an 8 percent decrease from 2007. The 2008 total is about 26 percent below the 248,700 operations forecast to occur at Mitchell International during that year under the adopted regional airport system plan.

From 2007 to 2008, the number of air carrier enplaning and deplaning passengers at Mitchell International increased by about 244,500, to about 7,957,000 passengers, or about 3 percent above the 2007 level of about 7,712,500 passengers. The 2008 level compared well with the 7,972,000 passengers forecast for that year under the adopted regional airport system plan.

General aviation activity can be measured in terms of the total number of general aviation aircraft operations—that is, takeoffs and landings—occurring on an annual basis at selected public-use airports in southeastern Wisconsin as reported by those airports. At all of the public airports other than General Mitchell International Airport, general aviation accounts for almost all activity. At Waukesha County-Crites Field, there were about 62,400 total operations during 2008, representing about a 6 percent increase from the 58,700 total operations in 2007. At Kenosha Regional Airport, there were about 55,500 total operations during 2008, representing about a 9 percent decline from the 61,000 total operations in 2007. At Lawrence J. Timmerman Airport, there were about

44,900 total operations during 2008, representing about a 1 percent increase from the 44,600 total operations in 2007. At General Mitchell International Airport, where general aviation accounts for only a small portion of all activity, there were about 16,400 general aviation operations reported for 2008, representing about a 20 percent decrease from the 20,400 general aviation operations reported for 2007.

## 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, 2008, rail freight service was being provided within Southeastern Wisconsin over a total of about 492 miles of active main line as shown on Map 13.

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

### *Kenosha-Racine-Milwaukee (KRM) Commuter Link Project*

During 2008, significant progress was made to complete the Alternatives Analysis/Draft Environmental Impact Statement for the Kenosha-Racine-Milwaukee Commuter Link project. This work continued with the conclusion that a commuter rail line should be implemented between Milwaukee and Kenosha, connecting to Metra Kenosha to Chicago commuter rail. The recommendation to pursue commuter rail, based upon an evaluation of commuter rail and bus alternatives, was determined by the Southeastern Wisconsin Regional Transit Authority (RTA) and the Steering Committee of the Intergovernmental Partnership of the Cities and Counties of Kenosha, Milwaukee and Racine, and the Wisconsin Department of Transportation. The Commission staff acted as project manager and staff in the conduct of this phase of the project.

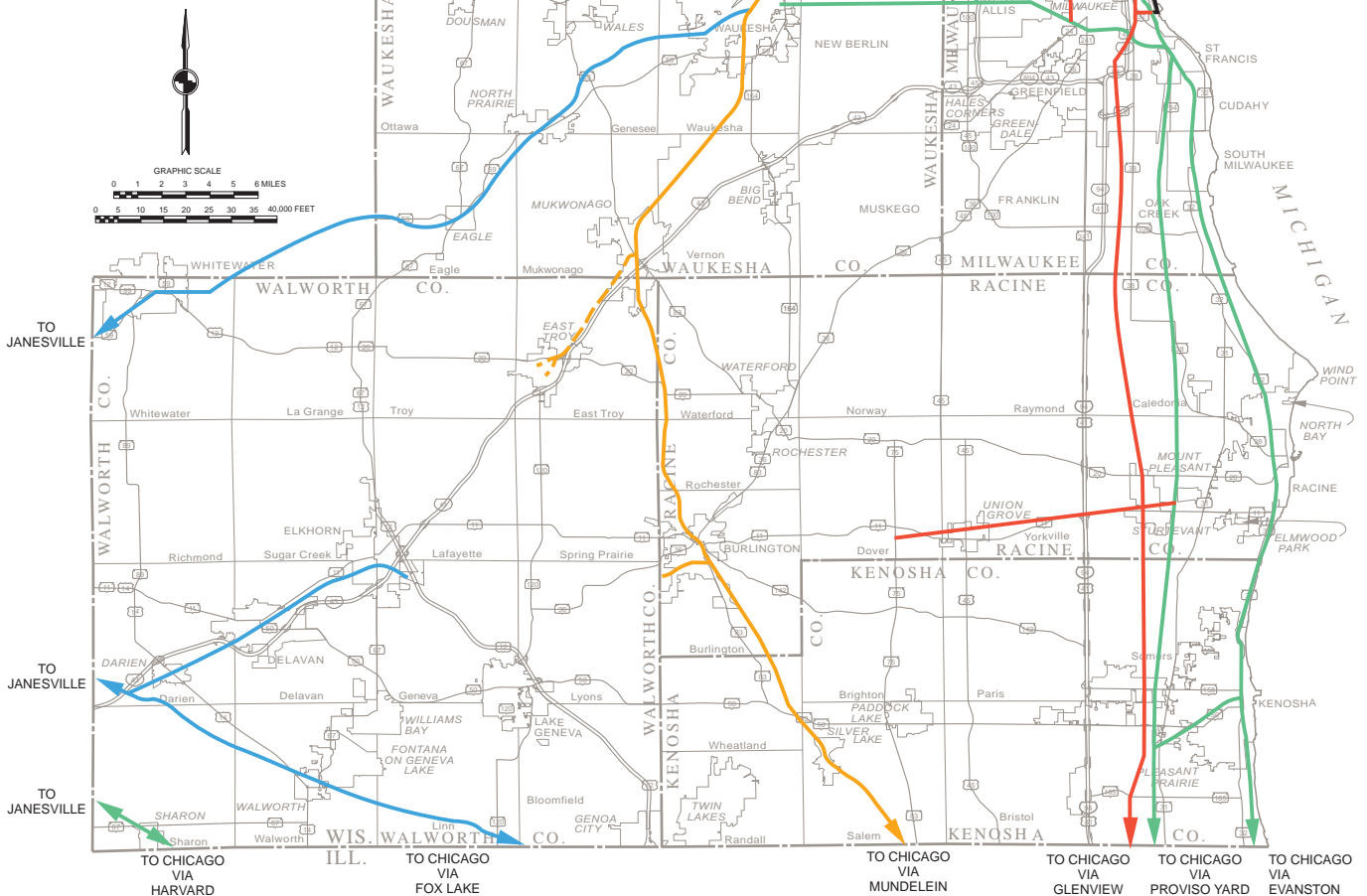
Map 13

**COMMON CARRIER  
RAIL FREIGHT LINES IN  
SOUTHEASTERN WISCONSIN  
DECEMBER 31, 2008**

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

TRACKAGE RIGHTS

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



The conclusions of the evaluation and comparison of the costs and benefits of the commuter rail and bus alternatives were as follows, based on updated information developed for the Draft Environmental Impact Statement:

***Travel Time and Speed*** – Commuter rail will be much faster than bus in connecting the Kenosha, Milwaukee, and Racine areas to each other and with northeastern Illinois. An example of the average speed and travel time is shown below:

- Commuter Rail: 38 mph average speed; 53 minutes average travel time
- Bus: 20 to 29 mph average speed; 83 to 108 minutes average travel time

In comparison, an automobile may be expected to make the same trip during peak traffic hours in about 54 minutes.

***Travel Reliability*** – Commuter rail would provide the highest level of reliability:

- Operating over a separate non-highway right-of-way, it would not be affected by the unpredictable nature of rush-hour automobile and truck traffic
- It would have priority over street and highway traffic at crossings and over freight traffic on railroads
- Inclement weather would have little impact, this being especially important during the winter season

***Comfort and Convenience*** – Commuter rail would provide the highest level of comfort, convenience, and overall attractiveness:

- It can provide a smoother and more consistent ride due to the vehicles operating on a dedicated route alignment that doesn't have interference from other traffic
- Its route simplicity, dedicated route, and larger stations and equipment make it more visible and therefore easier to use

***Ridership*** – Commuter rail may be expected to attract more than twice the ridership of bus:

- On an average weekday, commuter rail will attract 7,400 trips vs. 2,600 for bus
- Annually, commuter rail will attract 1.88 million trips vs. 0.66 million for bus

***Passenger-Miles*** – Passenger-miles from commuter rail ridership represent four times the passenger-miles from bus (as a result of attracting longer trips):

- On an average weekday, commuter rail will attract 90,500 passenger-miles vs. 17,900 for bus
- Annually, commuter rail will generate 23.1 million passenger-miles vs. 4.6 million for bus

***Impact on Highway System*** – Commuter rail will have a substantially greater impact on highway system traffic and traffic congestion:

- Commuter rail ridership will be 2.8 times that of bus, and passenger-miles will be 5.0 times that of bus

***Alternative During IH 94 Reconstruction*** – Commuter rail will provide a far superior alternative mode of travel during IH 94 reconstruction over the next 20 years compared to a bus alternative:

- Commuter rail will be able to attract significantly more traffic from IH 94 which will be limited in capacity during reconstruction.
- Commuter rail will offer an alternative which will be competitive with automobile travel time and will be unaffected by increased IH 94 freeway and corridor traffic congestion.

***Air Pollutant Emissions and Energy Consumption*** – Commuter rail would contribute to a greater reduction in vehicle generated air pollutant emissions and vehicle energy consumption in proportion to its potential to attract greater transit ridership, longer trips by transit, and new transit trips:

- Additional reductions in air pollutant emissions and energy consumption may be expected due to



commuter rail's potential to encourage more efficient higher density infill development and redevelopment

***More Efficient Development and Redevelopment*** – Commuter rail will have the potential to result in more efficient higher density land development and redevelopment around its stations in the corridor and reduce urban sprawl:

- Encourage desirable needed and planned development in central cities of Milwaukee, Racine, and Kenosha and inner, older suburbs of Cudahy, St. Francis, and South Milwaukee
- Encourage higher density, more efficient development in the developing communities of Oak Creek, Caledonia, and Somers

***Accessibility to Jobs*** – Due to its higher average speeds and resulting lower travel times, commuter rail will provide greater accessibility to the significant number of jobs in the KRM/northeastern Illinois corridor:

- Corridor jobs within a one mile station radius in the year 2000:
  - Downtown Milwaukee – 110,300
  - Milwaukee County – 21,600
  - Kenosha and Racine Counties – 28,200
  - Chicago North Shore Suburbs – 95,100
  - Chicago North Side – 58,500
  - Downtown Chicago – 599,400

This corridor provides access to far more jobs than any other potential southeastern Wisconsin transit corridor, for example, compared to a Milwaukee – Oconomowoc commuter rail or Milwaukee – Waukesha express bus corridor:

- More than 4 times more jobs
- More than 50 percent more jobs (if Downtown Chicago jobs not included)

The KRM commuter rail provides this job access to central city residents, and in particular minority

populations, low income populations, and those without an automobile and dependent upon public transit:

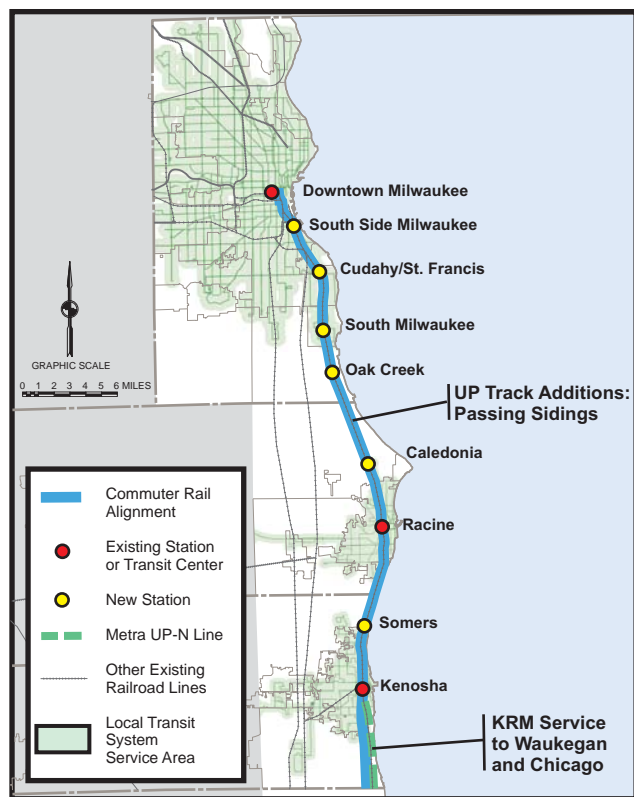
- For example, an estimated 245,900 or 41 percent of City of Milwaukee residents reside within three miles of the two proposed KRM train stations in the City of Milwaukee, some within walking distance and others within a short connecting bus or shuttle ride or drive or drop off by automobile. Of these city residents, about 30 percent, or 71,500 do not own an automobile; and 58 percent or 143,000 are minorities (slightly higher than the city as a whole) including 72,000 African Americans and 57,900 Hispanics.
- The number of jobs accessible to these City of Milwaukee residents (not including downtown Milwaukee) by the KRM commuter rail totals over 800,000 jobs in total, 200,000 jobs not including downtown Chicago and 140,000 jobs not including the Downtown and North Side of Chicago. This can be compared to Milwaukee – Oconomowoc commuter rail and Milwaukee – Waukesha express bus at 80,000 and 100,000 jobs, respectively (also not including downtown Milwaukee)

***Encouraging Corridor Economic Development and Growth in the Corridor*** – Due to its much higher average speeds and shorter travel times, commuter rail will do a significantly better job of more closely connecting Kenosha, Racine, and Milwaukee to each other and to northeastern Illinois and Chicago:

- This improved linkage between southeastern Wisconsin and the mega-metropolitan area of northeastern Illinois may be expected to result in more economic and population growth in the KRM corridor and in southeastern Wisconsin.
- The potential for future economic growth of southeastern Wisconsin through more closely linking to northeastern Illinois is one of a few major economic development themes being advanced for southeastern Wisconsin by the Milwaukee 7.
- Companies such as S.C. Johnson, one of the largest employers in southeastern Wisconsin and in the State of Wisconsin, have cited the importance of this link to northeastern Illinois to

Map 14

**PROPOSED KENOSHA-RACINE-MILWAUKEE COMMUTER RAIL**



retaining and attracting qualified employees, and maintaining and expanding their presence in southeastern Wisconsin.

**Capital and Operating Costs** – Commuter rail would have higher capital costs and annual operating and maintenance (O&M) costs (in 2007 dollars) than bus:

- Capital cost—\$206 million for commuter rail compared to \$28 million for bus
- Annual O&M cost—\$11.8 million (including shuttles) for commuter rail compared to \$3.2 million for bus

The Southeastern Wisconsin RTA, after carefully considering the costs and benefits of the commuter rail and bus alternatives, concluded that the benefits of commuter rail outweighed its operating costs. On November 15, 2008, the RTA submitted recommendations to the Governor and State Legislature, per *Wisconsin State Statute 59.58(6)*, including the RTA's

primary function of recommending a permanent, dedicated funding source for the local share of capital and operating costs of public transit, including commuter rail. The RTA also recommended that the Southeastern Wisconsin RTA become the permanent RTA in southeastern Wisconsin and have the authority to sponsor, implement, and provide the local funding for the KRM commuter rail. The Southeastern Wisconsin RTA and Intergovernmental Partnership determined to continue to pursue implementation of the KRM commuter rail by working towards completion of the Draft Environmental Impact Statement for the project, preparing the necessary application to the U.S. Department of Transportation, Federal Transit Administration for a Federal discretionary capital grant to be submitted in the fall of 2009. The Commission staff continued to assist the RTA and Intergovernmental Partnership in these efforts in 2008.

The following provides a description of the proposed KRM commuter rail:

- Would use commuter rail service to connect Milwaukee and Racine to the existing Chicago-Kenosha commuter rail service
  - 33-mile route using existing Union Pacific Railroad (UP) and Canadian Pacific Railway (CP) freight lines (See Map 14)
- Nine stations
  - Existing stations at Kenosha and Milwaukee and new transit center at Racine
  - New stations at Somers, Caledonia, Oak Creek, South Milwaukee, Cudahy-St. Francis, and Milwaukee South Side
- Level of service
  - Service provided in both directions during all time periods
  - 14 weekday trains in each direction
  - Operating speed – up to 59 mph
  - Average speed – 38 mph
- Shuttle bus service

- Dedicated service between Amtrak station and Milwaukee central business district
- Dedicated service between General Mitchell International Airport and Cudahy-St. Francis station
- Train operation
  - Service provided by meeting existing Metra trains at either Kenosha or Waukegan
- One new train between Milwaukee and Chicago (to Milwaukee in A.M. and Chicago in P.M.)
- Contract with UP Railroad and provide time-transfer (6 minutes) at Kenosha and Waukegan to Metra
- Diesel-Multiple-unit cars (“DMUs” or self-propelled coaches)

# 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 management, as opposed to flooding, problems and to provide adequate facilities for existing and probable future rural and urban development? How can improved stormwater management systems best integrate stormwater drainage and nonpoint source water pollution abatement measures?
- What needs to be done to ensure a continued, ample supply of safe drinking water?
- How can solid wastes best be managed for recycling and disposal in an environmentally safe and energy-efficient manner?
- How can the Lake Michigan shoreline best be protected and used?

In attempting to find sound answers to these and related questions, to develop recommendations concerning environmental protection and enhancement, to monitor levels of environmental quality in the Region, and to respond to requests for data and technical assistance, activities were conducted in 2008 in four program areas: water quality management planning; water supply planning; watershed, floodland, and stormwater management planning; and coastal management planning.

## WATER QUALITY MANAGEMENT PLANNING

During 2008, Commission water quality management planning efforts continued to be focused primarily on activities relating to implementation and updating of the adopted regional water quality management plan. Such activities included providing assistance in the preparation of inland lake management plans; preparing local sanitary sewer service area plans; and assisting counties and other local units of government in the Region in activities related to the abatement of nonpoint source pollution and in completing sewerage facilities plans in preparation for the construction of point source pollution abatement facilities. The Commission also continued to assist the Wisconsin Departments of Natural Resources and of Commerce in the review of proposed public sanitary sewer extensions, proposed private main sewers and building sewers, and proposed large onsite sewage disposal systems and holding tanks.

### The Regional Water Quality Management Plan

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

sewer overflow, and industrial waste outfalls and from such nonpoint sources as urban and rural stormwater runoff. The regional water quality management plan is one of the more important plan elements adopted by the Commission, since, in addition to providing clear and concise recommendations for the control of water pollution, it provides the basis for the continued eligibility of local units of government for Federal and State loans in partial support of sewerage system development and redevelopment, for the review and approval of public sanitary sewer extensions by 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 2007, the Commission completed work on an update of the regional water quality management plan for the Greater Milwaukee Watersheds (Kinnickinnic River, Menomonee River, Milwaukee River, Root River, and Oak Creek watersheds, the Milwaukee Harbor estuary, and the adjacent nearshore Lake Michigan area). As set forth on Map 15, the study area

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

The coordinated approach to carrying out the regional water quality management plan update and the MMSD facilities planning program was developed cooperatively by the WDNR, the MMSD, and SEWRPC. The regional water quality management plan update resulted in the reevaluation and, as necessary, revision of the three major elements comprising the original plan—the land use element, the point source pollution abatement element, and the nonpoint source pollution abatement element. In addition, a groundwater element was added based largely upon companion work programs.

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

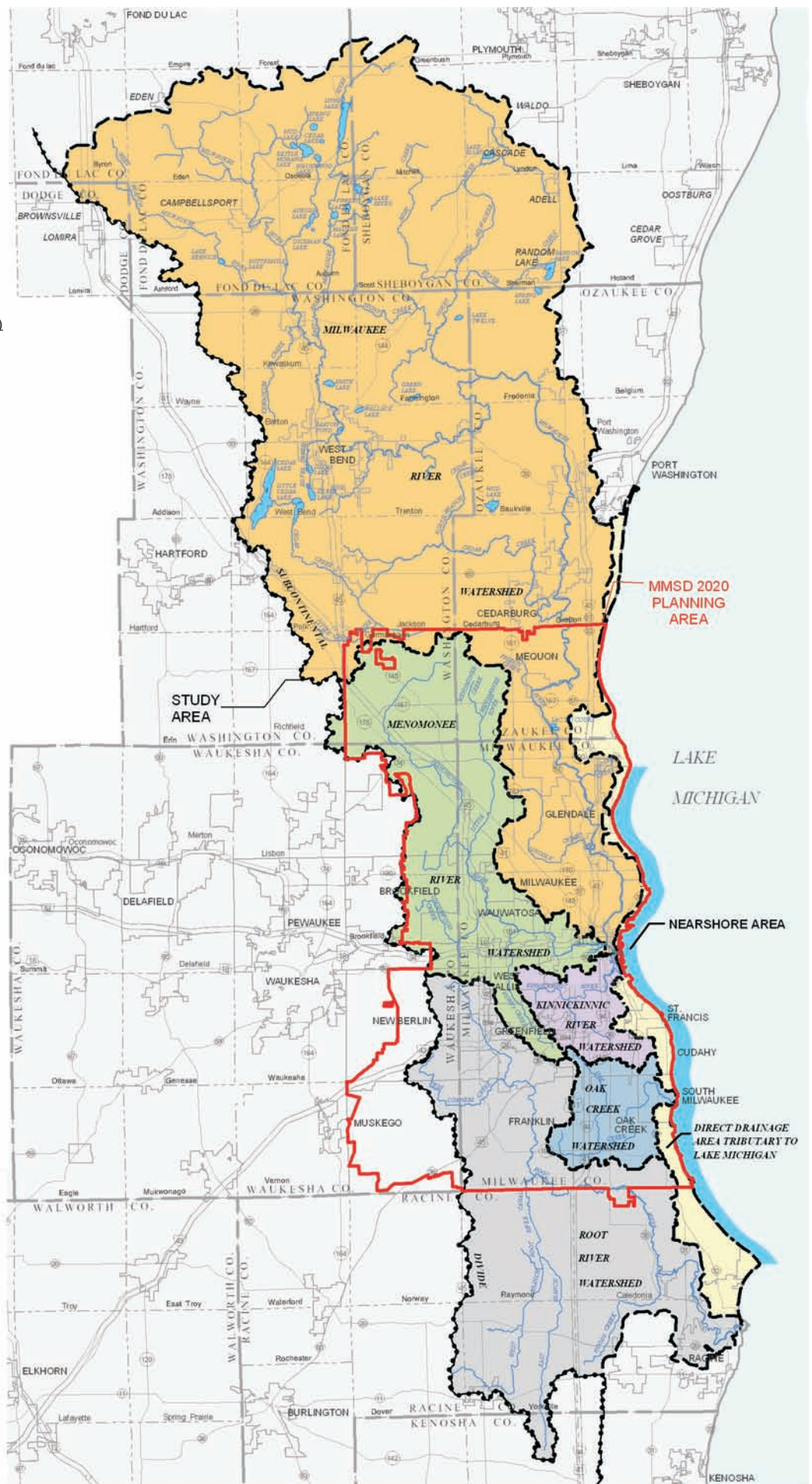
- SEWRPC Planning Report No. 50 (PR No. 50), *A Regional Water Quality Management Plan Update for the Greater Milwaukee Watersheds*, December 2007, and
- SEWRPC Technical Report No. 39 (TR No. 39), *Water Quality Conditions and Sources of Pollution in the Greater Milwaukee Watersheds*, November 2007.

Planning Report No. 50 documents the development of the regional water quality management plan update including inventories, analyses of alternative plans and the recommended plan, and a plan implementation strategy. Detailed systems-level costs are set forth for the alternative plans and the recommended plan. The plan is developed for year 2020 land use and population conditions.



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

MMSD PLANNING AREA	
NUMBER OF COUNTIES	5
NUMBER OF LOCAL MUNICIPALITIES	29
TOTAL AREA (SQUARE MILES)	416



Technical Report No. 39 presents detailed information on water and sediment quality conditions; includes detailed analyses of measured water quality data, including toxicity conditions in water, sediment, and the tissue of aquatic organisms; presents water quality modeling data regarding pollutant loads from point and nonpoint sources; describes stream channel and habitat and riparian corridor conditions; presents inventories and evaluations of fishery and macroinvertebrate conditions; evaluates water quality trends over the past 30 years; and assesses levels of compliance with regulatory water use objectives and associated water quality standards and criteria.

Report chapters can be accessed at [www.sewrpc.org](http://www.sewrpc.org).

The recommended regional water quality management plan update for the greater Milwaukee watersheds:

- Incorporates almost all of the MMSD 2020 facilities plan recommendations;
- Includes recommendations regarding construction of trunk sewers and future facilities planning for public sewerage systems outside the MMSD planning area;
- Calls for the preservation of environmentally significant lands;
- Includes specific recommendations to establish or expand riparian buffers along streams adjacent to agricultural lands and to convert some marginally productive farmland to wetland and prairie conditions;
- Calls for voluntary county programs to oversee older private onsite wastewater treatment systems;
- Recommends enhanced programs to detect and eliminate illicit discharges to storm sewer systems and to control urban-sourced pathogens;
- Promotes programs to reduce both the use of fertilizers containing phosphorus and the discharge of chlorides to waterways from water softeners and through runoff from roads, highways, and parking lots;

Recommends instream and inland lake measures to improve water quality; and

- Includes recommendations related to groundwater recharge and sustainability, expanded mapping of groundwater contamination areas, stormwater management measures affecting water quality, and water conservation.

The plan also includes detailed assessments of the degree to which the water quality standards and criteria that support the designated uses of the streams in the study area would be expected to be met under recommended plan conditions.

In 2008, the Commission staff promoted implementation of the water quality plan update through its continuing water quality planning program and through active participation in the Southeastern Wisconsin Watersheds Trust (SWWT). The Trust is a collaborative effort to achieve healthy water resources throughout the greater Milwaukee watersheds through implementing the regional water quality management plan update for the greater Milwaukee watersheds. The Commission staff served on both the SWWT Executive Steering Council and the Science Committee. In addition, in 2008 the Commission staff worked with MMSD and its technical consultant team in initiating development of watershed restoration plans for the Kinnickinnic and Menomonee River watersheds. Those plans are second-level plans being prepared by MMSD to provide targeted recommendations that will serve to implement the regional water quality plan update.

### **Nonpoint Source Pollution Abatement Planning**

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

The Commission provides assistance in planning and project review activities for a number of programs which are considered to be steps toward implementation of the nonpoint pollution abatement recommendations

set forth in the regional water quality management plan. These programs include programs administered by the WDNR and the Wisconsin Department of Agriculture, Trade and Consumer Protection, which provide cost-sharing funds for individual projects or land management practices to local governments and private landowners; the stormwater discharge permit system administered by the WDNR; and local-level stormwater management and land and water resource management planning programs. During 2008, 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 the Eagle Spring Lake Management District, the Commission staff reviewed and commented on stormwater management options for a proposed boat launch.
- The Commission staff continued to serve on the Root-Pike Watershed Initiative Network Agricultural and Urban Pollution Prevention Task Group, which reviews applications for grants to implement specific water quality-based projects, and on the Resource Group which approves funding of projects.

### **Lake Management Planning**

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

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

Prior to 2008, comprehensive lake management plans were completed for the following lakes within the Region: Powers in Kenosha and Walworth Counties; George in Kenosha County; the Waterford Impoundment and Wind in Racine County; Geneva, and Whitewater and Rice, in Walworth County; Friess and Pike in Washington County; and Ashippun, Eagle Spring, Fowler, Keesus, Lac La Belle, Little Muskego, Nagawicka, North, Oconomowoc, Okauchee, Pewaukee, and Upper and Lower Phantom, all in Waukesha County. Of these, the comprehensive lake management plans for Geneva Lake in Walworth County; Friess Lake in Washington County; and, for Lac La Belle, Okauchee and Pewaukee Lakes in Waukesha County were updated and refined, and published as second editions of these comprehensive plans, prior to 2008.

In addition, prior to 2008, a number of other, more narrowly focused plans and related reports were prepared. These plans and reports are published as Commission memorandum reports. These plans and reports include a lake use management plan for Waubeesee Lake and the Anderson Canal, which connects Long Lake (Kee Nong Go Mong Lake) to Waubeesee Lake, in Racine County; an aquatic plant and recreational use management plan for Booth and Pell Lakes in Walworth County; aquatic plant management plans for Crooked Lake, Fowler Lake, Nagawicka Lake, Pretty Lake, and the Phantom Lakes in Waukesha County; an aquatic plant inventory for Pine Lake in Waukesha County; lake protection plans for Benedict and Tombeau Lakes in Walworth and Kenosha Counties and for Middle Genesee Lake, Silver Lake, Pretty Lake, and the Kelly Lakes in Waukesha County; a public boating access and waterway protection plan for Big Muskego Lake in Waukesha County; watershed inventory reports for Nagawicka and Upper Nemahbin Lakes in Waukesha County; lake protection and recreational use plans for Silver Lake in Washington County and Hunters Lake in Waukesha County; a lake protection and stormwater management plan for Big Cedar Lake in Washington County; a lakefront recreational use and waterway protection plan for that portion of the shoreline of Pewaukee Lake located within the Village of Pewaukee in Waukesha County; and an environmental analysis of lands at the headwaters of Gilbert Lake and Big Cedar Lake in Washington County. Of these, the lake protection plans for Silver Lake in Washington County, and for Kelly and Pretty Lakes in Waukesha County were updated and refined, and published as second editions of these plans, prior to 2008. While such plans or reports form elements of comprehensive lake water quality management plans,



they do not, in and of themselves, constitute comprehensive lake management plans. The Commission staff also assisted a number of communities in the conduct of questionnaire-based lake-use surveys, including the communities on, and adjacent to, the Phantom Lakes and Eagle Spring Lake in Waukesha County, and Powers Lake in Kenosha and Walworth Counties. The results of these surveys were reported to the communities in the form of Commission letter reports.

During 2008, the Commission participated in lake-management-related meetings convened by the University of Wisconsin-Extension, the WDNR, and the Wisconsin Association of Lakes, Inc., collectively, the Wisconsin Lakes Partnership. The Commission assisted in the development and conduct of the 2008 Lakes Convention, an annual informational and educational program of the Wisconsin Lakes Partnership; and, the 2008 Southern Wisconsin Lakes Workshop, focusing on the specific risks related to the introduction and management of nonnative aquatic species.

Also during 2008, 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 Shangrila and Voltz Lakes in Kenosha County; the Waterford Impoundment, Wind Lake, and Wildlife Acres Pond in Racine County; Beulah, Delavan, and Wandawega Lake in Walworth County; Pike and Silver Lakes in Washington County; and Beaver, Fowler, Lower and Upper Nemahbin, Middle and Lower Genesee, Nagawicka, Pewaukee, Pine, and Silver Lakes, and Lac La Belle, all in Waukesha County. The Commission staff continued to serve on the Southeastern Wisconsin Fox River Commission as a nonvoting member pursuant to the provisions of Subchapter VI of Chapter 33 of the *Wisconsin Statutes*.

Assistance in preparing applications for State grants in partial support of lake protection and management planning was also provided during 2008 for several lakes. Over the years 1992 through 2008, the Commission staff assisted communities in preparing grant applications to support more than 75 lake-management-related projects on nearly 60 of the Region's lakes.

### *Comprehensive Lake Management Plans*

Comprehensive lake management plans were completed during 2008 for Geneva Lake in Walworth County and Wind Lake in Racine County. These plans are intended to serve as guides to the making of decisions concerning the use and management of the Lakes, and recommend actions for the protection and rehabilitation of lake water quality through a combination of measures. Both lake-based and tributary area-based actions are reviewed, evaluated, and considered for inclusion in the plans, which address:

- Protection of the natural resource base,
- Protection and maintenance of water quality and aesthetic conditions,
- Protection and enhancement of fish and aquatic life,
- Enhancement of recreational opportunities, and
- Public information and education.

Specific measures recommended for consideration, set forth in these plans, are summarized below.

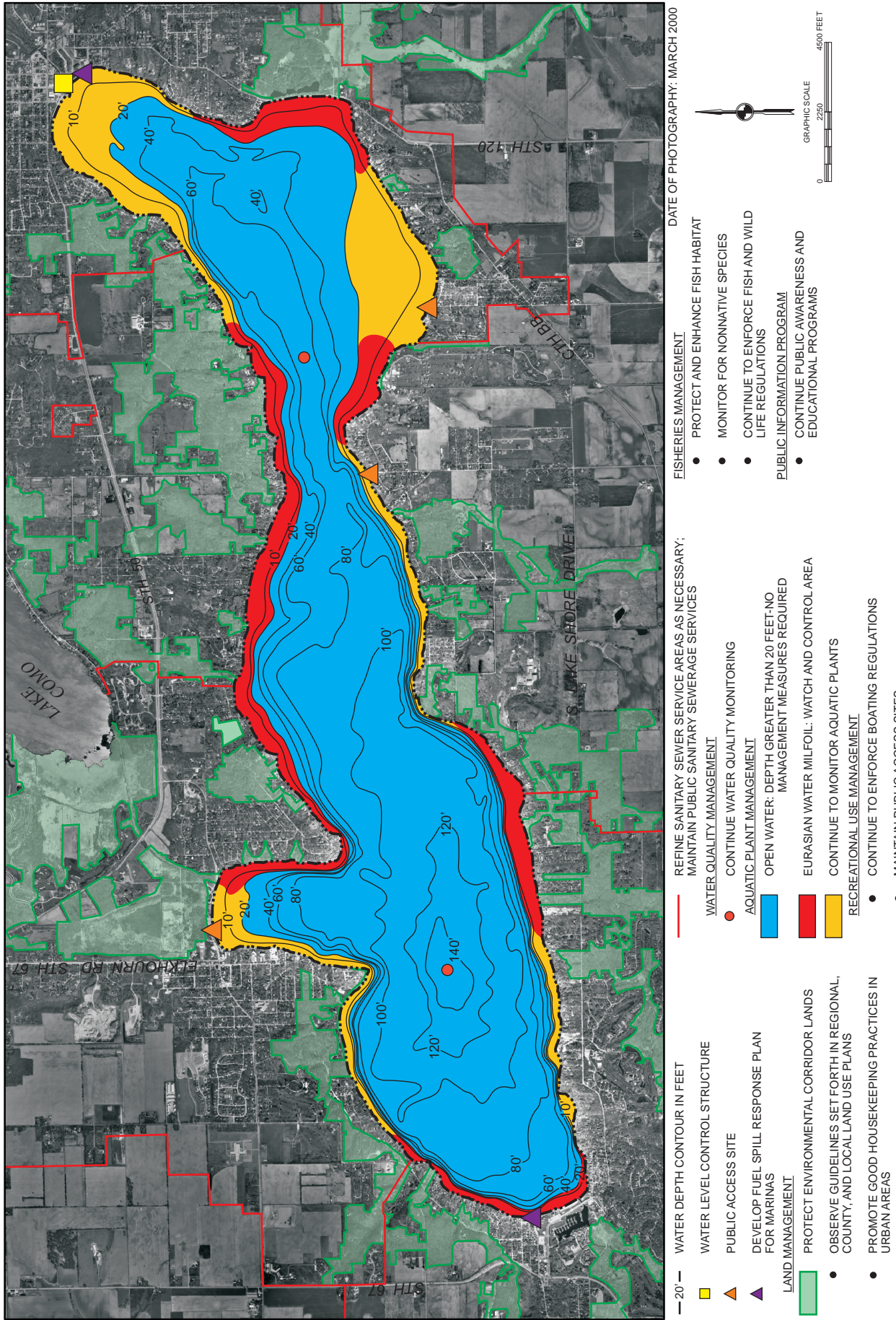
#### **A Lake Management Plan for Geneva Lake**

During 2008, the Commission staff completed a comprehensive lake management plan for Geneva Lake. This plan, published as SEWRPC Community Assistance Planning Report No. 60, 2<sup>nd</sup> Edition, *A Lake Management Plan for Geneva Lake Walworth County, Wisconsin*, May 2008, was prepared by the Commission at the request of the Geneva Lake Environmental Agency (GLEA). The plan extends and refines the lake management measures initially set forth in SEWRPC Community Assistance Planning Report No. 60, *A Water Quality Management Plan for Geneva Lake, Walworth County, Wisconsin*, published in October 1985. Analyses of water quality and biological conditions conducted by the GLEA, WDNR, U.S. Geological Survey (USGS), and SEWRPC as part of the current planning program indicate that the general condition of Geneva Lake remains very good. The recommended management measures for Geneva Lake are graphically summarized on Map 16.

#### **A Lake Management Plan for Wind Lake**

This plan, published as SEWRPC Community Assistance Planning Report No. 198, 2<sup>nd</sup> Edition, *A Lake Management Plan for Wind Lake, Racine County*,

Map 16  
RECOMMENDED MANAGEMENT PLAN ELEMENTS FOR GENEVA LAKE



*Wisconsin*, June 2008, was prepared by the Commission at the request of the Wind Lake Management District (WLMD). This plan extends and refines the lake management recommendations set forth in SEWRPC Community Assistance Planning Report No. 198, *A Management Plan for Wind Lake, Racine County, Wisconsin*, published in December 1991. Analyses of water quality and biological conditions conducted by the WLMD and SEWRPC indicate that the general condition of Wind Lake is very good. The recommended management measures for Wind Lake are graphically summarized on Maps 17 and 18.

#### *Aquatic Plant Management and Lake Protection Plans*

In addition to the preparation of comprehensive lake management plans, the Commission staff periodically prepares more specific plans that address issues of concern facing waterbodies within the Region. These plans include aquatic plant management plans and recreational boating access management plans that address single purpose planning needs, and lake protection plans that address a range of concerns facing the Region's lake communities. During 2008, aquatic plant management plans were completed for Friess Lake in Washington County and for Pine and Beaver Lakes in Waukesha County. These plans are briefly summarized below.

#### **An Aquatic Plant Management Plan for Friess Lake**

During 2008, the Commission staff completed an aquatic plant management plan for Friess Lake. This plan, documented in SEWRPC Memorandum Report No. 169, *An Aquatic Plant Management Plan for Friess Lake, Washington County, Wisconsin*, June 2008, was prepared by the Commission for the Friess Lake Advancement Association, Inc. (FLAA), at the request of the Village of Richfield. The plan examines existing and anticipated subwatershed conditions, potential aquatic plant management problems, and recreational use concerns on Friess Lake, and sets forth recommended actions to resolve those concerns.

Key recommendations set forth in the plan support land management practices designed to reduce nonpoint source pollutant discharges in stormwater runoff into the Lake. Appropriate shoreline management practices, including the use of riprap and vegetative buffer strips, where applicable, reduce human impacts on ecologically valuable areas in and adjacent to the Lake, and help to limit the spread of nonnative invasive plant species. The need to balance human access and use with the

environmental benefits suggests that a 75-foot wide riparian buffer provides a minimum width necessary to contribute to good water quality and a healthy aquatic ecosystem, although, from an ecological point of view, buffers beyond a 75-foot width provide greater benefits. These findings form the basis for the Washington County shoreland protection program, for example, and are consistent with the required shoreland setbacks set forth in Chapter NR 115 of the *Wisconsin Administrative Code*. Further, the quality and continuity of these corridors play important roles in their effectiveness, with greater levels of fragmentation by roadways and other structures limiting the effectiveness of those buffers that are put into place.

In addition, the plan recommends periodic in-lake aquatic plant surveys, limited use of chemical herbicides mainly in areas where nuisance levels of nonnative invasive species are present, manual harvesting of aquatic plants around piers and docks with subsequent removal of cut material from the Lakes, and monitoring of invasive aquatic species populations.

Finally, the plan also recommends continued participation in the Citizen Lake Monitoring Network volunteer water quality monitoring program, periodic WDNR-conducted fish surveys to determine management and stocking needs, and use of natural vegetation in shoreland areas to aid in habitat protection.

#### **An Aquatic Plant Management Plan for Pine and Beaver Lakes**

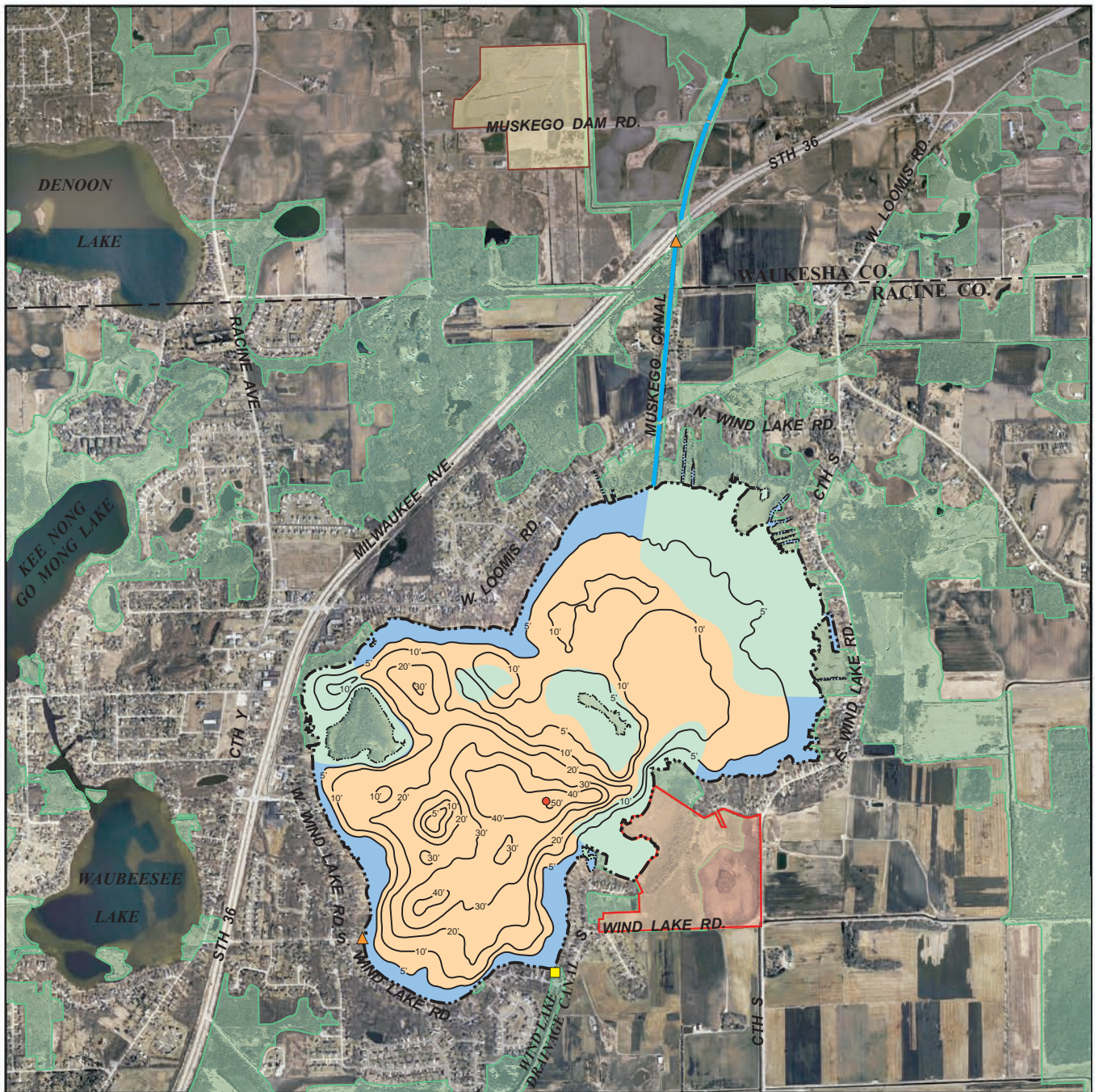
During 2008, the Commission staff completed an aquatic plant management plan for Pine Lake and Beaver Lake. This plan, documented in SEWRPC Memorandum Report No. 173, *An Aquatic Plant Management Plan for Pine and Beaver Lakes, Waukesha County, Wisconsin*, October 2008, was prepared by the Commission at the request of the Village of Chenequa. This plan, which documents the findings and recommendations of a study requested by the Village of Chenequa, examines existing and anticipated conditions, potential aquatic plant management problems, and recreational use problems on Pine and Beaver Lakes, and sets forth recommended management measures to address those problems.

Key recommendations set forth in the plan address groundwater inflows to the Lakes as important factors in maintaining high-quality lake water. Preservation of environmental corridor lands and shorelands situated immediately adjacent to the Lake, is recommended. To



Map 17

RECOMMENDED MANAGEMENT PLAN FOR WIND LAKE: 2008



DATE OF PHOTOGRAPHY: APRIL 2005

— 20' — WATER DEPTH CONTOUR IN FEET

**LAND USE MANAGEMENT**

- PROTECT ENVIRONMENTALLY SENSITIVE LANDS
- OBSERVE WDNR SENSITIVE AREA GUIDELINES
- PUBLIC ACQUISITION OF WELCH PROPERTY FOR NATURE PRESERVE/CONSERVATION LAND
- WLMD PROPERTY TO SERVE AS POTENTIAL SETTLING BASIN

**WATER QUALITY MANAGEMENT**

- CONTINUE WATER QUALITY MONITORING
- MAINTAIN WATER LEVEL CONTROL STRUCTURE, CONTINUE LAKE LEVEL MONITORING
- MAINTAIN ADEQUATE PUBLIC RECREATIONAL BOATING ACCESS

MAINTAIN ADEQUATE DEPTH FOR ACCESS

CONTINUE PERIODIC NUTRIENT INACTIVATION BASED UPON MONITORING DATA

**MANAGEMENT OF AQUATIC BIOTA**

- CONTINUE MANAGEMENT OF NONMIGRATORY CANADIAN GEESE
- PROTECT/RESTORE FISH/ShORELINE HABITAT
- CONTROL NONNATIVE SPECIES: EURASIAN WATER MILFOIL, CURLY-LEAF PONDWEED, AND PURPLE LOOSESTRIPE; MAINTAIN NAVIGABILITY

**WATER USE MANAGEMENT**

- MAINTAIN ADEQUATE PUBLIC RECREATIONAL BOATING ACCESS
- CONTINUE TO ENFORCE BOATING REGULATIONS
- CONTINUE PUBLIC INFORMATIONAL PROGRAMMING



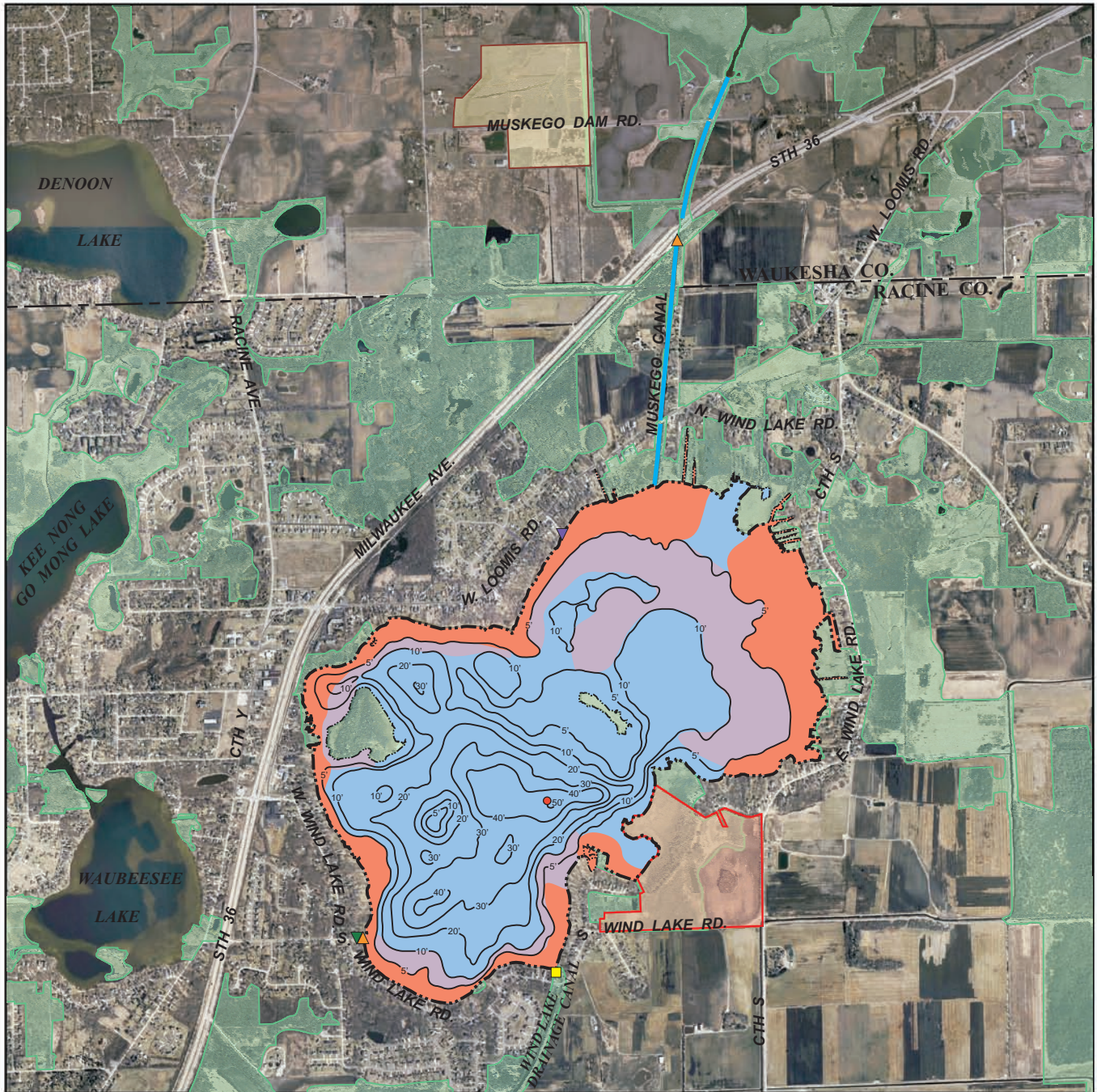
GRAPHIC SCALE  
0 1250 2500 FEET

Source: Wind Lake Management District and SEWRPC.



Map 18

RECOMMENDED AQUATIC PLANT MANAGEMENT PLAN FOR WIND LAKE: 2008



DATE OF PHOTOGRAPHY: APRIL 2005

— 20' — WATER DEPTH CONTOUR IN FEET

**LAND USE MANAGEMENT**

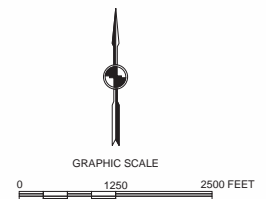
- PROTECT ENVIRONMENTALLY SENSITIVE LANDS
- PUBLIC ACQUISITION OF WELCH PROPERTY FOR NATURE PRESERVE/CONSERVATION LAND
- WLMD PROPERTY TO SERVE AS POTENTIAL SETTLING BASIN

**WATER QUALITY MANAGEMENT**

- CONTINUE WATER QUALITY MONITORING
- MAINTAIN WATER LEVEL CONTROL STRUCTURE, CONTINUE LAKE LEVEL MONITORING
- MAINTAIN ADEQUATE PUBLIC RECREATIONAL BOATING ACCESS
- MAINTAIN ADEQUATE DEPTH FOR ACCESS

**AQUATIC PLANT MANAGEMENT**

- PROTECT SHORELINE HABITAT
- OBSERVE WDNR SENSITIVE AREA GUIDELINES
- CONTROL NONNATIVE SPECIES: EURASIAN WATER MILFOIL, CURLY-LEAF PONDWEED, AND PURPLE LOOSESTRIPE
- HARVESTING: HIGH PRIORITY
- OFF LOADING SITE
- OFF LOADING SITE ALTERNATE/LIMITED
- HERBICIDES: HIGH PRIORITY
- OPEN WATER: NO TREATMENT



Source: Wind Lake Management District and SEWRPC.

this end, application of good urban housekeeping practices and maintenance of vegetated shoreline buffer strips form essential complements to the protection and preservation of the environmental corridor lands. The plan recommends that Waukesha County, the Town of Merton, and the Village of Chenequa support appropriate land management practices designed to reduce nonpoint source pollutant discharges in stormwater runoff and maintain the current inflow of high-quality groundwater to the Lakes.

### **Stream Management Planning**

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

Prior to 2008, the Commission provided technical assistance related to stream system management to WDNR and WisDOT, and certain municipalities and other organizations. Past stream restoration assessment and design recommendations for WisDOT roadway improvement projects involving stream relocation include the following: USH 45, Tributary to the Milwaukee River, Washington County; 144th and Brown Deer Road, Dretzka Park Tributary, Waukesha County; 35th Street and Rawson Avenue, East Branch of the Root River, Milwaukee County; STH 120 Lake Geneva Bypass, West Branch Nippersink Creek, Walworth County; STH 83 Bypass, Karcher Creek, Kenosha County; USH 12/STH 67 Bypass, Tributary to Sugar Creek, Walworth County; Tri-County Road, Tributary to Galloway Creek, Walworth, Kenosha, and Jefferson Counties; and STH 16/67 Oconomowoc Bypass, Rosenow Creek, Waukesha County. The results of these investigations were reported to the communities in the form of Commission staff memoranda and letter reports. Also, prior to 2008, the Commission provided technical assistance to the City of New Berlin, Village of Hales Corners, and the Kelly Lakes Association, Inc.,

during the implementation of recommended lake protection measures set forth in SEWRPC Memorandum Report No. 135, *A Lake Protection Plan for the Kelly Lakes, Milwaukee and Waukesha Counties, Wisconsin*, published during October 2000. The assistance provided related to the recreation of stream and floodplain ecosystems tributary to Upper Kelly Lake, and is documented in a 2nd Edition of SEWRPC Memorandum Report No. 135. In addition, Commission staff provided technical assistance to Washington County for the development of the Quaas Creek watershed Protection Plan completed in 2004. The assistance provided an assessment of channel stability and biological assessment of Quaas Creek and were summarized in SEWRPC Memorandum Report No. 151.

In 2008, the Commission provided technical assistance to the Wisconsin Department of Natural Resources in the development of phosphorus standards for lake and stream systems in the State of Wisconsin. It is proposed that these standards be incorporated into Chapter NR 102 of the *Wisconsin Administrative Code*.

Development of a Riparian Buffer Planning Guide Brochure was initiated in 2008. This guide is intended to assist communities in developing and implementing appropriately-sized buffers to meet a range of water quality, wildlife habitat, and human use objectives in the region.

Also during 2008, the Commission continued to provide technical assistance relating to stream system management to WDNR, WisDOT, and certain municipalities and other organizations. The Commission staff conducted the physical, chemical, and biological assessment and preliminary stream design for two WisDOT roadway improvement projects associated with the Southeast Corridor Interchange. One project involves relocation of a Tributary to the Kilbourn Road Ditch in Kenosha County at CTH KR and the second project involves relocation of a Tributary to the Root River in Racine County at CTH G.

In 2008, the Commission continued to provide technical support to the Southeastern Wisconsin Fox River Commission, as set forth under Subchapter VI of Chapter 33 of the *Wisconsin Statutes*.

The Commission continued to provide technical assistance to the U.S. Army Corps of Engineers with respect to the Upper Des Plaines River Phase II

Feasibility Study. This collaborative planning effort with the U.S. Army Corps of Engineers and the Illinois Department of Natural Resources led to an innovative assessment and understanding of land use, fisheries community quality, and effects of low head dams that was summarized and accepted for publication by the *North American Journal of Fisheries Management* entitled “Effects of Tributary Spatial Position, Urbanization, and Multiple Low-head Dams on Warmwater Fish Community Structure in a Midwestern Stream,” Volume 28, pages 1020-1035, which was published in 2008.

In 2008, SEWRPC Community Assistance Planning Report No. 284, *Pebble Creek Watershed Protection Plan, Part One*, was published. Pebble Creek, Brandy Brook, their tributaries, and associated wetlands constitute a unique cold and warmwater resource within a biologically diverse 18-square-mile watershed located in central Waukesha County, within the Cities of Pewaukee and Waukesha; the Village of Wales; and the Towns of Delafield, Genesee, and Waukesha. From the early 1900s to the 1980s, the most significant factors impacting the Pebble Creek system were nutrient loading and sedimentation from cropland and barnyard runoff, stream channelization, and the draining of wetlands for agricultural uses. In recent years, construction site erosion and stormwater discharges from urban development have also become significant pollution concerns. As a result, the stream system is showing signs of distress and degradation. The purpose of the plan is to provide a framework for communities in the area, and Waukesha County, to work together—to protect and improve the water resources of Pebble Creek through the use and management of the watershed. The plan recommendations are directed toward: improving water quality; reducing fragmentation and loss of natural areas; preserving and enhancing wildlife habitat and species diversity; reducing existing flood damage and avoiding increases in future damage; preserving the aesthetic value of the landscape; and maintaining property values and quality of life.

During 2008, technical assistance relating to specific stream management needs with respect to planning for, and the potential consequences of, the removal of existing impoundments on major streams also was provided to municipalities and lake districts, notably for the Roller Mill Dam on the Bark River system in Waukesha County. Specifically, field inventories were conducted for the Upper Nemahbin Lake Management

District to assess the physical and biological aspects of this impoundment in order to develop stream design alternatives, if the dam were to be removed. These data and recommendations will be summarized in a SEWRPC memorandum report that is expected to be completed in 2009.

During 2008, the Commission participated in the development of a planning program for the Mukwonago River Basin, responding to requests from The Nature Conservancy, Eagle Spring Lake Management District, Phantom Lakes Management District, and Wisconsin Department of Natural Resources. Data acquisition and field inventory were conducted as part of the Upper and Lower Mukwonago River Watershed Protection Planning programs. The inventory, analysis, and recommendations to protect this watershed will be summarized in a SEWRPC community assistance planning report that is expected to be published in 2009.

Also in 2008, the Commission staff 1) performed hydrologic and hydraulic analyses for a proposed stream naturalization and streambank stabilization project along Beaver Creek in the Village of Brown Deer, 2) performed a hydraulic analysis of a proposed fishway at the Mequon-Thiensville dam, and 3) provided Waukesha County with information relative to the possible establishment of additional U.S. Geological Survey streamflow gages in the County.

### **Sewerage Facilities Planning**

During 2008, the Commission continued to work with local engineering staffs and consultants in the preparation of detailed local sewerage facilities plans designed to meet the requirements of Section 201 of the Federal Clean Water Act, the requirements of the Wisconsin Clean Water Fund administered by the WDNR, and good engineering practice. Work activities during 2008 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 2008:



- Continued assistance to local units of government within the Region in developing facility plans for modifications to existing public sewerage systems. During 2008, local sewerage facilities plan amendments were reviewed for the Village of Paddock Lake, the Village of Fontana-on-Geneva Lake and the Town of Walworth, and the Caledonia West Utility District. In addition, an initial facilities plan for the Village of Big Bend was reviewed.
- Provided the Village of Richfield with comments on wastewater treatment alternatives for a proposed retail and commercial development and commented on a preliminary design for a large private onsite wastewater treatment system for a proposed commercial development.
- Commented on a proposal by the Linn Sanitary District for future sanitary sewer service.
- Evaluated a wastewater treatment system to serve a proposed hotel and spa in the Town of Walworth for conformance with the regional water quality management plan.

### **Sanitary Sewer Extensions and Sewer Service Area Refinement Process**

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

any proposed private main sewer or building sewer extension unless such extension is found to be in conformance with an adopted areawide water quality management plan. A similar finding must be made for large-scale onsite sewage treatment and disposal systems and holding tanks under a cooperation agreement between the Wisconsin Departments of Commerce and Natural Resources.

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

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

The Commission also determined that each refined and detailed sanitary sewer service area plan, including detailed delineations of the primary environmental corridors within the service area involved, would be documented in a Commission community assistance planning report. That report would be formally adopted by the appropriate local sewerage agency and by the



Commission and forwarded to the WDNR and the U.S. Environmental Protection Agency for approval as an amendment to the adopted regional water quality management plan.

As noted above, the regional water quality management plan as originally adopted in 1979 identified 85 sanitary sewer service areas. Subsequent to adoption of the original plan, the Commission, in cooperation with the local units of government concerned, has carried out a continuing work effort to refine and detail the planned sewer service areas within the Region and thereby amend the adopted regional water quality management plan. During 2008, this work effort included the following:

- Adoption by the Commission of amendments to the sanitary sewer service areas for the Village of Paddock Lake in Kenosha County, the City of Mequon in Ozaukee County, the City of Burlington in Racine County, the Village of Jackson and environs in Washington County, and the City of New Berlin and the Town of Brookfield Sanitary District No. 4 in Waukesha County.

By the end of 2008, 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 2008, 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; 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 19. 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 2008; 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 2008, review comments were provided on 106 proposed public sanitary sewer extensions and 89 proposed private main sewer or building sewer extensions, distributed by county as shown in Table 20.

## **WATER SUPPLY PLANNING**

During 2008, Commission water supply planning was focused primarily on the preparation of a regional water supply plan for the seven-county Southeastern Wisconsin Region. The plan will identify the best means of providing a sustainable water supply for the Region.

The planning effort is being overseen by the SEWRPC Regional Water Supply Planning Advisory Committee. Membership on this Committee includes knowledgeable and concerned representatives of the constituent counties and municipalities; of concerned State and Federal agencies; of the academic community; and of businesses and industries. The water supply plan was initiated in 2005 and is scheduled to be completed in 2009.

Table 19

## PLANNED SANITARY SEWER SERVICE AREAS IN THE REGION: 2008

County	Name(s) of Initially Defined Sanitary Sewer Service Area(s)	Name(s) of Refined and Detailed Sanitary Sewer Service Area(s) <sup>a</sup>	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
	Paddock Lake	Paddock Lake	March 5, 2008	Amendment to the Regional Water Quality Management Plan Village of Paddock Lake, March 2008
Milwaukee	Milwaukee Metropolitan Sewerage District (portion)	Franklin	December 5, 1990	SEWRPC Community Assistance Planning Report No. 176, Sanitary Sewer Service Area for the City of Franklin, Milwaukee County, Wisconsin, October 1990
	Milwaukee Metropolitan Sewerage District (portion)	Oak Creek	September 7, 1994	SEWRPC Community Assistance Planning Report No. 213, Sanitary Sewer Service Area for the City of Oak Creek, Milwaukee County, Wisconsin, July 1994
	Milwaukee Metropolitan Sewerage District (portion)	--	--	--
	South Milwaukee	--	--	--
Ozaukee	Belgium	Belgium	September 15, 1993	SEWRPC Community Assistance Planning Report No. 97, 3rd Edition, Sanitary Sewer Service Area for the Village of Belgium, Ozaukee County, Wisconsin, August 1993
	Cedarburg Grafton	Cedarburg Grafton	June 19, 1996	SEWRPC Community Assistance Planning Report No. 91, 2nd Edition, Sanitary Sewer Service Areas for the City of Cedarburg and the Village of Grafton, Ozaukee County, Wisconsin, June 1996
	Fredonia Waubeka	Fredonia Waubeka	March 3, 2004	SEWRPC Community Assistance Planning Report No. 96, 2 <sup>nd</sup> Edition, Sanitary Sewer Service Area for the Village of Fredonia, Ozaukee County, Wisconsin, March 2004
	Lake Church	--	--	--

**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) <sup>a</sup>	Date of SEWRPC Adoption of Plan Amendment	Plan Amendment Document
Ozaukee (continued)	Mequon Thiensville	Mequon Thiensville	January 15, 1992	SEWRPC Community Assistance Planning Report No. 188, Sanitary Sewer Service Area for the City of Mequon and the Village of Thiensville, Ozaukee County, Wisconsin, January 1992
	Port Washington	Port Washington	December 6, 2000	SEWRPC Community Assistance Planning Report No. 95, 2nd Edition, Sanitary Sewer Service Area for the City of Port Washington, Ozaukee County, Wisconsin, December 2000
	Saukville	Saukville	December 1, 1983	SEWRPC Community Assistance Planning Report No. 90, Sanitary Sewer Service Area for the Village of Saukville, Ozaukee County, Wisconsin, September 1983
	Mequon	Mequon	March 5, 2008	Amendment to the Regional Water Quality Management Plan, City of Mequon, March 2008
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	- -	- -	- -
	Burlington	Burlington	June 18, 2008	Amendment to the Regional Water Quality Management Plan, City of Burlington, June 2008
Walworth	Darien	Darien	September 23, 1992	SEWRPC Community Assistance Planning Report No. 123, 2nd Edition, Sanitary Sewer Service Area for the Village of Darien, Walworth County, Wisconsin, July 1992
	Delavan Delavan Lake Elkhorn Walworth County Institutions Williams Bay Lake Como - -	Delavan-Delavan Lake  Elkhorn  Williams Bay-Geneva National-Lake Como Mallard Ridge Landfill	December 4, 1991	SEWRPC Community Assistance Planning Report No. 56, 2nd Edition, Sanitary Sewer Service Areas for the Walworth County Metropolitan Sewerage District, November 1991

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) <sup>a</sup>	Date of SEWRPC Adoption of Plan Amendment	Plan Amendment Document
Walworth (continued)	East Troy Potter Lake Alpine Valley	East Troy	December, 2000	SEWRPC Community Assistance Planning Report No. 112, 3rd Edition, Sanitary Sewer Service Area for the Village of East Troy and Environs, Walworth County, Wisconsin, December 2000
	Fontana Walworth	Fontana-Walworth	June 21, 1995	SEWRPC Community Assistance Planning Report No. 219, Sanitary Sewer Service Area for the Villages of Fontana and Walworth and Environs, Walworth County, Wisconsin, June 1995
	Genoa City	Genoa City	June 19, 1996	SEWRPC Community Assistance Planning Report No. 175, 2nd Edition, Sanitary Sewer Service Area for the Village of Genoa City, Kenosha and Walworth Counties, Wisconsin, May 1996
	Lake Geneva	Lake Geneva	January 18, 1993	SEWRPC Community Assistance Planning Report No. 203, Sanitary Sewer Service Area for the City of Lake Geneva and Environs, Walworth County, Wisconsin, December 1992
	Lyons --	Lyons Country Estates Sanitary District	September 15, 1993	SEWRPC Community Assistance Planning Report No. 158, 2nd Edition, Sanitary Sewer Service Area for the Town of Lyons Sanitary District No. 2, Walworth County, Wisconsin, August 1993
	--	Pell Lake	June 19, 1996	SEWRPC Community Assistance Planning Report No. 225, Sanitary Sewer Service Area for the Pell Lake Sanitary District No. 1, Walworth County, Wisconsin, June 1996
	Sharon	--	--	--
	Whitewater	Whitewater	March 1, 1995	SEWRPC Community Assistance Planning Report No. 94, 2nd Edition, Sanitary Sewer Service Area for the City of Whitewater, Walworth County, Wisconsin, March 1995
Washington	Allenton	Allenton	March 3, 2004	SEWRPC Community Assistance Planning Report No. 103, 2 <sup>nd</sup> Edition, Sanitary Sewer Service Area for the Allenton Area, Washington County, Wisconsin, March 2004
	Germantown	Germantown	September 8, 1983	SEWRPC Community Assistance Planning Report No. 70, Sanitary Sewer Service Area for the Village of Germantown, Washington County, Wisconsin, July 1983
	Hartford	Hartford	September 12, 2001	SEWRPC Community Assistance Planning Report No. 92, 3rd Edition, Sanitary Sewer Service Area for the City of Hartford and Environs, Washington County, Wisconsin, September 2001
	Jackson	Jackson	September 10, 1997	SEWRPC Community Assistance Planning Report No. 124, 2nd Edition, Sanitary Sewer Service Area for the Village of Jackson and Environs, Washington County, Wisconsin, September 1997
	Kewaskum	Kewaskum	March 7, 1988	SEWRPC Community Assistance Planning Report No. 161, Sanitary Sewer Service Area for the Village of Kewaskum, Washington County, Wisconsin, December 1988
	Newburg	Newburg	March 3, 1993	SEWRPC Community Assistance Planning Report No. 205, Sanitary Sewer Service Area for the Village of Newburg, Ozaukee and Washington Counties, Wisconsin, March 1993
	Slinger	Slinger	December 2, 1998	SEWRPC Community Assistance Planning Report No. 128, 3rd Edition, Sanitary Sewer Service Area for the Village of Slinger and Environs, Washington County, Wisconsin, December 1998

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) <sup>a</sup>	Date of SEWRPC Adoption of Plan Amendment	Plan Amendment Document
Washington (continued)	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
	Jackson	Jackson	June 18, 2008	Amendment to the Regional Water Quality Management Plan Village of Jackson And Environs, June 2008
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 7, 2007	SEWRPC Community Assistance Planning Report No. 192, 3rd Edition, Sanitary Sewer Service Area for the Village of Dousman, Waukesha County, Wisconsin, March 2007
	--	Eagle Spring Lake	December 2, 1985	Amendment to the Regional Water Quality Management Plan—2000, Eagle Spring Lake Sanitary District, December 1985
	Hartland	Hartland	June 17, 1985	SEWRPC Community Assistance Planning Report No. 93, Sanitary Sewer Service Area for the Village of Hartland, Waukesha County, Wisconsin, April 1985
	Menomonee Falls --	Menomonee Falls Lannon	June 16, 1993	SEWRPC Community Assistance Planning Report No. 208, Sanitary Sewer Service Areas for the Villages of Lannon and Menomonee Falls, Waukesha County, Wisconsin, June 1993
	Mukwonago	Mukwonago	December 5, 1990	SEWRPC Community Assistance Planning Report No. 191, Sanitary Sewer Service Area for the Village of Mukwonago, Waukesha County, Wisconsin, November 1990
	--	Mukwonago County Park	June 21, 1984	Amendment to the Regional Water Quality Management Plan—2000, Village of Mukwonago, Towns of East Troy and Mukwonago, June 1984
	Muskego	Muskego	December 3, 1997	SEWRPC Community Assistance Planning Report No. 64, 3rd Edition, Sanitary Sewer Service Area for the City of Muskego, Waukesha County, Wisconsin, December 1997
	New Berlin	New Berlin	December 7, 1987	SEWRPC Community Assistance Planning Report No. 157, Sanitary Sewer Service Area for the City of New Berlin, Waukesha County, Wisconsin, November 1987
	North Lake	--	--	--
	North Prairie	--	--	--
	Oconomowoc-Lac La Belle Silver Lake	Oconomowoc	September 15, 1999	SEWRPC Community Assistance Planning Report No. 172, 2nd Edition, Sanitary Sewer Service Area for the City of Oconomowoc and Environs, Waukesha County, Wisconsin, September 1999
	Oconomowoc Lake	--	--	--
	Okauchee Lake	--	--	--

**Table 19 (continued)**

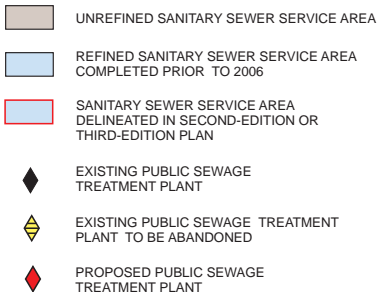
County	Name(s) of Initially Defined Sanitary Sewer Service Area(s)	Name(s) of Refined and Detailed Sanitary Sewer Service Area(s) <sup>a</sup>	Date of SEWRPC Adoption of Plan Amendment	Plan Amendment Document
Waukesha (continued)	Pewaukee	Pewaukee	June 17, 1985	SEWRPC Community Assistance Planning Report No. 113, Sanitary Sewer Service Area for the Town of Pewaukee Sanitary District No. 3, Lake Pewaukee Sanitary District, and Village of Pewaukee, Waukesha County, Wisconsin, June 1985
	Pine Lake	--	--	--
	--	Rainbow Springs	June 21, 1984	Amendment to the Regional Water Quality Management Plan—2000, Village of Mukwonago, Towns of East Troy and Mukwonago, June 1984
	Sussex-Lannon	Sussex	September 7, 1994	SEWRPC Community Assistance Planning Report No. 84, 2nd Edition, Sanitary Sewer Service Area for the Village of Sussex, Waukesha County, Wisconsin, September 1994
	Wales	--	--	--
	Waukesha	Waukesha	March 3, 1999	SEWRPC Community Assistance Planning Report No. 100, 2nd Edition, Sanitary Sewer Service Area for the City of Waukesha and Environs, Waukesha County, Wisconsin, March 1999
	Brookfield	Brookfield	June 18, 2008	Amendment to the Regional Water Quality Management Plan Brookfield-Elm Grove Sanitary Sewer Service Area, June 2008
	New Berlin	New Berlin	December 3, 2008	Amendment to the Regional Water Quality Management Plan City of New Berlin, December 2008

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

The preparation of the regional water supply plan represents the third, and final, element of the Commission's water supply planning program. The first element—completed in 2002—consisted of basic groundwater resource inventories. The second element—completed in 2004—consisted of the development of a groundwater simulation model for the Region. The completion of these elements involved interagency partnership programs with the U.S. Geological Survey (USGS), the Wisconsin Geological and Natural History Survey (WGNHS), the University of Wisconsin-Milwaukee (UWM), the WDNR, and a number of the public water supply utilities serving the Region.

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

- A comprehensive inventory and analysis of the location, condition, and service areas of the existing public and private water supply facilities within the Region, and of the capacity of those facilities to treat and deliver water supply;
- An inventory and analysis of existing water use within the Region, with particular attention to the geographic distribution of the water uses;
- Determination of urban water supply service areas and of existing and forecast demand water use by these urban service areas; by exurban residential, commercial, and industrial uses; and by rural agricultural and recreational uses;
- Identification of existing and potential water supply problems as revealed by inventories, analyses, and forecasts;
- Development of recommendations for water conservation efforts to reduce water demand;
- Development of water supply planning objectives and supporting standards;
- Development and evaluation—including environmental assessment—of alternative means of addressing the identified water supply problems,



**Table 20****SANITARY SEWER EXTENSION REVIEWS: 2008**

County	Public Sanitary Sewer Extensions	Private Main Sewer or Building Sewer Extensions	Total
Dodge <sup>a</sup> .....	2	--	2
Jefferson <sup>b</sup> .....	--	1	1
Kenosha.....	13	11	24
Milwaukee.....	14	25	39
Ozaukee .....	9	7	16
Racine.....	10	9	19
Walworth.....	7	8	15
Washington.....	6	13	19
Waukesha.....	28	32	60
Total	89	106	195

<sup>a</sup> Hartford sewer service area.

<sup>b</sup> Village of Lac La Belle.

<sup>c</sup>The Commission has delegated the responsibility for the review of building sewer extensions within the City of Milwaukee to the City. During 2008, 241 reviews of building sewer extensions were conducted by the City.

culminating in the identification of an initially recommended plan for the sources of supply and for development of the basic infrastructure required to deliver that supply;

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

Two very important components—the evaluation of water supply sources and the specification of water conservation measures—were carried out considering a full range of viable options. The planning is intended to be coordinated with, and consistent with, the Great Lakes-St. Lawrence River Basin Resources Compact and with the State of Wisconsin groundwater legislation and the related activities of the Groundwater Advisory Committee.

During 2008, work was completed on the identification of the important groundwater recharge areas (see Map 20) and the development and evaluation of alternative

water supply plans. A preliminary regional water supply plan was selected based upon a composite of the best features of the alternative plans. Public outreach activities on the preliminary recommended plan were initiated.

The preliminary recommended plan as shown on Map 21 is a composite plan combining the best elements of the alternatives that were considered. Some of the key elements are:

- Comprehensive water conservation programs, including both supply side efficiency measures and demand side water conservation measures, would be implemented on a utility-specific basis. Expected reductions in demand vary from 4 to 10 percent on an average daily basis and from 6 to 18 percent on a maximum daily basis.
- A groundwater recharge area protection component would preserve areas classified as having a high or very high recharge potential largely through implementation of the adopted year 2035 regional land use plan. That plan recommends preservation of the environmental corridors, isolated natural areas, prime and other agricultural areas that benefit groundwater recharge by allowing precipitation to infiltrate or soak into the ground. About 74 percent of the highly rated and very highly rated recharge areas are thus expected to be preserved. Careful design of new development and stormwater management practices should increase this amount.
- Mostly continued use of existing water supply sources—with supply facility expansion—would prevail for the vast majority of water utilities. Certain areas of existing urban development currently served by private, onsite wells would be provided with municipal water supply when need is demonstrated and at the option of the affected areas. Absent a demonstrated need, residents and businesses of these areas would remain on individual wells.
- Strategic conversion to Lake Michigan as a source of water supply (green areas on Map 21) is recommended for nine communities which currently have return flow to Lake Michigan in place. Seven of these—the eastern portion of the City of Brookfield, the City of Cedarburg, the Village of Elm Grove, the Village of Germantown, the Village of Grafton, the Village of Saukville, and the Town of Yorkville—are located east of the subcontinental divide. Two—



**Map 20**

**GROUNDWATER RECHARGE CATEGORIES BASED UPON ESTIMATES OF ANNUAL GROUNDWATER RECHARGE**

**LEGEND**

- LOW
- MODERATE
- HIGH
- VERY HIGH
- UNDEFINED
- SUBCONTINENTAL DIVIDE

**GRAPHIC SCALE**

0 1 2 3 4 5 MILES

0 5 10 15 20 25 30 35 40,000 FEET

**WISCONSIN**

**ILLINOIS**

**Map 20**

**GROUNDWATER RECHARGE CATEGORIES BASED UPON ESTIMATES OF ANNUAL GROUNDWATER RECHARGE**

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- SUBCONTINENTAL DIVIDE

**GRAPHIC SCALE**

0 1 2 3 4 5 6 MILES

0 5 10 15 20 25 30 35 40,000 FEET

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**ILLINOIS**

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**GROUNDWATER RECHARGE CATEGORIES BASED UPON ESTIMATES OF ANNUAL GROUNDWATER RECHARGE**

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**WASHINGTON CO.** **OZAUKEE CO.** **WAUKESHA CO.** **MILWAUKEE CO.** **RACINE CO.** **KENOSHA CO.**

**WISCONSIN**

**ILLINOIS**

**Map 20**

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**WISCONSIN**

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**WISCONSIN**

**ILLINOIS**

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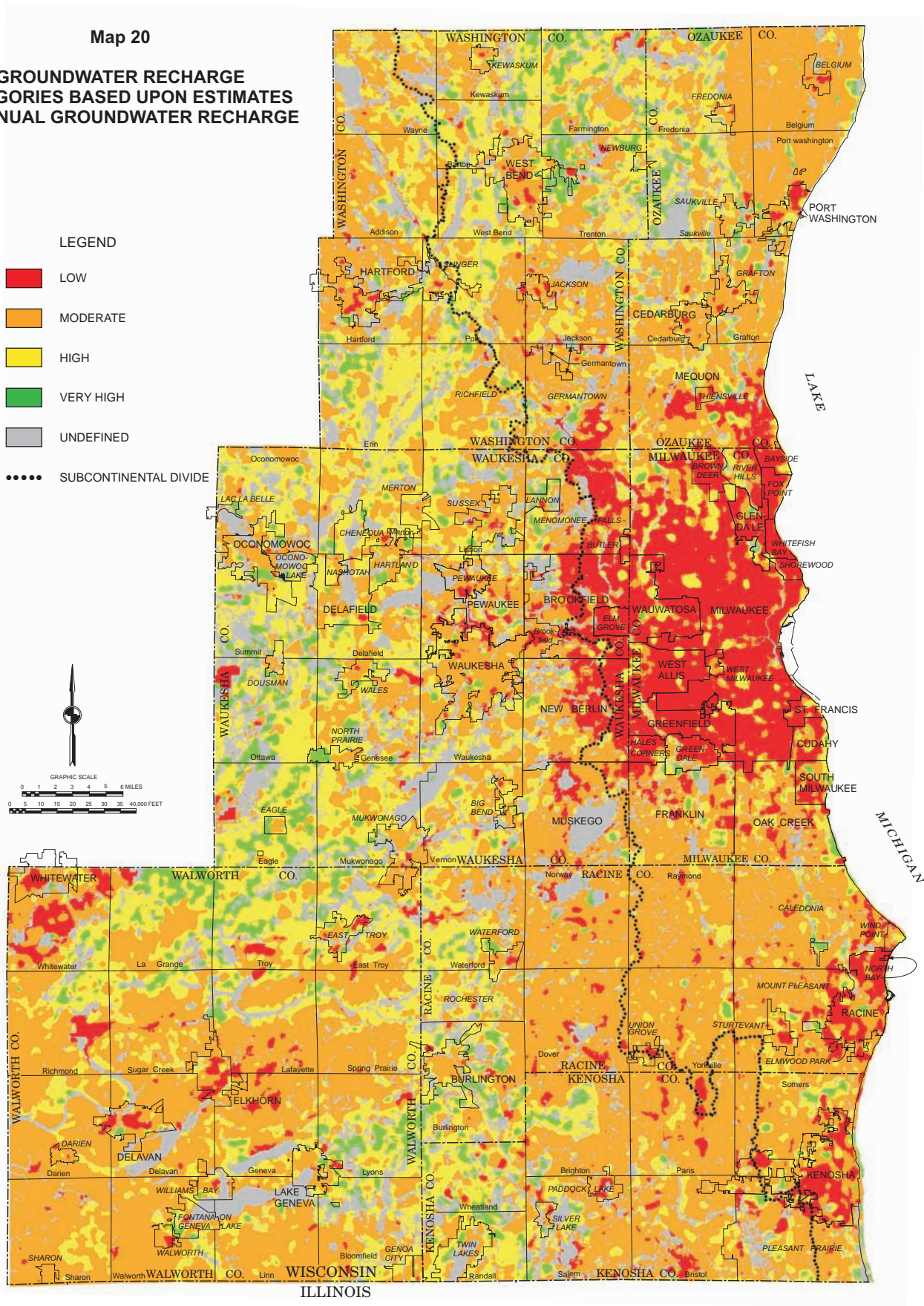
**GRAPHIC SCALE**

0 1 2 3 4 5 6 MILES

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**WISCONSIN**

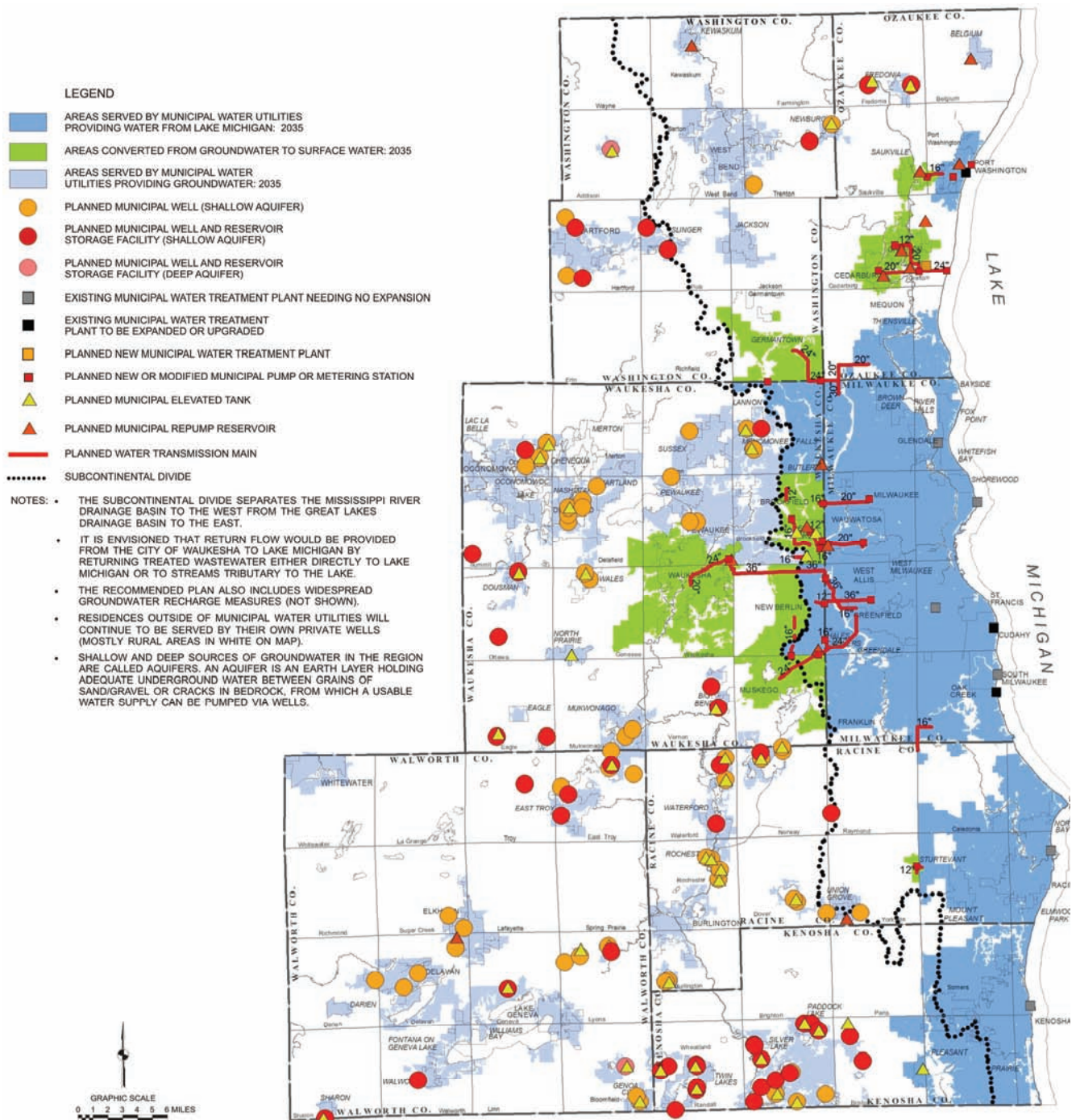
**ILLINOIS**





Map 21

# PRELIMINARY RECOMMENDED WATER SUPPLY PLAN FOR SOUTHEASTERN WISCONSIN



the central portion of the City of New Berlin and the City of Muskego—straddle the divide and have existing return flow via the Milwaukee Metropolitan Sewerage District. In addition, Lake Michigan water is recommended for the City of Waukesha—located in a county straddling the divide—which would require establishment of return flow.

Also, in 2008 a study describing groundwater recharge in southeastern Wisconsin was completed and documented in SEWRPC Technical Report No. 47, *Groundwater Recharge in Southeastern Wisconsin Estimated By a GIS-Based Water-Balance Model*. This report describes the inputs, operation, and application of a mathematical model developed under the Commission planning effort for use in estimating groundwater

recharge in southeastern Wisconsin. The amount of groundwater recharge varies across the seven-county Region. This variation is due, among other factors, to spatial differences in land-use, soils, and topography. The recharge model was used to develop maps illustrating the groundwater recharge potential of various areas of the Region. The groundwater recharge modeling and the associated mapping were accomplished by the Wisconsin Geological and Natural History Survey, working in cooperation with the Commission staff. The groundwater recharge report and the resulting mapping comprise an important part of the technical foundation for the assessment of aquifer performance under alternative and recommended water supply plans for the Region.

### **WATERSHED, FLOODLAND, AND STORMWATER MANAGEMENT PLANNING**

During 2008, Commission efforts in watershed, floodland, and stormwater management planning consisted of continuing work on programs to update floodland maps for all of Milwaukee County and portions of Ozaukee, Washington, and Waukesha Counties adjacent to Milwaukee County; coordinating with the U.S. Army Corps of Engineers to ensure that the results of the Des Plaines River watershed study are incorporated into that agency's Upper Des Plaines River Illinois/Wisconsin Phase 2 Feasibility Study; coordinating with FEMA, WDNR, and the FEMA study contractor for the floodplain Map Modernization program in Kenosha, Milwaukee, Racine, and Washington Counties; providing technical assistance to local governmental units in the development and implementation of floodland and stormwater management plans, policies, and practices; providing hydrologic and hydraulic data, including flood flow and flood stage data, to consulting engineers and governmental agencies; and conducting a cooperative stream-gaging program.

#### **Watershed Planning**

The Commission staff continued work on a project to prepare updated, digital floodplain and floodway maps for all of Milwaukee County and portions of Ozaukee, Washington, and Waukesha Counties that are adjacent to Milwaukee County. The project is being performed for the Milwaukee County Automated Land Information System Steering Committee (MCAMLIS) and the Milwaukee Metropolitan Sewerage District (MMSD). Under the first phase of the project, updated floodland

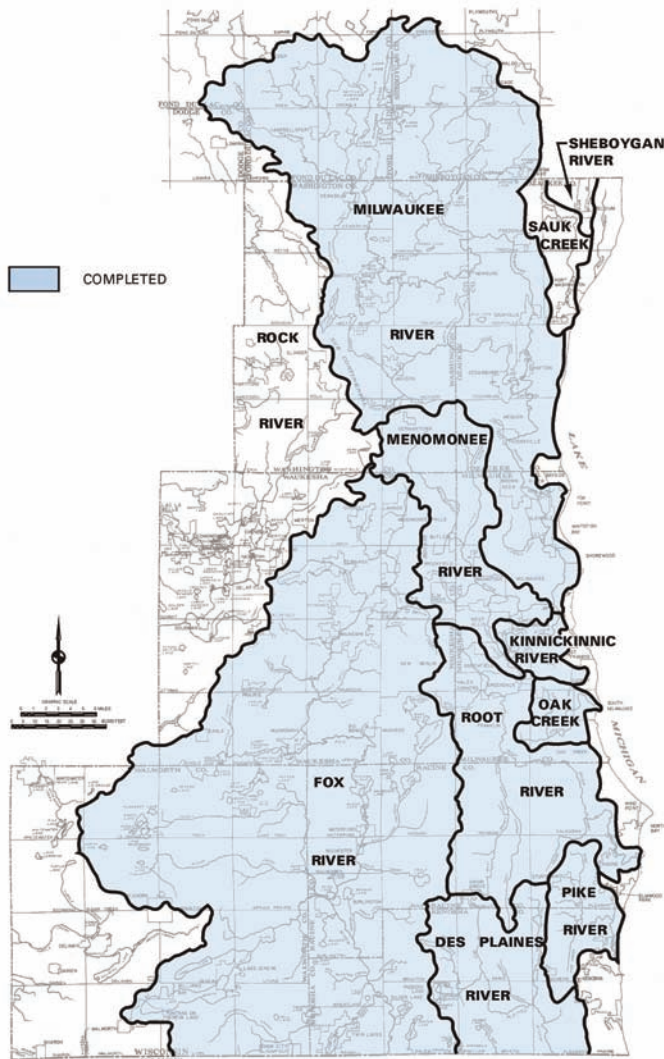
maps are being prepared for streams in the Kinnickinnic, Menomonee, and Milwaukee River watersheds; the Oak Creek watershed; and the Legend Creek subwatershed. In 2007, hydrologic modeling was performed for the Menomonee and Root River watersheds and the Fish Creek subwatershed. Hydraulic modeling was conducted for Beaver Creek, Brown Deer Park Creek, Fish Creek and Woods Creek. In 2008, hydrologic modeling was performed for the Kinnickinnic and Menomonee River watersheds and hydraulic modeling and/or floodplain delineations were conducted for the Kinnickinnic River, Wilson Park Creek/Edgerton Channel, Lyons Park Creek, Villa Mann Creek, Villa Mann Creek Tributary, and Fish Creek. The MCAMLIS Steering Committee was provided with electronic floodplain and floodway delineations for all mapped streams in the County in a single file developed in geodatabase format.

The Des Plaines River watershed study was published in June 2003 as SEWRPC Planning Report No. 44, *A Comprehensive Plan for the Des Plaines River Watershed*. The plan, which was formally adopted not only by the Commission, but also by Kenosha and Racine Counties, can be accessed on the Commission website. A summary of the plan is included in *SEWRPC Newsletter*, Vol. 41, No. 1, 2003. The implementation phase of the Des Plaines River watershed study began in 2004, and in 2008 the Commission staff continued to coordinate with the U.S. Army Corps of Engineers and local sponsors in Illinois 1) in developing the "Upper Des Plaines River and Tributaries Phase II, Illinois and Wisconsin Multi-Purpose Feasibility Study" and 2) conducting a pilot project to implement watershed study recommendations related to the Kilbourn Road Ditch subwatershed. The Commission staff also served on the Plan Formulation and Project Delivery Teams that are involved in development and oversight of that feasibility study. The feasibility study will utilize the products of the SEWRPC Des Plaines River watershed study. Kenosha County will receive about \$500,000 in credits toward its portion of the Phase II project cost based on work performed under the watershed study.

In 2008, the Commission staff used the hydrologic model developed under the Des Plaines River watershed study to assist the WisDOT, Kenosha County, and the Village of Pleasant Prairie in evaluating the potential impacts on the Des Plaines River floodplain of the proposed reconstruction of the IH 94/CTH C interchange.

Map 22

**SEWRPC WATERSHED  
STUDIES COMPLETED: 2008**



Prior to 2008, the Commission staff provided hydrologic and hydraulic information and digital floodplain maps developed under various Commission studies for use in preparation of County-wide FEMA Digital Flood Insurance Rate Maps (DFIRMs) for Kenosha, Milwaukee, Racine, and Washington Counties. In 2008, the Commission staff continued coordination with the County departments, WDNR, FEMA, and FEMA's consultants regarding the ongoing work on the DFIRMs for Kenosha, Milwaukee, Racine, and Washington Counties.

Map 22 indicates the coverage of the watershed studies conducted by the Commission through 2008.

**Stormwater and Floodland  
Management Planning**

During 2008, the Commission staff provided technical assistance to State and local governmental agencies in resolving stormwater and floodland management problems.

In 2008, 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 floodplain analyses for 1) a proposed floodplain boundary adjustment along Unnamed Tributary No. 1 to Center Creek in the Town of Bristol, 2) a reach of an unnamed tributary to the Fox River in the Town of Wheatland, and 3) a reach of an unnamed tributary to Powers Lake, also in the Town of Wheatland.
- At the request of the Village of Pleasant Prairie, the Commission staff reviewed two floodplain boundary adjustment proposals along Jerome Creek and one along Unnamed Tributary No. 2 to the Des Plaines River.
- At the request of the Port of Milwaukee, the Commission staff performed hydraulic analyses related to proposed channel dredging and dock wall placement activities to be implemented between S. Kinnickinnic Avenue and W. Becher Street under the WDNR/U.S. Environmental Protection Agency Kinnickinnic River Environmental Restoration project.
- At the request of the City of Franklin, the Commission staff analyzed the impact of a proposed W. Oakwood Road resurfacing project on the one-percent-annual-probability flood stage elevation of the Root River.



- At the request of the City of Milwaukee, the Commission staff performed hydraulic analyses for a proposed replacement of the N. Humboldt Avenue bridge over the Milwaukee River and for a proposed addition to the Milwaukee Riverwalk System.
- At the request of the City of Milwaukee, the Commission staff reviewed the City Zoning Code and made recommendations for updating the City's zoning regulations and maps to reflect changes in State and Federal floodplain regulations and the 2008 FEMA digital flood insurance rate maps.
- At the request of the Village of Hales Corners, the Commission staff analyzed the potential floodplain impacts of construction of a proposed private bridge over the Northwest Branch of Whitnall Park Creek and replacement of two private bridges over Whitnall Park Creek.
- The Commission staff prepared a flood hazard evaluation of the North Branch of Whitnall Park Creek to assist the Village of Hales Corners in obtaining WDNR and FEMA approval of revised floodplain boundaries, reflecting the MMSD flood control project constructed along the stream.
- At the request of Racine County, the Commission staff reviewed the floodplain aspects related to construction of a house and associated filling in the one-percent-annual-probability floodplain of the Muskego Canal. Staff also reviewed a request for a limited floodplain boundary adjustment for a property located on Tichigan Lake along the Fox River in the Town of Waterford and as-built information related to the provision of compensatory floodwater storage associated with a limited floodplain boundary adjustment also along the Fox River in the Town of Waterford.
- At the request of the Village of Waterford, the Towns of Norway and Waterford, and the Racine County Drainage Board, the Commission staff prepared a staff memorandum evaluating drainage issues in the Waterford/Norway area. This memorandum compared the recommendations set forth in the 1993 SEWRPC Memorandum Report No. 79 (MR No. 79), *An Agricultural Drainage and Urban Stormwater Management Plan for Racine County Farm Drainage District No. 1*, September 1993 with a 2004 Village of Waterford report prepared to refine the portions of MR No. 79 that are directly related to the Village.
- At the request of the Town of Burlington, the Commission staff prepared a staff memorandum evaluating a pond water level problem at a property along Spring Valley Road.
- At the request of Waukesha County, the Commission staff convened a meeting involving the County, the Upper Nemhabin Lake Management District, the affected communities, and the WDNR to discuss flooding and floodplain issues along the Bark River between Nagawicka Lake and Upper Nemahbin Lake and along Upper and Lower Nemahbin Lakes.
- At the request of Waukesha County, the Commission staff reviewed floodplain analyses for a proposed subdivision along the Fox River in the City of Waukesha and for a reach of an unnamed tributary to the Bark River in the Town of Lisbon. The Commission staff also reviewed a compensatory floodwater storage analysis for proposed development on North Lake in the Town of Merton.
- The Commission staff continued preparation of a watershed protection plan for the Pebble Creek watershed in Waukesha County. The Pebble Creek watershed protection plan is a collaborative effort with the Land Resources Division of the Waukesha County Department of Parks and Land Use. The plan addresses management of the surface water resources of the watershed which includes Pebble Creek and Brandy Brook. Under this project, the one-percent-annual-probability floodplain boundaries will be delineated along Pebble Creek and Brandy Brook.
- The Commission staff routinely provides hydrologic and hydraulic data to Federal, State, and local agencies and units of government and to private consultants for use in the design of bridges and culverts and other facilities and improvements along streams in the Region, in the facilities design phases of projects recommended

under Commission plans, and in other water resource and environmental projects. During 2008, data were provided for the following: 1) Unnamed Tributary No. 1C to Center Creek in the City of Kenosha and the Town of Bristol; 2) the Pike Creek tributary to the Pike River in the City of Kenosha; 3) Kilbourn Road Ditch in the City of Kenosha; 4) the Des Plaines River and Unnamed Tributaries No. 1, 1E, and 7 to the Des Plaines River in the Village of Pleasant Prairie; 5) the Fox River and an unnamed tributary to the Fox River Chain of Lakes in the Town of Salem; 6) Kilbourn Road Ditch and the Pike River in the Town of Somers; 7) the Kinnickinnic River, Wilson Park Creek, Villa Mann Creek, a tributary to Villa Mann Creek, Oak Creek, Southland Creek, a tributary to Southland Creek, the Mitchell Field Drainage Ditch, and the North Branch of Oak Creek in the Cities of Greenfield, Milwaukee, and/or Oak Creek; 8) the Menomonee River in the Cities of Milwaukee and Wauwatosa; 9) Honey Creek and Underwood Creek in the City of Wauwatosa; 10) Southbranch Creek in the Village of Brown Deer; 11) an unnamed tributary to the Milwaukee River in the City of Mequon; 12) Bartlett Branch in the Village of Mt. Pleasant; 13) the Wind Lake Drainage Canal, Eagle Creek, and Hoosier Creek subwatersheds in the Towns of Dover, Norway, Raymond, Rochester, and Waterford; 14) floodplain boundaries along streams in the Village and Town of Jackson; 15) Underwood Creek and the South Branch of Underwood Creek in the City of Brookfield; 16) the Bark River in the Village of Dousman; 17) Underwood Creek in the Village of Elm Grove; 18) Butler Ditch in the Village of Menomonee Falls; 19) the Pewaukee River in the Village of Pewaukee; and 20) Willow Springs Creek in the Town of Lisbon.

### **Floodplain Data Availability**

The availability of flood hazard data within the Region is shown on Map 23. The Commission has completed comprehensive watershed plans for the Des Plaines, Fox (Illinois), Kinnickinnic, Menomonee, Milwaukee, Pike, and Root River watersheds, and for the Oak Creek watershed, resulting in definitive flood hazard data—in the form of peak flood flows and stages associated with the 100-year recurrence interval floods—for about 744

miles of stream channel, not including stream channels in the Milwaukee River watershed lying outside the Region in Sheboygan and Fond du Lac Counties. In addition, special Commission floodland management studies have resulted in the development of definitive flood hazard data for a total of about 116 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 704 miles of stream.

### **Flood Insurance Rate Studies**

Under the National Flood Insurance Act of 1968, the Federal Emergency Management Agency was given authority to conduct studies to determine the location and extent of floodlands and the monetary damage risks related to the insurance of urban development in floodland areas. FEMA is proceeding with the conduct and periodic updating of such studies throughout the United States. While the Commission has not directly contracted with FEMA for the conduct of such studies, the Commission does assist communities and counties in obtaining updated FEMA Digital Flood Insurance Rate Maps that incorporate Commission floodplain studies conducted for those communities. The Commission also cooperates with engineering firms involved in the conduct of such studies under contract to the Federal government, particularly in the provision of basic flood hazard data already developed by the Commission in a more comprehensive and cost-effective manner through its series of watershed planning programs and stormwater management planning studies. The Commission provides to the contractors all of the detailed hydrologic and hydraulic data developed under the Commission watershed studies for the various streams in the Region and shares with the contractors the results of the analytical phases of such studies. Development by the Commission of such data makes it possible for FEMA to carry out the flood insurance rate studies more efficiently and at considerably less cost than if such data had to be developed on a community-by-community basis. Commission participation in and review of the study findings, moreover, assures consistency between studies for communities located along a given river or stream.

In the past, Federal flood insurance studies were generally carried out individually for incorporated cities

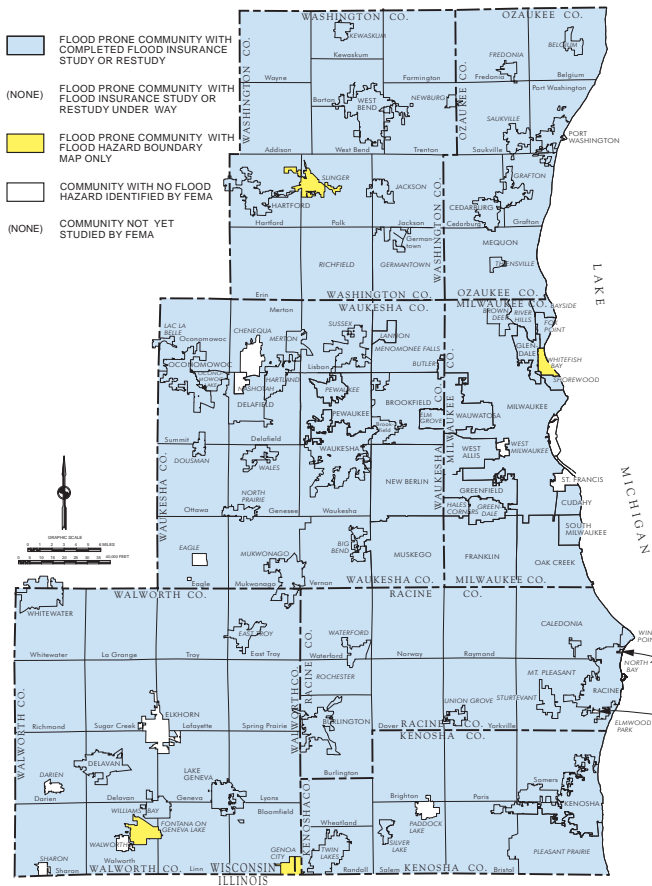


## DELINEATION OF FLOODLANDS: 2008



Map 24

# STATUS OF FLOOD INSURANCE STUDIES: 2008



and villages and for the unincorporated areas of counties; however, recent FEMA policies call for development of such studies on a countywide basis. The status of flood insurance rate studies in the Region at the end of 2008 is shown on Map 24.

As shown on Map 24, as of 2008, there were 15 cities or villages in the Region for which FEMA had not conducted a flood insurance rate study. In four cases, FEMA has, instead, published a “flood hazard boundary map,” which shows the approximate location of floodlands without the support of detailed engineering studies. As of 2008, no final determination regarding the extent of the flood hazard had been made for the remaining 11 cities or villages in the Region. In 2008, FEMA extended digital flood insurance rate map

coverage to the City of Cudahy and the Village of Shorewood in Milwaukee County and the Villages of Merton and Wales in Waukesha County.

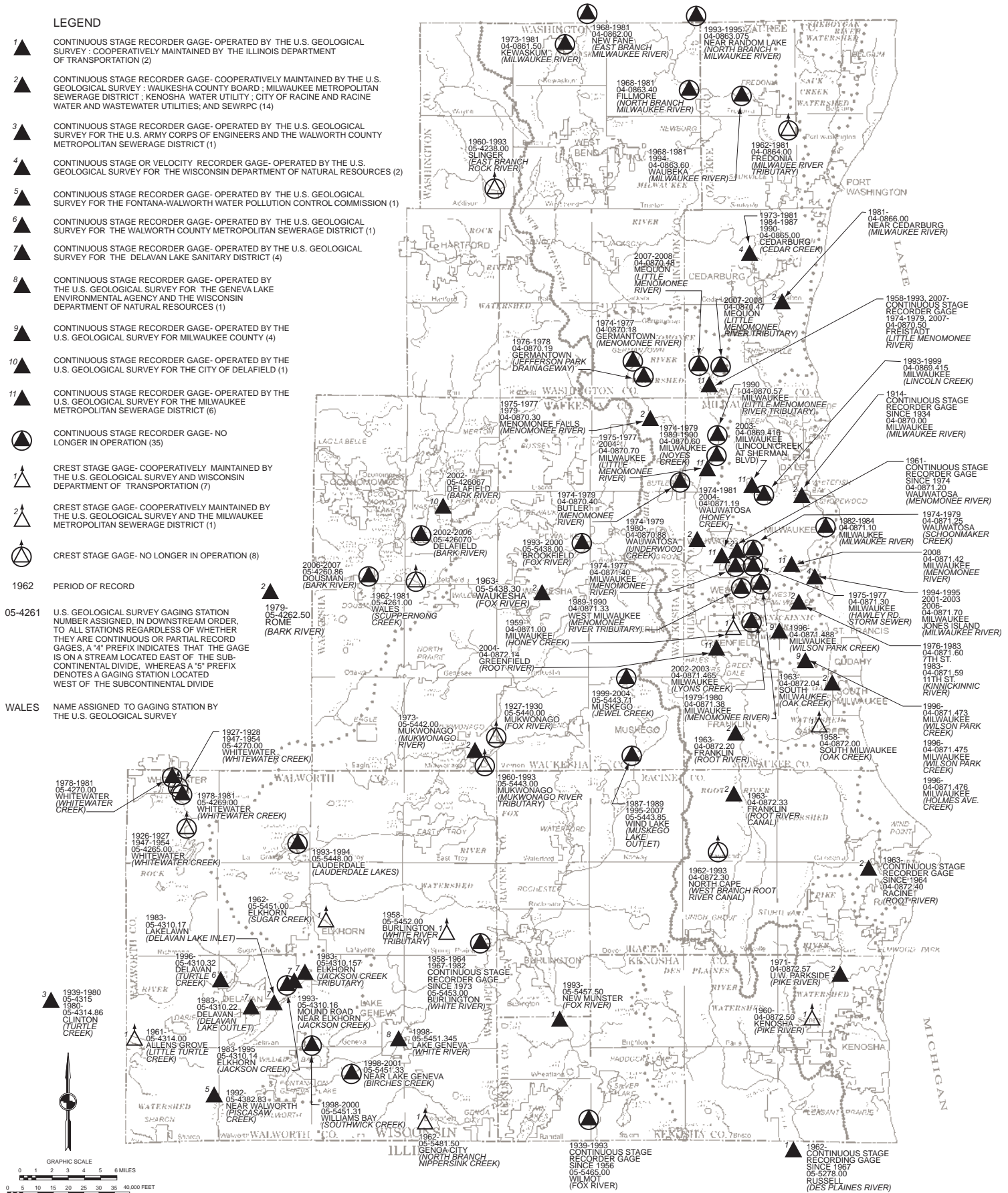
Besides providing available data from the Commission files to the contractors conducting such studies for FEMA, the Commission staff helps to delineate floodplains and attends meetings with local officials and other citizens to discuss the results of flood insurance studies. Under its community assistance program, the Commission also assists local communities in enacting sound floodland regulations as required for participation in the National Flood Insurance Program. In 2008, the Commission staff assisted the WDNR, FEMA, communities, and/or counties in coordinating the FEMA Map Modernization Program in Kenosha, Racine, and Washington Counties.

## Stream-Gaging Program

Streamflow data are essential to the sound management of the water resources of the Region. When the Commission began its regional planning program in 1960, only two continuous-recording streamflow gages were in operation within the Region. Since that time, the Commission has been instrumental in establishing, through cooperative, voluntary, intergovernmental action, a more adequate streamflow-gaging program (see Map 25). 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 2008, there were 37 continuous-recording streamflow gages in operation on stream reaches entering, lying within, or originating within the Region. That represents a decrease of one gage relative to 2007. Of the 37 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, six gages were supported by the MMSD outside the Commission’s cooperative program, four gages were supported by Milwaukee County, one gage was supported by the Fontana-Walworth Water Pollution Control Commission, two gages were supported by the WDNR, one gage was supported by 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,

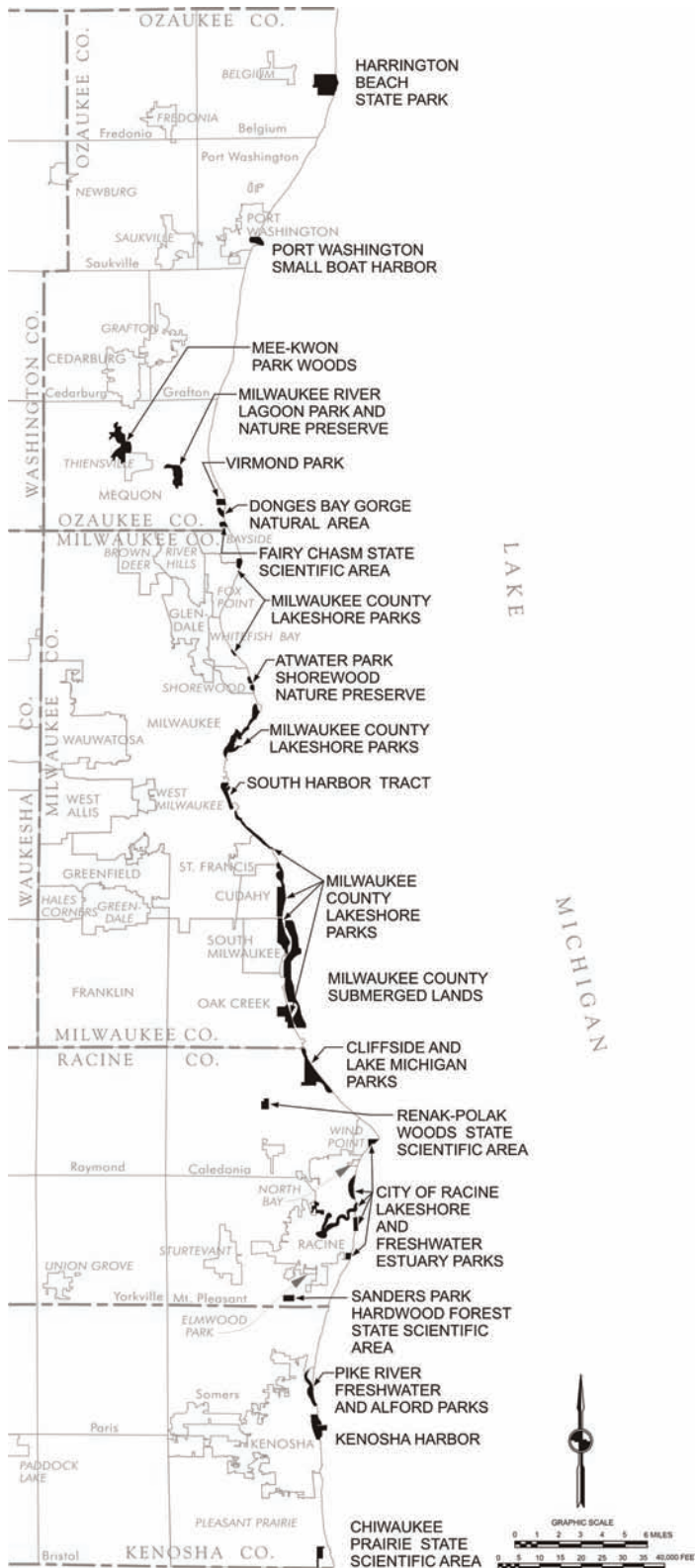


## LOCATION OF U.S. GEOLOGICAL SURVEY STREAM-GAGING STATIONS: 2008



Map 26

**DESIGNATED COASTAL AREAS IN  
SOUTHEASTERN WISCONSIN: 2008**



four gages were supported by the Delavan Lake Sanitary District, one gage was supported by the Geneva Lake Environmental Agency and the WDNR, one gage was supported by the City of Delafield, and two gages were supported by the Illinois Department of Transportation.

In addition, in 2008 there were three gages at which water levels, but not streamflow, were continuously recorded. These included, one at Delavan Lake near the City of Delavan, one at Geneva Lake in the City of Lake Geneva; and one at Wind Lake in the Town of Norway.

## COASTAL MANAGEMENT PLANNING

During 2008, 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 2008, 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 26. 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.



# TELECOMMUNICATIONS PLANNING DIVISION

## DIVISION FUNCTIONS

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

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

## BACKGROUND

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

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

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

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



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

## REGIONAL PLAN FRAMEWORK

Over the period 2005-2007, a regional telecommunications plan framework was put in place by the Commission. This framework consisted of the following three elements:

- A regional wireless communications plan documented in SEWRPC Planning Report No. 51, *A Wireless Antenna Siting and Related Infrastructure Plan for Southeastern Wisconsin*, September 2006. This plan recommends a set of community-based wireless networks integrated into a regional wireless backhaul network. These recommendations look ahead to the advent of fourth generation wireless network deployments and are based upon objectives, principles, and standards set forth in the above referenced report. This plan was formally adopted by the Commission on September 13, 2006.
- A regional broadband telecommunications access plan that recommends a set of technologies and a network structure that was found to best serve the Region by the design year 2015. This plan recognizes that while fiber-to-the-node wireline technologies are likely to dominate the provision of broadband services in most urban communities, the Region would be well-served by a wireless telecommunications network built on a combined public safety wireless network in the 4.9 GHz frequency band and a commercial wireless network in the 5.8 GHz band that would share the same antenna towers and fiber optic backhaul network. This plan is set

forth in SEWRPC Planning Report No. 53, *A Regional Broadband Telecommunications Plan for Southeastern Wisconsin*, October 2007. The plan was adopted by the Commission on December 5, 2007.

- A set of proposals that identifies potential public enterprise telecommunications networks. Such networks would help carry out such public functions as public safety, public health, environmental monitoring, and transportation system control. These potential uses of advanced telecommunications networks are discussed in SEWRPC Memorandum Report No. 164, *Potential Public Enterprise Telecommunications Networks for Southeastern Wisconsin*, September 2005.

These three elements of the regional telecommunications plan were briefly summarized in the Commission's 2007 Annual Report.

## PLAN IMPLEMENTATION ACTIVITIES

During 2008, Division work efforts were focused primarily on undertaking two projects that grew out of the regional plan recommendations and that were intended to demonstrate the implementability of those recommendations. These two projects are as follows:

- At the request of the highly rural Town of Wayne in Washington County, the Commission undertook a project to implement a community-based wireless telecommunications plan focused on meeting private sector needs. At the time the request was received, the Town of Wayne, like many rural areas in southeastern Wisconsin, lacked high-level, reliable broadband service. Under this work effort, the Division staff prepared a detailed wireless network plan for the entire Town in the 5.8 GHz band, having a wireless gateway connection to an Internet-linked fiber network at an access point in the Town of West Bend. That network design is set forth in SEWRPC Memorandum Report No. 185, *Community-Based Wireless Plan Implementation: Town of Wayne*, scheduled for publication early in 2009. As documented in this report, by the end of 2008 the proposed broadband wireless network in the Town had been developed

through a private sector provider employing the wireless technologies recommended in the regional wireless plan and developed through a Small Business Innovation Research and Development grant from the U.S. Department of Agriculture. At year's end the network was up and running and was taking on subscribers for broadband Internet service. This project, then, demonstrated the feasibility of the wireless telecommunications technologies recommended in the regional plan.

- At the request of Kenosha County, a project was undertaken to demonstrate a wireless broadband public safety telecommunications network to serve initially the Kenosha County Sheriff's Department and ultimately other law enforcement and public safety agencies deployed throughout the County. The results of this project are documented in SEWRPC Memorandum Report No. 187, *Regional Wireless Plan Implementation: Broadband Public Safety Communications Demonstration Project, Kenosha County Wisconsin*, scheduled for publication early in 2009. Like the Town of Wayne project discussed above, the Kenosha County project relied upon the wireless broadband technologies recom-

mended in the regional telecommunications plan, this time based upon the development of a network in the 4.9 GHz band reserved for public use. The design of the project would enable not only high speed data communications between the Kenosha County Sheriff's command center and vehicles in the field, but allow the transmission of streaming video between the command center and moving vehicles in the field. A feature relating to posting of messages to public safety vehicles in the field based on their geographic locations was also incorporated. This project concluded early in 2009 with a successful demonstration of these mobile wireless network capabilities. That demonstration, in turn, served as a basis for an application by Kenosha County for Federal stimulus funds in support of the full-scale deployment of this advanced public safety wireless telecommunications network.

Upon completion of these two projects which served to demonstrate the efficacy of the regional telecommunications plan recommendations, and in light of significant funding constraints for regional planning, the Commission determined to formally terminate its telecommunications planning program at the end of 2008.



# **ECONOMIC DEVELOPMENT ASSISTANCE DIVISION**

## **DIVISION FUNCTIONS**

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

## **LOCAL ECONOMIC DEVELOPMENT PROGRAM PLANNING**

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

During 2008, Commission local economic development program planning efforts were focused on the activities of the Regional Economic Partnership, an economic development initiative of the seven counties in the Southeastern Wisconsin Region, the City of Milwaukee, We Energies, the Metropolitan Milwaukee Association

of Commerce, and the Commission. Activities undertaken by the Partnership in 2008 included the following: 1) maintaining a link on [www.choosemilwaukee.com](http://www.choosemilwaukee.com) website that provides information on applying for tax credits through the Metropolitan Milwaukee Technology Zone and the Southeast Tri-County Technology Zone; 2) 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; 3) obtaining approval for six technology zone applications totaling \$1,118,000 that were prepared with the assistance of Commission staff; 4) supporting periodic educational forums that provided economic development professionals, local officials, and businesses in the Region with information on important economic development issues; 5) providing financial support for the creation of BizStarts Milwaukee, Inc.; and 6) providing staff assistance to the Milwaukee 7 in the implementation of its regional economic development initiative. 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 2008, the Division prepared written responses from the Commission files to requests for economic development-related data and information. In addition, the Division responded to requests made by telephone and through personal visits to the Commission offices. These requests came from local units of government, Federal and State agencies, local development organizations, businesses, and individual citizens. The following are examples of Division activity in performing this function during 2008:

- 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 2008, the following representative project planning services were provided:

- Economic profiles were maintained for 64 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 Commission website ([www.sewrpc.org](http://www.sewrpc.org)) and can be printed by individual users. The communities for which profiles were maintained in 2008 are shown on Map 27.
- Provision of assistance to the Burlington Area Chamber of Commerce in the data analysis for a wage survey of local businesses.

- Provision of assistance to Kenosha County in researching funding opportunities for a county-wide wireless public safety network.

## **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-in-Aid Procurement**

In 2008, the Commission assisted local units of government in obtaining the following grant-in-aid awards:

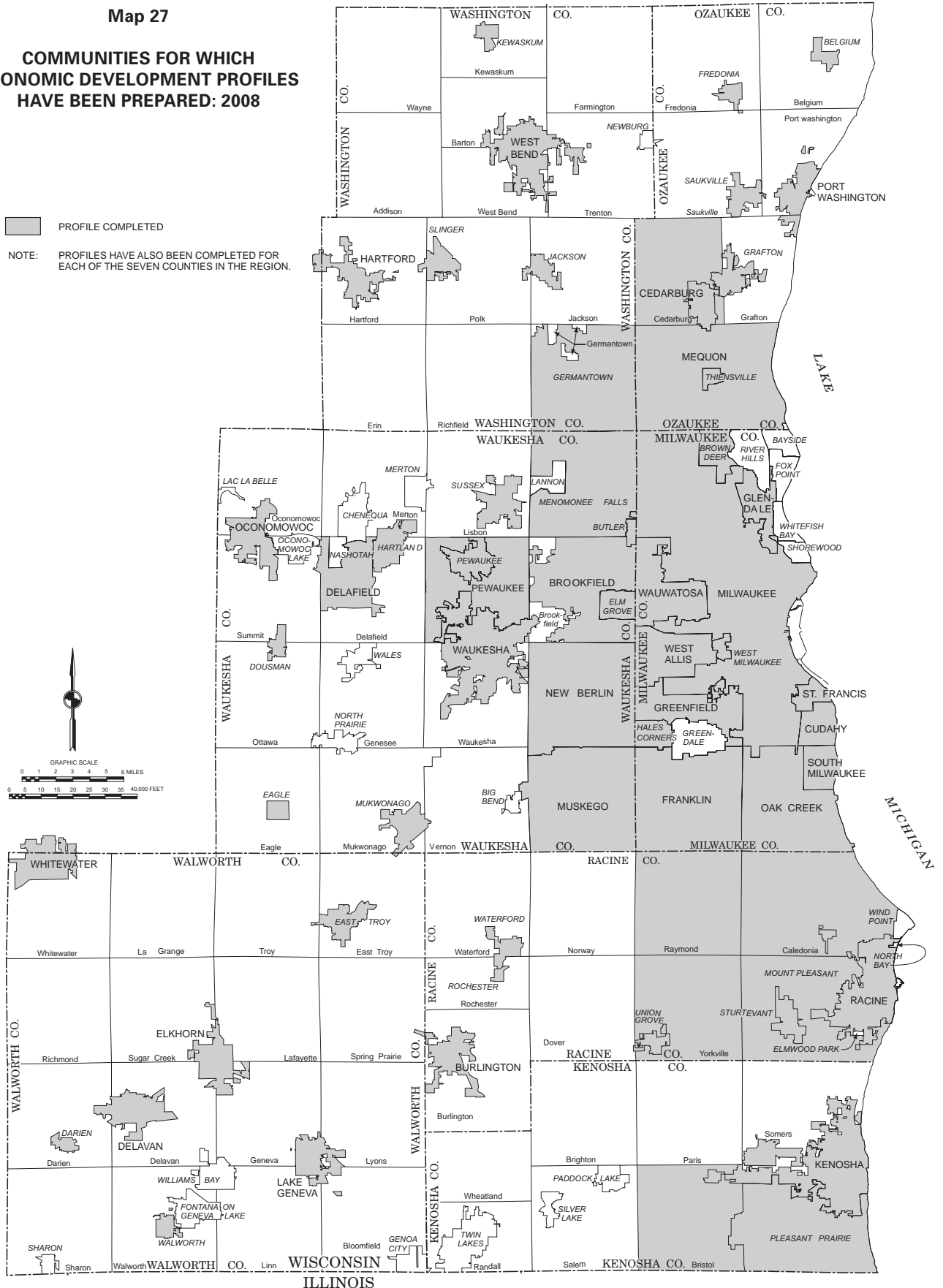
- The Town of Wheatland received approval for a \$200,000 Wisconsin Department of Natural Resources (DNR) Municipal Flood Control Grant Program application that was prepared with the assistance of Commission staff. The resulting grant award will be used to finance the acquisition and removal of residential structures located in the 1 percent annual probability (100-year) floodplain of the Fox River.
- Kenosha County received approval for a \$1,243,287 Federal Emergency Management Agency (FEMA) Hazard Mitigation Grant Program application that was prepared with the assistance of Commission staff. The resulting grant award will be used to finance the acquisition and removal of residential structures located in the 1 percent annual probability (100-year) floodplain of the Fox River.

Map 27

**COMMUNITIES FOR WHICH  
ECONOMIC DEVELOPMENT PROFILES  
HAVE BEEN PREPARED: 2008**

 PROFILE COMPLETED

NOTE: PROFILES HAVE ALSO BEEN COMPLETED FOR EACH OF THE SEVEN COUNTIES IN THE REGION.





## 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 managing these grant awards, including ensuring that the terms of each grant award or funding program are met. During 2008, the Commission provided contract services to administer the following grant awards:

- A Wisconsin Community Development Block Grant (CDBG) for Economic Development grant award totaling \$206,000 obtained by Ozaukee County with the assistance of Commission staff. This grant award was used to assist Cedarburg Pharmaceuticals, LLC, with the purchase of new machinery and equipment for the firm's manufacturing facility in the Village of Grafton.
- A Wisconsin Community Development Block Grant (CDBG) for Economic Development grant award totaling \$206,000 obtained by Ozaukee County with the assistance of Commission staff. This grant award was used to finance the purchase of dairy cows for Trinity Holsteins, LLC.
- A Wisconsin Department of Transportation (WisDOT) Transportation Economic Assistance (TEA) grant award totaling \$325,500 obtained by the Village of Mt. Pleasant with the assistance of Commission staff. This grant award is being used to construct a rail spur for the expansion of Big Buck Building Centers, Inc., in the Village.
- A Federal Emergency Management Agency-Hazard Mitigation Grant Program (HMGP) award and supplement totaling \$677,337 obtained by Kenosha County in 2005 with the assistance of Commission staff, along with a \$52,967 supplement obtained in 2008. This grant award and supplement are being used to finance the acquisition and removal of residential structures that are located in the 1 percent annual probability (100-year) floodplain of the Fox River.
- A Wisconsin Community Development Block Grant (CDBG) Emergency Assistance program grant award totaling \$300,000 obtained by Kenosha County in 2007 with the assistance of Commission staff. This grant award is being used to finance the acquisition and removal of residential structures located in the 1 percent annual probability (100-year) floodplain of the Fox River.
- A Federal Emergency Management Agency-Flood Mitigation Assistance (FMA) grant award totaling \$135,330 obtained by Kenosha County in 2007 with the assistance of Commission staff. This grant award is being used to finance the acquisition and removal of a residential structure that is located in the 1 percent annual probability (100-year) floodplain of the Fox River.
- A Wisconsin Department of Natural Resources-Municipal Flood Control Grant Program award totaling \$200,000 obtained by the Town of Wheatland in 2008 with the assistance of Commission staff. This grant award is being used to finance the acquisition and removal of residential structures that are located in the 1 percent annual probability (100-year) floodplain of the Fox River.
- A Federal Emergency Management Agency-Hazard Mitigation Grant Program (HMGP) award totaling \$1,243,287 obtained by Kenosha County in 2008 with the assistance of Commission staff. This grant award is being used to finance the acquisition and removal of residential structures that are located in the 1 percent annual probability (100-year) floodplain of the Fox River.

## REVOLVING LOAN FUND ADMINISTRATION

The Commission, upon request, also assists in the administration of local revolving loan fund programs. These loan programs are established through repayments on Wisconsin Community Development Block Grant (CDBG) awards and through the appropriation of local funds. A number of activities are

involved in the management of these programs, including ensuring that the terms of each grant award or funding program are met. The Commission provided technical assistance in the utilization and administration of revolving loan fund programs during 2008 as follows:

- Provision of assistance to the Village of East Troy in providing information to businesses interested in obtaining financing from the Village's Community Development Block Grant (CDBG) revolving loan fund program and in completing the following activities: 1) provision of assistance in the servicing of one loan totaling \$61,000 that was provided with the assistance of the Commission and 2) provision of assistance in the preparation of two semi-annual progress reports that were submitted to the Wisconsin Department of Commerce.
- Provision of assistance to the Village of Menomonee Falls in providing information to businesses interested in obtaining financing from the Village's Community Development Block Grant (CDBG) revolving loan fund program and the Village's economic development master fund program, and in completing the following activities: 1) provision of assistance in the servicing of 18 loans totaling \$2.34 million that were provided with the assistance of the Commission; 2) provision of assistance in the packaging, closing, and servicing of four new loans totaling \$171,125; and 3) provision of assistance in the preparation of two semi-annual progress reports that were submitted to the Wisconsin Department of Commerce.
- Provision of assistance to the City of Muskego in providing information to businesses interested in obtaining financing from the City's Community Development Block Grant (CDBG) revolving loan fund program and in completing the following activities: 1) provision of assistance in the servicing of two loans totaling \$200,000 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 \$200,000.
- Provision of assistance to the City of Cedarburg in providing information to businesses interested in obtaining financing from the City's

Community Development Block Grant (CDBG) revolving loan fund program and in completing the following activities: 1) provision of assistance in the servicing of three loans totaling \$254,000 that were provided with the assistance of the Commission and 2) provision of assistance in the preparation of two semi-annual progress reports that were submitted to the Wisconsin Department of Commerce.

- Provision of assistance to the City of Port Washington in providing information to businesses interested in obtaining financing from the City's Community Development Block Grant (CDBG) revolving loan fund program and in completing the following activities: 1) provision of assistance in the servicing of four loans totaling \$548,400 that were provided with the assistance of the Commission; 2) provision of assistance in the packaging, closing, and servicing of one new loan totaling \$40,000; and 3) provision of assistance in the preparation of two semi-annual progress reports that were submitted to the Wisconsin Department of Commerce.
- Provision of assistance to Ozaukee County in providing information to businesses interested in obtaining financing from the County's Community Development Block Grant (CDBG) revolving loan fund program and in completing the following activities: 1) provision of assistance in the servicing of four loans totaling \$740,400 that were provided with the assistance of the Commission; 2) provision of assistance in the packaging, closing, and servicing of one new loan totaling \$56,000; and 3) provision of assistance in the preparation of two semi-annual progress reports that were submitted to the Wisconsin Department of Commerce.
- Provision of assistance to Washington County in providing information to businesses interested in obtaining financing from the County's Community Development Block Grant (CDBG) revolving loan fund program and in completing the following activities: 1) provision of assistance in the servicing of six loans totaling \$529,700 that were provided with the assistance of the Commission and 2) provision of assistance in the preparation of two semi-annual progress reports that were submitted to the Wisconsin Department of Commerce.

- Provision of assistance to the Kenosha County Housing Authority in utilizing and administering the County's Community Development Block Grant (CDBG) revolving loan fund program for housing rehabilitation, and providing information to local residents on available public housing programs. A Commission staff member serves as Executive Director of the Housing Authority and staffs the

Housing Authority office in western Kenosha County. CDBG administration included the following activities: 1) provision of information to local residents seeking available housing assistance; 2) provision of assistance in the packaging and closing of seven new loans totaling \$61,925; and 3) the servicing of 163 loans totaling \$1.32 million.

# COMMUNITY ASSISTANCE PLANNING DIVISION

## DIVISION FUNCTIONS

The Community Assistance Planning Division has primary responsibility for assisting local units of government in the Region in the conduct of local planning efforts, and assisting County and local governments in the preparation of multi-jurisdictional comprehensive plans. Such assistance promotes coordination between local and regional plans and plan implementation actions, resulting in good public administration as well as sound physical development within the Region. The Division also initiated work on a Regional Housing Plan in 2008. The Division continued to provide four basic types of services: educational, advisory, review, and project planning.

## EDUCATIONAL SERVICES

Educational services are provided by Commission staff to County and local units of government, citizen groups, and local colleges and universities on request. They are directed at explaining the need for, and purposes of, continuing local, regional, and State planning programs and the relationships that should exist between these different levels of planning. Examples of educational efforts carried out in 2008 include the following:

- The following presentations were made regarding regional planning efforts:
  - Commission staff again worked with Repairers of the Breach homeless center staff and clients in the City of Milwaukee to conduct a Saturday morning "living room" session which allowed some 60 attendees to be updated, ask individual questions, and make comments regarding the Regional Water Supply Study, Milwaukee County Transit Development Plan, and the Kenosha-Racine-Milwaukee (KRM) Commuter Link project. In particular, attendees expressed interest and discussed dedicated funding for transit to help enable establishment of KRM commuter rail service following environmental impact review.
  - A presentation on Commission planning activities was given to the Executive Management Team of the Kenosha County Job Center and Workforce Development Board. Notably, the Regional Water Supply Study was discussed, and an update was given on the anticipated Kenosha County Transit Development Plan.
  - A presentation on the background of Regional Planning Commission activities was given to program managers serving the Racine County Workforce Development Center. Notably, the Regional Water Supply Study was discussed, as was the KRM Commuter Link project, and the expansion of a transit development plan for the City of Racine's Belle Urban System into a Racine County Public Transit Plan.
  - A presentation was given to Hispanic Roundtable representatives in the City of Racine to provide an update and opportunity for questions and comments on several Commission planning activities. Topics included background on the Commission, the Regional Water Supply Study, the KRM Commuter Link project and need for dedicated funding, and the recently initiated Racine County Public Transit Plan.
  - Background information on the Regional Water Supply Study was presented to staff coordinators for the 9 to 5 National Association of Working Women, Milwaukee Chapter. Assistance was requested and provided on water use trends in the Region, the range of impacts and potential effects that water conservation may have on consumption, and the conceptual water supply alternatives being investigated at the time.
  - Presentation of background information and an early opportunity to comment were provided in separate meetings of the Milwaukee Housing Coalition and the

Waukesha Housing Coalition, held prior to the development of the Scope of Work which would guide preparation of the Regional Housing Plan. Interest group representatives were thereby able to learn of background considerations, ask questions, and contribute suggestions for items and issues felt important at the outset of this major new planning effort.

- Coordination continued with the CNI/Fondy North Business Association, for which an update related to water supply planning was given and representation in that organization's "No Child Left Behind" efforts was provided relative to the Association's efforts with Milwaukee Public Schools.
- Commission staff worked with the Chicago Metropolitan Agency for Planning as part of the Lake Michigan Watershed Academy to help plan and participate in an interstate conference for regional planning commissions and associated partners. Held in Hammond, Indiana, the conference theme was Regional Policy and Implementation to Address Lake Michigan Water Quality. Among presentations by Commission staff was Land Use, Surface and Groundwater Resources, Environmental Protection, and Sustainable Growth: Fitting Pieces Together.
- Commission co-sponsorship again occurred with the Milwaukee Metropolitan Sewerage District to help plan and conduct Clean Rivers, Clean Lakes V, the 5th annual such watershed planning conference held in Milwaukee. Commission presentations and session moderation contributed to this event drawing nearly 300 local officials, water resource group representatives, and interested citizens.
- An exhibit on Commission transportation planning recommendations and the KRM Commuter Link project was staffed at the Racine Partners Resource Fair, a half-day event conducted under leadership of the Wisconsin Department of Transportation. The Fair helped identify future job and contract opportunities, as well as the eco-

nomic development and urban revitalization potential, of transportation projects.

- A presentation on the KRM Commuter Link Project was made as part of a session on Upper Midwest Transportation at the 2008 Upper Midwest Planning Conference in Madison, sponsored by the Wisconsin Chapter of the American Planning Association.
- An exhibit on Commission land use and transportation system planning, including the KRM Commuter Link project, was staffed at the Racine County Fair in conjunction with an exhibit regarding the County's comprehensive plan, for which the Commission serves as the lead entity for plan preparation. The Fair provided a public out-reach opportunity to explain planning processes and answer questions for interested citizens.
- An exhibit on Commission planning activities, including background and recommendations for land use, transportation, water quality, and water supply planning was placed and staffed at the Milwaukee County Fair, an event held in conjunction with the Milwaukee Fall Harvest Festival. The Fair provided a public outreach opportunity to explain planning processes, distribute materials, and answer questions for interested citizens.
- Presentations describing the purpose and findings to date of the regional water supply plan were made to a number of agencies, organizations, and conferences, including the Wisconsin Towns' Association Waukesha County Unit; the Waukesha County Cooperation Council; the Milwaukee Audubon Society 28th Annual Natural Landscapes Conference; the American Water Resources Association Wisconsin Section Meeting; the Wisconsin Groundwater Association; the Water-Wise in Waukesha County 2008; the SEWRPC Environmental Justice Task Force; the Kenosha County Job Center and Workforce Development Board Committee; the 9 to 5 Association of Working Women; the Racine

- Workforce Development Center; the Riveredge Speaks Out Speaker Series; the Lake Michigan Watershed Academy Conference; the Southeast Area Land and Water Conservation Association; the Waukesha County Water Utilities and Community Planners; the USGS Quad State Regional Planning Directors Meeting; the Testing the Waters Teacher Enrichment Workshop; a Carroll University Environmental Sciences class; Milwaukee County Intergovernmental Coordinating Committee Meeting; Root-Pike Watershed Incentive Network Board Meeting; the Waukesha County Cooperation Council; a Wisconsin Department of Natural Resources (DNR) staff meeting; the Racine County Comprehensive Plan Multi-Jurisdictional Advisory Committee; the Walworth County Intergovernmental Cooperation Council; and the Kenosha County Multi-Jurisdictional Comprehensive Plan Advisory Committee.
- A number of presentations regarding the regional water quality management plan were given, focusing on plan recommendations and future actions needed to implement the plan. Presentations were made at a workshop sponsored by the Southeastern Wisconsin Watersheds Trust; a program sponsored by The Friends of Milwaukee's Rivers; the Clean Waters/Clean Lakes Watershed Planning Conference; the Lake Michigan Watershed Academy Conference; and at a workshop sponsored by the Milwaukee Metropolitan Sewerage District, DNR, and U.S. Environmental Protection Agency.
  - Presentations about recent and on-going regional water quality and water supply planning initiatives in Southeastern Wisconsin were made at a Marquette University Department of Civil and Environmental Engineering seminar.
  - Presentations on watershed-based planning programs in the Region were given at the Clean Waters/Clean Lakes Watershed Planning Conference and at the China-U.S. Water Symposium organized by Marquette University.
  - Presentations on rainfall studies, as they relate to floodplain and stormwater management in the Region, were made to the Metropolitan Milwaukee Association of Public Works Directors and at a seminar for local officials sponsored by a local engineering firm. An update on the status of floodplain mapping in Milwaukee County was given at a workshop hosted by DNR for communities in the County.
  - A plan commission training session was conducted for local governments throughout the Region in cooperation with the UW-Extension Center for Land Use Education and the Metropolitan Builders Association, among other entities. Held in Racine County, the training drew some 90 participants. Commission staff coordinated and moderated the event, as well as presenting on the status of comprehensive planning in the Region.
  - A presentation was made at the Wisconsin Counties Association annual conference on "Creative Ways of Using Your Regional Planning Commission: Innovative Problem Solving."
  - SEWRPC staff continued to provide support to lake-oriented communities in the implementation of lake and stream management plans prepared by the Regional Planning Commission prior to 2008. Assistance was provided to the Delavan Lake Sanitary District, City of Oconomowoc and Fowler Lake Management District, Lac La Belle Management District, Middle Genesee Lake Management District, Silver Lake (Waukesha County) Management District, and the Waterford Waterway Management District.
  - SEWRPC staff provided informational and technical assistance programs to lake-oriented communities, including information on forming public inland lake protection and rehabilitation districts to groups at Lake Como and Lower Nemadji Lake, assistance with grant-writing to the Lake Beulah Management District, and advising the Silver Lake (Waukesha County) Management District, and the



Towns of Salem, Sugar Creek, and Summit on lake and lake district governance issues, the latter in response to high water conditions related to the exceptionally high snowfall and rainfall events experienced during late winter and early summer of 2008. SEWRPC staff provided information and recommendations on riparian development concerns in the Village of North Prairie and Town of Eagle.

- SEWRPC staff continued to serve on the Southeastern Wisconsin Fox River Commission. Commission staff also supported the informational and educational efforts of the Fox River Partnership, Pewaukee River Partnership, Mukwonago River Partnership, and Friends of the Mukwonago River within the Region. SEWRPC staff continue to support the activities of The Nature Conservancy's Mukwonago Fisheries Committee.
- SEWRPC staff supported the conduct of the Wisconsin Lakes Convention, co-presenting a workshop on public inland lake protection and rehabilitation district governance and operations at the 2008 Convention held in Green Bay and assisting the local organizing committee with the formulation of the Convention program. In a similar vein, SEWRPC staff supported the conduct of the 2008 Southern Wisconsin Lakes Workshop held in Milwaukee.
- SEWRPC staff made a number of public presentations on lake and stream management and planning issues, including a presentation introducing the Commission's stream planning programs at the 2008 Clean Waters/CleanLakes conference; an overview of stream restoration projects in Southeast Wisconsin at the China-U.S. Water Symposium, organized by Marquette University; a presentation on the "Assessment, Design, and Post Construction Fisheries Monitoring for Karcher Creek, WisDOT STH 83 Roadway Improvement Project, Kenosha County, WI" to the River and Streams Committee of the North Central Division of the American Fisheries Society; and a presentation on water-related issues to the Waukesha Sunrise Rotary Club.
- A number of guest lectures on the Commission's stream and watershed planning programs to classes at Carroll University, the University of Wisconsin-Milwaukee, Marquette University, and the Wisconsin Lutheran College were made by SEWRPC staff.
- Made a presentation on the Commission's watershed-based planning programs to the "Linking Watersheds" conference, presented by the Chicago Metropolitan Area Planning Authority (CMAP).
- SEWRPC staff served as an external reviewer for the U.S. Environmental Protection Agency (USEPA) panel on global change, and assisted in presenting a USEPA short course on watershed management for local government staff in Texas.
- Continued Commission participation occurred in the interagency consortium known as "Testing the Waters," which has trained scores of teachers and thousands of high school students over the years, most from within the watersheds tributary to the Milwaukee Harbor Estuary. In 2008, staff again worked with the Washington County Land Conservation Department to plan and conduct two watershed bus tours for students and their teachers to view land use changes, water quality problems, and solutions, particularly in the rural landscape. In addition, a presentation on the Regional Water Supply Plan and relationships to the Great Lakes Compact was provided in a related teacher training session.
- Educational sessions were conducted for four groups of Pewaukee Middle School students attending camp on Lake Keesus in Waukesha County, to sample lake-bottom organisms and instruct about the impact of land use and roadways on the aquatic environment. This annual event has taught over 2,000 youth and their leaders over the years.
- Made a presentation on wetland changes in Southeastern Wisconsin at the Wisconsin Wetland Association's annual conference, held in Oconomowoc.

- Made a presentation on the new Wisconsin Wetland Inventory maps for Southeastern Wisconsin at a workshop sponsored by the Wisconsin Chapter of the American Planning Association.
  - Made a presentation on environmental corridors for an engineering class at Marquette University.
  - Led a field trip to view winter wetlands in the Scuppernong River Habitat Area for the Wisconsin Wetlands Association.
  - Led a field trip to the Vernon Marsh for a Carroll University Environmental Chemistry class.
  - Made two presentations to a real estate records class at Waukesha County Technical College; the first on the regional plans prepared by the Commission and the second on automated land information systems.
  - A presentation on land use development regulations was given at a workshop hosted by the Metropolitan Builders Association.
- SEWRPC staff participated in, and provided assistance to, the following professional organizations:
    - Dr. Thomas M. Slawski of the Commission staff served as Past President of the Wisconsin Chapter of the American Fisheries Society and Newsletter Editor for the North Central Division of the American Fisheries Society in 2008.
    - Commission staff continued to serve as Coordinator for the Southeast Area Land and Water Conservation Association, comprised of county land conservation committee and department staff representatives. In that capacity, relevant Commission activities were updated and discussed as appropriate, notably on the Regional Water Supply Plan. In addition, a Southeast Area conservation poster contest was administered on behalf of four of the Association's counties – Ozaukee, Racine, Walworth, and Washington – en route to winner competition at the State and National levels.
    - Moderating assistance and introductory remarks were provided during a session of the Wisconsin Land and Water Conservation Association's Annual Conference, regarding municipal actions toward improved water quality. Coordination also occurred on Southeast Area review of proposed State resolutions. Attendees were principally county land conservation committee members and corresponding land conservation department staff.
    - An award presentation was made at the Annual Conference of the Wisconsin Association of Floodplain, Stormwater, and Coastal Management, following Commission staff participation on the Association Board as Awards Committee Chair.
    - Program area leadership via service in a Liaison position was provided to UW-Extension community resource development educators working in the Quad Counties of southeastern Wisconsin and a portion of UW-Extension's Eastern District. Future needs related to plan commission training were emphasized, and updates were provided on Commission planning programs.
    - In cooperation with the Waukesha County University of Wisconsin-Extension, background was provided to the City of Waukesha Downtown Business Improvement District relative to strategic planning. The participating local elected officials and business leaders were then assisted through several stages of the strategic planning process preparatory to their completing an action plan for the District.
    - SEWRPC staff served as judges of the 2008 First Lego® League regional and state competitions, which had the theme of response to climate. The competition involved middle school youth from throughout Wisconsin.

## ADVISORY SERVICES

Advisory services consist of providing basic planning and engineering data available in the Commission's files to local units of government and private interests, and the provision of technical planning and engineering assistance to communities and government agencies on request. Representative advisory services performed during 2008 included the following:

- Prepared and provided revised maps and data to the Village of Hartland to help establish a Tax Incremental Finance District for the Village Center area.
- Provided information regarding statutory provisions and recent court decisions on extraterritorial plat review to the Town of Polk.
- Provided sample zoning regulations for wood burning energy systems, bed and breakfast establishments, and motels, and information regarding sign regulations and regulation of nonconforming uses to the Town of Polk.
- Provided information regarding the regulation of modular homes to the Village of Kewaskum.
- Provided recommendations regarding the regulation of riparian areas along the Milwaukee River to the Village of River Hills.
- Provided sample floodplain, shoreland, and shoreland-wetland related regulations from the Village of Kewaskum Zoning Ordinance to the Wisconsin Department of Natural Resources.
- Provided information on bluff and ravine setback requirements and sample regulations to limit vegetation clearing on bluffs and ravines to a citizen committee formed by the Whitefish Bay Village Board.
- Provided digital text, tables, maps, and figures of the 2020 master plan documents for the Villages of Hartland and Wales to the consultants that will be preparing 2035 comprehensive plans for the communities.
- Provided a set of orthophotographs showing environmental corridors and isolated natural resources for the survey townships of Bloomfield, Linn, and Randall to a park and open space planning group for use in long-range park and open space planning and implementation.

- Provided tabular data to the Village of Waterford related to the size of civil divisions in Racine County for the Village's use in ongoing planning efforts.
- Provided information on park standards to Waukesha County Park and Planning for use in ongoing County park planning.
- Provided information and review comments relating to specific uses that are consistent with primary environmental corridors to the City of Hartford for the City's use in detailed site reviews.
- Provided comments to the Town of Hartford regarding recommended review standards for a proposed land division that was partially located within a primary environmental corridor.
- Reviewed floodplain zoning regulations in the City of Milwaukee and City of Franklin zoning ordinances and provided comments and recommended changes needed to comply with the Department of Natural Resource's model floodplain ordinance.
- Provided tabular data to the Town of Bristol relating to existing and planned land uses for use in the Town's incorporation petition to the Wisconsin Department of Administration.
- Provided sample text and maps pertaining to water trails to the Milwaukee Riverkeeper.
- Provided GIS files for wetlands and environmental corridors for the West Bend area to a consultant working on an environmental impact statement for West Bend Municipal Airport.

## REVIEW SERVICES

Review services are intended to encourage the incorporation of regional studies and plans into local planning programs, plans, and plan implementation devices, such as zoning and subdivision control ordinances. In addition, review services are intended to prevent unnecessary duplication of planning efforts and to coordinate and encourage regional plan implementation.

At the request of local units of government, the Commission reviews and comments on locally prepared community comprehensive and neighborhood unit development plans and cooperative and boundary

agreements for conformity with the regional plan. During 2008, the Commission staff reviewed and provided comments on drafts of eight chapters of the Town of Salem Coordinated Land Use Plan: 2035; draft comprehensive plans for the Town of Mukwonago and City of Greenfield; and park and open space plans for the Town of Grafton and the Village of Caledonia.

The Commission staff routinely reviews proposed subdivision plats and certified survey maps (CSM's) for Kenosha, Racine, and Walworth Counties, as well as a number of cities and villages in the Region. In 2008, 25 preliminary subdivision plats and seven CSM's were reviewed and comments were provided to the County or local government concerned. Plats submitted to the Commission are reviewed against all regional plan elements.

## **PROJECT PLANNING SERVICES**

Project planning services generally involve the conduct for member units of government of detailed planning studies resulting in the preparation of Regional, County, and local plans or plan implementation ordinances. During 2008, the Commission's project planning efforts included the following:

### **Regional Housing Plan**

The Commission staff initiated work on a regional housing plan in 2008. The planning effort is expected to be completed in 2011. Work during 2008 focused on preparing a preliminary scope of work for review by the Regional Planning Commission and the Environmental Justice Task Force. The preliminary scope of work will be reviewed at a number of public meetings to be held in 2009. The Commission established a Regional Housing Plan Advisory Committee to oversee preparation of the plan in October 2008. Committee members were appointed from a group of nominees identified through various avenues, including nominations from the Environmental Justice Task Force. The Advisory Committee will begin meeting in 2009.

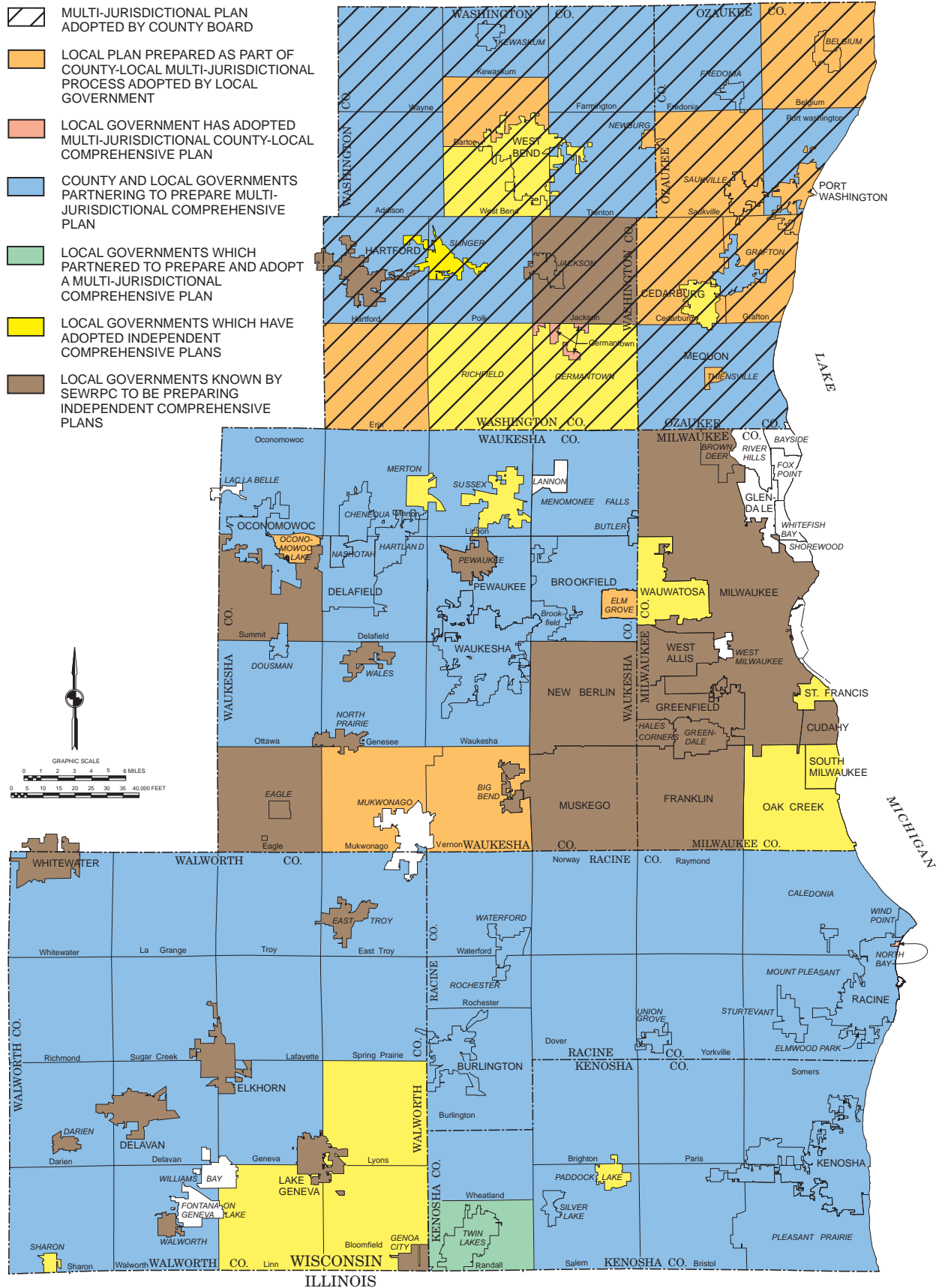
### **Comprehensive and Master Plans**

Commission staff work on comprehensive and master plans is focused on assisting six counties and 88 partnering cities, towns, and villages to prepare multi-jurisdictional county-local comprehensive plans to meet the requirements of the Wisconsin comprehensive planning law. Map 28 shows the status of comprehensive planning in the Region at the end of

2008. Comprehensive planning activity in 2008 included the following:

- Commission staff continued work on a Kenosha County multi-jurisdictional comprehensive plan. The participating local governments are the City of Kenosha, the Villages of Pleasant Prairie and Silver Lake, and the Towns of Brighton, Bristol, Paris, Salem, Somers, and Wheatland. The Multi-Jurisdictional Advisory Committee (MJAC), consisting of representatives from the County and participating local governments and stakeholder group representatives, was established to oversee the planning process. Work on the plan during 2008 included:
  - Commission staff completed drafts of the following chapters for review by the MJAC and participating units of government: Chapter VIII, "Agricultural, Natural, and Cultural Resources Element," Chapter X, "Housing Element," Chapter XI, "Transportation Element," and Chapter XII, "Utilities and Community Facilities Element." All of the element chapters have been approved by the MJAC.
  - SEWRPC staff met with the four participating local governments that have not adopted land use plan maps to develop such plans for inclusion in the multi-jurisdictional plan. SEWRPC also continued to work with local governments to review alternative population and employment projections and choose population and employment projections for 2035. SEWRPC staff also worked with local communities to update the Commission's year 2000 land use inventory to 2007.
  - Chapter XIII, the "Economic Development Element," was updated.
  - Work was initiated on Chapter IX, "Land Use Element," and Chapter XIV, "Intergovernmental Cooperation Element." These two elements, and the two remaining elements of the plan, Chapter VII, the "Issues and Opportunities Element," and Chapter XV, the "Implementation Element," are expected to be completed in 2009.
  - In preparation for the land use and implementation elements, staff prepared a "white paper" on the relationship between zoning and the comprehensive plan for

COMPREHENSIVE PLAN STATUS IN SOUTHEASTERN WISCONSIN: DECEMBER 2008



NOTE: THIS MAP REFLECTS COMMUNITIES THAT HAVE ADOPTED OR ARE PREPARING COMPREHENSIVE PLANS UNDER SECTION 66.1001 OF THE WISCONSIN STATUTES.

MJAC review. The paper was revised to incorporate MJAC comments, and will be included in the Implementation Element. The paper is available on the SEWRPC website.

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

SEWRPC, in cooperation with County staff, completed a final draft multi-jurisdictional plan in early 2008. All chapters of the Multi-Jurisdictional Comprehensive Plan for Ozaukee County were approved by the Citizen Advisory Committee and the Comprehensive Planning Board in early 2008. The Ozaukee County Board of Supervisors adopted the plan by ordinance on April 2, 2008.

During the remainder of 2008, SEWRPC continued to work with County staff and local governments to finalize a number of local comprehensive plans under the multi-jurisdictional effort. In addition to attending local plan commission meetings and public hearings with County staff, SEWRPC efforts included working with local governments to prepare and refine land use plan maps for inclusion in local plans. SEWRPC staff also provided mapping and other data for the local plans to County staff, which had the lead in preparing local plans for the participating local governments.

- The Multi-Jurisdictional Comprehensive Plan for Washington County was completed in early 2008 and was adopted by the Washington County Board of Supervisors by ordinance on April 15, 2008. SEWRPC staff began work on incorporating changes made during the review and approval process to produce a final plan report. There are 11 local governments participating in the multi-jurisdictional planning process. The participating local governments

are the Towns of Addison, Barton, Erin, Farmington, Germantown, Hartford, Kewaskum, Polk, Trenton, and Wayne, and the Village of Kewaskum.

The multi-jurisdictional plan was adopted by the Germantown Town Board as the Town comprehensive plan on May 14, 2008. The Town of Barton adopted a comprehensive plan prepared by SEWRPC as part of the multi-jurisdictional planning process on April 15, 2008. The report documenting the Town of Barton plan was published and distributed during 2008. The Town of Erin adopted a comprehensive plan prepared by SEWRPC as part of the multi-jurisdictional planning process on June 16, 2008. SEWRPC is working with the Town to complete maps needed for the final report.

Complete drafts of comprehensive plans were completed and were provided to the Towns of Addison, Farmington, Hartford, Polk, Trenton, and Wayne. The Towns of Hartford and Wayne completed review of their draft plans and held public open houses in December 2008. The Towns of Addison, Farmington, and Trenton also completed review of their draft plans and have scheduled public open houses in early 2009. It is anticipated that the Town of Polk will complete review of its plan and schedule an open house in 2009. Draft plans for the two remaining communities, the Town of Kewaskum and the Village of Kewaskum, will be completed and provided to each community for review in early 2009.

- Commission staff continued work on the preparation of a multi-jurisdictional comprehensive plan for Walworth County. The participating local units of government are the Towns of Darien, Delavan, East Troy, Geneva, LaFayette, LaGrange, Richmond, Sharon, Spring Prairie, Sugar Creek, Troy, Walworth, and Whitewater. The work is being carried out under the guidance of the Walworth County Smart Growth Technical Advisory Committee, consisting of representatives of each participating town and representatives of the County Zoning Committee and County Land Conservation Committee. Progress on the comprehensive planning program during 2008 included the following:



- SEWRPC staff prepared drafts of Chapter XI, “Housing Element,” Chapter XII, “Transportation Element,” and Chapter XIII, “Utilities and Community Facilities Element.” Chapters XI and XII were approved by the Advisory Committee in 2008. Chapter XIII will be reviewed in early 2009.
- Staff met with participating local governments and completed preliminary land use plan maps for 11 of the 13 participating towns, and also held meetings with town plan commissions and town boards to review the preliminary plan maps.
- The staff continued to work with the Advisory Committee on the agricultural land preservation policies of the comprehensive plan.
- The staff worked with the Committee in developing policies regarding potential future revisions of the comprehensive plan.
- Commission staff continued work on the preparation of a multi-jurisdictional comprehensive plan for Racine County. All local units of government in Racine County are participating in the planning process. The work is being carried out under the guidance of the Racine County Multi-Jurisdictional Advisory Committee (MJAC), consisting of one representative of each participating local government and a representative of the Racine County Board Land Use and Economic Development Committee. Progress on the comprehensive planning program during 2008 included the following:
  - The Commission staff prepared preliminary drafts of Chapter VIII, “Issues and Opportunities Element,” Chapter X, “Agricultural, Natural, and Cultural Resources Element,” Chapter XI, “Housing Element,” Chapter XII, “Transportation Element,” and Chapter XIV, “Economic Development Element.” The chapters were reviewed and approved by the MJAC. Work was initiated on Chapter IX, “Land Use Element,” and Chapter XIII, “Utilities and Community Facilities Element.”
  - SEWRPC staff conducted meetings with each participating community to review and update local land use plan maps, identify local planning goals and objectives, and identify community-level projections of population, households, and employment for the year 2035.
  - The Commission staff initiated work with the City of Racine to prepare a comprehensive plan for the City as part of the multi-jurisdictional effort. Commission staff met with the City staff and Plan Commission to review the process and plan content.
- The Commission staff continued to serve on the Waukesha County Comprehensive Development Plan Advisory Committee. Commission staff also serves on the Agricultural, Natural, and Cultural Resources and the Land Use and Transportation subcommittees and serves as staff for all subcommittees. Twenty-four of the 37 cities, towns, and villages in the County are participating in a multi-jurisdictional planning process; and four additional communities served on the plan advisory committee. The process is being led by County staff. The role of the Commission is to provide data from the Commission’s data base as needed, to review draft plan materials, and to provide other assistance as needed. During 2008, Commission staff reviewed and continued to provide extensive comments on drafts and revised drafts of Chapter 5, “Housing Element,” Chapter 7, “Land Use Element,” and Chapter 9, “Implementation and Intergovernmental Cooperation Element;” and also provided housing and land use data from Commission files to assist County staff in preparing the housing and land use elements. Commission staff also provided drafts of Chapter XIII, “Intergovernmental Cooperation Element,” Chapter XIV, “Implementation Element,” Chapter XV, “Summary,” and attendant appendices from the Ozaukee County comprehensive plan report to assist Waukesha County staff in drafting similar plan element chapters for the Waukesha County comprehensive plan.

### **City, Town, and Village Park and Open Space Plans**

- SEWRPC staff completed a draft park and open space plan for the City of West Bend in 2005. SEWRPC staff worked with City staff during 2007 to incorporate City comments into the plan and to prepare the plan for committee and public review. The updated plan was approved by the City of West Bend Recreation and Park Commission, Plan Commission, and Common Council in early 2008. The final report and a summary of the plan were published and distributed in the summer of 2008.

### **Zoning and Land Division Ordinances and Maps**

- Prepared updated zoning maps for the Town of Barton, Town of Kewaskum, Town of Trenton, and Town of Wayne. Work continued on updating zoning maps for the Town of Erin and Town of Hartford.

- Continued to assist the Village of Hartland in a comprehensive update to the Village zoning ordinance and zoning map.
- Completed work on a draft Village of Wales zoning code. A public hearing and possible adoption of the code were scheduled for early 2009.

### **Other Project Planning Efforts**

- The City of Waukesha created an Ad Hoc Housing Mix Committee in 2008 to analyze the City's current mix of single-family, two-family, and multi-family housing units and to develop housing mix recommendation to guide future residential development. SEWRPC staff served on the Committee. The SEWRPC staff representative performed extensive data collection and analysis for the Committee. A formal housing mix recommendation from the Committee to the City of Waukesha Plan Commission and Common Council is expected in early 2009.



# **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 2008, 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 2008, this

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

## **SURVEY CONTROL AND TOPOGRAPHIC AND CADASTRAL MAPPING**

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

As shown on Map 29 and in Table 21, a total of 11,753 U.S. Public Land Survey corners in the Region as of the end of 2008 had been relocated, monumented, and coordinated, representing 100 percent of all such corners in the Region. Map 30 shows those areas of the Region for which, as of the end of 2008, large-scale topographic maps had been or were being prepared to Commission-recommended standards. As shown in Table 21, the area thus completed totals about 2,385 square miles, or about 89 percent of the total area of the Region. Map 31 identifies those portions of the Region where digital terrain models are available. Such models are capable of supporting the creation of two foot interval contour lines and such engineering applications as development of stream channel cross sections for use in floodplain delineation.

Samples of products obtained under the monumentation, control survey, and large-scale topographic mapping programs are shown in Figures 31 and 32 and on Map 33. Map 32 shows those areas of the Region for which, as of the end of 2008, large-scale cadastral (parcel) maps had been prepared to Commission-recommended

Map 29

RELOCATION, MONUMENTATION,  
AND COORDINATION OF U.S. PUBLIC  
LAND SURVEY CORNERS: 2008

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

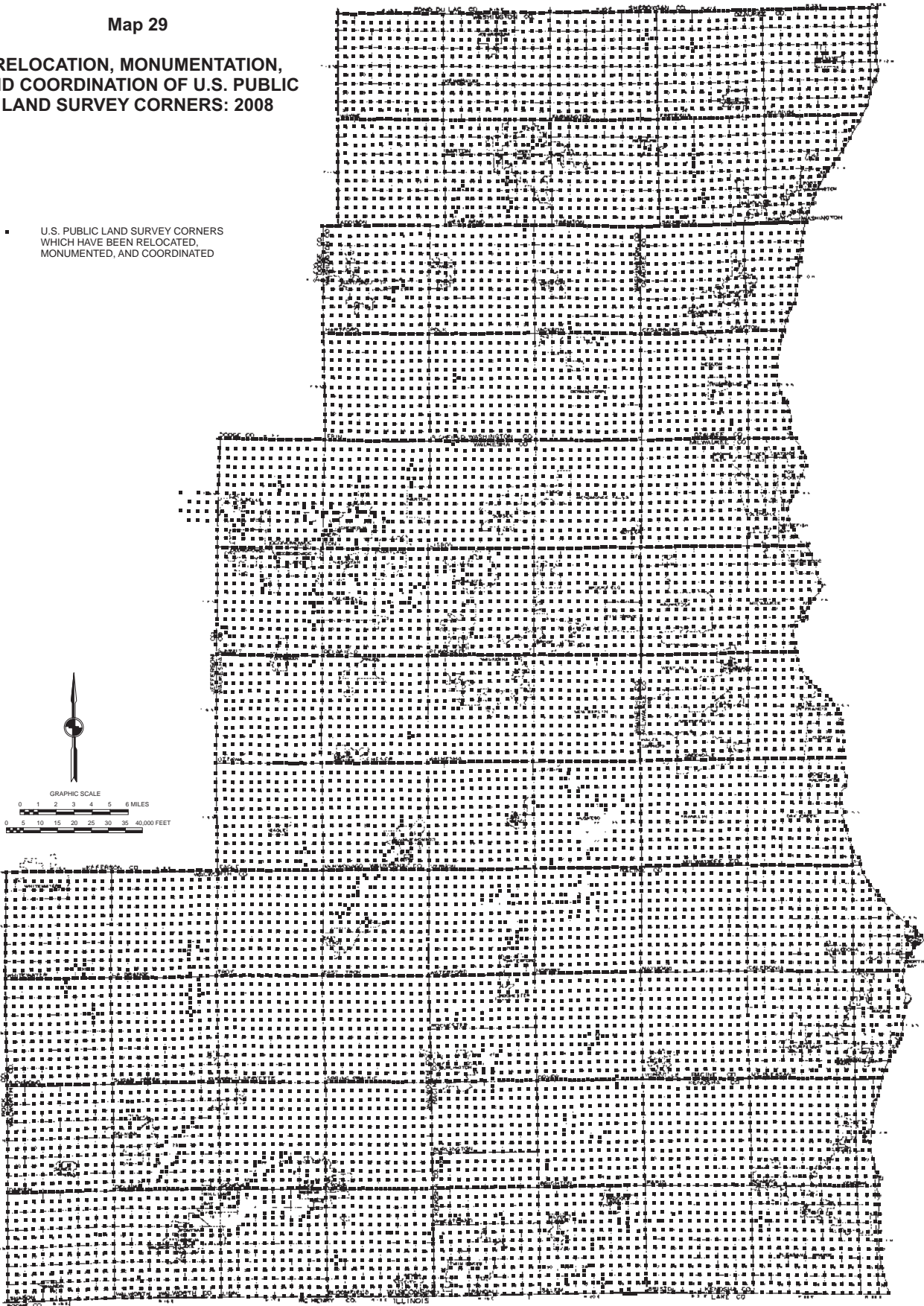
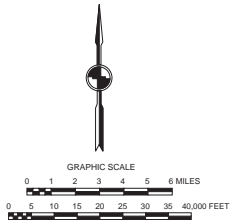


Table 21

**RELOCATION, MONUMENTATION, AND COORDINATION OF U.S. PUBLIC LAND  
SURVEY CORNERS AND COMPLETION OF LARGE-SCALE TOPOGRAPHIC MAPPING: 2008**

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

<sup>a</sup>The 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.

<sup>b</sup>Includes 22 cities, 21 villages, and four towns.

<sup>c</sup>Because of the need to set witness corners, these 11,753 U.S. Public Land Survey corners, including the centers of the sections, are marked by 11,985 monuments.

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

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

<sup>a</sup>Includes 22 cities, 21 villages, and four towns.

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 34.

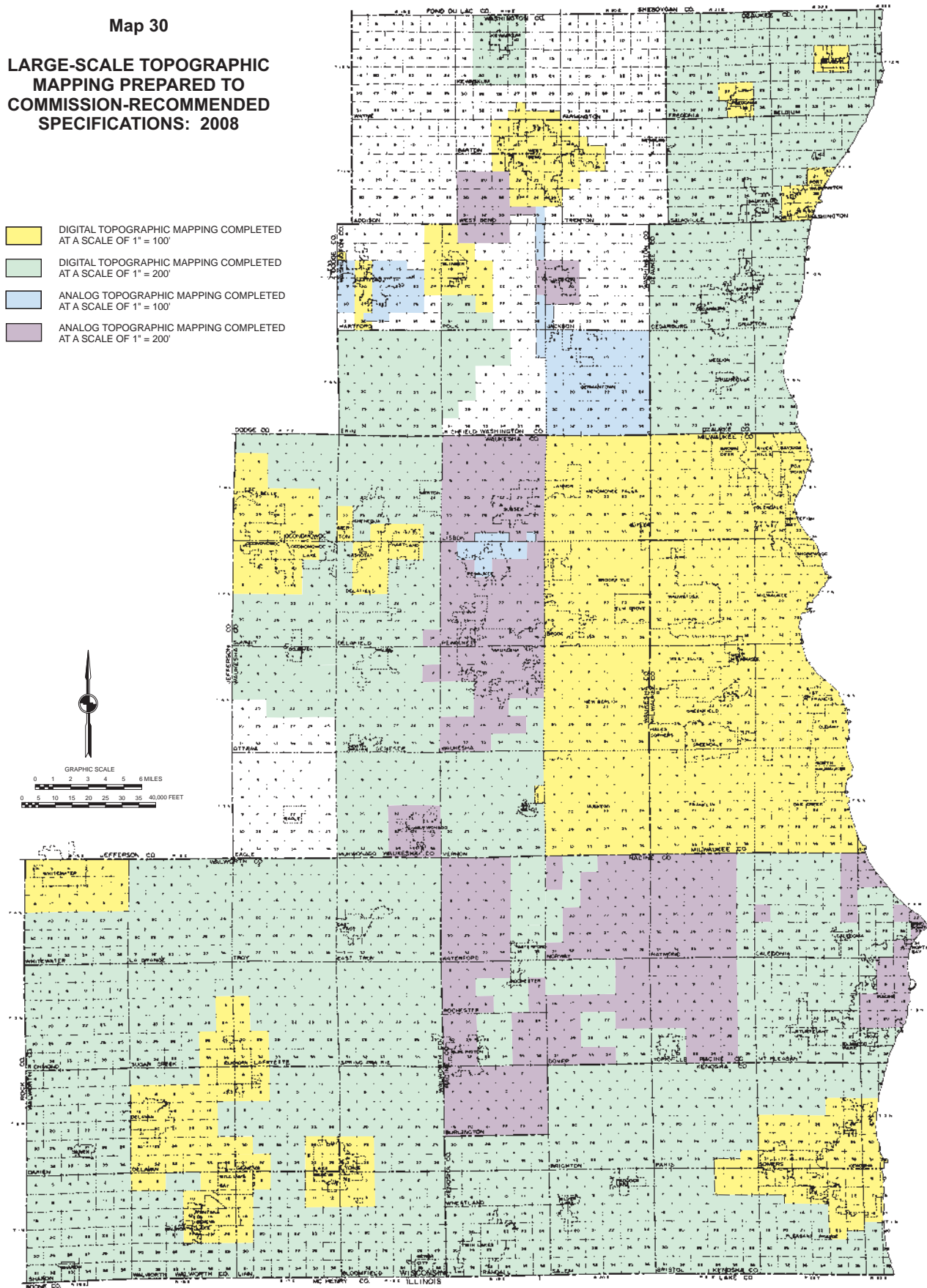
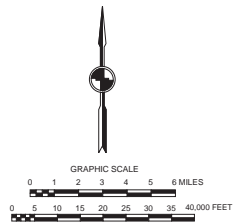
## DATUM TRANSFORMATION

The Commission-recommended horizontal control survey network within the Region is referenced to the North American Datum of 1927 (NAD 27), a datum based upon the Clarke Spheroid of 1866, a spheroid

which fits the North American Continent and the Southeastern Wisconsin Region well. The Commission-recommended vertical control survey network within the Region is referenced to the National Geodetic Vertical Datum of 1929 (NGVD 29), a datum formerly known as the Sea Level Datum of 1929. In 1973 the Federal Government undertook a readjustment of the national horizontal control survey network, and adopted a new horizontal datum known as the North American Datum of 1983 (NAD 83), utilizing a new reference spheroid known as the Geographic Reference System of 1980. In 1977, the Federal government undertook a readjustment of the

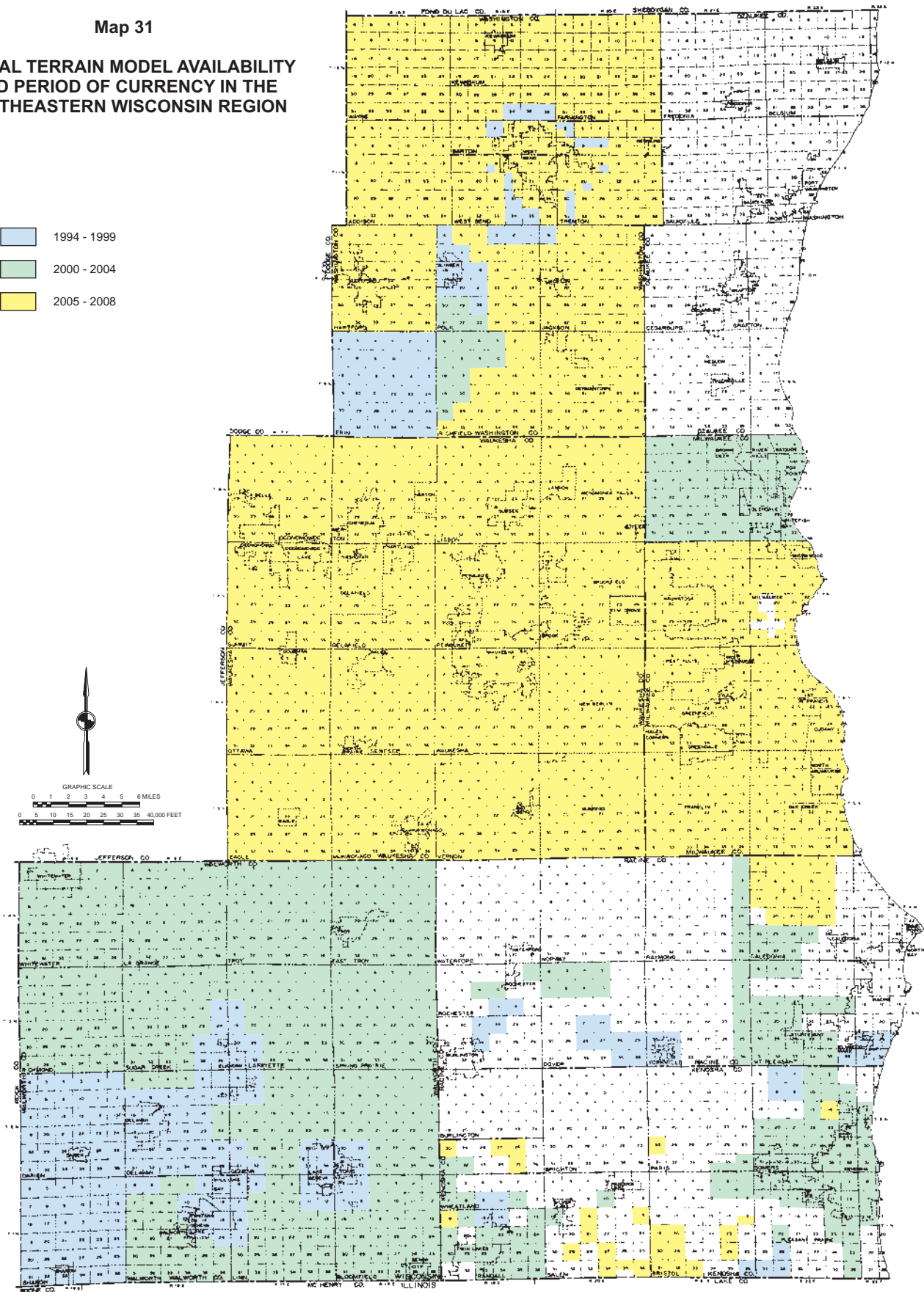
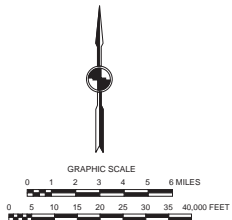
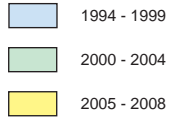


**LARGE-SCALE TOPOGRAPHIC  
MAPPING PREPARED TO  
COMMISSION-RECOMMENDED  
SPECIFICATIONS: 2008**



Map 31

**DIGITAL TERRAIN MODEL AVAILABILITY  
AND PERIOD OF CURRENCY IN THE  
SOUTHEASTERN WISCONSIN REGION**



Map 32

**LARGE-SCALE CADASTRAL MAPPING  
PREPARED TO COMMISSION-RECOMMENDED  
SPECIFICATIONS UNDER PROGRAMS  
ADMINISTERED BY THE COMMISSION: 2008**

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

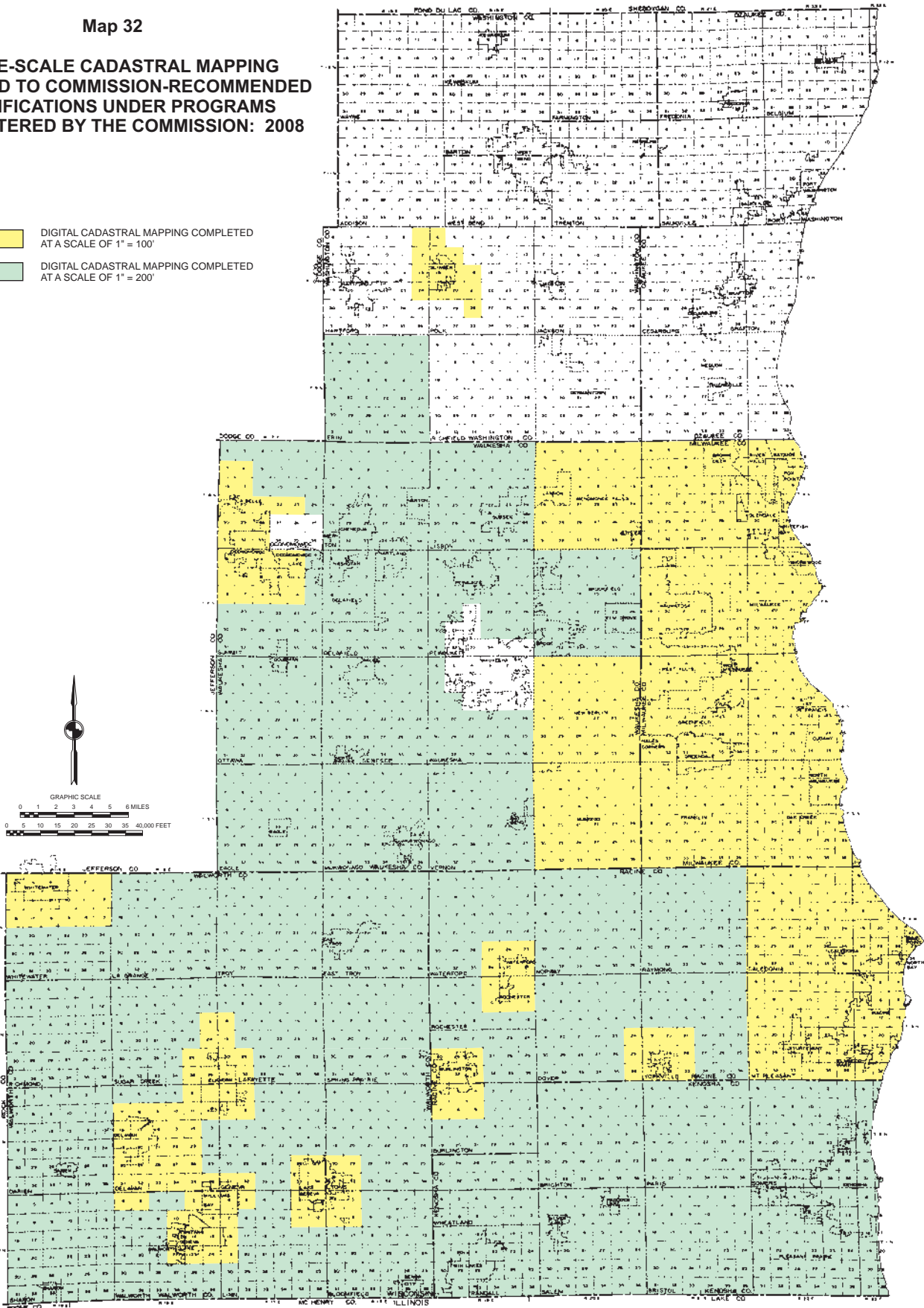
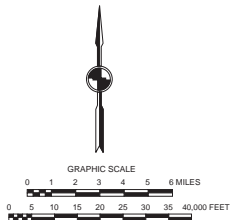




Figure 31

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

national vertical control survey network and adopted a new vertical datum, known as the North American Vertical Datum of 1988 (NAVD 88). The use of these new datums within the Region does not provide any significant advantages over the continued use of the Commission-recommended datums. Since no benefits can be shown to occur from the use of the new datums and since a change in datums would incur very high costs, the Commission has determined to continue to recommend utilization of the older datums as a basis for surveying and mapping operations within the Region.

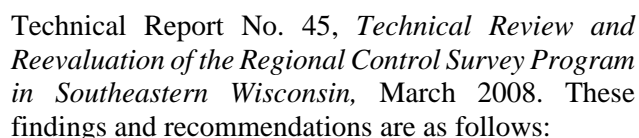
In order to facilitate the use of the new datums within the Region by such agencies as may determine to do so, the Commission, in July 1993 and October 1994, entered into agreements with Mr. Earl F. Burkholder,

PS, PE, a consulting geodetic engineer for development of operational computation systems that would permit the ready and reliable bidirectional transformation of coordinates between the two horizontal and two vertical datums concerned. The computational systems were documented in SEWRPC Technical Report No. 34, *A Mathematical Relationship between NAD27 and NAD83(91) State Plane Coordinates in Southeastern Wisconsin*, December 1994; and SEWRPC Technical Report No. 35, *Vertical Datum Differences in Southeastern Wisconsin*, December 1995. Time has proven the computational systems documented in these reports to be sound and useful for their intended purposes.

Further changes in surveying technology since 1993 caused the Commission in 2008 to undertake a further review and evaluation of the Commission-recommended control survey program and the Commission role in that program. These changes have included, among others, the adjustment of the once "new" Federal datums to create NAD 83 (2007) and NGVD 88 (2007); the use of global positioning system (GPS) technology for both horizontal and vertical positioning; and the provision of a continuously operating reference station (CORS) network within the Region by the Wisconsin Department of Transportation to facilitate the use of GPS technology. These changes, and particularly the ability of GPS technology to accurately locate coordinate positions, led the Commission to create a Technical Advisory Committee of knowledgeable users of the recommended regional control survey system and asked that the Committee: 1) critically review and evaluate the continued utility of the Commission-recommended control survey system network; 2) recommend any needed changes in the network and the means for its perpetuation and use; and 3) recommend the Commission role, if any, in such perpetuation. Membership of that Committee is set forth in Appendix B of this report.

The findings and recommendations of the Technical Advisory Committee are set forth in SEWRPC

### TYPICAL CONTROL SURVEY SUMMARY DIAGRAM



- Technical Report No. 45, *Technical Review and Evaluation of the Regional Control Survey Program Southeastern Wisconsin*, March 2008. These findings and recommendations are as follows:
1. The Commission, its constituent counties and municipalities, and such special purpose governmental agencies as the Milwaukee Metropolitan Sewerage District should continue to utilize NAD 27 and NGVD 29 as a basis for horizontal and vertical survey operations within the Region, including land and public works related survey operations.
  2. The Commission, in cooperation with its constituent counties, should continue to maintain the network of monuments that perpetuate the U.S. Public Land Survey System and the attendant horizontal and vertical control survey networks within the Region; and
  3. The Commission should undertake the development of new equations for the bidirectional transformation of State Plane Coordinates between NAD 27 and NAD 83 (2007), and orthometric elevations between NGVD 29 and NAVD 88 (2007).

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

Phase II of the work is to consist of the actual development of the desired bidirectional transformation equations; the conduct of the recommended additional geodetic survey work within the Region; and the demonstration of the practicality of utilizing GPS technology with the CORS network newly established within the Region by WisDOT. Phase II of the work is to be completed in calendar year 2009, and the findings and recommendations reported in a Commission technical report.

## **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.

In 2008, under the requirements of this legislation, the Division received, indexed, and filed 1,476 records of land surveys completed within Milwaukee County, the only county within the Region which meets the statutory criteria concerned. In addition, the Commission began a project in 2006 to incorporate historic records of land surveys acquired from a now defunct land surveying firm. During 2008 a significant portion of these records were indexed and filed, bringing the total number of records of land surveys completed within Milwaukee County which have been filed by the Division to 71,570.

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

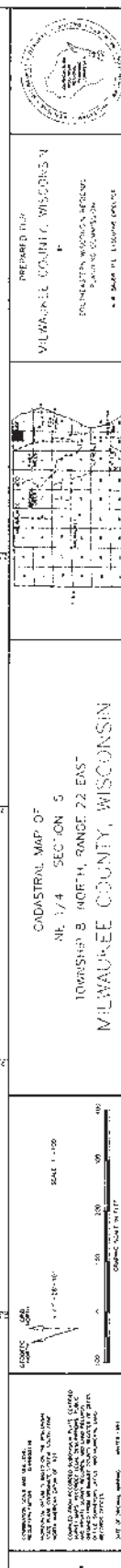
## **WALWORTH COUNTY COURT HOUSE SQUARE SURVEY**

Under a contract between Walworth County and the Commission, the Commission provides County Surveyor services to the County and its constituent municipalities. The contract calls for the annual appointment by the County Board of a County Surveyor, that office presently being filled by Kurt W. Bauer, PE, RLS. Pursuant to its responsibilities under the subject contract, the Commission in 2008, received a request from Walworth County and the City of Elkhorn for assistance in identifying, and perhaps changing, the location, configuration and legal description of the boundaries of the Walworth County Court House Square in Elkhorn.

Research conducted by the Commission staff in response to this request found that ownership of the public central square concerned was ambiguous. The research indicated that in 1839 the County commissioned Mr. Edward Norris, then County







Surveyor, to prepare a plat of a land subdivision creating what eventually became the central area of the City of Elkhorn. The plat enclosed a public square, but did not distinguish between—that is, did not draw boundaries between—the areas intended to be used as public streets and the rest of the public square. Under conventional land subdivision practice, the public square shown on the plat became the property of the local unit of government concerned—in this case, the then Town of Elkhorn. The Town subsequently became the Village of Elkhorn, and the Village later became the present City of Elkhorn. The research could find no written evidence that Walworth County intended the public square shown on the plat to be retained by the County, with only the framing public street rights-of-way being conveyed to the Town of Elkhorn. Construction of a succession of county buildings, including the present County Government Center—former Court House—on the site, indicated that the intent of the County was to retain ownership of the square. This ambiguity of ownership created problems for the City and the County concerning the responsibilities for the construction and maintenance of street and utility improvements on and adjacent to the public square.

At an interagency staff meeting called by the Commission, it was agreed that a need existed to precisely and legally define the areal extent of a County Court House Square, distinguishing that Square from the adjacent framing public street rights-of-way used for both vehicular and pedestrian movement and utility location and maintenance. Accordingly, the County Surveyor was asked to locate and monument agreed upon boundaries of a Court House Square so that the City and County could have a quit-claim deed prepared that would have the effect of quieting the land title ownership claims associated with the failure of the original plat to identify the boundaries of a “Court House Square” as opposed to a “Public Square,” and to delineate the framing public street rights-of-way.

The County Surveyor completed the necessary survey monumenting the agreed upon boundaries of the Court House Square and the right-of-way lines of the framing public streets. The results of the survey were documented in a letter report dated November 11, 2008, addressed to Mr. David A. Bretl, Walworth County Administrator and Mr. Samuel E. Tapson, City Administrator with an attendant certified survey map. A copy of the plat of survey forming the basis for the preparation of the required certified survey map is

shown in Figure 33. The certified survey map was approved by the City as required under its land subdivision control ordinance, and the map recorded with the Register of Deeds on December 16, 2008. Under State law such a map provides the legal basis for the subdivision of land and for the description and conveyance of title in land. The City and County subsequently used the certified survey map to prepare a quit-claim deed under which the City conveyed to the County any ownership it had in the now delineated Court House Square, retaining the framing public street rights-of-way in City ownership. The quit-claim deed was executed and recorded. The survey creating and monumenting the desired boundaries of the County Court House Square, and creating and monumenting the rights-of-way of the framing public streets, provides a sound and effective basis for the construction, maintenance, and operation of public works facilities in the area by both the City and the County, ending 170 years of ambiguity in public ownership and responsibilities attendant to the public square of the City of Elkhorn as originally platted.

## **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 31 and 32—are updated on the internet site as new or revised data becomes available. In 2008, the Commission completed work on updating the website to include access to the record of land surveys index data base. At present, the user is able to locate a particular record, or plat of survey, which has been filed in the Commission offices. The internet site can be accessed at [www.sewrpc.org/regionallandinfo/](http://www.sewrpc.org/regionallandinfo/).

## **REPRODUCTION SERVICES**

In addition to serving all other Commission divisions through in-house reproduction of reports, the Division provided reproduction services for local units of government and private interests. During 2008, a total of 639 prints of aerial photographs and 18 large-scale topographic maps of portions of the Region were reproduced, along with one soil map print.



# PLAT OF SURVEY OF PUBLIC SQUARE ELKHORN, WISCONSIN



## FINAL REPORT PRODUCTION

The Commission produces most of its documents using in-house staff and equipment. During 2008, the Cartographic and Graphic Arts Division was responsible for the production of the following Commission publications:

### PLANNING REPORTS

- No. 23, 2nd Edition, *A Jurisdictional Highway System Plan for Washington County*, July 2008, 87 pages

### TECHNICAL REPORTS

- No. 45, *Technical Review and Reevaluation of the Regional Control Survey Program in Southeastern Wisconsin*, March 2008, 133 pages
- No. 47, *Groundwater Recharge in Southeastern Wisconsin Estimated by a GIS-Based Water-Balance Model*, July 2008, 23 pages

### COMMUNITY ASSISTANCE

#### PLANNING REPORTS

- No. 60, 2nd Edition, *A Lake Management Plan for Geneva Lake, Walworth County, Wisconsin*, May 2008, 194 pages
- No. 198, 2nd Edition, *A Lake Management Plan for Wind Lake, Racine County, Wisconsin*, June 2008, 216 pages
- No. 250, 2nd Edition, *A Park and Open Space Plan for the City of West Bend: 2020, Washington County, Wisconsin*, March 2008, 121 pages
- No. 284, *Pebble Creek Watershed Protection Plan, Waukesha County, Wisconsin*, June 2008, Part One, 246 pages
- No. 290, *A Comprehensive Plan for the Town of Barton: 2035, Washington County, Wisconsin*, April 2008, 281 pages
- No. 304, *Action Plan for the Revitalization of the 30th Street Industrial Corridor, City of Milwaukee, Milwaukee County, Wisconsin*, November 2008, 66 pages

## ANNUAL REPORTS

- *2007 Annual Report*, September 2008, 218 pages

### MEMORANDUM REPORT

- No. 169, *An Aquatic Plant Management Plan for Friess Lake, Washington County, Wisconsin*, June 2008, 102 pages
- No. 170, *Land Evaluation and Site Assessment (LESA) Analysis of Farmlands in Ozaukee County: 2007*, January 2008, 43 pages
- No. 171, *Assessment of Lake Michigan Shoreline Erosion Control Structures in Racine County*, January 2008, 34 pages
- No. 173, *An Aquatic Plant Management Plan for Pine and Beaver Lakes, Waukesha County, Wisconsin*, October 2008, 122 pages
- No. 178, *Public Transit-Human Services Transportation Coordination Plan for Kenosha County: 2008*, December 2008, 25 pages
- No. 179, *Public Transit-Human Services Transportation Coordination Plan for Milwaukee County: 2008*, December 2008, 36 pages
- No. 180, *Public Transit-Human Services Transportation Coordination Plan for Ozaukee County: 2008*, December 2008, 34 pages
- No. 181, *Public Transit-Human Services Transportation Coordination Plan for Racine County: 2008*, December 2008, 38 pages
- No. 182, *Public Transit-Human Services Transportation Coordination Plan for Walworth County: 2008*, December 2008, 36 pages
- No. 183, *Public Transit-Human Services Transportation Coordination Plan for Washington County: 2008*, December 2008, 36 pages
- No. 184, *Public Transit-Human Services Transportation Coordination Plan for Waukesha County: 2008*, December 2008, 36 pages

## NEWSLETTERS

- *Summary of A Regional Water Quality Management Plan Update for the Greater Milwaukee Watersheds*, March 2008, 24 pages
- *Regional Water Supply Plan for Southeastern Wisconsin*, December 2008, 20 pages
- *Assessment of Lake Michigan Shoreline Erosion Control Structures in Racine County*, 2008, 4 pages

## OTHER

- *Amendment to the Regional Water Quality Management Plan, City of Mequon*, March 2008, 4 pages

- *Amendment to the Regional Water Quality Management Plan, Village of Paddock Lake*, March 2008, 4 pages
- *Amendment to the Regional Water Quality Management Plan, Brookfield-Elm Grove Sanitary Sewer Service Area*, June 2008, 4 pages
- *Amendment to the Regional Water Quality Management Plan, City of Burlington*, June 2008, 2 pages
- *Amendment to the Regional Water Quality Management Plan, Village of Jackson and Environs*, June 2008, 4 pages
- *Amendment to the Regional Water Quality Management Plan, City of New Berlin*, December 2008, 4 pages





# GEOGRAPHIC INFORMATION SYSTEMS DIVISION

## DIVISION FUNCTIONS

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

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

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

## COMPUTER MAPPING CAPABILITIES

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

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

## **GIS MAPPING SERVICES**

The GIS Division facilitates the Commission's planning activities with map preparation and other mapping services. The Division prepares customized maps in both digital and hardcopy form to support project requirements of the planning staff. Additional mapping services include collection of digital map inventories and conducting spatial data analysis to assist completion of planning projects.

In 2008, the GIS Division assisted with the following:

- Completed digital data collection for the 2005 Regional Wetland Inventory
- Digitized the 2005 Environmental Corridor Inventory
- Continued updates to the digital base map of the Region
- Prepared thematic and reference maps for comprehensive plans covering several counties and local municipalities
- Completed thematic maps for a number of lake management plans
- Continued data collection and map revisions for floodplain mapping in Milwaukee and Waukesha Counties

## **DEVELOPMENT OF A REGIONAL GEOGRAPHIC INFORMATION SYSTEM**

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

Commission's regional geographic information system and, where applicable, the year of currency of each data set, includes the following:

- Aerial Orthophotography: 1995, 2000, 2005, 2007
- Land Use: 1963, 1970, 1980, 1985, 1990, 1995, 2000
- Soil Mapping Units
- Historical Urban Growth: 1995, 2000
- Vegetation: 1985
- Wildlife Habitat: 1985
- Inventory Environmental Corridors: 1990, 1995, 2000, 2005
- Planned Environmental Corridors
- Wetland Inventory: 2005
- Floodplain Boundaries
- Pre-Settlement Vegetation: 1836
- County Base Maps: 1985, 1990, 1995, 2000, 2005
- Natural Areas and Critical Species Habitats
- Civil Division Boundaries: 1985, 1990, 1995, 2000
- Regional Land Use Plans: 2010, 2020, 2035
- Watershed, Subwatershed, and Subbasin Boundaries
- Park and Open Space Sites
- Sewer Service Areas
- Depth to Bedrock
- Depth to Water Table
- Water Table Elevation
- Contaminant Attenuation Potential of Soils
- Groundwater Contamination Potential

## **REGIONAL ORTHOPHOTOGRAPHY PROGRAM**

The Commission has a long-standing program of obtaining aerial photography of the Southeastern Wisconsin Region at regular intervals. Conventional

aerial photography was first acquired in 1963 and thereafter collected in 1967, 1970, and at five-year intervals since. The early aerial photography was prepared as a black-and-white hardcopy product.

Beginning in 1995, the Commission upgraded the aerial photography to collect black-and-white orthophotography in both hardcopy and digital form. Orthophotography is aerial photography that is enhanced by the removal of horizontal displacement caused by ground relief, thereby creating image products that can be used as true maps. In 2005, the regional product was further enhanced with the collection of 12-inch pixel resolution color orthophotography in digital format only. Milwaukee and Waukesha Counties conducted separate projects that acquired more detailed 6-inch pixel resolution orthophotography to contribute to the regional product. Hardcopy orthophoto products were not included in the 2005 orthophotography project, but can be prepared on demand from the digital orthophoto files.

In 2007, the Commission conducted an orthophotography project that acquired color 12-inch pixel resolution imagery for Milwaukee, Ozaukee, and Waukesha Counties and a portion of Washington County. The project was partially funded by a grant award from the U.S. Geological Survey as part of the Federal Homeland Security Program. The 2007 orthophotography project obtained color digital orthophoto files in both GeoTIFF format and MrSID compressed file format. In addition, the digital terrain model files used to prepare previous orthophotography were updated where necessary. The digital files were reviewed by Commission staff and were delivered to the counties in early 2008.

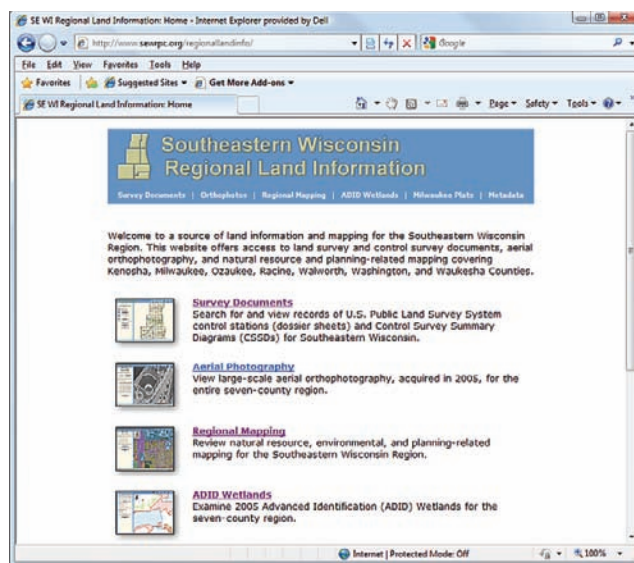
Planning is underway for the next regional orthophotography project to be conducted in 2010. The Commission staff is preparing specifications and discussing budget and funding options with project participants.

## REGIONAL LAND INFORMATION WEBSITE

In 2003, the Commission continued the development of a regional geographic information system with the creation of a land information website (see Figure 34). The Southeastern Wisconsin Regional Land Information website ([http://www.sewrpc.org/regional\\_landinfo](http://www.sewrpc.org/regional_landinfo)) is a cooperative effort between the

Figure 34

### REGIONAL LAND INFORMATION WEBSITE



Commission and the Land Information Officers and staffs of the seven counties. Partially funded by grants from the Wisconsin Land Information Program, the website provides access to land and control survey documents, aerial orthophotography, and regional planning maps. The website also offers access to parcel maps maintained and contributed by participating counties.

One important function of the website is online access to current land and control survey documents. Users can search for two types of survey documents: control station (dossier) sheets and Control Survey Summary Diagrams (CSSDs). A dossier sheet is a record of a USPLSS control station, generally a section corner, quarter-section corner, center of section, or witness corner. Each sheet contains an identification of the corner, a sketch of the location, witness monuments and ties, monument coordinates and elevations, and other surveyor's information. CSSDs summarize horizontal and vertical control survey information obtained from the high-order control surveys carried out within the Southeastern Wisconsin Region. Each Control Survey Summary Diagram covers six USPLSS sections and shows the location and type of corner monuments; coordinates and elevations of the located corners; and grid distances, bearings, and interior angles of all USPLSS section and quarter-section lines.

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

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

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

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

## **DEVELOPMENT OF COUNTY-BASED LAND INFORMATION SYSTEMS**

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

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

The first four components of this model establish the creation of large-scale topographic base maps and cadastral overlay maps founded upon a Commission-recommended monumented control survey network that accurately relates the U.S. Public Land Survey System to the State Plane Coordinate System. With

this foundation in place, the final component of planning-oriented mapping can be added to create a modern system of land information access and management. Land information systems developed in this manner can be further enhanced with the addition of a wide variety of maps and related data files, providing information on demographic and administrative areas, public works, transportation, emergency services, public safety, land conservation, and numerous other applications. All counties and many local units of government in the Region are actively developing and enhancing land information systems according to this model of implementation.

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

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

The Commission has continued to assist the seven counties in the implementation of their initial and updated land information plans. In 2008, the Commission carried out the following major activities in support of development of the county-based land information systems:

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

boundary data set that can be used for local floodplain zoning and in updating Federal Emergency Management Agency flood insurance rate maps. Upon completion of this project, floodplain boundaries will be accurately delineated and added to the land information data sets—including county-wide digital cadastral and topographic mapping—which have been prepared under the MCAMLIS program.

- The Commission, on behalf of the MCAMLIS Steering Committee, continued a project that will acquire color orthophotography, new digital terrain model files, and new and updated digital topographic mapping for all of Milwaukee County. The orthophotography files and the majority of the digital terrain model files and digital topographic map files were delivered to the County by early 2007. The exception is the area covered by the Marquette Interchange Reconstruction Project, where final digital terrain model files and topographic map files will be completed for an approximately three-square-mile area in 2009.
- In Ozaukee County, the Commission continued to work with County staff on a shoreland and floodplain zoning mapping project. This project involves the preparation of digital and hardcopy shoreland zoning maps covering all Towns in the County. The mapping will contain floodplain and floodway boundaries, navigable water features, shoreland boundaries, wetlands, and related features.
- In Racine County, the Commission completed a large-scale topographic mapping project covering an approximately 12-square-mile area. The project resulted in the preparation of new digital and hardcopy topographic mapping and digital terrain model files for the project area.
- The Commission assisted Walworth County with map maintenance services in 2008. Under an agreement with the County, the Commission staff performed regular updates to the County's digital zoning map.
- The Commission continued to provide technical assistance to Waukesha County by attending 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 2008 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 2008, 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 2008, the Division distributed a total of 6,011 copies of Commission publications. These included

the following: one prospectus, 123 planning reports, 127 amendments to planning reports, 169 technical reports, 526 community assistance planning reports, 513 memorandum reports, 491 annual reports, 4,055 newsletters, four transportation improvement programs, one planning guide, and two lake use reports. In addition, the Division distributed 639 aerial photographs, one soils map, and 18 topographic maps.

## **APPENDICES**



## Appendix A

### SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION COMMISSIONERS AND COMMITTEES: DECEMBER 2008

#### COMMISSIONERS

	Term Expires
<b>KENOSHA COUNTY</b>	
*** Robert W. Pitts .....	2012
** Adelene Greene .....	2010
* Anita M. Faraone.....	2010
<b>MILWAUKEE COUNTY</b>	
*** William R. Drew, Treasurer .....	2008
** Lee Holloway.....	2010
* George A. Torres.....	2014
<b>OZAUKEE COUNTY</b>	
** Thomas H. Buestrin, Chairman .....	2008
*** William E. Johnson.....	2012
* Gustav W. Wirth, Jr., Secretary.....	2008
<b>RACINE COUNTY</b>	
*** Susan S. Greenfield .....	2010
* Michael J. Miklasevich.....	2014
** Mary A. Kacmarcik .....	2012
<b>WALWORTH COUNTY</b>	
*** Richard A. Hansen, Vice-Chairman.....	2012
** Gregory L. Holden .....	2008
* Nancy Russell .....	2012
<b>WASHINGTON COUNTY</b>	
* John M. Jung.....	2014
** Daniel S. Schmidt.....	2010
*** David L. Stroik.....	2012
<b>WAUKESHA COUNTY</b>	
* James T. Dwyer .....	2012
*** Anselmo Villareal.....	2010
** Paul G. Vrakas .....	2010
* Elected by County Board or appointed by County Executive and confirmed by County Board.	
** Appointed by the Governor from a County-supplied list of candidates.	
*** Appointed by the Governor on his own motion without reference to any County-supplied list.	

#### COMMITTEES

##### EXECUTIVE COMMITTEE

Thomas H. Buestrin, Chairman  
Richard A. Hansen, Vice-Chairman  
William R. Drew  
James T. Dwyer  
Adelene Greene  
Michael J. Miklasevich  
Daniel S. Schmidt  
David L. Stroik  
Gustav W. Wirth, Jr.

##### ADMINISTRATIVE COMMITTEE

David L. Stroik, Chairman  
Adelene Greene, Vice-Chairman  
Thomas H. Buestrin  
William R. Drew  
James T. Dwyer  
Richard A. Hansen  
Michael J. Miklasevich  
Daniel S. Schmidt  
Gustav W. Wirth, Jr.

##### INTERGOVERNMENTAL AND PUBLIC RELATIONS COMMITTEE

Michael J. Miklasevich, Chairman  
James T. Dwyer, Vice-Chairman  
Thomas H. Buestrin  
William R. Drew  
Anita M. Faraone  
Lee Holloway  
John M. Jung  
Nancy Russell  
George A. Torres  
Gustav W. Wirth, Jr.

##### PLANNING AND RESEARCH COMMITTEE

Daniel S. Schmidt, Chairman  
Thomas H. Buestrin  
Anita M. Faraone  
Susan S. Greenfield  
Gregory L. Holden  
Lee Holloway  
William E. Johnson  
John M. Jung  
Mary A. Kacmarcik  
Michael J. Miklasevich  
Robert W. Pitts  
Nancy Russell  
David L. Stroik  
George A. Torres  
Anselmo Villarreal  
Paul G. Vrakas





## Appendix B

### COMMISSION ADVISORY COMMITTEES: 2008

#### TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON REGIONAL AIRPORT SYSTEM PLANNING

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

#### KENOSHA COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

Ray Arbet ..... Director of Public Works,  
Chairman Kenosha County  
Kenneth R. Yunker ..... Executive Director,  
Secretary Southeastern Wisconsin  
Regional Planning Commission  
David C. Buehn ..... President, Village of Paddock Lake  
Jeffrey J. Butler ..... Chairman, Town of Wheatland  
David E. Cox ..... Administrator, Village of Twin Lakes  
Virgil Gentz ..... Chairman, Town of Paris  
Barry S. Goad ..... President, Village of Genoa City  
Richard Gossling ..... Chairman, Town of Bristol  
Dewayne J. Johnson ..... Director, Southeast Region,  
Wisconsin Department of Transportation  
Roger Johnson ..... President, Village of Silver Lake  
Thomas W. Kerkman ..... Chairman, Town of Brighton  
Michael M. Lemens ..... Director of Engineering, City of Kenosha  
Dwight E. McComb ..... Planning and Program  
Development Engineer,  
U.S. Department of Transportation,  
Federal Highway Administration  
George E. Melcher ..... Director, Department of Planning and  
Development, Kenosha County  
Matthew Ostrander ..... Chairman, Town of Randall  
James M. Smith ..... Chairman, Town of Somers  
Michael Spence ..... Village Engineer, Village of Pleasant Prairie  
Diann D. Tesar ..... Chairman, Town of Salem

#### MILWAUKEE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

George A. Torres ..... Director of Transportation and Public Works,  
Chairman Department of Parks and Public Infrastructure  
Milwaukee County  
Kenneth R. Yunker ..... Executive Director,  
Secretary Southeastern Wisconsin  
Regional Planning Commission  
John M. Bennett ..... City Engineer, City of Franklin  
Curt Bolton ..... City Engineer,  
City of Greenfield  
Patrick Casey ..... Village Administrator, Village of West Milwaukee  
Melinda K. Dejewski ..... City Engineer, City of St. Francis  
David Eastman ..... Director of Public Works, City of Glendale

#### MILWAUKEE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE (continued)

Richard Farrenkopf ..... Interim Director of Public Works/  
Village Engineer, Village of Whitefish Bay  
E. Craig Faucett ..... City Engineer,  
City of Cudahy  
Dewayne J. Johnson ..... Director, Southeast Region,  
Wisconsin Department of Transportation  
William A. Kappel ..... Director of Public Works,  
City of Wauwatosa  
Michael G. Lewis ..... City Engineer, City of West Allis  
Jeffery J. Mantes ..... Commissioner of Public Works,  
City of Milwaukee  
Michael J. Martin ..... Director of Public Works, Village of Hales Corners  
Andrew Pederson ..... Village Manager, Village of Bayside  
Allen Radliff ..... Wisconsin Division Administrator,  
Federal Highway Administration,  
U.S. Department of Transportation  
Susan E. Robertson ..... Village Manager, Village of Fox Point  
Wayne St. John ..... Director of Public Works, City of Oak Creek  
Chris Swartz ..... Village Manager, Village of Shorewood  
Carl J. Tisonik ..... Director of Public Works, Village of Greendale  
Thomas W. Tollaksen ..... Village Manager, Village of River Hills  
Russell Van Gompel ..... Village Manager, Village of Brown Deer  
Kyle E. Vandercaer ..... City Engineer, City of South Milwaukee

#### OZAUKEE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

Robert R. Dreblow ..... Highway Commissioner,  
Chairman Ozaukee County  
Kenneth R. Yunker ..... Executive Director,  
Secretary Southeastern Wisconsin  
Regional Planning Commission  
Lester A. Bartel, Jr. .... Chairman, Town of Grafton  
Bill Cording ..... Clerk, Village of Newburg  
Karl V. Hertz ..... President, Village of Thiensville  
William Hoppe ..... City Engineer, City of Mequon  
Dewayne J. Johnson ..... Director, Southeast Region,  
Wisconsin Department of Transportation  
James Kadow ..... Chairman, Town of Saukville  
Francis J. Kleckner ..... Chairman, Town of Belgium  
Richard Mueller ..... Chairman, Town of Fredonia  
Dave Murphy ..... Director of Public Works/  
Village Engineer, Village of Grafton  
Gregory P. Myers ..... Mayor, City of Cedarburg  
Allen Radliff ..... Wisconsin Division Administrator,  
Federal Highway Administration,  
U.S. Department of Transportation  
Lee E. Schlenvogt ..... Chairman, Town of Port Washington  
Donald J. Schommer ..... President, Village of Belgium  
Joseph Short ..... President, Village of Fredonia  
James H. Uselding ..... Chairman, Ozaukee County  
Public Works Committee  
David Valentine ..... Chairman, Town of Cedarburg  
Robert Vanden Noven ..... City Engineer/Public Works Director,  
City of Port Washington  
Roy Wilhelm ..... Director of Public Works,  
Village of Saukville

#### RACINE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

David Prott ..... Director of Public Works,  
Chairman Racine County  
Kenneth R. Yunker ..... Executive Director, Southeastern  
Secretary Wisconsin Regional Planning Commission  
Michael Aimone ..... President, Village of Union Grove  
Julie A. Anderson ..... Director, Planning  
and Development,  
Racine County  
Michael H. Andreasen ..... President, Village of Mount Pleasant  
Donna Block ..... Supervisor, Town of Waterford  
Christopher Denman ..... President, Village of Rochester  
Rebecca Ewald ..... Administrator, Village of Waterford  
Raymond A. Gromacki ..... Chairman, Town of Dover  
Michael A. Hayek ..... Village Engineer, Village of Caledonia  
Steven Jansen ..... President, Village of Sturtevant  
Dewayne J. Johnson ..... Director, Southeast Region,  
Wisconsin Department of Transportation

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

Richard M. Jones ..... Commissioner of Public Works,  
City of Racine  
Gary Kastenson ..... Chairman, Town of Raymond  
Jeffrey Katz ..... Manager of Planning and Engineering Services,  
Public Works Department, Racine County  
Thomas R. Kramer ..... Treasurer, Town of Norway  
Robert Miller ..... Mayor, City of Burlington  
Dennis C. Mahoney ..... President, Village of North Bay  
Terrence J. McMahon ..... Supervisor, Town of Yorkville  
Brian F. O'Connell ..... Director of City Development, City of Racine  
Kurt Petrie ..... Chairman, Town of Burlington  
Allen Radliff ..... Wisconsin Division of Administrator  
Federal Highway Administration,  
U.S. Department of Transportation  
William F. Schalk ..... President, Village of Wind Point  
Audrey Viau ..... President, Village of Elmwood Park  
Michael Weinkauff ..... Supervisor, Town of Rochester

**WALWORTH COUNTY  
JURISDICTIONAL HIGHWAY PLANNING COMMITTEE**

Shane Crawford ..... Director of Public Works, Walworth County  
Chairman  
Kenneth R. Yunker ..... Executive Director, Southeastern  
Secretary Wisconsin Regional Planning Commission  
Joseph Abell ..... Chairman, Town of Walworth  
Tom Brandemuehl ..... Superintendent of Public Works,  
Village of Mukwonago  
Kevin M. Brunner ..... City Manager, City of Whitewater  
Allen Curler ..... Chairman, Town of Troy  
Charles Dorn ..... President, Village of Sharon  
Ron Fero ..... Chairman, Town of Whitewater  
Barry S. Goad ..... President, Village of Genoa City  
Dewayne J. Johnson ..... Director, Southeast Region  
Wisconsin Department of Transportation  
Dennis Jordan ..... Administrator, City of Lake Geneva  
Daniel L. Lauderdale ..... Chairman, Town of Geneva  
William R. Loesch ..... President, Village of East Troy  
Cecil R. Logterman ..... Chairman, Town of Darien  
William R. Mangold ..... Chairman, Town of Lyons  
Dwight E. McComb ..... Planning and Program Development Engineer,  
U.S. Department of Transportation,  
Federal Highway Administration  
Jerry Mehring ..... Superintendent of Public Works,  
Village of Williams Bay  
Robert Metzner ..... President, Village of Darien  
Kenneth Monroe ..... Chairman, Town of Bloomfield  
Ron R. Mueller ..... Chairman, Town of East Troy  
Ron Pollitt ..... President, Village of  
Fontana-on-Geneva Lake  
Wayne Polzin ..... Chairman, Town of Delavan  
Wayne Redenius ..... Chairman, Town of Richmond  
Bruce Schiffleger ..... Chairman, Town of Lafayette  
James C. Simons ..... Chairman, Town of Spring Prairie  
Samuel E. Tapson ..... Administrator, City of Elkhorn  
Frank Taylor ..... Chairman, Town of LaGrange  
Edward Vander Veen ..... Chairman, Town of Sharon  
James Van Dreser ..... Chairman, Walworth County  
Public Works Committee  
Gary Wallem ..... Chairman, Town of Sugar Creek  
Todd V. Watters ..... President, Village of Walworth  
Mark E. Wendorf ..... Director of Public Works, City of Delavan  
James Wolfgram ..... Superintendent, Highway Department, Town of Linn

**WASHINGTON COUNTY  
JURISDICTIONAL HIGHWAY PLANNING COMMITTEE**

Kenneth M. Pesch ..... Highway Commissioner,  
Chairman Washington County  
Kenneth R. Yunker ..... Executive Director, Southeastern  
Secretary Wisconsin Regional Planning Commission  
John B. Capelle ..... Director of Community Development, City of West Bend  
Richard L. Bertram ..... Chairman, Town of Barton  
Robert A. Bingen ..... Chairman, Town of Addison  
Russell Brandt ..... President, Village of Slinger  
Kirstine Deiss ..... Mayor, City of West Bend  
Justin Drew ..... City Planner, City of Hartford  
Dennis Gehring ..... Chairman, Town of Hartford  
Jerry Gilles ..... Director of Public Works, Village of Kewaskum  
Joseph C. Gonnering ..... Chairman, Town of Trenton

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

Dan Goetz ..... Supervisor, Washington County Board  
Scott M. Henke ..... Mayor, City of Hartford  
Dewayne J. Johnson ..... Director, Southeast Region,  
Wisconsin Department of Transportation  
Ellis R. Kahn ..... Chairman, Town of Kewaskum  
Thomas Kempinski ..... President, Village of Germantown  
Dennis E. Kenealy ..... Chairman, Town of Erin  
Dwight E. McComb ..... Planning and Program Development Engineer,  
U.S. Department of Transportation,  
Federal Highway Administration  
Paul J. Metz ..... Chairman, Town of Germantown  
Scott A. Mittelsteadt ..... President, Village of Jackson  
Paul E. Mueller ..... Administrator,  
Planning and Parks Department,  
Washington County  
Judith Neu ..... City Engineer, City of West Bend  
Diane Pedersen ..... President, Village of Richfield  
Paul R. Rice ..... Chairman, Town of West Bend  
Gene L. Reiter ..... Citizen, Town of Polk  
Bill Sackett ..... President, Village of Newburg  
Gary Schrieber ..... Chairman, Town of Farmington  
Paul Servais ..... Chairman, Town of Jackson  
Herbert J. Tennes ..... Chairman, Washington County Board  
Scott Weiss ..... Chairman, Town of Wayne

**WAUKESHA COUNTY  
JURISDICTIONAL HIGHWAY PLANNING COMMITTEE**

Kenneth C. Herro ..... Supervisor, Waukesha County Board  
Chairman Waukesha County Public Works Committee  
Kenneth R. Yunker ..... Executive Director, Southeastern  
Secretary Wisconsin Regional Planning Commission  
Fred Abadi ..... Director of Public Works,  
City of Waukesha  
Richard Arrowood ..... Chairman, Town of Ottawa  
Tim Barbeau ..... Town Engineer, Town of Delafield  
Richard A. Bolte ..... Director of Public Works,  
Waukesha County  
Donna Brown ..... Systems Planning Group Manager, Southeast Region  
Wisconsin Department of Transportation  
Gordon Carlson ..... Supervisor, Town of Genesee  
Harlan E. Clinkenbeard ..... Planner, City of Pewaukee  
Wayne Delikat ..... Public Works Superintendent, City of Muskego  
David Dubey ..... Chairman, Town of Mukwonago  
Richard Eberhardt ..... Town Engineer, Town of Waukesha  
Richard A. Ensslin ..... President, Village of Butler  
Jeffery A. Flaws ..... President, Village of Wales  
Scott Gosse ..... Administrator, Village of Pewaukee  
Keith Henderson ..... Chairman, Town of Brookfield  
Robert Hultquist ..... Chairman, Town of Oconomowoc  
Arlyn Johnson ..... Director of Public Works,  
Village of Menomonee Falls  
Gregory W. Kessler ..... Director, Department of City Development,  
City of New Berlin  
Richard J. Kneiser ..... President, Village of Oconomowoc Lake  
Robert Kwaitkowski ..... Chairman, Town of Eagle  
David C. Lamerand ..... President, Village of Hartland  
Tony Lapcinski ..... President, Village of Sussex  
Richard Lartz ..... President, Village of Nashotah  
Dan Martin ..... President, Village of Lannon  
Ed McAlear ..... Mayor, City of Delafield  
Dwight E. McComb ..... Planning and Program  
Development Engineer,  
U.S. Department of Transportation,  
Federal Highway Administration  
Richard Nawrocki ..... Supervisor, Town of Merton  
Jack Nissen ..... President, Village of Dousman  
Brian Paff ..... Chairman, Town of Vernon  
Neil Palmer ..... President, Village of Elm Grove  
Michael Reed ..... Chairman, Town of Lisbon  
James Soneberg ..... President, Village of Big Bend  
Jeff R. Speaker ..... Mayor, City of Brookfield  
Richard A. Spurrell ..... President, Village of Eagle  
George Stumpf ..... President, Village of Lac La Belle  
Bryce P. Styza ..... President, Village of Chenequa  
Maury Sullivan ..... Mayor, City of Oconomowoc  
Leonard Susa ..... Chairman, Town of Summit  
James O. Wagner ..... President, Village of Mukwonago  
Robert W. Weber ..... President, Village of Merton  
Joseph L. Whitmore ..... President, Village of North Prairie

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

David Prott..... Director of Public Works,  
Chairman  
Racine County  
Kenneth R. Yunker ..... Executive Director, Southeastern  
Secretary  
Wisconsin Regional Planning Commission  
Michael H. Andreasen ..... Administrator, Village of Mt. Pleasant  
Sandra K. Beaupre ..... Director, Bureau of Planning, Division of  
Transportation Investment Management,  
Wisconsin Department of Transportation  
Curtis Garner ..... Executive Director, Belle Urban System  
Michael A. Hayek ..... Village Engineer, Village of Caledonia  
Mark C. Janiuk ..... Administrator, Village of Sturtevant  
Dewayne J. Johnson ..... Director, Southeast Region,  
Wisconsin Department of Transportation  
Richard M. Jones ..... Director of Public Works, City of Racine  
Dennis C. Mahoney ..... President, Village of North Bay  
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.  
Allen Radliff ..... Wisconsin Division Administrator  
Federal Highway Administration  
U.S. Department of Transportation  
William H. Shalk ..... President, Village of Wind Point  
Marisol Simón ..... Regional Administrator, Region V,  
Federal Transit Administration,  
U.S. Department of Transportation  
Audrey Viau ..... President, Village of Elmwood Park

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

Kenneth R. Yunker ..... Executive Director, Southeastern  
Secretary  
Wisconsin Regional Planning Commission  
Sandra K. Beaupre ..... Director, Bureau of Planning, Division of  
Transportation Investment Management,  
Wisconsin Department of Transportation  
Leonard Brandrup ..... Director, Department of Transportation  
City of Kenosha  
Ronald L. Bursek ..... Director of Intergovernmental Relations,  
City of Milwaukee  
Roy de la Rosa ..... Director, Public Works Department,  
City of Kenosha  
Dewayne J. Johnson ..... Director, Southeast Region,  
Wisconsin Department of Transportation  
Jeffrey B. Labahn ..... Director, Department of City Development,  
City of Kenosha  
Michael M. Lemens ..... Director, Engineering Division,  
Public Works Department,  
City of Kenosha  
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 J. Pjevach ..... President, Wisconsin Coach Lines, Inc.  
Michael R. Pollocoff ..... Administrator, Village of Pleasant Prairie  
Allen Radliff ..... Wisconsin Division Administrator  
Federal Highway Administration  
U.S. Department of Transportation  
Marisol Simón ..... Regional Administrator, Region V,  
Federal Transit Administration,  
U.S. Department of Transportation  
Gary A. Sipsma ..... Highway Director,  
Kenosha County

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

Richard A. Bolte ..... Director of Public Works,  
Waukesha County  
John M. Bennett ..... City Engineer, City of Franklin  
Roy de la Rosa ..... Director of Intergovernmental Relations,  
Milwaukee County  
Robert R. Dreblow ..... Highway Commissioner, Ozaukee County  
Thomas M. Grisa ..... Director of Public Works, City of Brookfield  
Robert C. Johnson ..... Transit Director, City of Waukesha  
Transit System Utility  
William A. Kappel ..... Director of Public Works,  
City of Wauwatosa  
Michael G. Lewis ..... City Engineer, City of West Allis

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

Michael J. Maierle ..... Manager of Long-Range Planning, Department  
of City Development, City of Milwaukee  
Jeffrey J. Mantes ..... Commissioner,  
Department of Public Works,  
City of Milwaukee  
Michael J. Martin ..... Director of Public Works,  
Village of Hales Corners  
Jeffrey S. Polenske ..... City Engineer, City of Milwaukee  
George A. Torres ..... Director of Transportation and Public Works,  
Department of Parks and Public Infrastructure,  
Milwaukee County  
Paul Vornholt ..... Mayor's Office, City of Milwaukee  
Scott K. Walker ..... Milwaukee County Executive  
Philip Walzak ..... Staff Advisor to the Mayor,  
Office of Mayor Tom Barrett,  
City of Milwaukee

**Nonvoting Technical Staff Members**

Kenneth R. Yunker ..... Executive Director, Southeastern  
Secretary  
Wisconsin Regional Planning Commission  
Sandra K. Beaupre ..... Director, Bureau of Planning,  
Division of Transportation  
Investment Management,  
Wisconsin Department of Transportation  
Anita Gullota-Connelly ..... Managing Director,  
Milwaukee County Transit System  
Dewayne J. Johnson ..... Director, Southeast Region,  
Wisconsin Department of Transportation  
Peter T. McMullen ..... Program and Planning Analyst,  
Transportation Section of Air Management,  
Wisconsin Department of Natural Resources  
Michael J. Pjevach ..... President, Wisconsin Coach Lines, Inc.  
Allen Radliff ..... Wisconsin Division Administrator  
Federal Highway Administration  
U.S. Department of Transportation  
Marisol Simón ..... Regional Administrator, Region V,  
Federal Transit Administration,  
U.S. Department of Transportation

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

Ray Arbet ..... Director of Public Works,  
Chairman  
Kenosha County  
Fred Abadi ..... Director of Public Works,  
City of Waukesha  
Sandra K. Beaupre ..... Director, Bureau of Planning,  
Division of Transportation  
Investment Management,  
Wisconsin Department of Transportation  
John M. Bennett ..... City Engineer, City of Franklin  
Allison Bussler ..... Chief of Staff,  
Waukesha County Executive's Office  
Shane Crawford ..... Public Works Director, Walworth County  
Anita Gullota-Connelly ..... Managing Director,  
Milwaukee County Transit System  
Robert R. Dennik ..... Deputy Chief of Staff, Milwaukee County  
Executive's Office  
Robert R. Dreblow ..... Highway Commissioner, Ozaukee County  
Thomas M. Grisa ..... Director of Public Works, City of Brookfield  
Richard M. Jones ..... Commissioner Public Works, City of Racine  
William Kappel ..... Director of Public Works, City of Wauwatosa  
Michael M. Lemens ..... Director of Engineering, City of Kenosha  
Jeffrey J. Mantes ..... Commissioner, Director of Public Works,  
City of Milwaukee  
Bharat Mathur ..... Acting Regional Administrator, Region 5,  
U.S. Environmental Protection Agency  
U.S. Department of Transportation  
Dwight E. McComb ..... Planning and Program Development  
Engineer, U.S. Department of Transportation,  
Federal Highway Administration  
Gloria L. McCutcheon ..... Southeast Region Director, Wisconsin  
Department of Natural Resources  
John H. Melby, Jr. ..... Director, Bureau of Air Management,  
Wisconsin Department of Natural Resources  
Larry Moore ..... Community Partnership Coordinator  
City of Milwaukee Housing Coordinator  
Kenneth M. Pesch ..... Highway Commissioner, Washington County  
Jeffrey S. Polenske ..... City Engineer, City of Milwaukee  
David Prott ..... Director of Public Works,  
Racine County

**TECHNICAL COORDINATING AND ADVISORY COMMITTEE  
ON REGIONAL TRANSPORTATION SYSTEM PLANNING  
(continued)**

Sheri Schmit ..... Systems Planning Group Manager  
Southeast Region, Wisconsin Department of Transportation  
Marisol Simón ..... Regional Administrator, Region V,  
Federal Transit Administration,  
U.S. Department of Transportation  
Wallace Thiel ..... Village Administrator, Village of Hartland  
George A. Torres ..... Director of Transportation  
and Public Works,  
Department of Parks and  
Public Infrastructure,  
Milwaukee County  
Sandra Rusch Walton ..... Director, Injury and Violence Prevention Program,  
City of Milwaukee Health Department

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

Thomas W. Meaux ..... Administrator, Ozaukee County  
Chairman  
Kenneth R. Yunker ..... 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. Kaverneier ..... Parks System Manager, Waukesha County  
Department of Parks and Land Use  
Vivian M. Keller ..... Public Policy Consultant  
Jaclyn D. Lawton ..... Environmental Coordinator,  
Federal Highway Administration  
Randal LeClaire ..... Traffic Engineer, City of Kenosha  
Jeffrey J. Mantes ..... Commissioner, Department of Public Works  
City of Milwaukee  
Raymond G. Meyer ..... Public Member, Ozaukee County  
Steve Mokrohisky ..... Deputy Chief of Staff, Milwaukee County  
Kenneth Neitzke ..... Government Relations Committee Chairman,  
Waukesha County Chapter,  
Ice Age Trail Committee  
Robert F. Pfeiffer ..... Project Development Chief, Southeast Region,  
Wisconsin Department of Transportation  
Mark A. Piotrowicz ..... Assistant Director of Community Development,  
City of West Bend  
Jeffrey S. Polenske ..... City Engineer, City of Milwaukee  
Linda Roessl ..... President, Bay View Bicycle Club  
Ronald J. Rutkowski ..... Director, Transportation Planning  
and Development, Milwaukee County  
Department of Parks and Public Infrastructure  
Paul S. Sandgren ..... Forest Superintendent, Kettle Moraine  
State Forest, Southern Unit  
Karen Springob ..... Project Engineer, City of Brookfield  
Robert Wagler ..... Safety Specialist Senior,  
City of Milwaukee Police Department  
William R. Waldron ..... Planning Analyst, Milwaukee County  
Department of Parks, Recreation and Culture

**DES PLAINES RIVER  
WATERSHED COMMITTEE**

George E. Melcher ..... Director of Planning and  
Chairman Development, Kenosha County  
Philip C. Evenson ..... Executive Director, Southeastern  
Secretary Wisconsin Regional Planning Commission  
Julie A. Anderson ..... Director, Planning and  
Development, Racine County  
Randall S. Blankenhorn ..... Executive Director, Chicago  
Metropolitan Agency for Planning  
David C. Buehn ..... President, Village of Paddock Lake  
John F. Burke ..... Manager, Halter Wildlife Area  
James D'Antuono ..... Basin Supervisor Illinois/Fox Team,  
Wisconsin Department of Natural Resources  
Virgil Gentz ..... Chairman, Town of Paris  
Richard J. Gossling ..... Chairman, Town of Bristol  
Ronald L. Johnson ..... Chairman, Kenosha County Land  
and Water Conservation Committee;  
Kenosha County Board Supervisor  
Wayne E. Koessl ..... Representative, WISPARK Corporation  
Jeffrey B. Labahn ..... Director of City Development,  
City of Kenosha  
Douglas J. Noble ..... Supervisor, Kenosha County Board of Supervisors  
Michael R. Pollocoff ..... Administrator, Village of Pleasant Prairie

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

Steve Richter ..... Director of Conservation and Land Management,  
The Nature Conservancy  
Edward St. Peter ..... General Manager, City of Kenosha Water Utility  
James M. Smith ..... Chairman, Town of Somers  
Michael D. Warner ..... Executive Director, Lake County Stormwater  
Management Commission

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

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

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

Daniel S. Schmidt ..... SEWRPC Commissioner  
Chairman  
Michael G. Hahn ..... Chief Environmental Engineer, Southeastern  
Secretary Wisconsin Regional Planning Commission  
Julie A. Anderson ..... Director, Racine County Planning  
and Development  
Michael Ballweg ..... Crops and Soils Agent,  
University of Wisconsin-Extension,  
Sheboygan County  
John R. Behrens ..... Commissioner-Secretary, Silver Lake  
Protection and Rehabilitation District  
John M. Bennett ..... City Engineer, City of Franklin  
Thomas J. Bunker ..... Representative, City of Racine  
Water and Wastewater Utility  
Lisa Conley ..... Representative, Town and Country Resource  
Conservation and Development, Inc.  
Joyce Fiocco ..... Director, Dodge County Land  
Resources and Parks Department  
Shawn Graff ..... Executive Director, The Ozaukee  
Washington Land Trust, Inc.  
Andrew A. Holschbach ..... Director, Ozaukee County Planning,  
Resources, and Land Management Department  
William J. Hoppe ..... City Engineer, City of Mequon  
William A. Kappel ..... Director of Public Works, City of Wauwatosa  
Steve Keith ..... Sustainability and Environmental Engineer,  
Milwaukee County Department of  
Transportation and Public Works  
Kristine M. Krause ..... Vice-President, Environmental  
Department, We Energies  
James F. Lubner ..... Sea Grant Advisory Services Specialist,  
University of Wisconsin Sea Grant Institute  
Jeffrey J. Mantes ..... Commissioner, Department of Public Works,  
City of Milwaukee  
Lynn Mathias ..... County Land Conservationist  
Fond du Lac County  
J. Scott Mathie ..... Director of Government Affairs, Metropolitan Builders  
Association of Greater Milwaukee  
James L. McNelly ..... Regional Water Leader, Wisconsin  
Department of Natural Resources  
Charles S. Melching ..... Associate Professor, Civil and Environmental  
Engineering, Marquette University

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

Paul E. Mueller ..... Administrator, Washington County  
Planning and Parks Department  
Patrick A. Murphy ..... State Resource Conservationist,  
Natural Resources Conservation Service  
Cheryl Nenn ..... Interim Executive Director,  
Milwaukee Riverkeeper  
Jeffrey S. Nettesheim ..... Director of Utilities,  
Village of Menomonee Falls  
Judith A. Neu ..... City Engineer, City of West Bend  
Charles A. Peters ..... Director, Wisconsin Water Science Center,  
U.S. Geological Survey  
Kevin L. Shafer ..... Executive Director, Milwaukee  
Metropolitan Sewerage District  
Dale R. Shaver ..... Director, Waukesha County  
Parks and Land Use Department  
Peter G. Swenson ..... Branch Chief, NPDES Programs Branch,  
U.S. Environmental Protection Agency  
Sam Tobias ..... Director of Planning and Parks,  
Fond du Lac County  
Shawn L. Wesener ..... Assistant Planning Director,  
Planning and Resources Department,  
Sheboygan County  
Thomas A. Wiza ..... Director of Engineering and Public Works,  
City of Cedarburg

**ADVISORY COMMITTEE ON  
REGIONAL LAND USE PLANNING**

George E. Melcher ..... Director, Department of Planning and  
Chairman Development, Kenosha County  
Julie A. Anderson ..... Director, Planning and Development,  
Racine County  
Susan Black ..... Director, Milwaukee County  
Department of Parks, Recreation and Culture  
Martha L. Brown ..... Deputy Commissioner, Department of  
City Development, City of Milwaukee  
John B. Capelle ..... Director of Community Development,  
City of West Bend  
Krista Chapdelaine ..... Water Resources Planner  
Milwaukee Metropolitan Sewerage District  
Harlan E. Clinkenbeard ..... Administrator-Planner,  
City of Pewaukee,  
and Planner, Town of Somers  
Michael P. Cotter ..... Director, Walworth County Land Use and  
Resource Management Department  
Steven Crandell ..... Director of Community Development,  
City of Waukesha  
Henry Elling ..... Town Manager/Planner, Town of Summit  
Charles Erickson ..... Director of Planning and Economic  
Development, City of Greenfield  
Daniel F. Ertl ..... Director of Community Development,  
City of Brookfield  
Robert Greenstreet ..... Planning Director, Department of  
City Development, City of Milwaukee  
Gregory I. Igl ..... District Conservationist,  
Elkhorn Service Center  
U.S. Natural Resources  
Conservation Service  
Jeffrey B. Labahn ..... Director of City Development, City of Kenosha  
Peter T. McMullen ..... Program and Planning Analyst,  
Wisconsin Department of Natural Resources  
Paul E. Mueller ..... Administrator, Washington County  
Planning and Parks Department  
Brian F. O'Connell ..... Director of City Development, City of Racine  
Sheri Schmit ..... Systems Planning Group Manager,  
Southeast Region, Wisconsin  
Department of Transportation  
Douglas Seymour ..... Director of Community Development,  
City of Oak Creek  
Dale R. Shaver ..... Director, Waukesha County Parks  
and Land Use Department  
John F. Stibal ..... Director of Community Development,  
City of West Allis  
Andrew T. Struck ..... Director, Planning and Parks Department,  
Ozaukee County  
Randy L. Tetzlaff ..... Director of Planning and Development,  
City of Port Washington  
and Supervisor, Town of Summit  
Nancy L. Welch ..... Director of Community Development,  
City of Wauwatosa

**ADVISORY COMMITTEE ON  
REGIONAL POPULATION AND ECONOMIC FORECASTS**

Paul E. Mueller ..... Administrator,  
Chairman Washington County Planning  
and Parks Department  
Kenneth R. Yunker ..... Deputy Director  
Vice Chairman Southeastern Wisconsin  
Regional Planning Commission  
Sandra K. Beaupre ..... Director, Bureau of Planning,  
Division of Transportation  
Investment Management,  
Wisconsin Department of Transportation  
Nickolas C. George ..... Executive Director of Public Affairs,  
Wisconsin Manufacturers and Commerce  
Roger B. Hammer ..... Assistant Professor,  
Department of Rural Sociology,  
University of Wisconsin-Madison  
Donald Harrier, Jr. .... Chief,  
Demographic Services Center,  
Wisconsin Department of Administration  
Dale A. Landgren ..... Vice President and  
Chief Strategic Officer,  
American Transmission Company  
Bret J. Mayborne ..... Director of Economic Research,  
Metropolitan Milwaukee  
Association of Commerce  
Richard Nestor ..... Senior Economist,  
We Energies  
David Peterson ..... Lead Economist, Division of Research  
and Policy, Wisconsin Department of Revenue  
Andrew T. Struck ..... Director, Planning and Parks Department,  
Ozaukee County  
Dennis K. Winters ..... Chief of the Office of Economic  
Advisors, Wisconsin Department of  
Workforce Development

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

Dr. Susan E. Lewis ..... Professor of Biology, Carroll College;  
Chairman Director, Greene Field Station;  
Member, State of Wisconsin  
Natural Areas Preservation Council  
Dr. Donald M. Reed ..... Chief Biologist, Southeastern Wisconsin  
Secretary Regional Planning Commission  
Fay U. Amerson ..... Urban Conservation Specialist, Walworth County  
Dr. Philip J. Arnholt ..... Professor of Science, Biology  
Department, Concordia University  
Susan Black ..... Parks Director,  
Milwaukee County Department of  
Parks, Recreation and Culture  
Dr. Owen D. Boyle ..... Regional Ecologist,  
Wisconsin Department  
of Natural Resources  
Gerald H. Emmerich, Jr. .... Member, Board of Directors,  
Land Trust of Walworth County  
Shawn Graff ..... Executive Director, The Ozaukee  
Washington Land Trust  
Duane Grimm ..... Waukesha County Park System Manager  
Andrew A. Holschbach ..... Land Conservation Director,  
Ozaukee County  
Signe L. Holtz ..... Director, Bureau of Endangered Resources,  
Wisconsin Department of Natural Resources  
B. Martinus Johnson ..... Wildlife Manager, Wisconsin  
Department of Natural Resources  
Marlin P. Johnson ..... Associate Professor Emeritus,  
Field Station Manager, Department of Biological  
Sciences, University of Wisconsin Waukesha Center;  
Vice President, Waukesha County Land Conservancy  
Mary J. Lichter ..... Parks Director, Kenosha County Parks  
James P. Morrissey ..... Land/Facilities Supervisor, Wisconsin  
Department of Natural Resources  
Paul E. Mueller ..... Administrator, Washington County  
Land Use and Park Department  
Dr. Patricia Nagai ..... Horticulture Educator,  
UW Extension Service, Racine County  
Kevin L. Shafer, P.E. .... Executive Director, Milwaukee  
Metropolitan Sewerage District  
Dr. Stephen L. Solheim ..... Associate Professor, Department of  
Biological Sciences, University of  
Wisconsin-Whitewater



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

Scott Thompson ..... Director of Freshwater Conservation, Wisconsin  
Chapter, The Natural Conservancy  
Marc White ..... Director of Research, Stewardship, and  
Adult Education, Riveredge Nature Center  
Dr. Joy J. Wolf ..... Associate Professor, Department of  
Geography, University of Wisconsin–Parkside

**REGIONAL WATER SUPPLY PLANNING  
ADVISORY COMMITTEE**

Dr. Kurt W. Bauer ..... Executive Director Emeritus, Southeastern Wisconsin  
Chairman ..... Regional Planning Commission  
Robert P. Biebel ..... Special Projects Environmental Engineer,  
Secretary ..... Southeastern Wisconsin  
Regional Planning Commission  
Julie A. Anderson ..... Director, Racine County  
Planning and Development  
Kenneth R. Bradbury ..... Hydrogeologist/Professor  
Wisconsin Geological  
and Natural History Survey  
Thomas J. Bunker ..... Representative, Water and  
Wastewater Utility, City of Racine  
Douglas S. Cherkauer ..... Professor of Hydrogeology,  
University of Wisconsin–Milwaukee  
Lisa Conley ..... Representative, Town and  
Country Resource Conservation  
and Development, Inc.  
Michael P. Cotter ..... Director, Walworth County  
Land Use and Resource  
Management Department  
Charles A. Czarkowski ..... Regional Water Program Expert,  
Wisconsin Department of  
Natural Resources, Southeast Region  
Daniel S. Duchniak ..... General Manager,  
Waukesha Water Utility,  
City of Waukesha  
Charles P. Dunning ..... Hydrologist, U.S. Geological Survey  
Franklyn A. Ericson ..... Manager,  
Environmental Operations &  
Central Services,  
S. C. Johnson & Son, Inc.  
David Ewig ..... Water Superintendent,  
City of Port Washington  
Thomas M. Grisa ..... Director of Public Works,  
City of Brookfield  
Jeffrey A. Helmuth ..... Hydrogeologist Program Coordinator,  
Wisconsin Department of  
Natural Resources, Madison  
Andrew A. Holschbach ..... Director, Ozaukee County Planning,  
Resources, and Land  
Management Department  
Eric J. Kiefer ..... Manager,  
North Shore  
Water Commission  
Terrence H. Kiekhaefer ..... Director of Public Works,  
City of West Bend  
Thomas J. Krueger ..... Water and Wastewater Utility Director,  
Village of Grafton  
Carrie M. Lewis ..... Superintendent, Milwaukee Water Works,  
City of Milwaukee  
Mark Lurvey ..... Agricultural Business Operator,  
Lurvey Turf Nursery  
J. Scott Mathie ..... Director of Government Affairs, Metropolitan Builders  
Association of Greater Milwaukee  
George E. Melcher ..... Director, Kenosha County Department of  
Planning and Development  
Paul E. Mueller ..... Administrator, Washington County  
Planning and Parks Department  
Jeffrey Musche ..... Administrator/Clerk, Town of Lisbon  
Michael P. Rau ..... General Manager,  
We Energies-Water Services  
Edward St. Peter ..... General Manager,  
Water Utility, City of Kenosha  
Dale R. Shaver ..... Director, Waukesha County  
Department of Parks and Land Use  
James Surfus ..... Senior Environmental Engineer,  
MillerCoors, LLC  
George A. Torres ..... Director, Milwaukee County Department of  
Transportation and Public Works  
Daniel S. Winkler ..... Director of Public Works and Utilities,  
City of Lake Geneva  
Steven N. Yttri ..... General Manager, Water and Sewer Utility,  
City of Oak Creek

**ADVISORY COMMITTEE ON REGIONAL  
TELECOMMUNICATIONS PLANNING**

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

**ENVIRONMENTAL JUSTICE TASK FORCE**

Adelene Greene ..... Director of Workforce Development,  
Chairman ..... Kenosha County; Commissioner, Southeastern  
Wisconsin Regional Planning Commission  
Ness Flores ..... Attorney, Flores & Reyes Law Offices  
Joette Heckenbach ..... COPE Services  
Nancy Holmlund ..... President, Wisdom Interfaith Coalition  
Darryl Johnson ..... Executive Director,  
Riverworks Development Corporation  
Lo Neng Kiatoukaysy ..... Executive Director,  
Hmong-American Friendship Association  
Gary Koppelberger ..... Administrator, City of Hartford  
N. Lynnette McNeely ..... Attorney, Law Offices of  
Thomas J. Awen; NAACP  
Larry Moore ..... Community Partnership Coordinator,  
City of Milwaukee Housing Authority  
Brian Peters ..... Housing Policy Advocates,  
IndependenceFirst  
Guadalupe "Wally" Rendon ..... Member Education/Outreach Representative,  
Racine Educator's Credit Union;  
Former Racine Police Officer  
Yolanda Santos Adams ..... Director, League of  
United Latin America Citizens  
Jackie Schellinger ..... Indian Community School  
Theresa Schuerman ..... Walworth County Bilingual  
Migrant Worker Outreach  
Willie Wade ..... Alderman, City of Milwaukee

**TECHNICAL ADVISORY COMMITTEE ON  
THE REVIEW AND REEVALUATION OF  
REGIONAL CONTROL SURVEY PROGRAM**

Dr. Kurt Bauer ..... Executive Director Emeritus, Southeastern  
Chairman ..... Wisconsin Regional Planning Commission;  
County Surveyor for Kenosha, Milwaukee,  
Walworth, and Waukesha Counties  
John M. Bennett ..... City Engineer-Director of Public Works,  
City of Franklin  
John P. Casucci ..... Survey Land Development Manager,  
R.A. Smith National, Inc.

**TECHNICAL ADVISORY COMMITTEE ON  
THE REVIEW AND REEVALUATION OF  
REGIONAL CONTROL SURVEY PROGRAM  
(continued)**

Harold S. Charlier ..... Executive Director, Wisconsin  
Society of Land Surveyors  
Michael R. Duckett ..... President, Duckett Group; Executive  
Director, Southeast Wisconsin  
Professional Baseball Park District  
John T. Ellingson ..... Wisconsin State Geodetic Advisor,  
U.S. Department of Commerce,  
National Oceanic and Atmospheric  
Administration, National Geodetic Survey  
Thomas M. Grisa ..... Director of Public Works, City of Brookfield  
Gregory G. High ..... Director, Architectural, Engineering and  
Environmental Services, Public  
Works Department, Racine County  
Marcia G. Lindholm ..... Civil Engineer Senior, City of  
Milwaukee Department of Public Works  
Cecil F. Mehring ..... Former Manager of Planning and  
Engineering Services, Public Works  
Department, Racine County  
George E. Melcher ..... Director, Department of Planning and  
Development, Kenosha County  
Robert W. Merry ..... Chief Technical Officer, Aero-Metric, Inc.  
Kent B. Pena ..... State GIS Coordinator, USDA  
Natural Resources Conservation Service  
Glen R. Schaefer ..... Geodetic Engineer, Wisconsin  
Department of Transportation  
Daniel R. Talarczyk ..... Survey Services Supervisor,  
Milwaukee Metropolitan Sewerage District  
Thomas J. Tym ..... Head, Technology Services Department,  
Ruekert & Mielke, Inc.  
William T. Wambach ..... Former District Director, District 1,

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

Kenneth R. Yunker ..... Executive Director, Southeastern  
Secretary Wisconsin Regional Planning Commission  
Sandra K. Beaupre ..... Director, Bureau of Planning,  
Division of Transportation Investment Management,  
Wisconsin Department of Transportation  
David C. Buehn ..... President, Village of Paddock Lake  
Jeffrey J. Butler ..... Chairman, Town of Wheatland  
Richard J. Gossling ..... Chairman, Town of Bristol  
Dewayne J. Johnson ..... Director, Southeast Region,  
Wisconsin Department of Transportation  
Roger Johnson ..... President, Village of Silver Lake  
Thomas W. Kerkman ..... Chairman, Town of Brighton  
Peter T. McMullen ..... Program and Planning Analyst,  
Wisconsin Department of Natural Resources  
Cheryl L. Newton ..... Environmental Protection Specialist,  
Region V, U.S. Environmental Protection Agency  
Matthew Ostrander ..... Chairman, Town of Randall  
Allen Radliff ..... Wisconsin Division Administrator,  
Federal Highway Administration,  
U.S. Department of Transportation  
Marisol Simón ..... Regional Administrator, Region V,  
Federal Transit Administration,  
U.S. Department of Transportation

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

Gary A. Sipsma ..... Director, Division of Highway, and  
Highway Commissioner, Department of  
Public Works, Kenosha County  
Howard K. Skinner ..... President, Village of Twin Lakes  
Diann D. Tesar ..... Chairman, Town of Salem

**REGIONAL HOUSING PLAN ADVISORY COMMITTEE**

William R. Drew, Chairman ..... SEWRPC Commissioner  
Julie Anderson ..... Planning Director, Racine County  
Planning and Development  
David Cappon ..... Executive Director, City of  
Waukesha Housing Authority  
Michael Cotter ..... Director, Land Use & Resource  
Management, Walworth County  
Damon Dorsey ..... Owner, The Dorsey Group, Milwaukee  
Joe Heck ..... Assistant Director, Racine  
Department of City Development  
Rob Henken ..... President, Public Policy Forum, Milwaukee  
Michael Hoeft ..... City Planner, City of Waukesha  
Gary Koppelberger ..... City Administrator, City of Hartford  
Jeff Labahn ..... Director of City Development,  
City of Kenosha  
J. Scott Mathie ..... Vice President of Government  
Affairs, Metropolitan Builders  
Association, Pewaukee  
George E. Melcher ..... Director, Kenosha County  
Planning and Development  
Michael Murphy ..... Alderman, City of Milwaukee  
Falamak Nourzad ..... Principal, Continuum Architects  
& Planners, Milwaukee  
Linda Olson ..... Director of Aging and Disability  
Resource Center, Washington County  
Antonio M. Pérez ..... Executive Director, City of  
Milwaukee Housing Authority  
Brian Peters ..... Housing Policy Advocate, IndependenceFirst,  
Member of EJTF, Milwaukee  
Kim Plache ..... Milwaukee Office of WHEDA  
Maria Prioletta ..... Housing Development Director, Milwaukee  
Department of City Development  
Matrio "Marty" Reed ..... Shorewest Realtors, Milwaukee  
Welford Sanders ..... Executive Director, M.L. King Economic  
Development Corporation  
Mary Kay Schleiter ..... Associate Professor,  
Department of Sociology-Anthropology,  
University of Wisconsin-Parkside  
Kori Schneider-Peragine ..... Senior Administrator, Metropolitan  
Milwaukee Fair Housing Council  
Dale R. Shaver ..... Director, Waukesha County  
Department of Parks and Land Use  
Michael J. Soika ..... Executive Director, YMCA  
Urban Campus, Milwaukee  
Andrew T. Struck ..... Director of Planning and Parks,  
Ozaukee County  
Scott Thistle ..... President, Brookstone Home  
Builders, Waukesha  
Rev. James C. Thomas ..... Retired, Board of Ezekiel Community  
Development Corporation  
John F. Weishan, Jr. ..... Supervisor, Milwaukee County Board



## Appendix C

### SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION STAFF: 2008

#### EXECUTIVE DIVISION

Philip C. Evenson, AICP  
Executive Director

Kenneth R. Yunker, PE  
Deputy Director

Loretta Watson  
Executive Secretary

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

#### COMMUNITY ASSISTANCE PLANNING DIVISION

Nancy M. Anderson, AICP  
Chief Community  
Assistance Planner

Richard R. Kania, AICP, RLA  
Principal Planner

Benjamin R. McKay  
Senior Planner

Christopher D. Parisey  
Robbie L. Robinson  
Planners

Joyce A. Gramz  
Senior GIS Planning  
Specialist

#### GEOGRAPHIC INFORMATION SYSTEMS DIVISION

John G. McDougall  
Geographic Information  
Systems Manager

Paul J. Clavette  
Principal Systems  
Analyst

Michael G. Gosetti  
Geographic Information  
Systems Supervisor

Bradley T. Subotnik  
Senior GIS Applications  
Specialist

Patricia L. Bouchard  
Michael B. Scott  
GIS Application  
Specialists

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

James M. Kocher  
Web Technician

#### LAND USE PLANNING DIVISION

William J. Stauber, AICP  
Chief Land Use Planner

David A. Schilling  
Principal Planner

Kathryn E. Sobottke  
Senior Specialist

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

Frank G. Fierek, Jr.  
Land Use Mapping  
Specialist

#### ECONOMIC DEVELOPMENT PLANNING DIVISION

John R. Meland  
Chief Economic  
Development Planner

#### CARTOGRAPHIC AND GRAPHIC ARTS DIVISION

Donald P. Simon, RLS  
Chief Planning Illustrator

Jean C. Johnson  
Nancee A. Nejedlo  
Principal Planning  
Draftsmen

LuAnn Sakale  
Senior Planning Draftsman

John T. Washburn, RLS  
Senior Specialist–  
Land Surveyor

David J. Schopp  
Andrew J. Traeger  
Land Survey Assistants

Richard J. Wazny  
Print Shop Supervisor

#### TRANSPORTATION PLANNING DIVISION

Christopher T. Hiebert, PE  
Chief Transportation  
Engineer

Albert A. Beck  
Principal Planner

Ryan W. Hoel, PE  
Principal Engineer

Sonia Dubielzig  
Senior Planner

Eric D. Lynde  
Engineer

Victor T. Helin  
Travel Demand Modeler

Reginald L. Mason  
Xylia N. Rueda  
Research Analysts

#### TELECOMMUNICATIONS PLANNING DIVISION

Dr. Kenneth J. Schlager, PE  
Chief Telecommunications  
Engineer

Jason W. Zehrung  
Senior Telecommunications  
Planner

#### ADMINISTRATIVE SERVICES DIVISION

Elizabeth A. Larsen  
Business Manager

Marcia L. Hayd  
Linette G. Heis  
Secretaries

Kathleen A. Lisota  
Bookkeeper

Sylvia Carlson  
Receptionist

Robert J. Klatkiewicz  
Office Clerk

#### ENVIRONMENTAL PLANNING DIVISION

Michael G. Hahn, PE, PH  
Chief Environmental  
Engineer

Dr. Donald M. Reed  
Chief Specialist–  
Biologist

Robert P. Biebel, PE, PH  
Special Projects  
Engineer

Laura L. Kletti  
Ronald J. Printz, PE  
Principal Engineers

Joshua A. Murray, PE  
Senior Engineer

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

Dr. Joseph E. Boxhorn  
Senior Planner

Dr. Lawrence A. Leitner  
Principal Biologist

Dr. Dhruva N. Vangipuram  
Engineer

Christopher J. Jors  
Kristin A. Sherfinski  
Specialists

Jennifer L. Dietl  
Aaron W. Owens  
Sara W. Teske  
Research Analysts

Edward J. Schmidt  
GIS Planning  
Specialist

Patricia M. Kokan  
Secretary



## Appendix D

### PUBLICATIONS OF THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION: 1962-2008

(Titles of reports in red are those that can be accessed on the website at [www.sewrpc.org](http://www.sewrpc.org).)

#### PROSPECTUSES

Regional Planning Program, April 1962\*  
Root River Watershed Planning Program, March 1963\*  
Fox River Watershed Planning Program, October 1964\*  
Continuing Land Use-Transportation Study, May 1965  
Milwaukee River Watershed Planning Program, September 1966\*  
Comprehensive Library Planning Program, April 1968  
Community Shelter Planning Program, August 1968  
Racine Urban Planning District Comprehensive Planning Program, November 1968  
Regional Sanitary Sewerage System Planning Program, December 1968\*  
Menomonee River Watershed Planning Program, November 1969  
Comprehensive Regional Airport Planning Program, December 1969\*  
Regional Housing Study, December 1969  
Deep Sandstone Aquifer Simulation Modeling Program, October 1972  
Regional Park, Outdoor Recreation, and Related Open Space Planning Program, March 1973  
Preliminary Engineering Study for the Abatement of Pollution from Combined Sewer  
Overflow in the Milwaukee Metropolitan Area, July 1973\*  
Kinnickinnic River Watershed Planning Program Prospectus, November 1974\*  
Regional Air Quality Maintenance Planning Program Prospectus, November 1974  
Preliminary Engineering Study for the Abatement of Water Pollution in the Kenosha  
Urban Area, December 1975  
Lake Michigan Estuary and Direct Drainage Area Subwatersheds Planning Program  
Prospectus, September 1978\*  
Milwaukee Area Primary Transit System Alternatives Analysis Prospectus, October 1978  
Milwaukee Northwest Side/Ozaukee County Transportation Improvement Study Prospectus,  
November 1978  
Milwaukee Area Work Time Rescheduling Study Prospectus, December 1978  
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- No. 60 -A Paratransit Service Plan for Disabled Persons—City of Racine Transit System, January 1992
- No. 61 -A Paratransit Service Plan for Disabled Persons—City of Waukesha Transit System Utility, January 1992
- No. 62 -A Paratransit Service Plan for Disabled Persons—Waukesha County Transit System, January 1992
- No. 63 -A Land Use-Transportation Study of the N. 76th Street Corridor, August 1991
- No. 64 -Lake Arterial Extension Planning Study, August 1991
- No. 65 -Analysis of the Intersection of S. Pine Street (STH 83) and E. State Street (STH 83) in the City of Burlington, Racine County, Wisconsin, September 1991
- No. 66 -City of Cudahy Overall Economic Development Program Plan, Milwaukee County, Wisconsin, June 1992
- No. 67 -Central Area Parking Study, City of Lake Geneva, Walworth County, Wisconsin, April 1996
- No. 68 -Regional Land Use Plan Implementation in Southeastern Wisconsin: Status and Needs, May 1993\*
- No. 69 -Environmental Assessment of the Proposed Development of the Millard Sand and Gravel Pit, July 1992\*

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- No. 70 -A Wildlife Habitat Management Plan for the Franklin Lions Legend Park Study Area, August 1991
- No. 71 -A Specialized Transportation Service Plan for Elderly and Disabled Persons within Waukesha County, June 1992\*
- No. 72 -Analysis of Traffic Engineering Actions Proposed by City of Cedarburg Staff for S. Washington Avenue (STH 57/STH 143), Ozaukee County, Wisconsin, May 1995
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- No. 78 -Traffic Study of STH 83 between the Illinois-Wisconsin State Line and STH 50 in Kenosha County, March 1993
- No. 79 -An Agricultural Drainage and Urban Stormwater Management Plan for Racine County Farm Drainage District No. 1, Village of Waterford and Towns of Norway and Waterford, Racine County, Wisconsin, September 1993\*
- No. 80 -A Development Plan for the Parkside East Neighborhood, Town of Somers, Kenosha County, Wisconsin, September 1993
- No. 81 -Aquatic Plant Management Plan for Phantom Lakes, Waukesha County, Wisconsin, July 1993\*
- No. 82 -A Lake Protection Plan for Silver Lake, Waukesha County, Wisconsin, July 1993\*
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- No. 84 -Transportation Impacts of W. Wisconsin Avenue Closure between N. 11th Street and N. 16th Street, City of Milwaukee, Milwaukee County, Wisconsin, August 1993
- No. 85 -A Development Plan for the Endicott Neighborhood, City of Brookfield, Waukesha County, Wisconsin, September 1993
- No. 86 -Traffic Engineering Study of Ann Rita Drive, Coventry Drive, and Macaulay Drive in the Canterbury Hill Subdivision, City of Brookfield, Waukesha County, Wisconsin, July 1993
- No. 87 -Public Involvement in the Transportation System Planning and Programming Processes: Year 2010 Regional Transportation System Plan, January 1994\*
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- No. 95 -Traffic Engineering Study of W. Bender Road between Milwaukee River Parkway and Jean-Nicolet Road in the City of Glendale, Milwaukee County, Wisconsin, August 1994
- No. 96 -A Paratransit Service Plan for Disabled Persons: 1995 Update/Milwaukee County Transit System, January 1995\*



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- No. 103 -Assessment of Conformity of the Year 2010 Regional Transportation System Plan and the 1995-1997 Transportation Improvement Program with Respect to the State of Wisconsin Air Quality Implementation Plan, December 1994
- No. 104 -Incorporation of the Federally Required Congestion Management System within the Year 2010 Regional Transportation System Plan and the Continuing Transportation System Planning Process, December 1994
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- No. 111 -Waukesha County Greenway Corridor Study, Towns of Waukesha and Vernon, May 1996
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- No. 114 -Traffic Control Study for the Village of Fox Point, Village of Fox Point, Milwaukee County, Wisconsin, August 1996
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- No. 116 -Assessment of Conformity of the 1997-1999 Transportation Improvement Program with Respect to the State of Wisconsin Air Quality Implementation Plan, October 1996
- No. 117 -Traffic Study of Selected Intersections in the Village of Hartland, Waukesha County, Wisconsin, November 1996
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- No. 119 -A Paratransit Service Plan for Disabled Persons: 1997 Update/Milwaukee County Transit System, January 1997
- No. 120 -A Lake Protection and Recreational Use Plan for Hunters Lake, Waukesha County, Wisconsin, May 1997

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- No. 122 -A Lake Protection Plan for Pretty Lake, Waukesha County, Wisconsin, April 1998\*
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- No. 128 -Assessment of Travel through the Neighborhood Bounded by W. Silver Spring Drive, N. Port Washington Road, N. Lydell Avenue, and W. Henry Clay Street in the City of Glendale: 1997, Milwaukee County, Wisconsin, April 1998
- No. 129 -Inventory of Fire Protection and Emergency Medical Services for Western Racine County, December 1998
- No. 130 -A Lake and Watershed Inventory for Nagawicka Lake, Waukesha County, Wisconsin, March 1999\*
- No. 131 -Environmental Analysis of the Lands at the Headwaters of Gilbert Lake and Big Cedar Lake, Washington County, Wisconsin, March 1999
- No. 132 -Highway Maintenance Facility Location Study, Washington County, Wisconsin, December 1998
- No. 133 -Review and Update of Regional Airport System Plan Forecasts, October 2004
- No. 134 -An Aquatic Plant Management Plan for Fowler Lake, Waukesha County, Wisconsin, October 2000
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- No. 137 -A Water Quality Protection and Stormwater Management Plan for Big Cedar Lake, Volumes I and II, August 2001
- No. 138 -Assessment of Conformity of the Year 2000-2002 Transportation Improvement Program and Year 2020 Regional Transportation System Plan with Respect to the State of Wisconsin Air Quality Implementation Plan—Six County Severe Ozone Nonattainment Area, March 2000
- No. 139 -Surface-Water Resources of Washington County, Wisconsin, Lake and Stream Classification Project: 2000, September 2001
- No. 140 -A Lake Protection Plan for Benedict and Tombeau Lakes, Kenosha and Walworth Counties, Wisconsin, May 2001
- No. 141 -Analysis of Alternative Plans for Removal of the Concrete Lining in Underwood Creek in the City of Wauwatosa, Milwaukee County, Wisconsin, November 2000\*
- No. 142 -Identifying and Delineating Problem Wetlands in the Lake Michigan Basin Using an Integrated Approach: A Case Study of Two Seasonal Wetland Types, Kenosha County, Wisconsin, September 2004.\*
- No. 143 -An Aquatic Plant Management Plan for the Lauderdale Lakes, Walworth County, Wisconsin, August 2001
- No. 144 -An Aquatic Plant and Recreational Use Management Plan for Booth Lake, Walworth County, Wisconsin, September 2003



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- No. 145 Lake and Stream Resources Classification Project for Waukesha County Wisconsin: 2000
- No. 146 -An Aquatic Plant Management Plan for Little Cedar Lake, Washington County, Wisconsin, May 2004
- No. 147 -Assessment of Conformity of the Amended Year 2000-2002 Transportation Improvement Program and Amended Year 2020 Regional Transportation System Plan with Respect to the State of Wisconsin Air Quality Implementation Plan—Six County Severe Ozone Nonattainment Area and Walworth County Ozone Maintenance Area, January 2001
- No. 148 -A Lake Protection Plan for Middle Genesee Lake, Waukesha County, Wisconsin, August 2003\*
- No. 149 -A Lake Protection Plan for Spring Lake and Willow Spring Lake, Waukesha County, Wisconsin, August 2004\*
- No. 150 -Assessment of Conformity of the Year 2002-2004 Transportation Improvement Program and Year 2020 Regional Transportation System Plan with Respect to State of Wisconsin Air Quality Implementation Plan—Six-County Severe Ozone Nonattainment Area and Walworth County Ozone Maintenance Area, April 2002
- No. 151 -Stream Channel Stability and Biological Assessment of Quaas Creek: 2002, Washington County, Wisconsin, July 2002
- No. 152 -A Greenway Connection Plan for the Milwaukee Metropolitan Sewerage District, December 2002
- No. 153 -Results of Survey of Attitudes of Southeastern Wisconsin Residents Regarding Freeway Traffic Congestion and Freeway System Reconstruction: 2002, September 2002
- No. 154 -Assessment of Conformity of the Year 2002-2004 Transportation Improvement Program and the Regional Transportation Plan System Plan with Respect to the State of Wisconsin Air Quality Implementation Plan—Six County Severe Ozone Nonattainment Area and Walworth County Ozone Maintenance Area, March 2003
- No. 155 -An Aquatic Plant Management Plan for Little Muskego Lake, Waukesha County, Wisconsin, January 2004
- No. 156 -Lake Park Bluff Stability and Plant Community Assessment: 2003, Milwaukee County, Wisconsin, September 2004
- No. 157 -Review and Reaffirmation of Year 2020 Regional Land Use and Transportation Plans and Extension of Plan Design Year to 2025, April 2003
- No. 158 A Lake Protection and Recreational Use Plan for Pell Lake, Walworth County, Wisconsin, May 2006
- No. 159 -An Aquatic Plant Management Plan for Voltz Lake, Kenosha County, Wisconsin, January 2005
- No. 160 -Assessment of Conformity of the Year 2002-2004 Transportation Improvement Program and the Regional Transportation System Plan as Amended with Respect to State of Wisconsin Air Quality Implementation Plan—Six-County Severe Ozone Nonattainment Area and Walworth County Ozone Maintenance Area, October 2003
- No. 161 An Aquatic Plant Management Plan for Nagawicka Lake, Waukesha County, Wisconsin, March 2006
- No. 162 -Assessment of Conformity of the Year 2005-2007 Transportation Improvement Program and the Regional Transportation System Plan—Six County Ozone Nonattainment Area and Walworth County Ozone Maintenance Area, January 2005
- No. 163 -A Hartland/Merton Cluster Development Plan, Waukesha County, December 2004
- No. 164 -Potential Public Enterprise Telecommunications Networks for Southeastern Wisconsin, September 2005
- No. 165 -Assessment of Conformity of the 2035 Regional Transportation System Plan and the Year 2005-2007 Transportation Improvement Program with Respect to the State of Wisconsin Air Quality Implementation Plan—Six County Southeastern Wisconsin Ozone Nonattainment Area, June 2006
- No. 166 -Sectoral Cellular Wireless Network Plan, April 2006
- No. 167 -Simulation of Shallow Groundwater Flow in the Vicinity of the Village of Eagle, Waukesha County, Wisconsin, June 2006
- No. 169 -An Aquatic Plant Management Plan for Friess Lake, Washington County, Wisconsin, May 2008

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- No. 170 -Land Evaluation and Site Assessment (LESA) Analysis of Farmlands in Ozaukee County, Wisconsin, January 2008
- No. 171 -Assessment of Lake Michigan Shoreline Erosion Control Structures in Racine County, January 2008
- No. 173 -An Aquatic Plant Management Plan for Pine and Beaver Lakes, Waukesha County, Wisconsin, October 2008
- No. 178 -Public Transit – Human Services Transportation Coordination Plan for Kenosha County: 2008, December 2008
- No. 179 -Public Transit – Human Services Transportation Coordination Plan for Milwaukee County: 2008, December 2008
- No. 180 -Public Transit – Human Services Transportation Coordination Plan for Ozaukee County: 2008, December 2008
- No. 181 -Public Transit – Human Services Transportation Coordination Plan for Racine County: 2008, December 2008
- No. 182 -Public Transit – Human Services Transportation Coordination Plan for Walworth County: 2008, December 2008
- No. 183 -Public Transit – Human Services Transportation Coordination Plan for Washington County: 2008, December 2008
- No. 184 -Public Transit – Human Services Transportation Coordination Plan for Waukesha County: 2008, December 2008

## ECONOMIC DEVELOPMENT PROFILES

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

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

## LAKE USE REPORTS-FOX RIVER WATERSHED

### Kenosha County

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

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

### Racine County

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

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

### Walworth County

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

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

### Waukesha County

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

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

## LAKE USE REPORTS-MILWAUKEE RIVER WATERSHED

### Fond du Lac County

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

### Ozaukee County

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

### Sheboygan County

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

### Washington County

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

## TECHNICAL RECORDS

### 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

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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  
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Aerial Photographs and Their Use in the Land Use Inventory  
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by William T. Wambach, Jr., P.E.
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- Simulation Models in Urban and Regional Planning  
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by Donald L. Gehrke, Economics and Population Analyst, and  
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- A Backward Glance: The Street Railway in Milwaukee  
by Henry M. Mayer, Administrative Assistant, Milwaukee & Suburban Transport Corporation

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- Determination of Runoff for Urban Storm Water Drainage System Design  
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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

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A Modal Split Model for Southeastern Wisconsin

by Edward Weiner, Highway Engineer

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Transit System Development Standards

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

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Characteristics of Travel in the Milwaukee Central Business District

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by Wayne H. Faust, Associate Planner

A Backward Glance: Downtown Yesterdays

by Gerald P. Caffrey, Milwaukee Municipal Reference Librarian

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

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

by Sheldon W. Sullivan, Chief of Data Collection

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A Backward Glance: The Development of General Mitchell Field

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- A Backward Glance: The American Automobile-A Brief History of the Development  
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by Stuart G. Walesh, SEWRPC Water Resources Engineer
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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

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

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

### Volume 4-No. 4, February 1984

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

### Volume 4-No. 5, December 1989

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

### Volume 4-No. 6, December 1993\*

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

## ANNUAL REPORTS

1961,\* 1962,\* 1963, 1964, 1965, 1966, 1967, 1968, 1969,\* 1970, 1971, 1972,\* 1973, 1974, 1975, 1976, 1977,  
1978,\* 1979,\* 1980, 1981, 1982, 1983, 1984, 1985, 1986, 1987, 1988, 1989, 1990, 1991, 1992, 1993, 1994,  
1995, 1996, 1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, and 2007

## CONFERENCE PROCEEDINGS

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

## NEWSLETTERS

SEWRPC Newsletter, Volume 2 through Volume 42, Number 4  
SEWRPC Freeway System Study Newsletter, Nos. 1 through 5  
SEWRPC Review and Update of Regional Land Use and  
Transportation System plans for Southeastern Wisconsin Nos. 1 through 4  
Milwaukee County Transit System Development Plan: 2007-2011  
Year 2035 Regional Land Use and Transportation System Plans for Southeastern  
Wisconsin, Number 5  
Summary of Proposed Comprehensive Broadband Telecommunications Plan for  
Southeastern Wisconsin  
Regional Water Supply Plan for Southeastern Wisconsin—Issues 1 and 2  
Summary of A Regional Water Quality Management Plan Update for the  
Greater Milwaukee Watersheds  
Regional Water Supply Plan for Southeastern Wisconsin  
Assessment of Lake Michigan Shoreline Erosion Control Structures in Racine County

## 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\*

## TRANSPORTATION IMPROVEMENT PROGRAMS—continued

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\*

A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1989-1993, December 1988

A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1990-1994, December 1989

A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1991-1995, December 1990

A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1992-1996, October 1991

A Transportation Improvement Program for Southeastern Wisconsin: 1993-1998, December 1992

A Transportation Improvement Program for Southeastern Wisconsin: 1995-1997, November 1994

A Transportation Improvement Program for Southeastern Wisconsin: 1997-1999, September 1996

A Transportation Improvement Program for Southeastern Wisconsin: 1998-2000, November 1997

A Transportation Improvement Program for Southeastern Wisconsin: 2000-2002, February 2000

A Transportation Improvement Program for Southeastern Wisconsin: 2002-2004, February 2002

A Transportation Improvement Program for Southeastern Wisconsin: 2004-2006, December 2003

A Transportation Improvement Program for Southeastern Wisconsin: 2005-2007, January 2005

A Transportation Improvement Program for Southeastern Wisconsin: 2007-2010, December 2006

## 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.**  
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MEMBER WISCONSIN  
INSTITUTE OF CPA'S

### INDEPENDENT AUDITOR'S REPORT

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

We have audited the accompanying financial statements of Southeastern Wisconsin Regional Planning Commission, as of and for the year ended December 31, 2008, as listed in the table of contents. These financial statements are the responsibility of Southeastern Wisconsin Regional Planning Commission's management. Our responsibility is to express an opinion on these financial statements based on our audit.

We conducted our audit in accordance with auditing standards generally accepted in the United States and the standards applicable to financial audits contained in Government Auditing Standards, issued by the Comptroller General of the United States. Those standards require that we plan and perform the audit to obtain reasonable assurance about whether the general purpose financial statements are free of material misstatement. An audit includes examining, on a test basis, evidence supporting the amounts and the disclosures in the general purpose financial statements. An audit also includes assessing the accounting principles used and significant estimates made by management, as well as evaluating the overall general purpose financial statement presentation. We believe that our audit provides a reasonable basis for our opinion.

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of Southeastern Wisconsin Regional Planning Commission, as of December 31, 2008, 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 19, 2009, on our consideration of Southeastern Wisconsin Regional Planning Commission's internal control over financial reporting and our tests of its compliance with certain provisions of laws, regulations, contracts and grants.

Our audit was performed for the purpose of forming an opinion on the financial statements taken as a whole. The accompanying schedule of expenditures of federal and state of Wisconsin awards is presented for purposes of additional analysis as required by U.S. Office of Management and Budget Circular A-133, Audits of States, Local Governments, and Non-Profit Organizations, and is not a required part of the basic financial statements of Southeastern Wisconsin Regional Planning Commission. Such information has been subjected to the auditing procedures applied in the audit of the general purpose financial statements and, in our opinion, is fairly stated, in all material respects, in relation to the general purpose financial statements taken as a whole.

*David L. Scrima, S.C.*

David L. Scrima, S.C.  
Waukesha, Wisconsin  
March 19, 2009



Southeastern Wisconsin Regional Planning Commission

Balance Sheet - All Fund Types

December 31, 2008

	Governmental Fund Types				
	General	Special Revenue	Debt Service	2008 Total	2007 Total
<u>Assets</u>					
Pooled cash and cash equivalents	\$ 2,372,442	\$	\$	\$ 2,372,442	\$ 2,346,994
Grants receivable	474,025	500,633		974,658	1,285,288
Interest receivable	3,568			3,568	12,787
Prepaid expense	104,408			104,408	107,521
Property and equipment	3,735,438			3,735,438	3,928,073
Deferred bond expenses			74,786	74,786	81,130
Due from other funds	491,685			491,685	1,061,260
Restricted assets:					
Cash with bond trustee			2,175,160	2,175,160	2,076,470
Total Assets	<u>\$ 7,181,566</u>	<u>\$ 500,633</u>	<u>\$ 2,249,946</u>	<u>\$ 9,932,145</u>	<u>\$ 10,899,523</u>
<u>Liabilities</u>					
State sales tax	\$ 75	\$	\$	\$ 75	\$ 11
Accounts payable	201,987	59,202		261,189	340,138
Vacation accrual	206,162			206,162	173,982
Deferred revenue	241,841			241,841	472,800
Sick pay accrual	237,280			237,280	263,880
Due to other funds		441,431	50,254	491,685	1,061,260
Accrued payroll and taxes	143,498			143,498	116,913
Deposits and advance rents	3,333		2,175,160	2,178,493	1,843,976
General long-term debt	2,365,000			2,365,000	2,485,000
Accrued interest payable			24,532	24,532	40,612
Total Liabilities	<u>3,399,176</u>	<u>500,633</u>	<u>2,249,946</u>	<u>6,149,755</u>	<u>6,798,572</u>
<u>Fund Equity</u>					
Investments in fixed assets - net of debt	1,370,438			1,370,438	1,443,073
Fund Balances - designated	1,302,878			1,302,878	1,247,931
- undesignated	1,109,074			1,109,074	1,409,947
Total Fund Equity	<u>3,782,390</u>			<u>3,782,390</u>	<u>4,100,951</u>
Total Liabilities and Fund Equity	<u>\$ 7,181,566</u>	<u>\$ 500,633</u>	<u>\$ 2,249,946</u>	<u>\$ 9,932,145</u>	<u>\$ 10,899,523</u>

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

Southeastern Wisconsin Regional Planning Commission

Statement of Revenues, Expenditures and Changes

in Fund Balance - All Governmental Fund Types

For the Year Ended December 31, 2008

	Governmental Fund Types			
	General	Special Revenue	2008	2007
<u>Revenues</u>				
Contributions from counties	\$ 2,370,245	\$	\$ 2,370,245	\$ 2,370,245
Grant revenues		3,203,752	3,203,752	3,014,802
Service grants	639,829	614,719	1,254,548	1,497,286
Pass-through grants	209,344	41,806	251,150	2,365,532
Interest on invested funds	82,867		82,867	163,865
Other income	29,809		29,809	34,722
Rental income	69,415		69,415	67,393
Total Revenues	<u>3,401,509</u>	<u>3,860,277</u>	<u>7,261,786</u>	<u>9,513,845</u>
<u>Expenditures</u>				
Salaries and fringe benefits	3,087,190	2,053,470	5,140,660	5,087,689
Office and other expenses:				
Technical consultants	219,847	216,998	436,845	499,379
Technical consultants - pass-through	268,805	52,683	321,488	2,292,049
Office supplies	64,858	17,159	82,017	68,797
Insurance, audit, legal fees	64,540	1,033	65,573	59,178
Library acquisition and dues	35,196	13,621	48,817	31,300
Printing and graphics supplies	116,236	7,054	123,290	133,878
Postage expense	24,695	257	24,952	34,343
Travel expense	35,588	26,507	62,095	52,123
Telephone expense	32,090		32,090	39,563
Building usage	182,901	8,909	191,810	176,311
Building maintenance	176,608		176,608	153,275
Other operating expenses	17,238	5,141	22,379	47,490
Software and equipment maintenance	121,920	7,794	129,714	131,749
Capital outlay	137,277	7,350	144,627	123,850
Interest expense	99,747		99,747	122,924
Total Expenditures	<u>4,684,736</u>	<u>2,417,976</u>	<u>7,102,712</u>	<u>9,053,898</u>
Excess (Deficit) Revenues Over Expenditures	(1,283,227)	1,442,301	159,074	459,947
Indirect Expense Allocation	1,442,301	(1,442,301)		
Fund Balance - beginning of year	2,657,878	-0-	2,657,878	2,557,931
Transfer - amount transferred to trustee	(405,000)		(405,000)	(360,000)
Fund Balance - end of year	<u>\$ 2,411,952</u>	<u>\$ -0-</u>	<u>\$ 2,411,952</u>	<u>\$ 2,657,878</u>

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

Southeastern Wisconsin Regional Planning Commission  
Statement of Revenues, Expenditures and Changes  
in Fund Balance - Budget and Actual - All Governmental Fund Types  
For the Year Ended December 31, 2008

	Budget	Actual	Variance Favorable (Unfavorable)
Revenues			
Contributions from counties	\$ 2,370,245	\$ 2,370,245	\$
Grant revenues	4,471,730	4,458,300	(13,430)
Pass-through grants		251,150	251,150
Interest on invested funds		82,867	82,867
Other income		29,809	29,809
Rental income	69,415	69,415	
Total Revenues	6,911,390	7,261,786	350,396
Expenditures			
Salaries and fringe benefits	5,245,350	5,140,660	104,690
Office and other expenses:			
Technical consultants	491,125	436,845	54,280
Technical consultants - pass-through		321,488	(321,488)
Office supplies	65,000	82,017	(17,017)
Insurance, audit, legal fees	78,600	65,573	13,027
Library acquisition and dues	40,000	48,817	(8,817)
Printing and graphics supplies	145,000	123,290	21,710
Postage expense	35,000	24,952	10,048
Travel expense	70,000	62,095	7,905
Telephone expense	40,000	32,090	7,910
Building usage	120,000	191,810	(71,810)
Building maintenance	125,000	176,608	(51,608)
Other operating expenses	25,000	22,379	2,621
Unemployment compensation expense	5,000		5,000
Software and equipment maintenance	167,000	129,714	37,286
Capital outlay	140,000	144,627	(4,627)
Interest expense	119,315	99,747	19,568
Total Expenditures	6,911,390	7,102,712	(191,322)
Excess Revenues Over Expenditures	\$ -0-	159,074	\$ 159,074
Fund Balance - beginning of year		2,657,878	
Transfer: amount transferred to trustee		(405,000)	
Fund Balance - end of year		\$ 2,411,952	

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, 2008

The accompanying summary of Southeastern Wisconsin Regional Planning Commission's more significant accounting policies is presented to assist the reader in interpreting the financial statements and other data in this report. These policies, as presented, should be reviewed as an integral part of the accompanying financial statements. The accounting policies of Southeastern Wisconsin Regional Planning Commission conform to generally accepted accounting principles as applicable to governmental units.

Note 1 - Summary of Significant Accounting Policies

Reporting Entity

The Commission uses the criteria set forth by the Governmental Accounting Standards Board to determine the scope of the Commission's reporting entity. The accompanying financial statements reflect all significant operations of the Commission, which are under control of the Commissioners of Southeastern Wisconsin Regional Planning Commission.

Basis of Presentation

Southeastern Wisconsin Regional Planning Commission is a public agency serving the local communities within the counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha.

The accounts of the Commission are organized on the basis of funds, each of which is considered a separate accounting entity. The operations of each fund are accounted for with a separate set of self-balancing accounts that comprise its assets, liabilities, fund equity, revenues, and expenditures. Government resources are allocated to and accounted for in individual funds based upon the purposes for which they are to be spent and the means by which spending activities are controlled. The following funds are used by the Commission:

Governmental Funds

**General Fund** - The General Fund is the general operating fund of the Commission. It is used to account for all financial resources except those required to be accounted for in another fund.

**Special Revenue Fund** - Special Revenue Funds are used to account for the specific revenue sources (other than major capital projects) that are legally restricted to expenditures for specified purposes.

**Total (Memorandum Only)** - The column captioned Total (Memorandum Only) in the combined financial statements is a total of the columnar statements by fund type. The total column is not comparable to a consolidation and does not present financial position and results of operations in conformity with generally accepted accounting principles because the same basis of accounting is not used by all funds and interfund transactions and balancing accounts have not been eliminated.

Southeastern Wisconsin Regional Planning Commission  
Combined Notes to the Financial Statements  
For the Year Ended December 31, 2008

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

Budget

The Commission's 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, 2008 are recorded as expenditures in the governmental funds. Generally accepted accounting principles require that these fixed assets be capitalized at cost.

Accrued Sick Leave

The Commission accrues up to 130 days for sick leave when an employee retires. The employee may use these funds to purchase health insurance after they retire.

Deferred Debt Expense and Bond Discount

Bond issuance costs and bond discount costs are capitalized and amortized over the terms of the bonds.

Accrued Vacation

The Commission accrues unused vacation time since the unused vacation time is cumulative from year to year. The maximum accrual per individual is 30 days.

Southeastern Wisconsin Regional Planning Commission  
Combined Notes to the Financial Statements  
For the Year Ended December 31, 2008

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

Fund Balances

The Commission classifies its fund equity as follows:

**Designated Fund Balances** - indicates that portion of fund equity, which has been segregated for specific purposes.

**Undesignated Fund Balances** - indicates that portion of fund equity, which is available for budgeting or other uses in future periods.

Note 2 - General Fixed Asset

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.

	2008	2007
Land	\$ 335,300	\$ 335,300
Land improvements	213,655	213,655
Building and improvements	3,287,879	3,287,879
Office furniture	249,842	249,842
Computers and related equipment	294,665	321,984
Office equipment	371,360	347,300
Automobiles	172,296	189,412
Field equipment	43,293	43,293
	4,968,290	4,988,665
Less: Depreciation	(1,232,852)	(1,060,592)
Net Book Value	\$ 3,735,438	\$ 3,928,073



Southeastern Wisconsin Regional Planning Commission

Combined Notes to the Financial Statements

For the Year Ended December 31, 2008

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, 2008 was \$3,456,772, the employer's total payroll was \$3,625,189.

All permanent employees expected to work over 600 hours a year are eligible to participate in the System. Covered employees in the general category are required by statute to contribute 5.9% of their salary (2.9% for Executives and Elected Officials, 5.0% for Protective Occupations with Social Security, and 3.3% for Protective Occupations without Social Security), to the plan. Employers may make these contributions to the plan on behalf of employees. Employers are required to contribute the remaining amounts necessary to pay the projected cost of future benefits. Total contributions for the years ending December 31, 2008 and 2007 were \$366,418 and \$367,399, respectively, equal to the required contributions for each year.

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

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

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

Southeastern Wisconsin Regional Planning Commission

Combined Notes to the Financial Statements

For the Year Ended December 31, 2008

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	\$ 1,109,887
Temporary cash investments	<u>1,262,555</u>
	<u>\$ 2,372,442</u>

The temporary cash investments are invested in the Wisconsin Investment Pool. The pool was paying 1.29% as of December 31, 2008.

Note 5 – Cognizant Agency

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

Note 6 – Designated Funds

The Commission has designated the following funds for future purposes:

Equipment replacement	\$ 175,000
Errors and Omissions Insurance	300,000
Building Improvement & Maintenance	197,878
Program Development Fund	<u>630,000</u>
	<u>\$ 1,302,878</u>

Note 7 – Long-Term Debt

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

	<u>Principal</u>	<u>Interest</u>
2009	\$ 130,000	\$ 113,968
2010	135,000	108,136
2011	140,000	101,948
2012 and thereafter	1,960,000	545,938
Total	<u>\$ 2,365,000</u>	<u>\$ 869,990</u>

The commission has an option to prepay the balance of the bonds, at par, commencing March 1, 2011. With this option the Commission has deposited irrevocably with the bond trustee \$2,065,000 to be invested in U.S. Treasury notes. On March 1, 2011 this deposit and accrued interest will be used to pay the remaining bonds outstanding.

Southeastern Wisconsin Regional Planning Commission

Combined Notes to the Financial Statements

For the Year Ended December 31, 2008

Note 8 – Cash Risks

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



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**NOTICES SENT TO FOR FILE : 091135**

[illegible]



## Legislation Details (With Text)

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**File #:** 091199      **Version:** 0

**Type:** Communication      **Status:** In Committee

**File created:** 12/22/2009      **In control:** ZONING, NEIGHBORHOODS & DEVELOPMENT COMMITTEE

**On agenda:**      **Final action:**

**Effective date:**

**Title:** Communication from the Departments of City Development and Public Works relating to amendments - certain street paving projects - to project plans for tax incremental districts likely to be closed out in 2011 or 2012.

**Sponsors:** ALD. BOHL

**Indexes:** DEPARTMENT OF CITY DEVELOPMENT, REPORTS AND STUDIES, TAX INCREMENTAL DISTRICTS

**Attachments:** Hearing Notice List

Date	Ver.	Action By	Action	Result	Tally
12/22/2009	0	COMMON COUNCIL	ASSIGNED TO		
1/7/2010	0	ZONING, NEIGHBORHOODS & DEVELOPMENT COMMITTEE	HEARING NOTICES SENT		
1/7/2010	0	ZONING, NEIGHBORHOODS & DEVELOPMENT COMMITTEE	HEARING NOTICES SENT		
1/7/2010	0	ZONING, NEIGHBORHOODS & DEVELOPMENT COMMITTEE	HEARING NOTICES SENT		

**Number**

091199

**Version**

ORIGINAL

**Reference**

090706

**Sponsor**

ALD. BOHL

**Title**

Communication from the Departments of City Development and Public Works relating to amendments - certain street paving projects - to project plans for tax incremental districts likely to be closed out in 2011 or 2012.

**Drafter**

LRB09506-1

BJZ/lp

12/22/2009

**NOTICES SENT TO FOR FILE : 091199**

[illegible]



## Legislation Details (With Text)

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**File #:** 091204      **Version:** 0

**Type:** Appointment      **Status:** In Committee

**File created:** 12/22/2009      **In control:** ZONING, NEIGHBORHOODS & DEVELOPMENT COMMITTEE

**On agenda:**      **Final action:**

**Effective date:**

**Title:** Reappointment of Henry Szymanski to the Board of Zoning Appeals by the Mayor. (14th Aldermanic District)

**Sponsors:** THE CHAIR

**Indexes:** APPOINTMENTS, BOARD OF ZONING APPEALS

**Attachments:** Reappointment Letter, Attendance Record

Date	Ver.	Action By	Action	Result	Tally
12/22/2009	0	COMMON COUNCIL	ASSIGNED TO		



**Number**

091204

**Version**

ORIGINAL

**Reference**

**Sponsor**

THE CHAIR

**Title**

Reappointment of Henry Szymanski to the Board of Zoning Appeals by the Mayor. (14th Aldermanic District)

**Drafter**

Mayor

TB

12/22/09

December 22, 2009

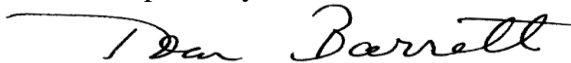
To the Honorable, the Common Council  
of the City of Milwaukee

Honorable Members of the Common Council:

I am pleased to reappoint Mr. Henry P. Szymanski, 2776 South Quincy Avenue, Milwaukee, Wisconsin 53207, to the Board of Zoning Appeals. This reappointment is pursuant to Section 62.23(7)(e) of the Wisconsin State Statutes and Section 295-311-1 of the Milwaukee Code of Ordinances. Mr. Szymanski's term will commence upon taking of the oath of office.

I trust this reappointment will have the approval of your Honorable Body.

Respectfully submitted,

A handwritten signature in cursive script that reads "Tom Barrett". The signature is written in dark ink and is positioned above the printed name and title.

Tom Barrett  
Mayor



City Hall, Room 205  
200 E. Wells Street  
Milwaukee, WI 53202  
(414) 286-2221



**Office of the City Clerk**

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Re: Common Council File Number 091204

Reappointment of Henry Szymanski to the Board of Zoning Appeals by the Mayor.  
(14th Ald. Dist.)

Dear Sir/Madam,

In accordance with Common Council resolution File Number 65-2210, adopted November 30, 1965, all reappointments are to be referred to an appropriate standing committee.

Under this policy, the appropriate committee is to be informed in writing of the incumbent's attendance record during his/her last term of service.

Please provide the following required information and return immediately to our office for consideration at the Zoning, Neighborhoods and Development Committee Meeting on January 12, 2010.

- Number of meetings held: \_\_\_\_\_ 33
- Number of meetings attended: \_\_\_\_\_ 28
- Number of excused absences: \_\_\_\_\_ 5
- Number of unexcused absences: \_\_\_\_\_ 0

Please return this information to Charlotte Rodriguez, [crodri@milwaukee.gov](mailto:crodri@milwaukee.gov),  
City Clerk's Office, Room 205, City Hall.

Very truly yours,  
RONALD D. LEONHARDT

*Ronald D. Leonhardt*

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## Legislation Details (With Text)

**File #:** 080893 **Version:** 0

**Type:** Communication **Status:** In Committee

**File created:** 10/7/2008 **In control:** ZONING, NEIGHBORHOODS & DEVELOPMENT COMMITTEE

**On agenda:** **Final action:**

**Effective date:**

**Title:** Communication related to the activities of the Special Joint Committee on the Redevelopment of Abandoned and Foreclosed Homes.

**Sponsors:** THE CHAIR

**Indexes:** FORECLOSURES, HOUSING, REPORTS AND STUDIES

**Attachments:** Handouts from the 12/17/09 Meeting, Recording of the 12/17/09 Meeting part 1, Recording of the 12/17/09 Meeting part 2, Recording of the 12/17/09 Meeting part 3, Minutes of the 10/27/09 Meeting, Recording of the 10/27/09, Minutes of the 8/31/09 Meeting, Recording from the 8/31/09 Meeting, Minutes of the 8/3/09 Meeting, Minutes of the 7/13/09 Meeting, Exhibit 2 from the 7/13/09 Meeting, Exhibit 1 from the 7/13/09 Meeting, Recording of the 7/13/09 Meeting, Minutes of the 6/22/09 Meeting, Recording of the 6/22/09 Meeting, Minutes of the 6/1/09 Meeting, Exhibit 1 From the 6/1/09 Meeting, Recording of the 6/1/09 Meeting, Minutes of the 5/4/09 Meeting, Recording of the 5/4/09 Meeting, Minutes of the 4/6/09 Meeting, Recording of the 4/6/09 Meeting Part 1, Recording of the 4/6/09 Meeting Part 2, Minutes of the 3/9/09 Meeting, Recording of the 3/9/09 Meeting, Minutes of 2/23/09 Meeting, Recording of the Meeting of 2/23/09, Minutes of the 2/16/09 Meeting, Recording of the Meeting of 2/16/09, Minutes of the 1/26/09 Meeting, Exhibit 1 from the 1/26/09 Meeting, Recording of the Meeting of 1/26/09, Minutes of the 10/24/08 Meeting, Recording of the Meeting of 10/24/08, Minutes from the 10/14/08 Meeting, Exhibit 1 from the 10/14/08 Meeting, Recording of the Meeting of 10/14/08

Date	Ver.	Action By	Action	Result	Tally
10/7/2008	0	COMMON COUNCIL	ASSIGNED TO		

**Number**

080893

**Version**

ORIGINAL

**Reference**

**Sponsor**

THE CHAIR

**Title**

Communication related to the activities of the Special Joint Committee on the Redevelopment of Abandoned and Foreclosed Homes.

**Requestor**

**Drafter**

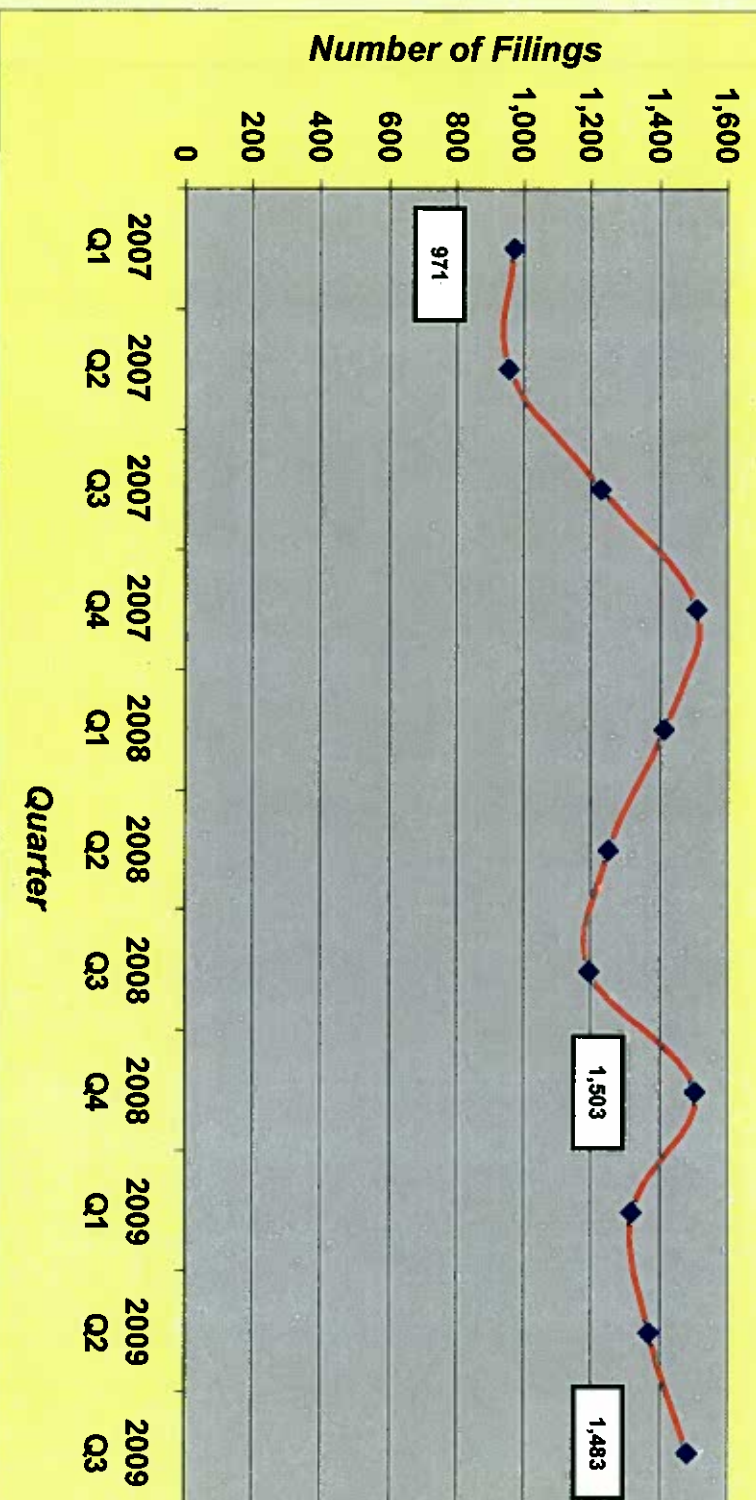
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lme

10/14/08

# Foreclosure Filings

City of Milwaukee Quarterly Foreclosure Filings  
2007 - 2009



## City of Milwaukee Foreclosure Filings:

- January 1 – September 30, 2007: 3,145
- January 1 – September 30, 2008: 3,850
- January 1 – September 30, 2009: 4,167

**City of Milwaukee**  
**Bank Owned and In Rem Foreclosed Properties by Aldermanic District**  
 Data reflects City Assessors Records as of December 15, 2009

Aldermanic District	Bank Owned Foreclosures as of 12/15/2009	Percentage Increase from October 23, 2009 Report	City Owned In Rem Foreclosures as of 12/15/2009	Total Foreclosed Properties	Open Foreclosure Filings (includes filings through November 8, 2009)
1	114	-11.6%	21	135	560
2	99	-21.4%	4	103	626
3	38	46.2%	6	44	128
4	33	10.0%	14	47	175
5	65	-7.1%	5	70	371
6	133	-7.0%	62	195	465
7	172	-9.0%	43	215	647
8	68	-8.1%	6	74	316
9	73	-12.0%	6	79	423
10	87	-8.4%	5	92	378
11	27	-6.9%	1	28	204
12	82	-8.9%	19	101	268
13	37	12.1%	2	39	229
14	53	-10.2%	6	59	263
15	151	-12.2%	68	219	515
City Total	1,232	-8.6%	268	1,500	5,568

Property information reflects City Assessor's Office Records. There is a multiple week gap between when a foreclosed property is bought or sold, the transaction is recorded with the County Register of Deeds Office and the information is updated in City records. Therefore, recent transactions will not be reflected in the reported statistics.

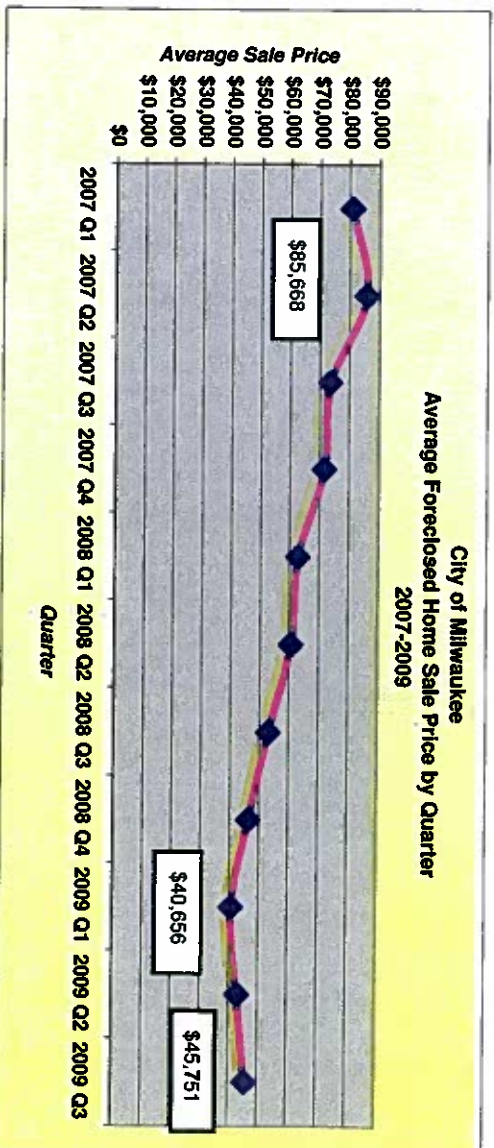
Prepared by City of Milwaukee - Department of City Development



**City of Milwaukee - Residential Real Estate Market Summary**  
**Data Reflects City Assessors Office Property Data as of 12/14/2009\***  
**Prepared by Department of City Development**

Sales of Foreclosed Homes				Sales of Non-Foreclosed Homes			
	Number of Sales (Year to Date)	Average Sale Price	Average Sale Price as a Percentage of Assessed Value	Number of Sales (Year to Date)	Average Sale Price	Average Sale Price as a Percentage of Assessed Value	
1	176	\$28,105	33.0%	119	\$74,878	78.0%	
2	216	\$45,884	48.4%	125	\$80,469	80.8%	
3	22	\$89,655	57.4%	120	\$225,574	86.7%	
4	36	\$31,306	29.3%	11	\$40,918	56.7%	
5	111	\$85,401	59.8%	332	\$136,173	92.0%	
6	221	\$20,130	27.3%	77	\$58,644	67.5%	
7	290	\$30,945	36.2%	103	\$60,404	64.3%	
8	101	\$48,915	44.0%	129	\$100,674	82.9%	
9	129	\$62,351	50.3%	96	\$108,965	78.7%	
10	125	\$54,346	48.7%	256	\$125,084	86.8%	
11	45	\$96,239	68.4%	262	\$144,066	93.1%	
12	94	\$27,921	33.5%	77	\$58,389	63.7%	
13	64	\$93,496	66.3%	236	\$141,391	89.9%	
14	81	\$63,940	51.3%	262	\$150,701	94.6%	
15	249	\$18,950	27.6%	86	\$46,053	62.5%	
<b>Total</b>	<b>1,961</b>	<b>\$42,708</b>	<b>41.0%</b>	<b>2,282</b>	<b>\$120,959</b>	<b>84.6%</b>	

\*Above figures include all single family and duplex home sales reported to the City Assessor's Office as of December 14, 2009. There is a multiple week gap between when a property is bought or sold, the transaction is recorded with the County Register of Deeds Office and the information is updated in City records. Therefore, recent transactions will not be reflected in the above figures.



# NSP Report 12-16-09

	Name	Status	Address	Dist	Ald	Loan Cat	Units
1	Her, Lao	Scope Dev	8009-8009 W SCRANTON F	2	NSP HB	1	
2	Jackson, Kelly	Scope Dev	830-830 N 26TH ST	4	NSP HB	2	
3	Whittley, Iona	Scope Dev	3819-3819 N 54TH BL	2	NSP HB	1	
4	Newell, Kevin	Scope Dev	4671-4671 N 78TH ST	5	NSP HB	1	
5	Scott, Gerald	Scope Dev	2039-2041 N 40TH ST	15	NSP HB	2	
6	Thompson, Sharon	Scope Dev	8735-8735 W GREENWOOD	9	NSP HB	1	
7	Adeyemi, Abdulaseez	Scope Dev	834-838 N 26TH ST	4	NSP HB	1	
8	Cross-Jones, Vera	Scope Dev	8626-8626 W LAWRENCE A	5	NSP HB	1	
9	Johnson, Cedric	Scope Dev	4746-4746 N 36TH ST	7	NSP HB	1	
10	Lathavong, Somloth	Scope Dev	1945-1945 N 25TH ST	15	NSP HB	1	
11	Mursal, Yussuf	Scope Dev	2333-2333 N HUBBARD ST	6	NSP HB	2	
12	Nunez-Toribio, Radhames	Scope Dev	701-703 S 34TH ST	8	NSP HB	2	
13	Vue, Xee	Out for Bid	2111-2111 N 38TH ST	15	NSP HB	1	
13	Howard, Danielle	Out for Bid	3148-3150 N 54TH ST	10	NSP HB	2	
14	Luckett, Ronnie	Out for Bid	840-840 N 26TH ST	4	NSP HB	1	
15	Truong, Loc	Out for Bid	2238-2238 S 36TH ST	11	NSP HB	1	
16	Bond, Steve	Out for Bid	4214-4214 N 72ND ST	2	NSP HB	1	
17	Chang, Joua Vang	Out for Bid	1915-1915 N 33RD ST	15	NSP HB	1	
18	Sustainable Development, Layton	Out for Bid	1034-1034 S 34TH ST	8	NSP HB	1	
19	Villarreal, Esmeralda	Out for Bid	3223-3223 S 15TH ST	13	NSP HB	1	
20	Hall, Amerigo	Out for Bid	4840-4840 N 37TH ST	1	NSP HB	1	
21	Adams, Shawndrika	Approved	7628-7628 W COURTLAND	5	NSP HB	1	
22	Carson, Telicia	Approved	2932-2932 N 7TH ST	6	NSP HB	2	
23	Hines, Richard	Approved	1929-1929 W KNEELAND S	4	NSP HB	1	
24	Lassiter, Yolanda	Approved	2528-2530 N 1ST ST	6	NSP HB	2	
25	Link, Carla	Approved	4151-4151 N 61ST ST	2	NSP HB	1	
26	Neeb, Tammy	Approved	1312-1312 E SAVELAND AV	14	NSP HB	1	
27	Proctor, Richanda	Approved	2566-2568 N 20TH ST	15	NSP HB	2	
28	Volkman, Andrew	Approved	2729-2731 N BOOTH ST	3	NSP HB	1	
29	Chang, Jeremiah	Closed	6872-6872 W GRANTOSA D	2	NSP HB	1	
30	Korinek, Russell	Closed	3329-3329 S LENOX ST	14	NSP HB	1	
31	Encarnacion, Jose	Closed	2176 S 36TH ST	8	NSP HB	1	
32	Glover, Stephen	Closed	4303-4305 N 13TH ST	1	NSP HB	2	
33	Grimage, Charles	Closed	5280 N 67TH ST	2	NSP HB	1	
34	Monroe, Martha	Closed	3039-3041 N SHERMAN BL	7	NSP HB	2	
35	Barnes, Lesean	Closed	2757 N 54TH ST	10	NSP HB	1	
36	Cortes, Yamilka R.	Closed	224 W SAVELAND AV	13	NSP HB	1	
37	Jackson, Monique	Closed	8834 W BRENTWOOD AV	9	NSP HB	1	
38	Johnson, David	Closed	1134-1134A N 44TH ST	10	NSP HB	2	
39	Konings, Dirk	Closed	1520 N 48TH ST	10	NSP HB	1	
40	Parker, Charlie	Closed	8001-8003 W VILLARD AV	2	NSP HB	2	
41	Peine, Zackery	Closed	3425-3427 N 54TH ST	10	NSP HB	2	
42	Rasper, Janell	Closed	7613 N 60TH ST	9	NSP HB	1	
43	Robbins, Seth	Closed	5420-5420 W LOUISE PL	10	NSP HB	2	
44	Santiago, Veronica	Closed	3324 S 14TH ST	14	NSP HB	1	
45	Smith, Darnene	Closed	6700 N 54TH ST	9	NSP HB	1	
46	Winter, Heather	Closed	1540-1540A N 49TH ST	10	NSP HB	2	
47	Biles, Makisha	Closed	6201 N 95TH ST	5	NSP HB	1	
48	Killiebrew, Kimberly D.	Closed	3854 N 80TH ST	5	NSP HB	1	
49	Solomon, Brandy	Closed	4048 N 67TH ST	2	NSP HB	1	
50	Winters, Letonia	Closed	2222-2224 N 49TH ST	15	NSP HB	2	
51	Herring, Anthony	Closed	4029 N 11TH ST	1	NSP HB	1	
52	Wagner, Kristina	Closed	2903-2905 W PIERCE ST	8	NSP RR	4	
53	Lowney, Melissa	Closed	633-635 E LOCUST ST	3	NSP RR	1	

# NSP Report 12-16-09

	Name	Status	Address	Dist	Aid	Loan Cat	Units
54	LoDuca, Dominic	Closed	537-537 N 25TH ST		4	NSP RR	2
55	QI 6 LLC, QI 6 LLC	Closed	3306-3306 W GREENFIELD		8	NSP RR	0
56	Goulet, Joyce	Closed	2629-2631 N 48TH ST		15	NSP RR	2
57	Van Hoof, Tom	Closed	801-801 E HADLEY ST		3	NSP RR	5
58	Ghojallu, Stephanie	Closed	3157-3159 N BUFFUM ST		6	NSP RR	2
59	Four Jokers LLC, Four Jokers LLC	Closed	1222-1222 W WASHINGTON		12	NSP RR	2
60	Juszczak, Larry J	Closed	4663-4663 N 37TH ST		7	NSP RR	1
61	Monaghan, Teresa	Closed	2539 N 37TH ST		15	NSP RR	1
62	Romboy, Ryan	Closed	4054-4054 N 19TH ST		1	NSP RR	1
63	Deuel, Renee	Closed	2617-2617A N 52ND ST		10	NSP RR	2
64	Genesis Fulfillment Irrevocable Tr	Closed	2177-2177 S 17TH ST		12	NSP RR	3
65	Sharwani, Zarak	Closed	2632-2634 N 49TH ST		15	NSP RR	2
66	Whiteside, Cornelius	Closed	4240-4240A N 14TH ST		1	NSP RR	2
67	Aman, Saleem	Closed	2702-2704 N 40TH ST		15	NSP RR	2
68	Group, LLC, Kems Investment	Closed	2935-2935 W WALNUT ST		15	NSP RR	2
69	Heltemes, Todd R.	Closed	1225-1225 S 37TH ST		8	NSP RR	2
70	Namin, Reza	Closed	2670 S 8TH ST		14	NSP RR	1
71	Palmer, Dian	Closed	2600-2600 N 53RD ST		10	NSP RR	2
72	Pattee, Ryan	Closed	2510-2510 W JUNEAU AV		4	NSP RR	4
73	Schulz, Elizabeth	Closed	2466-2468 N TEUTONIA AV		15	NSP RR	2
74	Sharwani, Zarak	Closed	2747 N 56TH ST		10	NSP RR	1
75	Stark, Nathan	Closed	2512-2512 N 48TH ST		15	NSP RR	2
76	Monaghan, Teresa	Closed	2568 N 34TH ST		15	NSP RR	1
77	Lutynski, Peggy	Closed	911-911 S 26TH ST		8	NSP RR	1
78	Namin, Reza	Closed	2422 S 7TH ST		12	NSP RR	1
79	Reyes, Adolfo	Closed	3400-3402 W SCOTT ST		8	NSP RR	2



Are you in the market for a new home?  
The City of Milwaukee invites you to two:

# Homeownership Fairs

Great prices, low rates, and lots of choices make  
this a great time to buy.

- The City is providing forgivable loans of up to \$30,000 for the purchase of a foreclosed home.
- View current listings of available foreclosed homes and other properties.
- Meet with homeownership counselors, lenders, realtors and neighborhood groups who can help you on the path to homeownership.
- Light refreshments will be available.

Wednesday October 14, 2009  
South Division High School  
1515 W. Lapham Blvd.  
5:00 p.m. to 7:00 p.m.  
Brief Presentations at 5:30 (English)  
& 6:00 (Spanish)

Thursday October 22, 2009  
Hi-Mount Blvd. Community School  
4921 W. Garfield Ave.  
5:00 p.m. to 7:00 p.m.  
Brief Presentation at 5:30

RSVP to 286-5847 or [nspinfo@milwaukee.gov](mailto:nspinfo@milwaukee.gov) is appreciated  
Visit [www.MilwaukeeHousingHelp.org](http://www.MilwaukeeHousingHelp.org) for more information



Home Mortgage

Sponsored by:

Freddie Mac, U.S. Bank, The City of Milwaukee &

the members of the Milwaukee Homeownership Consortium







# The City of Milwaukee's Neighborhood Stabilization Program (NSP)

## City Owned Homes For Sale • Assistance Available

Purchasers of City of Milwaukee owned homes may be eligible for up to **\$30,000** to assist with needed rehabilitation through the City's NSP Homebuyer Assistance Program. This program will allow eligible homeowners to purchase and rehabilitate these homes at an affordable cost.

### Levels of Assistance

The level of assistance is based on your income and the location of the property. Visit [www.milwaukeehousinghelp.org](http://www.milwaukeehousinghelp.org) to determine if a home is in the Homeownership Incentive Area:

	Income less than 80% Area Median Income (AMI)	Income more than 80%, but less than 120% of Area Median Income (AMI)
Program Area	Up to \$20,000*	Up to \$10,000*
Incentive Area	Up to \$30,000*	Up to \$20,000*

*\*Funds can only be used for property rehabilitation, not purchase, and assistance is limited to not more than one half of the total cost to purchase and rehabilitate a home.*



### Requirements:

- Buyer must complete eight hours of homebuyer education from a HUD approved agency.
- Buyer must occupy home as primary residence during initial period of affordability.
- Buyer must complete all repairs identified in scope of work.
- Buyer's household income must be below 120% of Area Median Income (AMI). Additional assistance available for households below 80% of AMI (see chart at right for income eligibility).

Family Size	120% of Area Median Income—Eligible for up to \$20,000 in NSP assistance.	80% of Area Median Income—Eligible for up to \$30,000 in NSP assistance.
1	\$59,400	\$39,600
2	\$67,920	\$45,250
3	\$76,320	\$50,900
4	\$84,840	\$56,550
5	\$91,680	\$61,050
6	\$98,400	\$65,600

### Additional Benefits:

- A scope of work has already been completed to identify necessary work items. A Rehabilitation Specialist will work with program participants to help obtain bids, select contractors and monitor progress.
  - A number of lenders offer mortgage products which complement this program.
- Buyers may be eligible for additional tax credit of up to \$8,000. Visit [IRS.gov](http://IRS.gov) for details.

For more information email [Karen.Taylor@Milwaukee.gov](mailto:Karen.Taylor@Milwaukee.gov) or call 286-5738.

A list of certified homebuying counselors and participating lenders is available at:

[www.MilwaukeeHousingHelp.org](http://www.MilwaukeeHousingHelp.org)

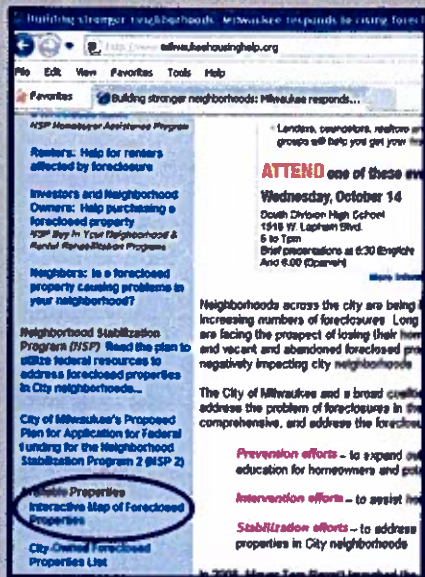




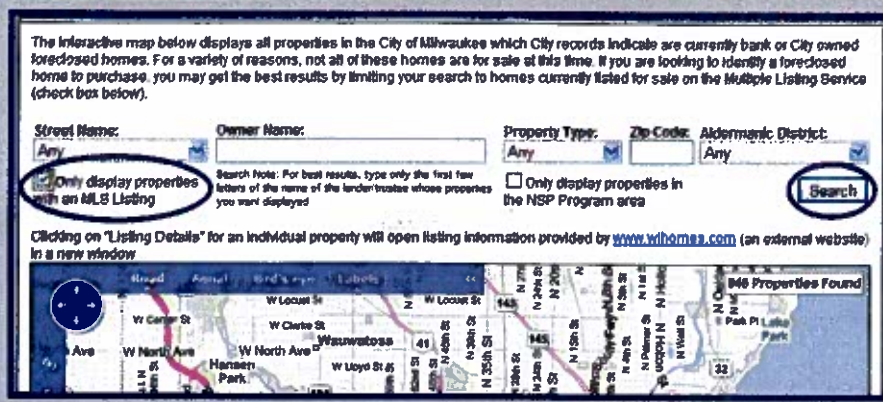
## The City of Milwaukee's Neighborhood Stabilization Program

### Using the City Website to Identify Foreclosed Homes

1. Visit [www.milwaukeehousinghelp.org](http://www.milwaukeehousinghelp.org) and select "Interactive Map of Foreclosed Properties."



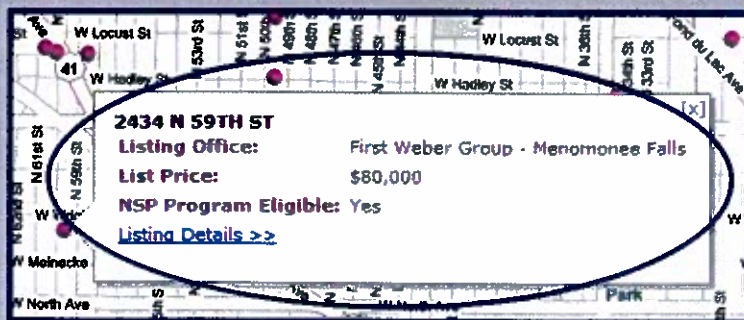
2. To limit your search to homes which are currently listed for sale, check "Only display properties with an MLS listing" and then click search.



3. Use the navigation tools to zoom in to the areas you are looking for homes.



4. Move your cursor over any of the red dots for more information on a property and a link to its MLS listing.



Information on the map reflects City Assessor's Office property records. There is a multiple week gap between when a property is bought or sold and the information is updated in City records. Therefore, recent sales may not be reflected on the map. MLS listings are updated weekly, courtesy of the Multiple Listing Service Inc. While the City attempts to provide comprehensive information, a realtor may be able to help you identify additional foreclosed homes which are eligible for the City's NSP programs.

Email [nspinfo@milwaukee.gov](mailto:nspinfo@milwaukee.gov) for additional information



# FACING FORECLOSURE?

Do you think you might lose your home?  
You are not alone. Get the help you need at the  
**MILWAUKEE FORECLOSURE PREVENTION EVENT**



**MONDAY, OCTOBER 19, 2009**  
DESTINY YOUTH PLAZA  
7220 N. 76th STREET, MILWAUKEE  
2:00 – 8:00PM



**For questions about the event or to jump start the process of getting help,  
call the Metropolitan Milwaukee Fair Housing Council at 414-921-1090.**

Lenders and housing counselors will be on hand to:

- Conduct loan workout sessions
- Provide information about financial literacy programs
- Offer mortgage refinance options

If you need help avoiding foreclosure NOW, you can get FREE professional help from a nonprofit counselor who will help you establish a budget, understand the terms of your loan and talk with your lender. Go to [www.milwaukeehousinghelp.org](http://www.milwaukeehousinghelp.org), [www.findaforeclosurecounselor.org](http://www.findaforeclosurecounselor.org), or [www.hud.gov](http://www.hud.gov).







**The City of Milwaukee is building stronger neighborhoods through an initiative to address rising mortgage foreclosures.**

***Are you at risk of foreclosure?***

Homeowners in Milwaukee and across the nation are increasingly struggling to make their monthly mortgage payments. Job losses, medical bills, unexpected expenses, and interest rate changes on adjustable rate mortgages are all resulting in homeowners facing the possibility of losing their homes to foreclosure.

***If you think you may be at risk SEEK HELP AS SOON AS POSSIBLE.***

There are a number of options available to homeowners at risk of foreclosure. The earlier in the process that a homeowner takes action, the more options are available. Here are three steps you can take:

***Contact your lender or servicer:*** Lenders and servicers are able to work with borrowers to explore potential options for avoiding foreclosure, including mortgage refinancing under the Federal Government's new Making Home Affordable Program.

***Request mediation:*** The Milwaukee Foreclosure Mediation Program provides homeowners facing foreclosure an opportunity to request mediation between the homeowner and lender with help from an impartial mediator. For more information call 288-4040.

***Contact a local non-profit housing counseling agency:***

Acorn Housing	444-6902
Aurora Family Services, Consumer Credit Counseling Services of Greater Milwaukee	482-8801
Career Youth Development	264-6888
HBC Services, Inc.	727-5700
Housing Resources, Inc.	461-6330
Greenpath Inc.	282-8064

Light Streams for Better Living Center	466-4999
Metropolitan Milwaukee Fair Housing Council	278-9190
Ministry Enterprises	342-8997
Select Milwaukee Inc.	562-5070
United Community Center	384-3100
Hmong American Friendship Association	344-6577

The above non-profit housing counseling agencies work at no cost with City of Milwaukee residents at risk of foreclosure. These counseling agencies are skilled at working with individual homeowners and lenders to determine the best option for avoiding foreclosure.

***Seek legal advice:*** If you believe you have been the victim of predatory or unlawful lending practices contact the Metropolitan Milwaukee Fair Housing Council at **414-278-9190**. If you have questions about your legal rights during foreclosure, contact The Legal Aid Society of Milwaukee at **414-727-5300**.

**For more information about the  
City of Milwaukee's response to rising foreclosures, visit:  
<http://milwaukeehousinghelp.org>**



## Milwaukee Foreclosure Mediation Program

[Mediation Application Forms](#)  
[Directive 9-14 Notice of Mediation Required](#)  
[Spanish Language Application](#)  
[Program Flowchart](#) <sup>NEW</sup>

As of September 2009, there have been 4818 foreclosure filings in Milwaukee County this year. The number of foreclosure actions filed in the past year is nearly quadruple the pre-2005 average. It is estimated that there will be more than 27,000 foreclosure filings in Wisconsin in 2009.

A court based foreclosure mediation process can successfully bring lender and borrower back from the brink, allow the parties to negotiate in a more equal bargaining process, preserve home equity for borrowers, cash flow for lenders, and prevent blight for communities. With seed money from the City of Milwaukee and funding contributed by Attorney General Van Hollen, Marquette University Law School instituted the Milwaukee Foreclosure Mediation Program. The Chief Mediator, a licensed attorney and experienced mediator, conducts daily mediation sessions and works with other volunteer mediators to serve the parties in foreclosure requesting mediation services.

### Details about the program:

- Any foreclosure case currently pending, subject to the eligibility requirements and approval of both parties, can be mediated.
- A notice announcing the availability of the mediation process is attached to the foreclosure summons and complaint by the party initiating the foreclosure action.
- Pursuant to Milwaukee County Chief Judge Directive 9-14, foreclosure cases filed on or after July 22, 2009, must include the Notice of Mediation with the Summons and Complaint.
- Foreclosure mediation services are offered only to residential homeowners who reside in owner-occupied properties with 4 units or less.
- Mediation must be affirmatively requested by either the borrower or the lender, and borrower requests will be screened to ensure there is some possibility of a successful outcome in a mediation process.



**Information Homeowner**  
[Mediation Appli](#)  
[Spanish Language](#)



**Information for**  
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**Links and Reso**  
[Marquette Univ](#)  
[School](#)

[The Milwaukee Foreclosure I Initiative](#)

[Legal Action of Milwaukee's I Milwaukee's Housing Crisis](#)

[Foreclosure Prevention](#)

[Mediation Application Form](#)

[City of Milwaukee Foreclosur](#)

[City of Milwaukee Help for H foreclosure](#)

[Federal Trade Commission v homeowners about loan mod](#)



# City of Milwaukee

200 E. Wells Street  
Milwaukee, Wisconsin  
53202

## Meeting Minutes SPCL. JNT. CTTEE. ON THE REDEVELOPMENT OF ABANDONED AND FORECLOSED HOMES

**ALD. ROBERT BAUMAN AND STEVE CHERNOF, CO-CHAIRS**  
**Ald. Joe Davis, Sr.; Ald. Willie L. Hines, Jr.; Antonio Perez, and Maria Prioletta,**  
**Staff Assistant, Linda Elmer, (414)-286-2232**  
**Fax: (414) 286-3456, E-mail: lelmer@milwaukee.gov**

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Tuesday, October 27, 2009

3:00 PM

Room 303, City Hall

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*Meeting convened: 3:23 P.M.*

**Present** 4 - Hines Jr., Prioletta, Davis and Perez

**Excused** 2 - Bauman and Chernof

### 1. Review and approval of the minutes of the August 31, 2009 Meeting

*Mr. Perez moved for approval of the minutes. There were no objections.*

### 2. Update from the Department of City Development, Community Block Grant Administration and the Dept. of Neighborhood Services related to the city's plan for dispersal of Neighborhood Stabilization Program Funds.

*Ms. Prioletta, from the Dept. of City Development, provided members with the number of bank foreclosures, which has decreased from 1800 to 1300 since the end of last year. This may not be good news, however, as a number of banks seem to be dumping their properties and property sale values seem to be decreasing as a result of the market being flooded. There seem to be a number of out-of-state buyers buying property unseen and owners who are not professional property owners. The city tried to acquire a property for the land bank in the Metcalfe Park area, which had already been sold to an out-of-state owner with no local agent. Foreclosure filings have also increased; the city foreclosed on 300 properties, which is 2.5-3 times the number in years past. There is also a 15% increase in foreclosure filings since the end of 2008.*

*Ms. Prioletta noted that the mediation program has scheduled about 125 cases and have mediated 36 cases so far, with all but one in which the homeowner was able to keep the house. Oftentimes, the program can work out an agreement between the lender and the homeowner before even going into official mediation. The city had a brown bag luncheon for city employees, which attracted about 40 individuals. The Department has also done two large homeowner events, which attracted over 700 people. There is still a lot of interest in home purchases.*

*The City will not hear from the Department of Housing and Urban Development until the end of November/beginning of December if it will be receiving Neighborhood Stabilization Programming funds.*

*Ald. Davis is concerned about irresponsible property owners buying up property and he asked if the Department had any suggestions to combat this problem. Ms. Prioletta said that if the city really wanted to make a difference, something would need to be done at the front end at the time of purchase. The Department had considered offering a financial incentive to brokers who sell to owner occupants, rather than investors. The Department can come back to this body with a more detailed plan; a program similar to this was offered years ago as part of a Milwaukee Value program, which provided an incentive to those brokers who sell properties worth less than \$50,000. Another alternative is to offer a financial incentive to community organizations which locate homeowners. The financial incentives could also be modified based upon the area of the city. Ms. Prioletta will research this and discuss it at the next meeting.*

*Art Dahlberg, Department of Neighborhood Services, said that code enforcements have been concentrated in areas of the city where 15%-20% of the properties have been abandoned by the lending industry (25% of all properties citywide). This department is also running into problems with individuals/lending institutions who are not maintaining their properties as they should. Ald. Davis is concerned about abandoned properties that might have water service, which will cause a problem if pipes burst in winter. The Department will work with the Water Works to locate properties which no longer have water service and also to coordinate abandoned homes and cutoff of water service. Mr. Dahlberg thinks that if the Department can verify that a property is abandoned, then it can request that Water Works discontinue service.*

*President Hines would prefer that a service organization purchase a property rather than an out-of-state owner. He feels that if residents are supervised, which they typically are, they provide more stability to a neighborhood than transient renters. Ald. Davis has found that many group homes do not offer supervision to their residents, particularly in the summer time. President Hines would like to some city requirements related to annual inspections and monitoring of residents. The type of housing may need to be restricted in order to have residents support these types of housing as well as ensure that oversaturation does not occur within any areas of the city. Ms. Prioletta will research this possible use/program.*

*Tom Mishefske, Dept. of Neighborhood Services, noted that the Department has requested \$80,000 from the Common Council Contingent Fund to add \$50,000 to the demolition account to begin the demolition process on buildings which have raze orders issued by the city. The federal funds will reimburse the city once the property is razed, but will not pay for the upfront costs. Mr. Mishefske noted that only half of the raze orders will actually result in the property being razed. Ald. Davis is concerned that there is a property in his district that was scheduled to be razed a year ago, but has not yet been razed.*

*Ms. Prioletta noted that the city does not want to end up owning hundreds of properties, but does have a write-up on each of the properties with a plan for each property. The Department of City Development would also like to explore the use of tax credits through the Wisconsin Housing and Economic Development Association for use with foreclosed properties.*

**3. Set next meeting date and agenda.**

*The Staff Assistant will e-mail members to set the next meeting date.*

*Meeting adjourned: 4:14 P.M.  
Linda M. Elmer  
Staff Assistant*



# City of Milwaukee

200 E. Wells Street  
Milwaukee, Wisconsin  
53202

## Meeting Minutes SPCL. JNT. CTTEE. ON THE REDEVELOPMENT OF ABANDONED AND FORECLOSED HOMES

**ALD. ROBERT BAUMAN AND STEVE CHERNOF, CO-CHAIRS**  
**Ald. Joe Davis, Sr.; Ald. Willie L. Hines, Jr.; Antonio Perez, and Maria Prioletta,**  
**Staff Assistant, Linda Elmer, (414)-286-2232**  
**Fax: (414) 286-3456, E-mail: [lelmer@milwaukee.gov](mailto:lelmer@milwaukee.gov)**

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Monday, August 31, 2009

1:30 PM

Room 303, City Hall

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*Meeting convened: 1:35 P.M.*

**Present** 4 - Prioletta, Bauman, Chernof and Perez

**Excused** 2 - Hines Jr. and Davis

### 1. Review and approval of the minutes of the July 13, 2009 Meeting

*Ms. Prioletta moved, seconded by Mr. Chernoff, for approval of the minutes. There were no objections.*

*Roll call taken at 1:38 P.M.*

**Present** 5 - Hines Jr., Prioletta, Bauman, Chernof and Perez

**Excused** 1 - Davis

### 2. Update from the Department of City Development, Community Block Grant Administration and the Dept. of Neighborhood Services related to the city's plan for dispersal of Neighborhood Stabilization Program Funds.

**-- This item will include, but not be limited to, discussion of Council File 090459, an ordinance establishing the Housing Infrastructure Preservation Fund.**

*Ms. Prioletta noted that bank-owned foreclosures are down, but open foreclosure filings have increased, so the city is experiencing increasing numbers of filings at the Register of Deeds office. After talking to individuals in the field, this might be the beginning of the second wave due to the economy and job loss, rather than to sub-prime loans. In July, Marquette University began its foreclosure mediation programs between lenders and homeowners and there are 18 loans currently being mediated. Ms. Prioletta will provide an update on this program at the next meeting. The numbers should increase as outreach efforts about this program begin - right now it's currently just word-of-mouth.*

*There was also a foreclosure event at the United Community Center, with about 250*



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*attendees. Other groups are also working on trying to decrease the number of foreclosure filings.*

*Ms. Prioletta has noticed that lenders seem to be more willing to deeply discount sale prices just to unload the foreclosed properties. Ms. Prioletta will bring nine months of data on buyers of these foreclosed properties. Roughly one-third of the foreclosed properties are being purchased by non-owner-occupants while about 75% of non-foreclosed properties are being purchased by owner-occupants. The Dept. of City Development will begin marketing the homes it owns in Neighborhood Stabilization Program (NSP) areas and include information on the NSP programs along with information on these specific properties. Properties purchased using NSP money also have high maintenance/rehabilitation standards, which is a benefit to the city.*

*Steve Mahan, Community Block Grants Association, noted that the land bank has been established and there is a file for immediate adoption at tomorrow's Council meeting to allow the land bank to accept funds. Sam Leichtling, Dept. of City Development, provided an overview of different neighborhoods and how foreclosures have affected them in terms of sale prices and owner occupation rates. Many lenders will accept a lower price in order to have a faster sale with no contingencies. The Dept. of City Development is going out to look at individual properties in high owner-occupied blocks for purchase by the city to land bank with the aim of re-selling these properties to owner-occupants. In many of the neighborhoods, there are few sales of non-foreclosed properties - the market just isn't there in these neighborhoods. Depending on the neighborhood, properties might also be acquired for demolition for creation of larger developments.*

*Ald. Bauman is concerned that non-profits may buy these properties and be unable to maintain and manage them, resulting in bad landlords. Pres. Hines feels that the nonprofits in his district do not wish to become landlords - instead they are buying up specific problem properties.*

*Ald. Bauman is also concerned because the Neighborhood Improvement Development Corp. (NIDC) will be making decisions without Council oversight, but Council members will be getting the phone calls complaining about any problems. Ms. Prioletta noted that the Council schedule prevents quick action, but Ald. Bauman felt that this is not a concern as special meetings can be held. Mr. Mahan felt that creating a limited liability corporation, which has been done, for taking in property would protect the city from any toxic assets, which might contain hazardous waste or have other legal issues. As a nonprofit, NIDC can also accept donations of property and the city has been hearing from lenders who are interested in donating their foreclosed properties. Ms. Prioletta noted that NIDC will notify the local council member if a property in his or her district is on the agenda.*

*Prior to acquisition, the Dept. of City Development will notify the local council member about any Milwaukee Neighborhood Reclamation Company (MNRC) meetings. MNRC is the landbank formed by NIDC which is a limited liability company. Ald. Bauman is concerned that the local council member will not be notified about those properties that aren't acquired. The Dept. of City Development wants the Council to review its criteria within the neighborhoods to see if it agrees with how properties will be acquired by the city. Ms. Prioletta noted that the Dept. of City Development can also provide a periodic inventory report to this body. Ald. Bauman wants to have the file scheduled for immediate adoption at tomorrow's Council meeting sent to committee so written guidelines can be added to the file prior*

*to Council adoption.*

*The Dept. of City Development will be doing brown-bag and after school presentations directed at city employees and Milwaukee Public Schools employees in an effort to create awareness and find potential buyers.*

*Mr. Mahan noted that the Housing and Urban Development office is looking for language in the city applications which includes funds for Cudahy and Milwaukee County as part of its "region." The city is the only jurisdiction that has an amended contract with the Dept. of Commerce, even though the standard contract seems to have archaic language and allows the federal government to pull the money at any time.*

*Art Dahlberg, Dept. of Neighborhood Services, noted that his department is continuing to do as many inspections as possible in an attempt to keep properties from dragging down neighborhoods. Of the five properties going through the razing process, only one will eventually be demolished as other alternatives are found for the other four properties.*

**3. Set the next meeting date and agenda**

*Sept. 29th at 9 a.m.*

*Meeting adjourned: 2:41 P.M.  
Linda M. Elmer  
Staff Assistant*



# City of Milwaukee

200 E. Wells Street  
Milwaukee, Wisconsin  
53202

## Meeting Minutes SPCL. JNT. CTTEE. ON THE REDEVELOPMENT OF ABANDONED AND FORECLOSED HOMES

**ALD. ROBERT BAUMAN AND STEVE CHERNOF, CO-CHAIRS**  
**Ald. Joe Davis, Sr.; Ald. Willie L. Hines, Jr.; Antonio Perez, and Maria Priolella,**  
**Staff Assistant, Linda Elmer, (414)-286-2232**  
**Fax: (414) 286-3456, E-mail: lelmer@milwaukee.gov**

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Monday, August 3, 2009

10:00 AM

Room 301-A, City Hall

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*This meeting was cancelled due to a lack of quorum.*

1. Review and approval of the minutes of the July 13, 2009 meeting
2. Update from the Department of City Development, Community Block Grant Administration and the Dept. of Neighborhood Services related to the city's plan for dispersal of Neighborhood Stabilization Program Funds.
3. Set next meeting date and agenda



# City of Milwaukee

200 E. Wells Street  
Milwaukee, Wisconsin  
53202

## Meeting Minutes SPCL. JNT. CTTEE. ON THE REDEVELOPMENT OF ABANDONED AND FORECLOSED HOMES

**ALD. ROBERT BAUMAN AND STEVE CHERNOF, CO-CHAIRS**  
**Ald. Joe Davis, Sr.; Ald. Willie L. Hines, Jr.; Antonio Perez, and Maria Prioletta,**  
**Staff Assistant, Linda Elmer, (414)-286-2232**  
**Fax: (414) 286-3456, E-mail: lelmer@milwaukee.gov**

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Monday, July 13, 2009

10:00 AM

Room 303, City Hall

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*Meeting convened: 10:10 A.M.*

*Also present:*

*Steve Mahan - Community Block Grant Association*

*Art Dahlberg and Tom Mishefske - Dept. of Neighborhood Services*

*Adam Stephen - City Attorney's Office*

*Various interns from the Mr. Chernoff's office and the City Attorney's Office*

**Present** 4 - Hines Jr., Prioletta, Bauman and Chernof

**Excused** 2 - Davis and Perez

### 1. Review and approval of the minutes of the June 22, 2009 meeting

*Mr. Chernoff moved, seconded by Pres. Hines, for approval of the minutes. There were no objections.*

*Roll call taken at 10:13 A.M.*

**Present** 5 - Hines Jr., Prioletta, Bauman, Chernof and Perez

**Excused** 1 - Davis

### 2. Update from the Department of City Development and the Community Block Grant Administration related to the city's plan for dispersal of Neighborhood Stabilization Program Funds.

*Ms. Prioletta noted that the Dept. of City Development is continuing its outreach efforts and has 33 pending contracts. The dept. has been working on completing the city's NSP 2 application for the second round of federal grants. Ald. Bauman would like to create a Housing Preservation Fund to permit spot renovation of city-owned real estate to rehabilitate city-owned foreclosed properties in order to maintain the structure in anticipation of being able to sell it in the future. Ms. Prioletta noted that if any federal funds are used to rehab a property, any work done on the property in the future must meet federal standards, which would increase the owner's costs. This Fund would be created through the capital budget and would work with a proposed*

*ordinance to triage city-owned properties to decide quickly on the best course of action for a property. Ald. Bauman is concerned about a property at 3222 W. St. Paul, which the city now owns but that would cost \$200,000 to rehab, which would be a candidate for the Housing Preservation Fund. Ald. Bauman also noted that the sales of properties would also include standards for exterior maintenance.*

*Mr. Dahlberg noted that every demolition that uses city funds is reviewed by himself to verify that there isn't another viable use for the building. The Dept. of Neighborhood Services isn't opposed to stabilizing properties, but is currently demolishing the worst-of-the-worst structures (those that are fire-damaged, have open roofs with interior water damage and really are not salvagable).*

*Ms. Prioletta noted that the citywide there's almost a 10% decrease in foreclosures (Exhibit 1). The Dept. of City Development is seeing a significant decline in property sale prices - the average sale price was \$70,000, but that, for the first quarter of 2009, has dropped to \$30,000. There might be more sales occurring which might also be decreasing the average sale price.*

*Mr. Chernoff mentioned the concern of lenders beginning the foreclosure process, then walking away as the lender doesn't actually want the property and, by then, the homeowner has abandoned the property. Mr. Dahlberg noted that the city does have an ordinance that lenders are responsible for meeting certain maintenance requirements. Ald. Bauman noted that this is an opportunity for the city to begin the in-rem foreclosure process on some of these properties and take city ownership.*

*Mr. Mahan said that two homeownership contracts were approved last week - one for \$75,000 and one for \$17,000.*

*The Dept. of City Development has looked at purchasing properties, but there are holding costs associated with these properties and it would be willing to do it on a piecemeal basis, rather than citywide. Ald. Bauman is concerned that the long-term costs to the city will far exceed any holding costs in terms of police and neighborhood service costs. From time to time, the Dept. of City Development also has lenders who wish to donate their properties to the city. Ald. Bauman's concerns is that bad owners buy a number of properties, which just become more problem properties for the city and the residents. Mr. Dahlberg noted that the city could institute an aggressive inspection/license/registration program for non-owner-occupied units and the city aggressively pursues any building code violations. Ms. Prioletta suggested a code compliance requirement for foreclosed properties with the requirement that proof of financial resources to address the building issues be provided.*

*Mr. Perez said that perhaps incentives should be provided to encourage people to buy these properties as well as possibly accept sweat equity or labor because of the high unemployment figures. Mr. Perez suggested just starting somewhere, perhaps with a pilot program, to just begin the project and see how it goes as the properties continue to deteriorate. Ald. Hines supported cherry picking different properties in an attempt to stabilize neighborhoods that are fairly stable, but have specific problem properties. Ms. Prioletta is also concerned about buyers that are getting in over their heads as prices are so low now. Mr. Dahlberg noted that the city needs to move quickly as scavengers move into a vacant house within days and remove anything of value, turning a \$70,000 house into a \$20,000 house.*

*Ms. Prioletta also provided members with information on the Milwaukee Foreclosure Partnership Initiative and implementation of its recommendations. (Exhibit 2)*

3. Set next meeting date and agenda

*August 3 at 10 a.m.*

*Meeting adjourned: 11:03 A.M.  
Linda M. Elmer  
Staff Assistant*



# Milwaukee Foreclosure Partnership Initiative

*Current Landscape and Implementation of  
Recommendations to Date*



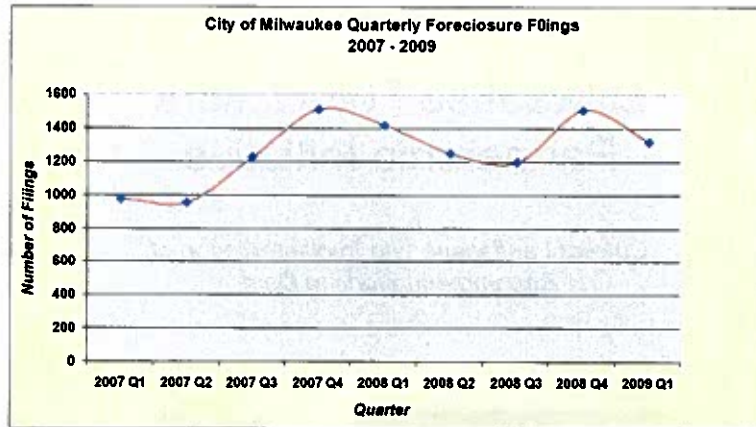
**June 25<sup>th</sup>,  
2009  
City of  
Milwaukee**

*MFPI Implementation of Final Recommendations Update*

## City of Milwaukee Foreclosure and Real Estate Market Trends

*MFPI Implementation of Final Recommendations Update*

## Foreclosure Filings



### City of Milwaukee Foreclosure Filings:

• January 1 – May 31, 2007: 1,586  
 • January 1 – May 31, 2008: 2,275  
 • January 1 – May 31, 2009: 2,184

*MFPI Implementation of Final Recommendations Update*

## Sheriff Sales



\*Q1 2009 total is preliminary

*MFPI Implementation of Final Recommendations Update*

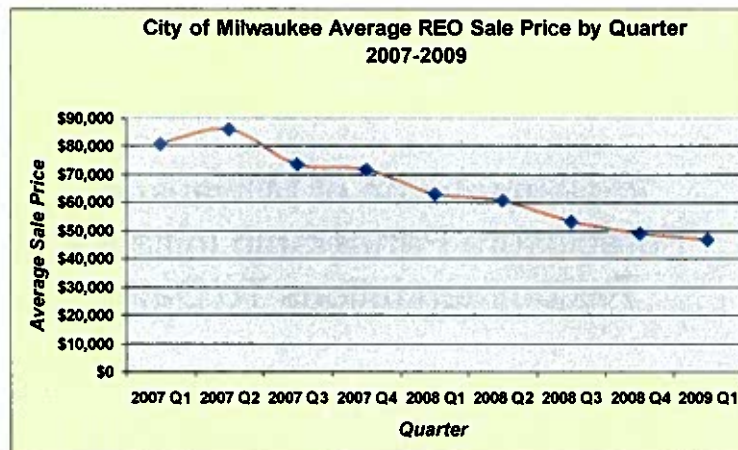
## Lender Owned Properties



\*Q1 2009 total is preliminary

MFPI Implementation of Final Recommendations Update

## Sales Price Trends

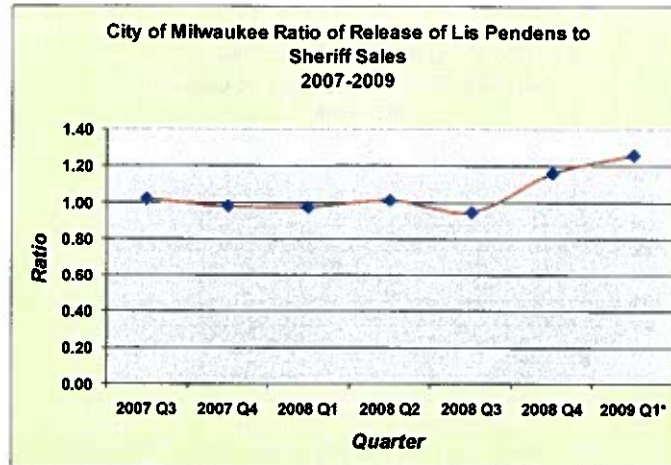


Average Sale Price of Foreclosed Homes:

Q1 2007: \$80,727  
 Q1 2009: \$46,657  
 % Change: -42.2%

MFPI Implementation of Final Recommendations Update

## Foreclosure Outcomes



\*Q1 2009 total is preliminary

MFPI Implementation of Final Recommendations Update

## Implementation of Milwaukee Foreclosure Partnership Initiative Recommendations To Date

MFPI Implementation of Final Recommendations Update

## Prevention Workgroup Recommendation #1:

### Form a Homeownership Consortium

#### Work to Date:

- **Milwaukee Homeownership Consortium Launched May 19, 2009.**
- **Administered by The Urban Economic Development Association of Wisconsin (UEDA).**
- **Funding commitments totaling \$40,000, with \$10,000 pledged to market and support homeownership outreach events.**

#### Next Steps:

- **Next meeting scheduled for June 30, 2009.**
- **A subgroup is working to set priorities, goals and proposed first year activities which will be presented to larger group.**
- **Consortium will collectively market homeownership and the importance of homeownership education.**

*MFPI Implementation of Final Recommendations Update*

## Prevention Workgroup Recommendation #2:

### Advocate for Legislative Protection for Consumers

#### Work to Date:

- **Tenants rights during foreclosure have been expanded by recent State and Federal legislation.**
- **Mortgage scam legislation passed at State level.**
- **Assembly Speaker Sheridan created a statewide STOP Foreclosure Taskforce to look at a wide variety of foreclosure prevention issues and recommend legislation.**
- **Foreclosure mitigation legislation (Sen. Taylor), moratorium legislation (Rep. Young), and mortgage broker legislation (Sen. Sullivan and Rep. Richards) are among the state legislative initiatives being discussed as ways to protect consumers.**
- **On the national level, the House of Representatives has passed anti-predatory lending legislation, and legislation has been introduced in the House to modernize the Community Reinvestment Act (CRA) to include all lenders, not just banks that take deposits.**

#### Next Steps:

- **Continue to advocate for legislative protections for consumers.**

*MFPI Implementation of Final Recommendations Update*

## **Intervention Workgroup Recommendation #1:**

**Operate a Centralized Hotline**

### **Work to Date:**

- **Money Smart Committee has agreed to continue to fund and operate centralized hotline throughout 2009.**
- **The hotline diverts foreclosure related calls directly to local non-profit housing counseling agencies.**

### **Next Steps:**

- **Find a permanent host for this service.**

*MFPI Implementation of Final Recommendations Update*

## **Intervention Workgroup Recommendation #2:**

**Increase Foreclosure Counseling Capacity**

### **Work to Date:**

- **\$110,000 has been committed to increasing foreclosure counseling capacity by local funders.**
- **Additional commitments are expected.**
- **STOPP workgroup is planning multiple foreclosure outreach events for 2009 (next event in August).**

*MFPI Implementation of Final Recommendations Update*



### Intervention Workgroup Recommendation #3:

#### Launch a Court-Based Foreclosure Mediation Program

##### Work to Date:

- **Milwaukee Foreclosure Mediation Program (MFMP) funded by \$100,000 from the City of Milwaukee, \$152,654 (up to \$310,000 over first two years) from the State of Wisconsin Department of Justice, and \$40,000 from Helen Bader Foundation.**
- **Marquette University will administer program.**
- **Four nonprofit housing counseling agencies have committed to provide foreclosure counseling support services to MFMP.**
- **Milwaukee County Circuit Court will implement local administrative rule to support program and provide office space.**

##### Next Steps:

- **Hiring process underway for staff positions.**
- **Program start date of July 1, 2009.**

*MFPI Implementation of Final Recommendations Update*

### Intervention Workgroup Recommendation #4:

#### Offer a Rescue Refinance Product

##### Work to Date:

- **WHEDA designed refinance program and is soliciting lender commitments.**
- **State set aside funding in 2009 budget.**

*MFPI Implementation of Final Recommendations Update*

## **Stabilization Workgroup Recommendation #1:**

**Aggressively Monitor and Preserve Vacant Properties**

### **Work to Date:**

- **Enforcement underway of Abandoned Property in Pre-foreclosure Ordinance.**
- **DNS is targeting priority enforcement area for aggressive code enforcement efforts.**
- **Outreach through community partners, neighborhood organizations, Milwaukee Police Department, literature drops and presentations.**

*MFPI Implementation of Final Recommendations Update*

## **Stabilization Workgroup Recommendation #2:**

**Leverage and Utilize Resources for the Acquisition and Disposition of Foreclosed Homes**

### **Work to Date:**

- **Neighborhood Stabilization Program (NSP) launched in April utilizing \$9.2M in federal funds.**
- **Additional NSP funds received from State of Wisconsin. Focus on Energy has also committed leveraged funds for energy efficiency upgrades.**
- **City has begun to utilize NSP funds to assist owner occupants and investor owners purchase and rehabilitate foreclosed homes.**
- **NSP staff has met regularly with realtors, lenders, neighborhood groups and housing counselors to coordinate NSP programming and leverage additional resources.**
- **Job creation measures have been incorporated into NSP efforts (contractor outreach, EBE loan pool, deconstruction).**

### **Next Steps:**

- **Continue to utilize NSP funds in neighborhoods of greatest need.**
- **Submit application by July 17 for additional NSP funds (NSP2) made available through American Recovery and Reinvestment Act.**

*MFPI Implementation of Final Recommendations Update*

### Stabilization Workgroup Recommendation #3:

#### Issue a Request for Proposals for Development Partners

##### Work to Date:

- **DCD issued Request for Qualifications (RFQ) for partners with demonstrated development capacity to partner in NSP activities.**
- **18 responses were received. Evaluations have included property inspections and cross-checks with DNS and Treasurer's Office records.**

##### Next Steps:

- **Issue "short-list" of NSP development partners for large scale development.**
- **Work with development partners to initiate projects.**

*MFPI Implementation of Final Recommendations Update*

### Stabilization Workgroup Recommendation #4:

#### Establish a Land Bank Entity

##### Work to Date:

- **Neighborhood Improvement Development Corporation (NIDC) board has approved the creation of a limited liability corporation to act as a land bank for the purposes of acquiring and disposing of foreclosed properties.**
- **The "Milwaukee Neighborhood Reclamation Corporation" is in the process of incorporation.**
- **The City has established a relationship with the Neighborhood Community Stabilization Trust (NCST) to assist in the acquisition of foreclosed properties and access discounted "first look" and "bulk" properties.**

##### Next Steps:

- **Begin to strategically acquire foreclosed properties in target neighborhoods.**
- **Work with development partners and neighborhood groups to identify appropriate end uses for these properties.**

*MFPI Implementation of Final Recommendations Update*

## 1337 N. 39<sup>th</sup> St.



•NIDC purchased home from Wells Fargo using funds donated by Harley Davidson Foundation

•NSP funds will be used for demolition.

•Habitat for Humanity will build new home on cleared lot.

*MFPI Implementation of Final Recommendations Update*

## 1337 N. 39<sup>th</sup> St.



*MFPI Implementation of Final Recommendations Update*

## Stabilization Workgroup Recommendation #5:

Create a Program to Support Neighborhood Investors

### Work to Date:

- Local Initiatives Support Corporation (LISC) convened exploratory meetings.
- NSP Rental Rehab and Buy in Your Neighborhood Funds are available for neighborhood owners.

### Next Steps:

- What should be done to move this recommendation forward?

*MFPI Implementation of Final Recommendations Update*

## Stabilization Workgroup Recommendation #6:

Link Buyers to Foreclosed Homes

### Work to Date:

- City launched website [www.milwaukeehousinghelp.org](http://www.milwaukeehousinghelp.org).
- NSP Homebuyer Assistance funds and WHEDA Neighborhood Advantage loans are available for the purchase of foreclosed homes.
- Counseling agencies, realtors and community organizations are engaging in community outreach and have conducted tours of homes.

### Next Steps:

- Homeownership Consortium and Housing Agencies are planning large scale marketing effort.
- Continue to aggressively champion homeownership in Milwaukee neighborhoods.

*MFPI Implementation of Final Recommendations Update*

[www.milwaukeehousinghelp.org](http://www.milwaukeehousinghelp.org)



**Milwaukee Foreclosure Partnership Initiative: Learn about the process...**

**Foreclosure Resources**

- Homeowners: Help facing foreclosure**
- Homebuyers: Help purchasing a foreclosed home**  
HSP - Homebuyer Assistance Program
- Renters: Help for renters affected by foreclosure**
- Investors and Neighborhood Owners: Help purchasing a foreclosed property**  
HSP - Homebuyer Assistance Program & Rental Rehabilitation Program
- Neighbors: Is a foreclosed property causing problems in your neighborhood?**

## BUILDING Stronger neighborhoods

**The City of Milwaukee is building stronger neighborhoods through an initiative to address rising mortgage foreclosures**

Neighborhoods across the city are being impacted by increasing numbers of foreclosures. Long term homeowners are facing the prospect of losing their home to foreclosure and vacant and abandoned foreclosed properties are negatively impacting city neighborhoods.

The City of Milwaukee and a broad coalition of partners have been working to address the problem of foreclosures in the City of Milwaukee. These efforts are comprehensive and address the foreclosure problem in a number of ways:

- Prevention efforts** – to expand outreach efforts and increase education for homeowners and potential homebuyers
- Intervention efforts** – to assist homeowners facing foreclosure
- Stabilization efforts** – to address vacant and abandoned properties in City neighborhoods

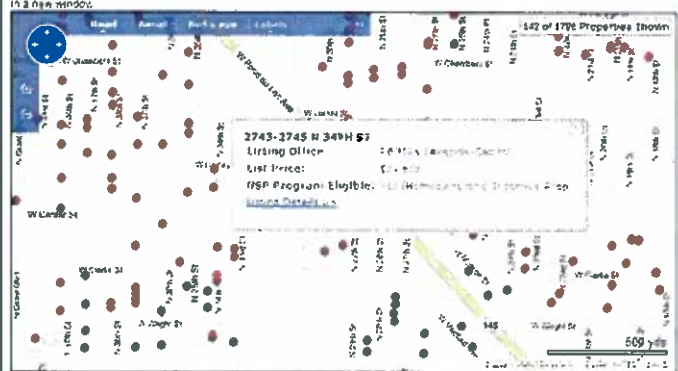
MFPI Implementation of Final Recommendations Update

[www.milwaukeehousinghelp.org](http://www.milwaukeehousinghelp.org)

Street Name: 
Owner Name: 
Property Type: 
Zip Code: 
Aldermanic District:

☐ Only display properties with an MLS Listing
 ☐ Only display properties in the HSP Program area

Clicking on "Listing Details" for an individual property will open listing information provided by [www.wismls.com](http://www.wismls.com) in a new window.



DCD has partnered with MLS to provide listing details for those REOs listed on MLS.

MFPI Implementation of Final Recommendations Update



**City of Milwaukee**  
**Bank Owned and In Rem Foreclosed Properties by Aldermanic District**  
 Data reflects City Assessors Records as of July 13, 2009

Aldermanic District	Bank Owned Foreclosures as of 7/13/2009	Percentage Increase from May 28, 2009 Report	City Owned In Rem Foreclosures as of 7/13/2009	Total Foreclosed Properties
1	163	-8.9%	4	167
2	162	-13.8%	0	162
3	27	-3.6%	1	28
4	31	-13.9%	6	37
5	95	-9.5%	2	97
6	199	-6.6%	15	214
7	253	-10.0%	10	263
8	84	-7.7%	1	85
9	107	-14.4%	2	109
10	108	-6.9%	1	109
11	38	-9.5%	0	38
12	96	-2.0%	5	101
13	50	-10.7%	0	50
14	58	0.0%	0	58
15	222	-11.9%	19	241
City Total	1,693	-9.4%	66	1,759

In Rem totals include all tax foreclosed homes acquired by the City subsequent to January 1, 2007 (excluding vacant lots).

Property information reflects City Assessor's Office Records. There is a multiple week gap between when a foreclosed property is bought or sold, the transaction is recorded with the County Register of Deeds Office and the information is updated in City records. Therefore, recent transactions will not be reflected in the reported statistics.

Prepared by City of Milwaukee - Department of City Development



# City of Milwaukee

200 E. Wells Street  
Milwaukee, Wisconsin  
53202

## Meeting Minutes SPCL. JNT. CTTEE. ON THE REDEVELOPMENT OF ABANDONED AND FORECLOSED HOMES

**ALD. ROBERT BAUMAN AND STEVE CHERNOF, CO-CHAIRS**  
**Ald. Joe Davis, Sr.; Ald. Willie L. Hines, Jr.; Antonio Perez, and Maria Prioletta,**  
**Staff Assistant, Linda Elmer, (414)-286-2232**  
**Fax: (414) 286-3456, E-mail: lelmer@milwaukee.gov**

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Monday, June 22, 2009

10:00 AM

Room 301-A, City Hall

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*Meeting convened: 10:10 A.M.*

*Also present: Art Dahlberg and Tom Mishefske - Dept. of Neighborhood Services*  
*Alex Runner - aide to Ald. Hines*  
*Steve Mahan - Community Block Grant Association*

**Present** 6 - Hines Jr., Prioletta, Davis, Bauman, Chernof and Perez

### 1. Review and approval of the minutes of the June 1, 2009 meeting

*Pres. Hines moved, seconded by Mr. Perez, for approval of the minutes. There were no objections.*

*Roll call taken at 11:08 A.M.*

**Present** 5 - Prioletta, Davis, Bauman, Chernof and Perez

**Excused** 1 - Hines Jr.

### 2. Update from the Department of City Development and the Community Block Grant Administration related to the city's plan for dispersal of Neighborhood Stabilization Program Funds.

*Ms. Prioletta provided members with information on house sales since the last meeting. The Dept. of City Development has been doing a lot of marketing with private groups related to foreclosed city properties. There are 28 active applications - one has closed and several others are anticipated to be closed within the next few weeks. City staff does the estimated scope of work that's needed and also includes exterior improvements so the building becomes an asset to the neighborhood. An energy inspector also goes along in case the potential owner is eligible for any energy funds. The Dept. of City Development also requires that individuals complete one project before being funded for a second project (although they can apply for the loans; they just will not be granted). There are upcoming homeownership fairs, so more applications should be coming in and marketing will continue. There are still no*

*applicants for the buy-in-your-neighborhood program, so the guidelines may be reconfigured. The Dept. of City Development is working with neighborhood groups to try to get applicants for the buy-in-your-neighborhood program.*

*Ald. Hines hasn't gotten much feedback on these programs from his constituents; Ald. Davis's constituents are concerned about investors buying these properties, as well as these properties being used for community based residential facilities. Ald. Bauman's constituents are concerned that individuals will come with cash and not maintain the properties or turn them into rooming houses, group homes, or community based residential facilities. Ald. Bauman has a number of larger properties that are beyond the financial reach of most individual homeowners.*

*Ms. Prioletta noted that the city is creating its NSP2 application, with a July 17th deadline for submission to the U.S. Dept. of Housing and Urban Development (HUD). This process is a competitive one and HUD is requiring that measurable impacts be included. They also want the most at-risk census tracts (as defined by HUD) targeted and to provide proof that the money used made a substantial improvement in that area. The Housing Authority has made a significant investment in Westlawn and the Dept. will mention that investment as part of its application for improvement in the area around Westlawn. On the north side, the Dept. is focusing on census tracts that, on a scale of 1-20 (as defined by HUD), are "20s", while on the South Side, census tracts that are slightly better, at "18" and "19" are also included or there would have been no developments on the south side. If the city concentrates on a smaller area, it could make a bigger difference, but that results in a smaller area of improvement. HUD does not want applications amended once they are submitted, as this is a competitive, national round. Non-profits can apply for these funds, as well as government agencies. The City of Chicago received more funds than the City of Milwaukee, so they are able to target 6 specific neighborhoods rather than going for a greater area as they can use the funds they've already seen for the greater area. Mr. Mahan supported applying for a smaller, needier area so that the city can be in a better position to compete with non-profit groups that have smaller areas that they serve. The City is applying for approximately \$20 to \$25 million. This amount is about 2.5 times of the NSP 1 allocation that the city received. HUD is encouraging agencies to ask for what they need, but to have the capacity to administer it. Some larger non-profits, such as Habitat for Humanity, are applying for funds.*

*President Hines encouraged the Dept. to focus solely on the worst areas, even if the south side is not included, to give the city the greatest chance to receive these funds, rather than diluting the application to include the south side and reduce the city's chance of receiving any funds. Ald. Davis is concerned more with the outcome, but he's also concerned that if the south side is eliminated, it will divide the Council. He trusts the dept. to target the areas with greatest needs. Mr. Perez is also concerned that the city may not get these funds if solely the worst areas aren't targeted. Ms. Prioletta is concerned that HUD is interested in protecting its investment and that funds are going into areas where other financial developments are occurring. She also noted that this is also the first time where the city has funds for multiple programs simultaneously, such as for rental rehabilitation, home ownership and demolition, so that provides a unique opportunity. Ald. Bauman noted that it might be better to put money into neighborhoods that are shaky, but that can be stabilized, rather than neighborhoods which only have 2-3 houses still standing on one block. The Dept. is also concerned that prevailing wage requirements might apply to these NSP2 funds.*

*The Committee supported Alternative B, which includes areas on the south side for*

*funds.*

*Ms. Prioletta and Mr. Dahlberg also updated members on the rent rehabilitation program; the demolition program, which currently has 17 properties slated for demolition; the land bank program, which now has limited liability corporation status; and one approved grant for the homebuyer assistance program.*

**3. Set next meeting date and agenda**

*July 13th at 10 A.M.*

*Meeting adjourned: 11:13 A.M.  
Linda M. Elmer  
Staff Assistant*



# City of Milwaukee

200 E. Wells Street  
Milwaukee, Wisconsin  
53202

## Meeting Minutes SPCL. JNT. CTTEE. ON THE REDEVELOPMENT OF ABANDONED AND FORECLOSED HOMES

**ALD. ROBERT BAUMAN AND STEVE CHERNOF, CO-CHAIRS**  
**Ald. Joe Davis, Sr.; Ald. Willie L. Hines, Jr.; Antonio Perez, and Maria Prioletta,**  
**Staff Assistant, Linda Elmer, (414)-286-2232**  
**Fax: (414) 286-3456, E-mail: lelmer@milwaukee.gov**

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Monday, June 1, 2009

10:00 AM

Room 301-A, City Hall

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*Meeting convened: 10:04 A.M.*

*Present for Tony Perez - Jim Eigenberger from the Housing Authority.*

*Also present: Art Dahlberg and Tom Mishefske - Dept. of Neighborhood Services*

*Rocky Marcous - Commissioner, Dept. of City Development*

*Steve Mahan - Community Block Grants Administration*

*Jim Vohlstead - property owner*

**Present** 4 - Hines Jr., Prioletta, Bauman and Chernof

**Excused** 2 - Davis and Perez

### 1. Review and approval of the minutes of the May 4, 2009 meeting

*Pres. Hines moved, seconded by Mr. Chernoff, for approval of the minutes. There were no objections.*

*Roll call taken at 10:10 A.M.*

**Present** 5 - Hines Jr., Prioletta, Davis, Bauman and Chernof

**Excused** 1 - Perez

### 2. Update from the Department of City Development and the Community Block Grant Administration related to the city's plan for dispersal of Neighborhood Stabilization Program Funds.

*Ald. Bauman wanted to discuss the number of in-rem properties that the city will soon be acquiring. An ordinance (number 060444) was passed approximately a year ago related to in-rem properties; he does not think the Dept. of City Development is providing lists of in-rem properties to Council members as the ordinance requires. He is concerned that the city loses control when it sells these properties and they end up with owners who are unwilling or unable to maintain these properties and they become neighborhood problems and labor-intensive for neighborhood services staff. He is also concerned that building season is fast approaching and, with the economic stimulus funds available, the city needs to know which buildings are salvageable and*

*triage these buildings in terms of what levels they are at in terms of maintenance and building code violations.*

*Ald. Bauman submitted a proposed change to the current in-rem ordinance (Exhibit 1). Ms. Priolella noted that there are about 200 additional properties since the last meeting that are bank-owned or in-rem properties. Approximately 15% of the home-buying assistance funds and 20% of the rental rehabilitation funds have been committed so far, with 0% committed so far for the buy-in-your-neighborhood funds. Mr. Marcoux is hopeful that with the city's progress so far that it will be successful in obtaining more NSP 1 funds from the state. The Dept. of City Development is very willing to preserve housing, but funds are always an issue. The dept. is reluctant to mothball a large number of properties as there is no guarantee that viable buyers will appear in a timely manner. The Dept. of City Development is able to triage these properties, in conjunction with the local alderman, but there is not a strong market right now for existing homes that the city has improved. The dept. currently has a scope-of-work that's done for every property owned by the city that addresses code compliance and potential owners. Mr. Marcoux noted that the more work the city does, rather than a private individual, the less cost-effective it is as the city pays prevailing wages. Mr. Dahlberg noted that the Dept. of Neighborhood Services monitors the bank-owned buildings and if it sees a problem on the outside, it may require access to the inside by city staff.*

*The city still has \$1.2 million in funds that are currently uncommitted for new development; the Dept. of City Development is currently working with the Housing Authority and Habitat for Humanity for use of these funds. By the end of summer, the Dept. of City Development and Community Block Grants Administration will look at how the funds will be spent across the categories and will move funds as needed. Ald. Bauman is concerned that this is past the building season, but the departments both feel this deadline is viable. The home buying category requires the most lead time as the applicant must have completed eight hours of home buyer counseling, have private funding in hand and have an accepted offer on a house.*

*Ms. Priolella said that, for NSP 2 funds, which is the next version of the foreclosure funding, the process is a competitive one. The city will apply directly to the Department of Housing and Urban Development (HUD). The level of funding nationwide is about half (\$1.93 billion) of the NSP 1 funds and the applications are due by July 17th. HUD has already said that 72% of the distressed property in the state is in the city of Milwaukee. Nationwide, comparatively, the city calculated the city should get about \$14 million and will be asking for \$20 million. The City can provide data that it has a need for the funds and can track how these funds are spent. The state did approach the city about partnering with it, but the city will not partner with the state unless it benefits the city; it will not diffuse its applications. Ald. Davis would like the city to encourage homebuying counseling courses, which are partially funded by the city, to encourage its clientele to purchase city-owned and foreclosed properties, rather than purchase homes for sale through the private market.*

### **3. Set next meeting date and agenda**

*June 22nd at 10 a.m.*



*Meeting adjourned: 11:17 A.M.*  
*Linda M. Elmer*  
*Staff Assistant*

An ordinance regarding the disposition of in rem "neighborhood" real estate to minimize demolitions and insure the preservation of housing stock.

Applicability: Improved neighborhood properties acquired by the city through in rem foreclosure process.

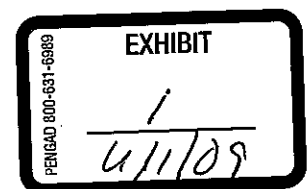
The plan would require DCD to evaluate and categorize properties into three basic categories for each aldermanic district. The plan would be prepared in consultation with the local alderman and the local alderman must provide his/her consent before any action is taken with respect to the disposition of improved properties acquired by in rem foreclosure.

Categories:

1. Properties that are habitable "as is" or can be rendered habitable with reasonable effort and funds proportionate to the assessed value of the property. These properties should be marketed to private purchasers for owner-occupancy. Where rehabilitation and/or restoration is required, a restoration plan should be executed with DNS and the DCD must certify that the prospective purchaser has the skills and/or financial resources to complete the project.
2. Properties that are not habitable "as is" and cannot be reasonably restored or rehabilitated. These properties should be designated for demolition/deconstruction.
3. Properties that are not habitable "as is" but are unlikely to be restored/rehabilitated by a private purchaser because the scope of work exceeds the level of work that a private purchaser would reasonably be able to complete. However, the property is worthy of restoration and/or rehabilitation based on such factors as neighborhood context, characteristics/qualities of the structure, historic status or location in an historic district, or other relevant factors.

In the case of properties in category #3, the properties would be further divided into two categories:

1. Properties suitable for immediate restoration/rehabilitation by the city, the housing authority or a community based development organization.
2. Properties not suitable for immediate restoration/rehabilitation in which case these properties shall be mothballed/land banked. Mothballing shall include boarding (with lexan), securing, emergency repairs required to prevent further deterioration such as roof repairs, basic landscaping and exterior site clean-up. Properties that are mothballed/land banked shall be evaluated annually to assess any change in circumstances.





# City of Milwaukee

200 E. Wells Street  
Milwaukee, Wisconsin  
53202

## Meeting Minutes SPCL. JNT. CTTEE. ON THE REDEVELOPMENT OF ABANDONED AND FORECLOSED HOMES

**ALD. ROBERT BAUMAN AND STEVE CHERNOF, CO-CHAIRS**  
*Ald. Joe Davis, Sr.; Ald. Willie L. Hines, Jr.; Antonio Perez, and Maria Prioletta,*  
*Staff Assistant, Linda Elmer, (414)-286-2232*  
**Fax: (414) 286-3456, E-mail: [lelmer@milwaukee.gov](mailto:lelmer@milwaukee.gov)**

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Monday, May 4, 2009

10:00 AM

Room 301-B, City Hall

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*Meeting convened: 10:05 A.M.*

*Jeanne Dawson present for Mr. Perez.*

*Also present:*

*Tom Mishefske and Art Dahlberg - Dept. of Neighborhood Services*

*Steve Mahan - Community Block Grant Administration*

**Present** 4 - Hines Jr., Prioletta, Bauman and Chernof

**Excused** 2 - Davis and Perez

### 1. Review and approval of the minutes of April 6, 2009

*Ms Prioletta noted that on the second page, second full paragraph, it should read that HUD put the state, not WHEDA, on notice. Mr. Chernoff moved, seconded by Ms. Prioletta, for approval, of the minutes as amended.*

### 2. Update from the Department of City Development and the Community Block Grant Administration related to the city's plan for dispersal of Neighborhood Stabilization Program Funds.

*Ms. Prioletta noted that the number of foreclosures has increased. One possibility is that the economic consequences of job losses might be moving into the housing market. There are currently 15 applications in process - 6 for home ownership and 9 for rent-to-rehab projects in the Neighborhood Strategic Planning (NSP) areas. Eleven aldermanic districts have applications in process, with district 8 having the most with 3 applications on file. The Dept. of City Development is doing outreach and feels that applications will increase, based upon conversations with realtors. The Wisconsin Housing and Economic Development Association (WHEDA) is about to launch its rehab program, but Ms. Prioletta thinks that with WHEDA's financial limits on the percentage spent on rehab and the 20% downpayment requirement, buyers might have a hard time accessing these funds. Although the City could use its NSP funds for the downpayment, with WHEDA anticipating 375 loans, the City doesn't have NSP funds available.*

*The Dept. of City Development received 18 responses to the Request for Qualifications for developers interested in developing foreclosed housing under the NSP program and is currently looking into the backgrounds of those 18*

*companies/individuals. The Department wants these projects done in targeted neighborhoods to build synergy off of existing projects and has met with existing neighborhood groups to advance some of the existing neighborhood initiatives. There are have no applicants as of yet for the Buy in Your Neighborhood program. Pres. Hines noted that for the next 2-3 years, rather than selling vacant lots to Habitat for Humanity, as has been done, the City will be selling foreclosed properties to Habitat. Some vacant lots might be included if there are a number of them in the same area. The City is currently trying to sell the foreclosed, improved properties, via its web site, rather than retaining ownership. There are individuals out there who are purchasing foreclosed properties, per Ms. Priolella, so she is hopeful the City can sell these properties. Ald. Bauman is concerned that these houses will deteriorate if they fail to sell and he encouraged the Dept. to landbank these properties until the city can either rehab the properties or the market turns around. Ald. Bauman is also concerned that individuals might purchase these properties and put minimal money and minimal care into the building, which just becomes a blight to the neighborhood. The Department noted that the City could categorize the properties and landbank specific properties rather than all properties. Mr. Mahan noted that there are buyers, even low-income buyers, who only want new properties because they don't want to have to deal with any potential future problems.*

*Mr. Dahlberg noted that the Dept. of Neighborhood Services has met with mortgage companies and will be sending letters noting what their responsibilities are for their properties. The Dept. will begin monitoring these properties in an attempt to stabilize neighborhoods and will begin surveying properties to catch problems that may not have been caught through citizen complaints.*

*Mr. Mahan said that the state has not awarded any contracts as of yet for the federal funds. The City did get its \$1.4 million directly from the federal government, so it can move forward to some extent. The state has not responded to the Mayor's letter concerning the delay in the release of funds. The City has complained to the Housing and Urban Development agency about the delay in the release of funds. The state is meeting May 16th with all the jurisdictions, so that may speed up the release of money.*

### **3. Set next meeting date and agenda**

*June 1st at 10 a.m.*

*Meeting adjourned: 11:04 A.M.  
Linda M. Elmer  
Staff Assistant*



# City of Milwaukee

200 E. Wells Street  
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53202

## Meeting Minutes SPCL. JNT. CTTEE. ON THE REDEVELOPMENT OF ABANDONED AND FORECLOSED HOMES

**ALD. ROBERT BAUMAN AND STEVE CHERNOF, CO-CHAIRS**  
*Ald. Joe Davis, Sr.; Ald. Willie L. Hines, Jr.; Antonio Perez, and Maria Prioletta,*  
*Staff Assistant, Linda Elmer, (414)-286-2232*  
**Fax: (414) 286-3456, E-mail: [lelmer@milwaukee.gov](mailto:lelmer@milwaukee.gov)**

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Monday, April 6, 2009

11:00 AM

Room 301-A, City Hall

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*Meeting convened: 11:10 A.M.*

*Alex Runner present for Ald. Hines.*

*Also present: Steve Mahan - Community Block Grant Administration and Art  
Dahlberg - Dept. of Neighborhood Services*

**Present** 4 - Prioletta, Davis, Bauman and Chernof

**Excused** 2 - Hines Jr. and Perez

### 1. Review and approval of the minutes of the March 9, 2009 meeting

*Ald. Davis moved, seconded by Mr. Chernoff, for approval of the minutes. There were no objections.*

### 2. Update from the Department of City Development and the Community Block Grant Administration related to the city's plan for dispersal of Neighborhood Stabilization Program Funds.

*Ms. Prioletta stated that foreclosure filings are down slightly, but she wouldn't read anything into it as Fannie Mae and Freddie Mac had a foreclosure moratorium around the holidays. Foreclosures may spike in May as the moratorium's end.*

*The web site was launched by the Dept. of City Development. A map has been added and users can click on a property and find out if the property is in a Neighborhood Strategic Plan (NSP) target area. The Department had a number of outreach sessions with realtors and lenders and the feedback was positive related to the web site. The Department met with several lenders so interested individuals wouldn't be shuttled around a financial institution.*

*The Department also met with contractors and the meeting had a large attendance - it was standing room only. The bulk of contractors are located in the city of Milwaukee. Mr. Mahan also noted that contractors could also be eligible for revolving loan funds through the Community Block Grant Administration. The Dept. of City Development (DCD) will set up an e-notify system for contractors so contracts can be obtained online, rather than having to come down to City Hall. DCD is also looking*

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*into how the city can speed up payments, while still maintaining its quality control.*

*The Dept. of City Development is also issuing requests for proposals and requests for qualifications for various programs and updated members on other programs it is administering and their statuses. The next goal of DCD is the larger-scale development projects.*

*Ald. Bauman is concerned that pre-sale is required prior to construction of in-fill houses, specifically in the Merrill House neighborhood. He's concerned that no pre-sales will be completed. DCD is open to looking at building a model home, but wants to ensure that an aggressive marketing program also exists as the department is concerned that it not be the owner of a number of vacant houses.*

*The City of Cudahy, West Allis, Milwaukee County and City of Milwaukee, as comprising region 2, were invited to a meeting with the state to divide \$1.3 million. The City of Milwaukee submitted a formal complaint to the Housing and Urban Development (HUD), which was unaware of this meeting instituted by the Wisconsin Housing and Economic Development Agency (WHEDA) and the Wisconsin Dept. of Commerce. The City's concern is that areas of greatest need were not addressed and that the money the City received directly from HUD was included in the state's calculations; the City did take the \$1.3 million at that meeting because not accepting the money would not have gained the City any benefits. HUD has put the state on notice that its allocation process may be flawed, but the state is continuing to dispense the funds in the same manner across the state. Ald. Davis encouraged the Dept. of Administration to contact the Governor directly about this issue so he is aware of what's going on and isn't blindsided when this becomes public. Community Block Grants Administration is also concerned about how the Dept. of Transportation funds will be distributed through the state. Ald. Davis also encouraged the Dept. of Administration to write a brief for the National League of City on the importance of distributing funds directly to cities, rather than through states.*

*The State does realize that it will be getting some funds back as jurisdictions are unable to spend it in a timely manner. Community Block Grant staff feels that the distribution of money through the state was controlled solely through political decisions. The City will go on record as looking to receive reallocation dollars through the state.*

### **3. Set next meeting date and agenda**

*May 4th at 10:00 A.M.*

*Meeting adjourned: 11:55 A.M.  
Linda M. Elmer  
Staff Assistant*

*There was a little discussion following adjournment, which was recorded as part 2, but not reflected in the minutes as internal administration of the funds was discussed.*





# City of Milwaukee

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## Meeting Minutes SPCL. JNT. CTTEE. ON THE REDEVELOPMENT OF ABANDONED AND FORECLOSED HOMES

**ALD. ROBERT BAUMAN AND STEVE CHERNOF, CO-CHAIRS**  
*Ald. Joe Davis, Sr.; Ald. Willie L. Hines, Jr.; Antonio Perez, and Maria Prioletta,*  
*Staff Assistant, Linda Elmer, (414)-286-2232*  
*Fax: (414) 286-3456, E-mail: lelmer@milwaukee.gov*  
*File Specialist: Charlotte Rodriguez 286-8797; E-mail: crodri@milwaukee.gov*

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Monday, March 9, 2009

10:00 AM

Room 301-A, City Hall

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*Meeting convened: 10:08 A.M.*

*Also present:*

*Alt Dahlberg, Tom Mishefske and Dave Krey - Dept. of Neighborhood Services*

*Steve Mahan - Community Block Grant Administration*

*Richard Withers - Legislative Reference Bureau*

**Present** 4 - Prioletta, Bauman, Chernof and Perez

**Excused** 2 - Hines Jr. and Davis

### 1. Review and approval of the minutes of the February 23, 2009 meeting.

*Ms. Prioletta noted that in the minutes, under item #2, it should state Mr. Sayers, not Mr. Plaisted. Mr. Perez moved, seconded by Mr. Chernoff, for approval of the minutes as amended. There were no objections.*

*Roll call taken at 10:10 A.M.*

**Present** 5 - Hines Jr., Prioletta, Bauman, Chernof and Perez

**Excused** 1 - Davis

### 2. Update from the Department of City Development and the Community Block Grant Administration related to the city's plan for dispersal of Neighborhood Stabilization Program Funds.

*Ms. Prioletta provided the Committee with data on foreclosed properties by aldermanic district and data city-wide related to foreclosed properties and information specific to each property. Map Milwaukee now also shows foreclosed properties and provides block-specific context for these properties. The Dept. of City Development has tentatively scheduled a program for emerging business enterprises for March 16th. The Department is also planning on having its web site up on April 1 related to funds that are available. The Realtors the Dept. has been in contact with feel that there is a lot of interest out there in the public.*

*Ald. Hines is concerned that individuals might buy these properties, unaware that there are outstanding building code violations, and the buyer either has no funds to pay for these repairs or has lost the opportunity to use the building code violations as leverage to obtain a lower price. Mr. Dahlberg noted that the Dept. of Neighborhood Services could do a walk-through of the property with the prospective buyer so he or she is aware of the building code issues and those which have a higher priority in terms of taking care of those first. The Department, in the past, has also held code*

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*violations in abeyance to allow the new owner to complete work on the property. The Department of Neighborhood Services might be able to offer a "courtesy inspection" so that prospective owners in the program are aware of what future costs there will be related to building code provisions. Ald. Hines is particularly concerned about individuals who are purchasing a number of properties and are only able to work on them sequentially and therefore are targets for salvagers and vandals as they are awaiting work. Mr. Perez was concerned that it would quickly become expensive for an owner to provide security for a number of homes.*

*The Department of City Development has added an energy auditor to its staff for these programs and feels it has enough staff to respond to the public in a timely manner. Ms. Priolella and Mr. Mahan provided Committee members with updates on the various programs and proposals that they're currently working on and topics that were discussed at the last meeting.*

*Mr. Mahan noted that the City, instead of receiving additional money besides the \$9.1 million directly, is getting the money through the state. This means that state politics become involved in the distribution of these funds and that the city will receive these funds, but there will be a delay in getting these funds as the state administration works through its processes. The state funds will be allocated to the municipalities and there is a six month sunset for use of these funds. The Committee is also concerned that if municipalities do not use their allocations, how will these funds be reallocated. The state needs to be made aware that the City is ready to use any available funds.*

**3. Set next meeting date and agenda.**

*April 6 at 11 a.m.*

*Meeting adjourned: 10:50 A.M.*

*Linda M. Elmer*

*Staff Assistant*



# City of Milwaukee

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## Meeting Minutes SPCL. JNT. CTTEE. ON THE REDEVELOPMENT OF ABANDONED AND FORECLOSED HOMES

**ALD. ROBERT BAUMAN AND STEVE CHERNOF, CO-CHAIRS**  
**Ald. Joe Davis, Sr.; Ald. Willie L. Hines, Jr.; Antonio Perez, and Maria Prioletta,**  
**Staff Assistant, Linda Elmer, (414)-286-2232**  
**Fax: (414) 286-3456, E-mail: [lelmer@milwaukee.gov](mailto:lelmer@milwaukee.gov)**  
**File Specialist: Charlotte Rodriguez 286-8797; E-mail: [crodr@milwaukee.gov](mailto:crodr@milwaukee.gov)**

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Monday, February 23, 2009

11:00 AM

Room 301-G, City Hall

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*Meeting convened: 11:06 A.M.*

*Also present:*

*Tom Mishefske, Dave Krey and Ron Roberts - Dept. of Neighborhood Services*

*Steve Mahan - Community Block Grant Administration*

*Richard Withers - Legislative Reference Bureau*

*Jim Sayers - Dept. of City Development*

**Present** 4 - Hines Jr., Prioletta, Davis and Bauman

**Excused** 2 - Chernof and Perez

### 1. Review and approval of the minutes of the February 16, 2009 meeting

*Ms. Prioletta noted one correction. In the second page, third paragraph, it says if projects were approved quickly, they'd deteriorate; it should read if they weren't approved quickly, they'd deteriorate. Ald. Hines moved, seconded by Ald. Davis for approval of the minutes as amended. There were no objections.*

*Roll call taken at 11:11 A.M.*

**Present** 5 - Hines Jr., Prioletta, Davis, Bauman and Perez

**Excused** 1 - Chernof

### 2. Update from the Department of City Development and the Community Block Grant Administration related to the city's plan for dispersal of Neighborhood Stabilization Program Funds.

*Mr. Sayers has been in contact with companies that can deconstruct buildings or that can partner with other agencies to work on deconstruction projects, as well as to provide training opportunities for individuals in the Youth Build program through the Office of Workforce Development. Mr. Roberts, Dept. of Neighborhood Services, prepared a current demolition list and a rehabilitation list for this meeting; the department tears down less than 50% of the buildings it condemns.*

*The Department of Neighborhood Services did work with private companies on deconstruction opportunities eight years ago; a misunderstanding was that the company thought it would be referred quality properties for deconstruction, while the department was referring nuisance properties, which might have had fires or were already in poor condition with few items worth salvaging. Ald. Bauman noted that the primary objective of deconstruction is job training, not salvage value. Ald. Davis was concerned that deconstruction projects on the same property might drag out for*

months, but the city would begin on a small-scale with companies to ensure that deadlines can be met and companies do not take responsibility for properties than they cannot handle in a timely manner. All salvaged materials are being donated to the Habitat for Humanity Restore store. The Dept. of Neighborhood Services has three properties lined up as candidates for demolition/deconstruction that would be ready to go on April 1. \$1.3 million of the total funds is budgeted for demolition.

The Dept. of City Development noted that there is talk of having another \$2 million in federal funds available in September/October for projects along the same lines. The City is hoping to be in a good position to get some of those funds. The Dept. of City Development is hoping to have an open house with the Emerging Business Enterprises (EBE) program to highlight the small, non-professional-developer projects, such as Buy in Neighborhood and rent to own projects and to put a spotlight on the EBE businesses registered with the city. Ald. Davis wanted to know how many EBEs are actually certified and responding to work on these projects, which the Dept. will be providing to him after the open house.

The Dept. of City Development will pre-approve developers, through a request for qualifications (RFQ), for projects with 20 units or more; then those applicants will be forwarded to this committee, then possibly a Council committee. Ald. Hines, based upon the tight deadlines, wanted the Council involved only if legislative action is needed. The Dept. wants to target neighborhoods that have other development activities occurring or active neighborhood groups to act as support for these developments. Development activities would be limited to neighborhoods selected by the Dept. and a corresponding list of properties to be developed.

The Dept. has been working with the City Attorney's Office to set up a land bank program. The City Attorney recommended setting up a separate limited liability corporation with its own board of directors, with members included from the Council, Redevelopment Authority and other entities. The city would ensure it had a disposition strategy at time of acquisition, rather than just holding the property. Mr. Mahan noted that land banking is illegal under community block grant standards, so a focus on disposing of the property, rather than holding it, is a good policy for the city to follow. Although the land bank money can be used over a 10-year period, the Dept. would prefer to have a focus on turning the property over within 12 months of acquisition.

Ms. Priolella said that the National Community Stabilization Trust has been successful in negotiating with owners of 70% of all the in-rem properties nationwide. If the city were to become involved with the Trust, the city could have the right-of-first-refusal on in-rem properties, as well as being able to purchase them at a slight discount. The city could also purchase a number of properties that are being handled by the same servicers (banks and mortgagors) at a higher discount. The Trust acts as a go-between and does not take title to any of the properties. Ms. Priolella provided the Trust with a list of the areas the city might be interested in and the Trust is currently going through its lenders to see which ones own properties in those areas. The Trust does not preclude you from working one-on-one with any servicer for a specific property. The Committee endorsed the idea of the Department pursuing this.

### 3. Set next meeting date and agenda

March 9th at 10 A.M.

*Meeting adjourned: 12:03 P.M.*  
*Linda M. Elmer*  
*Staff Assistant*



# City of Milwaukee

200 E. Wells Street  
Milwaukee, Wisconsin  
53202

## Meeting Minutes SPCL. JNT. CTTEE. ON THE REDEVELOPMENT OF ABANDONED AND FORECLOSED HOMES

**ALD. ROBERT BAUMAN AND STEVE CHERNOF, CO-CHAIRS**  
*Ald. Joe Davis, Sr.; Ald. Willie L. Hines, Jr.; Antonio Perez, and Maria Prioletta,*  
*Staff Assistant, Linda Elmer, (414)-286-2232*  
*Fax: (414) 286-3456, E-mail: lelmer@milwaukee.gov*  
*File Specialist: Charlotte Rodriguez 286-8797; E-mail: crodri@milwaukee.gov*

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Monday, February 16, 2009

10:00 AM

Room 301-G, City Hall

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*Meeting convened: 10:05 A.M.*

*Also present:*

*Alex Runner, present for Ald. Hines*

*Steve Mahan - Community Block Grant Administration*

*Tom Mishefske - Dept. of Neighborhood Services*

*Suzanne Dennik - Dept. of City Development*

*Richard Withers - Legislative Reference Bureau*

**Present** 5 - Prioletta, Davis, Bauman, Chernof and Perez

**Excused** 1 - Hines Jr.

### 1. Review and approval of the minutes of the January 26, 2009 meeting

*Mr. Perez moved, seconded by Mr. Chernoff, for approval of the minutes. There were no objections.*

### 2. Update from the Department of City Development and the Community Block Grant Administration related to the city's plan for dispersal of Neighborhood Stabilization Program Funds.

*Ms. Prioletta answered some specific members' questions from the last meeting and then moved into what the Dept. of City Development is currently doing. The Department is creating a list of individuals who contact them related to various programs. All of the loans are currently reviewed by an internal review committee, which meets on a weekly basis. They also have a second-look committee that reviews all rejected applications. The Department is supporting targeting the dollars, which are currently at \$9.2 million, to leverage other funds and use these dollars to enhance existing neighborhood initiatives.*

*The Department will issue a request for proposals for targeted neighborhoods and will then choose a developer and project.*

*Ald. Bauman is concerned about the high quality of structures that are on the demolition list and Ald. Hines is concerned that the greatest number of proposed demolitions are in his district. Ald. Bauman is willing to look at each property proposed for demolition. Ald. Bauman would also like to begin with city-owned properties and make those properties available for home ownership, rather than waiting for developers to choose the projects they wish to develop. Mr. Chernoff suggested looking at the neighborhood groups and then selecting the city-owned properties within their authority for redevelopment by the city using these funds. Ms.*



*Prioletta noted that most non-profit groups are unable to rehab and sell properties, but they can assist in marketing properties and acting as liaisons with the city. Ms. Prioletta was concerned that the city might redevelop an individual property and then be unable to sell it. She feels that other programs exist that already have buyers lined up, such as Habitat for Humanity, and then the redevelopment occurs.*

*The Dept. of City Development is willing to come to neighborhood meetings and speak on available foreclosed properties. The Dept. will also have MLS listings on its site in a few weeks; approximately 60% of foreclosed properties are on the MLS listings. The Dept. will be meeting on Friday with the National Community Stabilization Trust, which has contacts with national and international banks. Ald. Davis supported having a \$25 fee added each month to the mortgages to create a stabilization fund to be used for repairs on members' properties. Ald. Davis wants to ensure that individuals who purchase these homes have money for repairs 3-4 years down the road for which code violations are written by the city. Mr. Mahan thought that might be a project for another source of funds, due to the fact that these funds must be spent by a time-specific deadline.*

*Ald. Bauman would like to have Council members made aware of what applications are coming in to the Department. The date to start accepting proposals by the city is March 16th. Proposals will be reviewed on a first-come, first-serve basis rather than reviewing projects in groups. Mr. Mahan noted that they've had a number of phone calls from people who are willing to move on projects, particularly for the Buy In Your Neighborhood project. He also noted, however, that there are a number of neighborhoods that have a number of foreclosures in them. Ms. Prioletta is also concerned if projects are not approved quickly, that the property will rapidly deteriorate physically.*

*Ald. Davis supports having these funds used to support City residents, rather than suburban developers. The Dept. is committed to supporting those individuals who have worked in Milwaukee. Mr. Chernoff cautioned having non-profits and other individuals who don't really know what they're doing getting involved as those situations often go awry. Ald. Davis would like the city to be in a position of handing this money in an efficient and expedient manner, so that it would be a good candidate for any additional funds that might become available. Mr. Mishefske noted that opening the field to the public you're exponentially opening the field of available money, but if the projects are kept to city-owned properties, there is no opportunity to access private funds.*

*Ald. Davis and Ald. Bauman both supported boarding up properties using Lexan, which is a hard, clear, plastic, rather than green-board board-ups, which detract from the value of the property and the surrounding neighborhood. Mr. Mahan supported looking at using Lexan on any properties that the city rehabs and is holding awaiting a sale.*

*The suggestions of the Committee were:*

- 1. The Dept. will notify the local council members of applications received for their districts so concerns can be expressed by council members related to the individuals and the projects.*
- 2. The Dept. will support local developers and possibly prioritize city-owned properties.*

*Ald. Bauman encouraged the Dept. to go over the in-rem list to see if these properties can be developed and sold.*

3. Set next meeting date and agenda

*Feb. 23rd at 11:00 A.M.*

*Meeting adjourned: 11:31 A.M.*

*Linda M. Elmer, Staff Assistant*



# City of Milwaukee

200 E. Wells Street  
Milwaukee, Wisconsin  
53202

## Meeting Minutes SPCL. JNT. CTTEE. ON THE REDEVELOPMENT OF ABANDONED AND FORECLOSED HOMES

**ALD. ROBERT BAUMAN AND STEVE CHERNOF, CO-CHAIRS**  
*Ald. Joe Davis, Sr.; Ald. Willie L. Hines, Jr.; Antonio Perez, and Maria Prioletta,*  
*Staff Assistant, Linda Elmer, (414)-286-2232*  
*Fax: (414) 286-3456, E-mail: lelmer@milwaukee.gov*  
*File Specialist: Charlotte Rodriguez 286-8797; E-mail: crodri@milwaukee.gov*

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Monday, January 26, 2009

10:00 AM

Room 301-G, City Hall

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*Meeting convened: 10:07 A.M.*

*Also present:*

*Dave Krey and Tom Mishefske - Dept. of Neighborhood Services*

*Steve Mahan - Community Block Grant Administration*

*Richard Withers - Legislative Reference Bureau*

*Suzanne Dennik - Dept. of City Development*

**Present** 5 - Hines Jr., Prioletta, Davis, Bauman and Chernof

**Excused** 1 - Perez

### 1. Review and approval of the minutes of the October 24, 2008 meeting

*Ald. Davis moved, seconded by Ald. Hines, for approval of the minutes. There were no objections.*

*Roll call taken at 10:10 A.M.*

**Present** 6 - Hines Jr., Prioletta, Davis, Bauman, Chernof and Perez

### 2. Update from the Department of City Development related to the city's plan for consideration and approval of plans of action to be submitted to the United States Department of Housing and Urban Development.

*Ms. Prioletta reported that funding through the Community Block Grant Administration will probably be available in March. Any areas of the city with a rating score of 7 or above (out of a scale of 1-10, with 10 being the worst) of risk factors are able to receive funding. The majority of the city is included for available funding based upon the rating scale of risk factors for areas of greatest need, which were determined by the US. Dept. of Housing and Urban Development. The City will directly receive \$9 million.*

*The city has also applied for part of the \$38 million received by the state. The department worked with various agencies and foundations to submit one application, rather than having the agencies and foundations directly submit for these funds. Ms. Prioletta thought that the agencies would not be directly asking for money, but would work with the city to identify needs. The agencies did agree to not submit applications to the state, but the city could not stop them from submitting applications. The city requested \$10 million from the state. Mr. Mahan indicated that the state will make its decision on funding in mid-February.*

*The Dept. of City's Development's goal is to have some procedures in place by mid-February so when the funds become available, programs can begin immediately. The Department is meeting regularly the Community Block Grant Administration and other city departments and the Department is working on a comprehensive foreclosure web site, which should be up by the end of the week. A review committee or process to approve dispersal of funds to specific agencies still needs to be put in place. The Dept. of Neighborhood Services does have a dynamic list of demolition candidates to which funds can be applied as soon as they become available. Mr. Mishefske will provide the list to all members of the Common Council broken down by districts. Northcott Neighborhood and Pragmatic Construction are both interested in deconstruction, so the Dept. of City Development met with them last week. The Dept. of City Development will create an article about foreclosed properties that Council members can put into their newsletters.*

*On a monthly basis, the Dept. of City Development will provide Council members with a report on all the foreclosed properties within each district and how it compares to the city. The Dept. of City Development and Community Block Grant Agency want transparency in who gets these funds and either a committee or a one or two-page document might be created to rank submissions. The other issue is that agencies will be applying, as well as individuals who have never applied for funds, which will probably require two standards for submission of funds. The Department of City Development could create standards that need to be met related to training, home ownership and financial stability for individuals, as they currently have for some of their programs. The money will be held in an escrow account until the work has been completed, then the funds will be dispersed. Mr. Mahan noted that with the current high bank standards, it will be more difficult for individuals to get mortgages, which might result in fewer applications for the Buy in Your Neighborhood program.*

*Even for awarding funds for use by city departments, a transparent process needs to be created. Thresholds need to be established as regards to what can be administered by a city agency versus those projects that need Council approval. Mr. Mahan would support a threshold as this entire project will be audited by the Inspector General. Ald. Hines was more supportive of those with rent-to-own plans, rather than keeping units as rental units. For those programs targeted at individuals, it might be enough to just continue administering these programs as the city currently has been.*

*Mr. Perez provided members with a copy of an article on CNNMoney.com relating to the number of foreclosed homes (Exhibit 1)*

*The next meeting will be on February 16th at 10:00 A.M.*

*Meeting adjourned: 11:04 A.M.*

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SPECIAL REPORT Issue #1: America's Money Crisis

Column Archive

## Flood of foreclosures: It's worse than you think

**Banks are moving slowly to list repossessed homes for sale, which could mean that housing inventory is even more bloated than current statistics indicate.**

By Lee Christie, CNNMoney.com staff writer  
Last Updated: January 23, 2009, 4:40 PM ET

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NEW YORK (CNNMoney.com) — Housing might be in worse shape than we think.

There is probably even more excess housing inventory gumming up the market than current statistics indicate, thanks to a wave of foreclosures that has yet to hit the market.

The problem: Many foreclosed homes and other distressed properties that are now owned by banks have yet to be listed for sale. The volume of this so-called 'ghost inventory' could be substantial enough to depress already steeply falling prices when it does go on the market.

"That's not good news," said Pat Newport, an analyst with IHS Global Insight. "[Excess] inventory is the biggest problem in housing these days, and it leads to lower housing prices, which leads to more foreclosures."

RealtyTrac, the online marketer of foreclosed properties, recently discovered that it has far more foreclosed properties listed in its database, which the company compiles using courthouse records, than there are listed in the multiple listing services (MLS) maintained by real estate agents.

RealtyTrac looked at listings in four states, California, Maryland, Florida and Wisconsin, and found that they contained only a third of the foreclosures it has in its database.

The scope of the problem isn't clear, but it could be huge considering that RealtyTrac has a total of 1.5 million bank-owned properties on its site.

"Many properties that should be listed on the MLS are not listed on the MLS," said Lawrence Yun, chief economist for the National Association of Realtors (NAR).

### Underestimating inventory

The National Association of Realtors calculates official housing inventory statistics using data from the multiple listing services. By that measure, there were 4.2 million existing homes for sale in November, an 11.2-month supply at the current sales pace, up from a 10.3-month supply in October.

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### Housing weakness continues



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- ☐ Yes, I'm worried about layoffs.  
☐ Yes, I'm hoping to move up.  
☐ No, fingers crossed. I'm happy where I am.  
☐ Not sure.

Vote or View results

1. Home Depot cutting 7,000 jobs
2. Obama and emissions: Right vs. smart
3. Existing home sales in surprise jump
4. Pfizer to buy Wyeth for \$68 billion
5. Russia's king of crude

Markets	Last	Change
Dow Jones	8,210.73	133.17 / 1.65%
Nasdaq	1,509.97	32.38 / 2.18%
S&P 500	849.84	17.89 / 2.13%
10-year Bond	109 10/32	Yield: 2.66%
U.S. Dollar	1 euro = \$1.315	0.023

January 23, 2009 11:00 AM ET

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EXHIBIT

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But now it seems quite possible that these figures, which are already at record highs, are underestimating the situation. And if that's the case, it could take much longer for the housing market recovery than analysts currently expect.

Until supply can be brought down to a more normalized level of six to seven months, home prices will continue to come under pressure, according to Yun.

"It could be a worse problem than we think," he said.

L.J. Jennings, a real estate broker with Pyramid Real Estate and Investments in Oakland, Calif., sees plenty of evidence that it is.

"There are a number of properties in my area that have actually been taken back by the banks, but have not hit the market yet," he said. "Once a bank repossesses a property, in some cases, it can take more than six months to hit the market."

He cites a handful of examples offhand, including a single-family home in Richmond seized in early October, a condo in San Ramon taken back the same month and a four-family building in Oakland that was repossessed in July.

"Either lenders are overwhelmed and can't get these properties back on sale quickly" said RealtyTrac spokesman Rick Sharga, "or they're deliberately slowing down."

#### Why there's a delay

The chief problem is probably system overload: Lenders are just not prepared to handle the sheer numbers of foreclosures that they have on their books. Banks took back about 860,000 in 2008 - more than twice the number in 2007 - according to RealtyTrac. Before the housing crisis hit, it took only about a month to get a bank-owned foreclosure on the market.

Lenders still insist they try to act as swiftly as possible. According to Tom Kelly, a spokesman for Chase (JPM, Fortune 500) Mortgage, their goal is to cut their losses on these homes, which are expensive to maintain, as fast as possible.

But banks might hold back listings in areas where they already have lots of homes for sale in order to avoid flooding the market, according to Michael Youngblood, a financial analyst and founder of Five Bridges Capital, an asset management company.

"If lenders have a significant number of properties in a limited area, they may want to stagger putting them back on the market," he said.

Eve Alexander, a real estate broker with Buyers Broker of Florida in Orlando, attributes the delays to the general malaise that's overtaken the lending industry as it's imploded.

"I think banks are dragging their rears about doing just about everything," she said. "They have so much going on, and there's so much red tape and the people don't care, nothing gets done."

There are also batches of bank-owned homes that don't appear on the multiple listing services because lenders are trying to sell them via bulk and auction sales to investors as well as individuals, according to John Mechem, public affairs director for the Mortgage Bankers Association.

He adds that it's also taking much longer to get many foreclosed homes in decent enough shape to put on the market. (see This home for sale stinks.)

Bank-owned properties are in worse condition than ever because the foreclosure process is taking longer than ever. As much as a year can pass between the time a borrower first misses a payment and the final auction sale, according to Youngblood. During that time, houses often deteriorate

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because owners have neither the money nor the incentive to maintain them. Some disgruntled homeowners may even deliberately damage homes before they leave.

"According to our servicing folks, it's taking more time for lenders to get properties in saleable condition," said Mechem.

The phenomenon of a growing ghost inventory doesn't promise to get better anytime soon, as long as the rate of foreclosures continues to ravage the market. There were more than 3.1 million foreclosure filings in 2008, according to RealtyTrac.

Said Sharga: "I don't see how we can avoid another 3 million in 2009." ■

First Published: January 23, 2009: 2:01 PM ET

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#### Features

## Stories from recession's frontline



9:37am: Jobs. Foreclosures. Service cuts. Here's what the downturn looks like up close. [More](#)

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# City of Milwaukee

200 E. Wells Street  
Milwaukee, Wisconsin  
53202

## Meeting Minutes SPCL. JNT. CTTEE. ON THE REDEVELOPMENT OF ABANDONED AND FORECLOSED HOMES

**ALD. ROBERT BAUMAN AND STEVE CHERNOF, CO-CHAIRS**

**Ald. Joe Davis, Sr.; Ald. Willie L. Hines, Jr.; Antonio Perez, and Maria Prioletta,  
Staff Assistant, Linda Elmer, (414)-286-2232**

**Fax: (414) 286-3456, E-mail: lelmer@milwaukee.gov**

**File Specialist: Charlotte Rodriguez 286-8797; E-mail: crodri@milwaukee.gov**

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Friday, October 24, 2008

8:30 AM

Room 301-G, City Hall

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*Meeting convened: 8:38 A.M.*

*Also present:*

*Tom Mishefske and Dave Krey - Dept. of Neighborhood Services*

*Maria Prioletta, Jim Sayers and Suzanne Dennik - Dept. of City Development*

*Steve Mahan, Darlene Hayes and Mario Higgins - Community Block Grant Association*

*Richard Withers - Legislative Reference Bureau*

*Ken Schmidt - Hope House*

*Tim Elverman - Broydrick and Associates*

**Present** 4 - Hines Jr., Prioletta, Bauman and Perez

**Excused** 2 - Davis and Chernof

**1. Review and approval of the minutes of the October 14th meeting.**

*Ms. Prioletta moved, seconded by Mr. Perez, for approval of the minutes. There were no objections.*

**2. Update from the Department of City Development related to the city's plan for consideration and approval of plans of action to be submitted to the United States Department of Housing and Urban Development.**

*Ms. Prioletta handed out a draft sheet detailing the amounts the Department of City Development is currently considering. Ms. Prioletta thinks that the city is in good shape overall in terms of the amount of work that has been done in relation to other cities in the state. Ms. Prioletta spoke to Julie Kaufmann at Pragmatic Construction, who said that the cost of deconstruction is approximately 2-3 times the cost of a normal demolition. A couple paragraphs will be added to include deconstruction as an economic development tool. Demolition could be used as job creation, urban garden or deconstruction tools, rather than just as a means of demolishing a building. Mr. Mahan stated that Miami-Dade submitted a project, which was denied, as it just had demolition, rather than an active re-use of the land. The Department of City Development does have some text related to redevelopment/maintenance of vacant lots, but Ms. Prioletta will speak with Mr. Mahan to see how the submission can be made stronger in this area. Ms. Prioletta also feels that if a land bank is created, it should be administered by the city, rather than a private entity. The city has three weeks yet to put the plan together.*

*The details and proposed changes should be circulated through the city departments and comments should be given to the Department of City Development by close of*

*business next Wednesday so they can be integrated into the document.*

*The proposed funds from this agency are already integrated into the 2009 city budget. There probably will also be state dollars coming, so this plan will also include provisions on what to do with additional dollars to demonstrate that the city is capable of administering more funds than have been received. Mr. Mahan noted that the federal submission must balance with the amount being administered, but the state is more open-ended in terms of the amount of funds to be requested. The Wisconsin Housing and Economic Development Authority (WHEDA) has funds also separate from the state that might be available to the city.*

*The Milwaukee Foreclosure Partnership Initiative (MFPI) task force is looking at creating a mediation team, which would be located at the courts, to see if a deal could be worked out between the lender and the homeowner at the time of foreclosure. The county court is also considering a 90-day moratorium on foreclosures whereby the court would not schedule the foreclosures during that period.*

**3. Set next meeting agenda, date and time**

*No meeting date was set.*

*Meeting adjourned: 9:08 A.M.*

*Linda M. Elmer*

*Staff Assistant*



# City of Milwaukee

200 E. Wells Street  
Milwaukee, Wisconsin  
53202

## Meeting Minutes SPECIAL JOINT COMMITTEE ON THE REDEVELOPMENT OF ABANDONED AND FORECLOSED HOMES

**ALD. ROBERT BAUMAN AND STEVE CHERNOF, CO-CHAIRS**  
**Ald. Joe Davis, Sr.; Ald. Willie L. Hines, Jr.; Antonio Perez, and Maria Prioletta,**  
**Staff Assistant, Linda Elmer, (414)-286-2232**  
**Fax: (414) 286-3456, E-mail: lelmer@milwaukee.gov**  
**File Specialist: Charlotte Rodriguez 286-8797; E-mail: crodri@milwaukee.gov**

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Tuesday, October 14, 2008

8:30 AM

Room 301-G, City Hall

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**Please note that 24 hours' notice is not being given for this meeting as it is impractical.**

*Meeting convened: 8:40 A.M.*

*Also present:*

*Alex Runner for President Willie Hines*

*Jim Sayers and Suzanne Dennik - Dept. of City Development*

*Tom Mishefske - Dept. of Neighborhood Services*

**Present** 3 - Davis, Bauman and Chernof

**Excused** 3 - Hines Jr., Prioletta and Perez

*Roll call taken at 8:46 A.M.*

**Present** 4 - Davis, Bauman, Chernof and Perez

**Excused** 2 - Hines Jr. and Prioletta

**1. Update from the Department of City Development related to the city's plan for consideration and approval of plans of action to be submitted to the United States Department of Housing and Urban Development.**

*Jim Sayers and Suzanne Dennik reported on this item as Ms. Prioletta is unable to attend this meeting. Mr. Sayers provided a copy of the NSP Substantial Agreement which shows the timelines for submissions and deadlines. The completed documents will be submitted to the United States Department of Housing and Urban Development (HUD) by November 26, with Common Council approval on November 25. The federal deadline is December 1. The Department explained the HUD requirements and the department's proposed submissions.*

*Ald. Bauman encouraged the department to include and focus on foreclosed houses already owned by the city because work can begin on them immediately. Ald. Davis would like to encourage a diversified approach in trying to leverage the \$9.1 million that city is scheduled to receive from HUD and work with financial institutions to maximize the impact of the federal funds.*

*As of July 23rd, the most recent list, 1,508 houses have been foreclosed on in the city.*

*HUD is requiring that properties be targeted according to its 3 criteria, but the city also wants the ability to spot target problem properties, which shouldn't be a problem as HUD has no geographic restrictions on these funds. The majority of resources, however, have to be targeted in the areas of greatest need, per HUD restrictions. Mr.*

*Mishefske felt that the city's ability to spot target specific problem properties would be a great benefit to all aldermanic districts since aid is not limited solely to the Community Development Block Grant (CDBG) area.*

*Mr. Perez was concerned about what happens with properties or what action the city should take if time is limited for a project and the project is not completed at the end of the deadline. This could be a concern as these HUD dollars are only available for an 18-month period.*

*The department is expecting that many of the beneficiaries of these funds will be under 50% of median income so compliance with HUD guidelines will not be an issue. The department is applying its current practices to the program as a way to verify compliance with HUD guidelines. Ald. Bauman would encourage the department to encourage green practices as well as a type of pilot project. Ald. Davis would also like to have text added on the document submitted to HUD noting that the city will work with tenants on relocating them following a foreclosure.*

*There are currently 39 bank foreclosures with raze orders and 16 foreclosed by the city with raze orders. Raze orders, however, do not always result in razings - they just function as a means of getting the owners' compliance with building orders. The city is also looking at deconstructing buildings, rather than razing them. Mr. Mishefske noted that a number of the demolition companies will salvage items that have value from the buildings prior to razing them, but this is primarily moldings or built-ins rather than structural wood.*

*The Committee also referred the matter of recycling of building materials and deconstruction to the Milwaukee Foreclosure Partnership Initiative (MFPI) for its discussion.*

*Mr. Chernof encouraged the department to talk to the realtors about getting a lower commission, rather than 6% off the top and ensuring that buyers are financially sound. Ald. Davis noted that the counseling will be vetting people to ensure that they are financially stable. Technically, the city is providing a second, forgiveable mortgage of \$20,000.*

*The department also wanted to have buyers identified for specific properties before rehabilitation begins. Ald. Davis mentioned that contractors need to be certified so that deadlines are met rather than projects merely being strung along.*

*Land banks might work well, but a plan would need to be created once funds run out in 18 months. There is some risk involved in this buyers may not be able to be found in a timely manner and the city is liable for maintenance and liability for the property.*

*The department will send its new draft to committee members for review prior to the next meeting.*

*Ald. Davis would like a consistent recommendation between this committee and MFPI so that the Council's job is easier in forwarding the document to HUD.*

*Ald. Bauman is concerned about apartment buildings and multi-family units in foreclosure. These properties end up being managed by receivers who are not good landlords and, if allowed to, these buildings would use a majority of available funds as these are high-value buildings in relation to single-family homes.*

*The state also has \$38.8 million to allocate to those counties who have high foreclosure rates, so Milwaukee will be making its pitch to receive a percentage of those funds as well.*

*At the end of discussion, Ald. Bauman also presented a synopsis of his suggestions (Exhibit 1).*

**2. Presentation by Ald. Joe Davis on his attendance at national meetings related to vacant structures, foreclosures and the mortgage crisis.**

*Ald. Davis had nothing to add for this item.*

**3. Update by Jim Sayers, Department of City Development, related to the Milwaukee Foreclosure Partnership Initiative (MFPI)**

*This was discussed under item #1 as part of those discussions.*

**4. Set next meeting agenda(s), time(s) and date(s)**

*The Department of City Development will provide an update on item #1 from this agenda.*

*Friday, October 24th at 8:30 a.m. in Room 301-G*

*Meeting adjourned: 10:08 A.M.*

*Linda M. Elmer*

*Staff Assistant*

**Special Joint Committee**  
**Ideas and Suggestions**  
**October 2, 2008**

**Categories of Housing Stock/Properties:**

1. Vacant 1 & 2 family homes owned by the city (mostly acquired through In Rem foreclosure)
2. Vacant 1 & 2 family homes owned by lenders (mostly acquired through mortgage foreclosure)
3. Vacant 1 & 2 family homes in foreclosure process but still privately owned
4. Multiple unit buildings in some stage of foreclosure process
5. Vacant/placarded 1 & 2 family homes with raze/condemnation orders (privately owned)
6. Vacant lots (city owned)
7. Vacant lots (privately owned)
8. Vacant/boarded 1 & 2 family homes not in foreclosure
9. Nuisance properties in receivership proceedings (homes and multiple unit)

**Possible Actions:**

1. Rehab and sell
2. Rehab and mothball
3. Acquire, rehab and sell
4. Acquire, rehab and mothball
5. demolish and clear site
6. Secure "as is" and mothball
7. demolish and redevelop
8. develop (vacant land)
9. Accelerate In Rem tax foreclosure process (to insure clean title in city)

**Possible Approaches:**

1. City personnel (or consultants) prepare inventory of housing units in each category. (May want to proceed separately with respect to properties currently owned by city and those owned by lenders.)
2. Define redevelopment districts in city which contain approximately equal number of eligible housing units (other than properties slated for demo and vacant lots).
3. Solicit RFQ from "for profit" developer/contractor joint ventures to perform the work in each district. (EBE and RPP requirements to apply).
4. Award redevelopment contracts to successful joint ventures for each district.
5. City personnel (or consultants) inspect and develop specifications and estimates for all units that will be rehabbed.
6. Use P.O. to joint ventures to proceed with work on individual properties or batches of properties. Funds disbursed as in typical construction loan situation.
7. City personnel (or consultants) to perform compliance/inspection and authorize change orders and extras.
8. Performance penalties and incentives.

**Miscellaneous Thoughts:**

1. Demolition must be kept to a minimum.
2. Develop "green" demolition specs that require maximum recycling of building materials.
3. Require "green" materials and methods standards for rehabs.
4. Coordination with WHEDA

