

2015 ANNUAL REPORT



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FIFTY-FIFTH ANNUAL REPORT

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U.S. Department of Transportation
Federal Highway Administration

December 2016



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Federal Transit Administration

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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Serving the Counties of:

KENOSHA
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December 1, 2016

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

Preparing and certifying our Annual Report for the Wisconsin State Legislature, the seven counties, and the local units of government in our Region [as required by Section 66.0309(8)(b) of the Wisconsin Statutes], gives us the opportunity to review and reflect on our valuable partnerships and accomplishments of the past year. It gives county and local public officials, as well as other interested citizens, a comprehensive overview of current and proposed Commission activities, thereby encouraging active participation and ownership in the work of the Commission. The report also serves as an annual accounting to those State and Federal agencies that help fund our programs. Hence, this 55th annual report not only summarizes our work in 2015, but it also contains a certified statement of our financial position as determined by an independent auditor.

The 2015 annual Report is organized in three parts. Part One sets forth basic information about the Commission and a brief description of each of the elements that comprise the comprehensive regional plan. Part Two documents Commission work activities undertaken during 2015. Part Three documents the results of Commission monitoring efforts carried out during 2015 relative to various aspects of regional growth and change.

Please contact us if you have any questions or comments on the Commission's work. We look forward to continuing to serve our county and local governments, as well as the State and Federal agencies by providing the intergovernmental planning services required to address the areawide environmental, developmental, and infrastructure problems facing Southeastern Wisconsin and by promoting the intergovernmental cooperation needed to address those problems.

Very truly yours,

David L. Stroik
Chairman

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PART ONE: REGIONAL PLANNING IN SOUTHEASTERN WISCONSIN

This section of the 2015 SEWRPC Annual Report includes basic information about the Commission and its approach to the process of preparing and adopting regional plan elements that together comprise a comprehensive regional plan. Included also is a brief description of each of the elements of that plan, including the regional land use plan, the regional park and open space plan, the regional natural areas and critical species habitat plan, the regional housing plan, the regional transportation plan, the regional water qual-

ity management plan, and the regional water supply plan. This section concludes with brief references to other regional plan elements that were prepared over the years.

Part Two of this Annual Report documents Commission work activities undertaken during 2015 and begins on page 39. Part Three documents the results of Commission monitoring efforts during the year and begins on page 89.



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ABOUT THE COMMISSION

Authority

The Southeastern Wisconsin Regional Planning Commission (SEWRPC) 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 that transcend the corporate boundaries and fiscal capabilities of the local units of government comprising the Southeastern Wisconsin Region. Those problems include traffic congestion, flooding, and water quality, among others. The Wisconsin regional planning enabling legislation can be found at www.sewrpc.org/about.

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 over 2 million people, or about 35 percent of the total population of the State, and contain about 1.2 million jobs, or about 35 percent of the total employment of the State. The Region contains real property worth about \$173.5 billion, or about 35 percent of all the tangible wealth of the State as measured by equalized valuation. There are 155 general-purpose local units of government in the Region, all of which participate in the work of the Commission.

Basic Concepts

Regional, or areawide, planning has become recognized as a necessary governmental function in the large metropolitan areas of the United States. This recognition stems from an awareness that problems of physical and economic development and of environmental deterioration transcend the geographic limits and fiscal capabilities of the local units of government comprising such large areas, and that sound resolution of these problems requires the cooperation of all units and agencies of government 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, sewerage and water supply, and 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. 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. It is better that these decisions 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 Commission is advisory in nature. Consequently, 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 to a more efficient regional development pattern and a more desirable environment in which to live and work.

Map 1

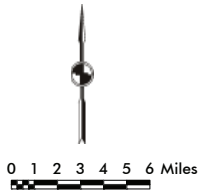
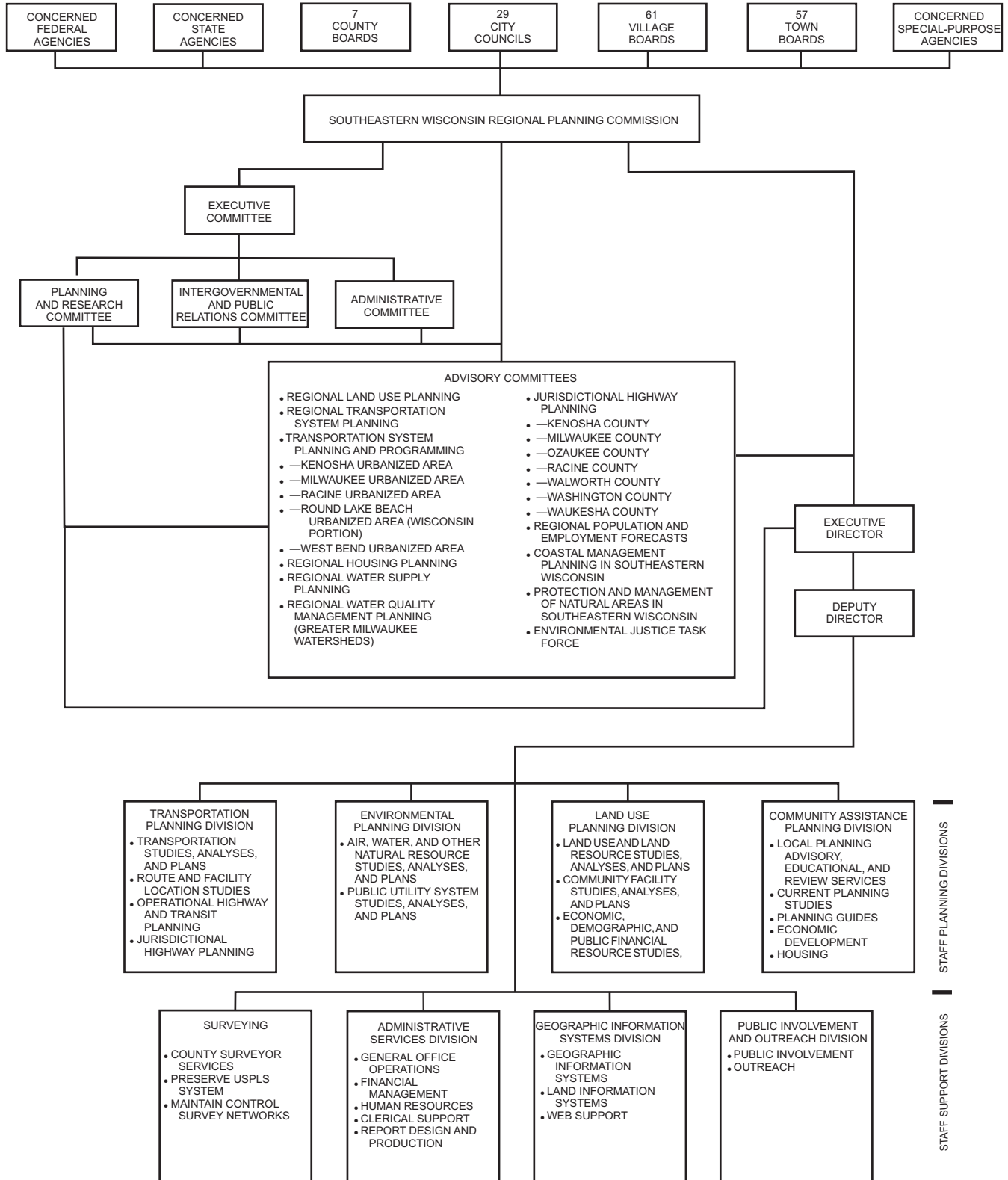


Figure 1

SEWRPC ORGANIZATIONAL STRUCTURE: 2015



Basic Functions

The Commission conceives regional planning as having the following three basic functions:

The collection, analysis, and dissemination of basic planning and engineering data on a uniform, areawide basis. The creation and use of such data can in and of itself contribute to better development decision-making in both the public and private sectors that operate in the Region.

The preparation of a framework of long-range areawide plans for the physical development of the Region. Mandated by the State planning enabling legislation, the Commission places emphasis on the preparation of plans for land use and supporting transportation, utility, and community facilities.

The provision of a center for coordinating day-to-day planning and plan implementation activities of all of the governments 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 by custom is an elected County Board Supervisor. The remaining two from each county are appointed by the Governor, one from a list prepared by the county. All appointments are for six-year terms.

The full Commission 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 financial and personnel matters 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 for 2015 are set forth in Appendix A.

The Commission is assisted greatly in its work by Advisory Committees. These committees include both elected and appointed public officials and interested citizens with knowledge in the Commission work program areas. The committees perform a significant function in both the formulation and the execution of those work programs. Advisory Committee rosters for 2015 are set forth in Appendix B.

Staffing

The Commission prepares an annual work program that 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, and clerical personnel, supplemented by additional temporary staff and consultants as required by the various work programs under way. At the end of 2015, the Commission staff totaled 74, including 66 full-time and eight part-time employees. An organizational chart is shown on Figure 1. A list of Commission staff members for 2015 can be found in Appendix C.

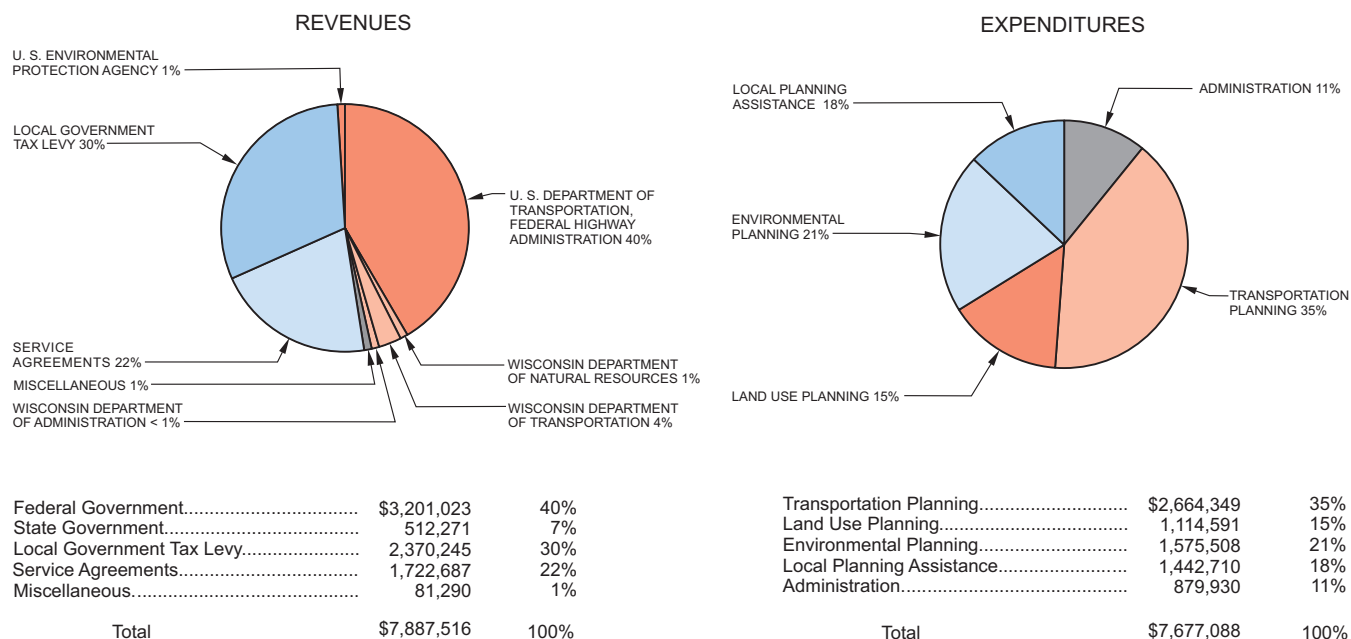
Funding

Basic financial support for the Commission's work program is provided by a special property tax charge levied on local governmental units by the counties and apportioned on the basis of equalized valuation. These basic funds are supplemented by State and Federal aids. County-levied special property tax charges in 2015 totaled about \$2.3 million. The County-levied special property tax charge has either declined or been held flat with no increase since 2007. A summary of revenues and expenditures in 2015 is presented in Figure 2.

The Commission has a complete financial audit performed each year by a certified public accountant. 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. The 2015 audit report is set forth in Appendix D.

Figure 2

SEWRPC REVENUES AND EXPENDITURES: 2015



Documentation

Documentation in the form of published reports is essential to any public planning effort. Planning reports, made available in hard copy and digital form, represent the best means for disseminating inventory data that have permanent historical value and for promulgating plan 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 development decisions. Perhaps most important, however, published reports are intended to provide a focus for generating enlightened citizen interest in, and action on, plan recommendations.

The Commission has established the following series of published reports:

- Planning Reports, intended to document the adopted elements of the comprehensive plan for the physical development of the Region.
- Planning Guides, intended to constitute manuals of local planning practice.

- Technical Reports, intended to make available information assembled during the course of planning work on a work progress basis.
- Community Assistance Planning Reports, intended to document local plans prepared by the Commission at the request of one or more local governments.
- Memorandum Reports, intended to document the results of locally requested special studies.
- Planning Program Prospectuses, prepared as a matter of policy as the initial step in undertaking any major new planning program.
- Annual Reports, intended to summarize the activities of the Commission in any given year.

A list of Commission publications is set forth in Appendix E and can be found at www.sewrpc.org/publications. All publications are available from the Commission offices and through the website.

THE REGIONAL COMPREHENSIVE PLAN 2015: A BRIEF OVERVIEW

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 scope and content of this plan may extend to all phases of regional development. Implicitly emphasized, however, are 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. Accordingly, the Commission prepares individual plan elements that together can comprise the required comprehensive plan. Each element is intended to address 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 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. A record of all Commission regional plan adoption actions can be found at www.sewrpc.org/planadoptions.

The Commission believes that the comprehensive plan is essential to coping with the developmental and environmental problems generated by areawide urbanization. The comprehensive plan provides the

necessary framework for coordinating and guiding growth and development within a multijurisdictional urbanizing region having essentially a single community of interest. The comprehensive plan also provides the best conceptual basis available for the application of systems engineering skills to the problems of such a region. This is because systems engineering focuses on the design of physical systems. It seeks to achieve good design by setting viable objectives, determining the ability of alternative plans to meet those 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.

The Cyclical Nature of the Planning Process

The Commission views the planning process as cyclical in nature, alternating between areawide systems planning and local project 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.

In recognition of the cyclical nature of the planning process, the Commission carries out a series of continuing planning efforts designed to ensure—to the extent that fiscal resources permit—that the adopted plan elements are both kept current and extended in terms of design year. Thus, the Commission carries on a continuing regional land use planning program designed in part to update, amend, and extend the regional land use, regional park and open space, regional natural areas and critical species habitat, and regional housing plans; a continuing regional transportation planning program designed to update, amend, 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 regional water quality management plan and the regional water supply plan, as well as the floodplain management elements of comprehensive watershed plans.

REGIONAL LAND USE PLAN

The regional land use plan, graphically shown on Map 2 and most recently documented in SEWRPC Planning Report No. 48, *A Regional Land Use Plan for Southeastern Wisconsin 2035*, June 2006, constitutes a long-range guide to both land use development and open space preservation in the Region. The plan provides underlying data used as the basis for preparing the other elements of the regional plan, and is also intended to serve as the framework for detailed county and local land use planning in the Region. Drawn from a series of alternative plan designs put forth for evaluation in the late 1960s, and confirmed and updated to new design years about every decade, the plan now has a design target year of 2035 and includes key recommendations that follow.

Urban Land Development

Under the plan, urban lands—including land devoted to high, medium, and low density residential uses as well as 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 development would be provided both 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-use settings. About 88 percent of all new housing would occur at a medium density, averaging about four dwelling units per acre. Growth and change in the economic base would be accommodated through the development and redevelopment of major economic activity centers (shown on Map 2) 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. Additional

sub-urban density residential development should 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 floodplains, 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.

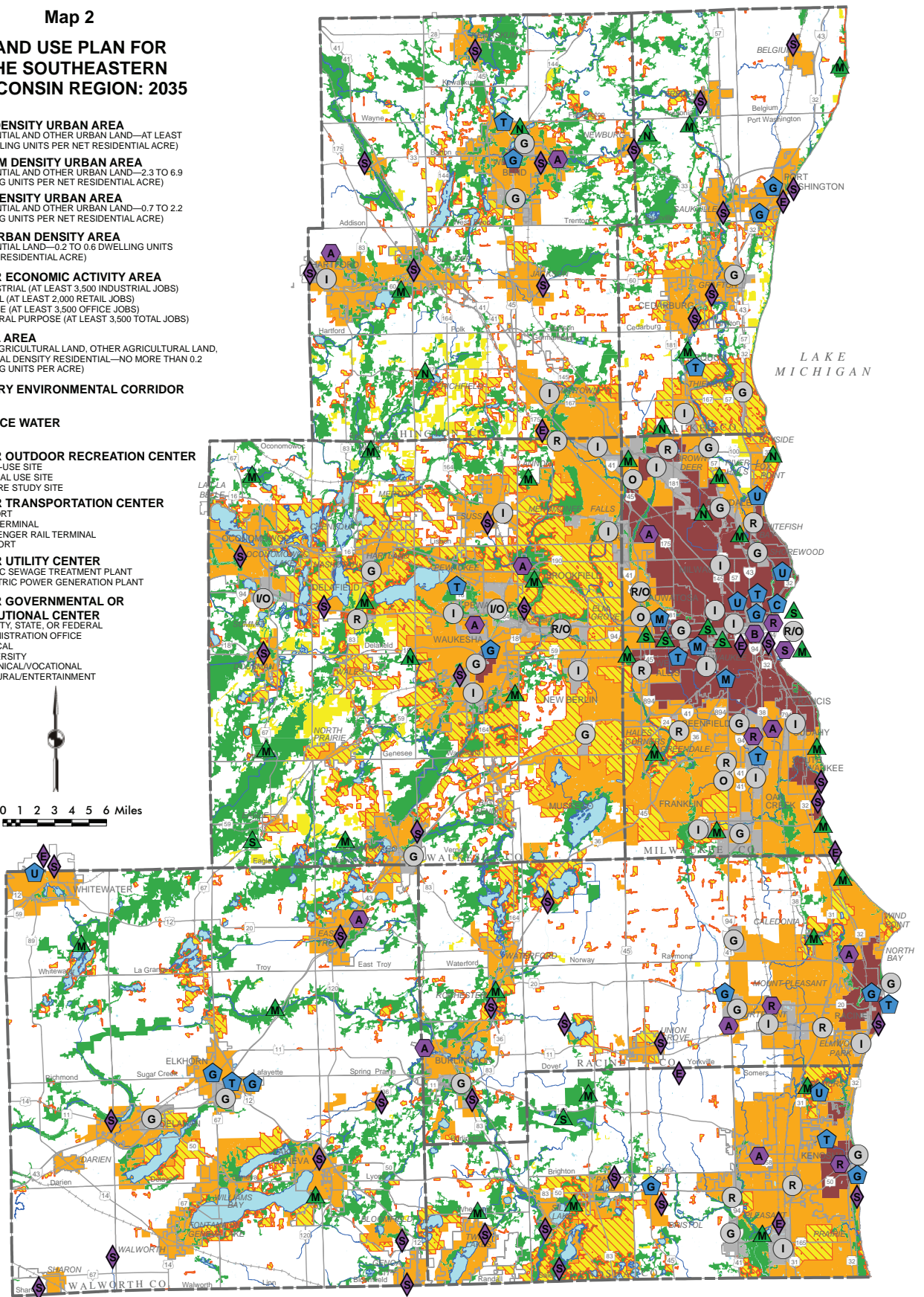
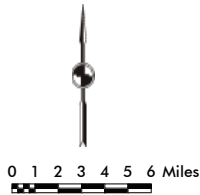
Prime Agricultural Lands and Other Rural Lands

The area shown in white on Map 2 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 spe-

Map 2

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 USE 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 ADMINISTRATION OFFICE
M - MEDICAL
U - UNIVERSITY
T - TECHNICAL/VOCATIONAL
C - CULTURAL/ENTERTAINMENT



cifically 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.

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 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 cluster or open space subdivision designs.

More information about the regional land use plan can be found at www.sewrpc.org/regionalanduseplan.

REGIONAL PARK AND OPEN SPACE PLAN

The regional park and open space plan was adopted by the Commission in 1977 and is documented in SEWRPC Planning Report No. 27, *A Regional Park and Open Space Plan for Southeastern Wisconsin: 2000*. Over time, the plan has been refined and updated on a county-by-county basis, with most of the county park plan updates prepared with the assistance of the Commission and adopted as amendments to the initial plan. The regional park and open space plan as amended is graphically summarized on Map 3. The key recommendations of the plan are:

Open Space Preservation

The plan provides recommendations for the preservation of environmentally significant open space lands throughout the Region, focusing on the environmental corridors and isolated natural resource areas identified as part of the regional land use plan, and incorporating as well the findings and recommendations of the regional natural areas protection and management plan. Like the regional land use plan, the regional park and open space plan recommends the

preservation of primary environmental corridors in essentially natural, open use. The plan identifies portions of the primary environmental corridors that are recommended to be preserved through public interest ownership—that is, through public acquisition or acquisition by a nonprofit conservancy organization—and identifies other portions of the primary corridor that are recommended to remain in private ownership and be preserved through public land use regulation. Similar recommendations are made with respect to the smaller secondary environmental corridors and isolated natural resource areas. The plan recognizes that conservation easements may be as effective as outright ownership as a means of permanently protecting environmentally significant areas.

Outdoor Recreation Sites and Facilities

The plan includes recommendations regarding sites and facilities that are needed to meet existing and anticipated future outdoor recreation needs within the Region. The plan focuses on sites and facilities needed for “resource-oriented” activities—activities like beach swimming, nature study, camping, picnicking, hiking, and golf—which depend upon, or are significantly enhanced by, the presence of natural resource amenities. The plan includes recommendations for large parks, areawide recreation trails, and lake and river access sites, which provide opportunities for such activities.

Major Parks

The plan recommends a system of 78 major parks within the Region. Major parks are large, publicly owned outdoor recreation sites that contain significant natural resource amenities and which provide facilities for resource-oriented activities. Major parks are generally 100 acres or more in size. They may be owned and operated by county or local units of government as well as by the Wisconsin Department of Natural Resources.

Areawide Recreation Trails

The plan recommends a 700-mile areawide recreation trail system within the Region to accommodate such activities as bicycling, hiking, nature study, and ski touring. The plan recommends that, to the extent possible, such trails be provided within scenic areas or areas of natural, cultural, or historic interest, including environmental corridors. The trails may be owned and maintained by county or local units of govern-

Map 3
PARK AND OPEN SPACE
PLAN FOR THE SOUTHEASTERN
WISCONSIN REGION: 2035

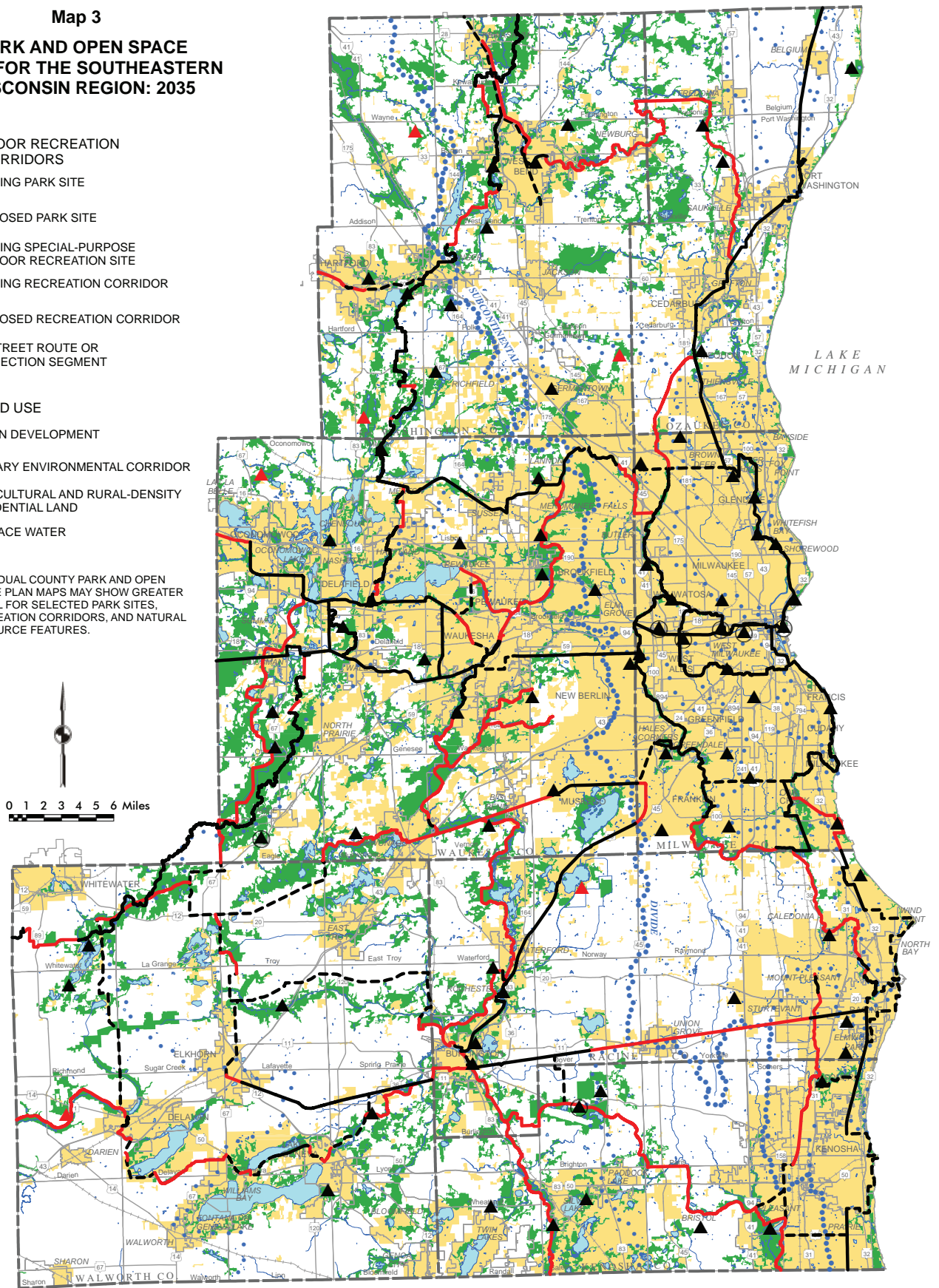
**MAJOR OUTDOOR RECREATION
SITES AND CORRIDORS**

- ▲ EXISTING PARK SITE
- ▲ PROPOSED PARK SITE
- ⬤ EXISTING SPECIAL-PURPOSE
OUTDOOR RECREATION SITE
- EXISTING RECREATION CORRIDOR
- PROPOSED RECREATION CORRIDOR
- - - ON STREET ROUTE OR
CONNECTION SEGMENT

PLANNED LAND USE

- URBAN DEVELOPMENT
- PRIMARY ENVIRONMENTAL CORRIDOR
- AGRICULTURAL AND RURAL-DENSITY
RESIDENTIAL LAND
- SURFACE WATER

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



ment as well as by the Wisconsin Department of Natural Resources.

Lake and River Access

The plan recommends that major lakes—lakes with surface water area of 50 acres or more—be provided with adequate boat access facilities consistent with safe and enjoyable participation in various boating activities. Under the plan, needed boat access facilities are recommended to be provided by the Wisconsin Department of Natural Resources. The plan also recommends the provision of canoe/kayak access sites at intervals of no more than 10 miles on major streams.

While it is primarily concerned with sites and facilities for resource-oriented activities, the regional park and open space plan also recognizes the importance of providing sites and facilities for nonresource-oriented outdoor recreation activities, such as baseball, tennis, and playground activities. In comparison to sites and facilities for resource-oriented activities, sites and facilities for non-resource-oriented activities rely less heavily on natural resource amenities; generally meet a greater need, and are more efficiently provided in urban than rural areas; and have a relatively small service area. For these reasons, responsibility for providing such sites and facilities appropriately rests, for the most part, with city, village, and town governments. Thus, the regional plan recommends the provision of a full range of community and neighborhood parks sites and facilities within urban areas throughout the Region and recommends that this be achieved through community-level planning and plan implementation. The regional plan includes related planning standards to help guide communities in these efforts.

More information about the regional park and open space plan can be found on the SEWRPC website at www.sewrpc.org/regionalparkplan.

REGIONAL NATURAL AREAS AND CRITICAL SPECIES HABITAT PLAN

The regional natural areas and critical species habitat plan was adopted by the Commission in 1997 (see SEWRPC Planning Report No. 42, *A Regional Natural Areas and Critical Species Habitat Protection and Management Plan for Southeastern Wisconsin*, September 1997) and has been amended from time to time, most recently in December 2010. This plan-

ning effort identified 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. Focused on addressing issues relating to biodiversity, the plan as amended is graphically summarized on Map 4. The plan stands as an important supplement to the open space preservation recommendations of the regional land use and park and open space plans.

Under the plan, natural areas are defined as tracts of land or water so little modified by human activity, or which have sufficiently recovered from the effects of such activity, that they contain intact native plant and animal communities believed to be representative of the pre-European-settlement landscape. Critical species habitats are defined as additional tracts of land or water that support endangered, threatened, or rare plant or animal species. The protection and preservation of these sites to the greatest extent possible is key to efforts to retain and strengthen the natural ecosystems that, research shows, provide: 1) direct use values (e.g., developing pharmaceutical products, maintaining the genetic basis for agriculture, providing benchmarks for restoration efforts elsewhere); 2) ecosystem services (e.g., converting sunlight to energy, moderation of climate extremes, pollination of crops); 3) aesthetic, recreation, and cultural heritage values (e.g., hiking, bird watching, fishing); and 4) consideration of intangible factors (e.g., protection of nature, human obligation to prevent extinction of other species). The key recommendations of the plan follow.

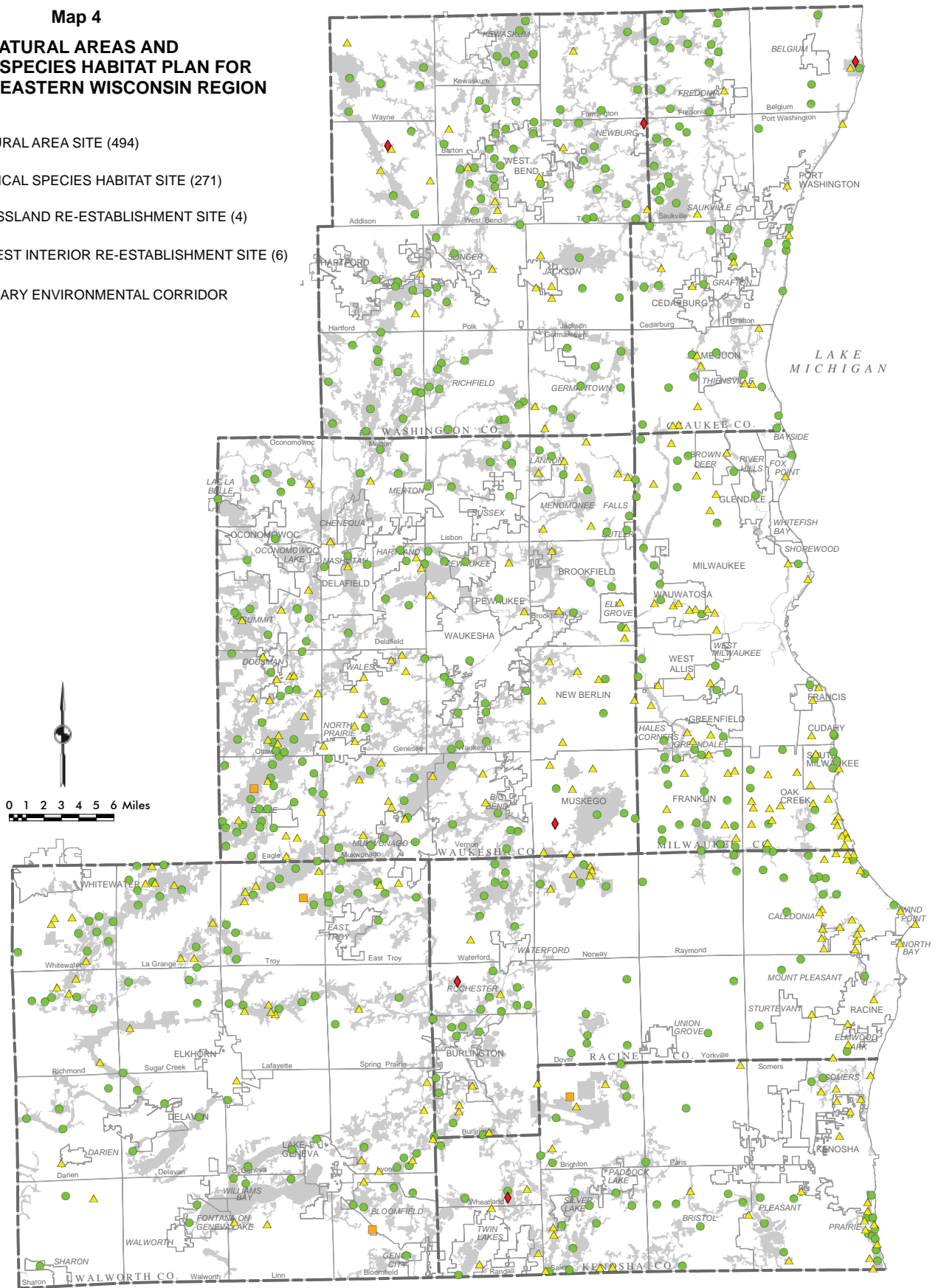
Natural Areas

A total of 494 natural areas have been identified in the seven-county Region. These sites range from one to 3,026 acres in size. Collectively, these areas total about 101 square miles, or about 4 percent of the area of the Region. About 51 percent of the collective areal extent of these areas was in either public or private protective ownership as of 2009. These natural area sites have been classified as either of statewide or greater significance (NA-1), countywide or regional significance (NA-2), or local significance (NA-3). The plan recommends that the protection of such lands in public or protective private ownership be increased over time, to about 98 percent. The plan identifies responsible agencies and organizations for car-

Map 4

**NATURAL AREAS AND
CRITICAL SPECIES HABITAT PLAN FOR
THE SOUTHEASTERN WISCONSIN REGION**

- NATURAL AREA SITE (494)
- ▲ CRITICAL SPECIES HABITAT SITE (271)
- GRASSLAND RE-ESTABLISHMENT SITE (4)
- ◆ FOREST INTERIOR RE-ESTABLISHMENT SITE (6)
- PRIMARY ENVIRONMENTAL CORRIDOR



rying out these recommendations, including Federal and State agencies, county and local governments, and private organizations such as land trusts. Thus, the focus is not solely on public ownership of these sites. The focus is also on employing a range of methods to protect these sites in perpetuity, to ensure site integrity in terms of biodiversity through proper management, and, in many cases, to preserve habitat that supports the continued existence of rare, threatened, and endangered plant and animal species.

Critical Species Habitat Sites

A total of 271 critical species habitat sites lying outside of identified natural areas have been identified in the Region. These sites range from one to 5,021 acres in size. Collectively, these sites total about 31 square miles, or about 1 percent of the area of the Region. About 74 percent of the collective areal extent of these sites was in either public or private protective ownership as of 2009. The plan recommends that the protection of such sites in public or protective private ownership be increased over time, to about 95 percent. The plan identifies both public and private organizations to be responsible for carrying out these recommendations.

Grassland Re-establishment Sites

In recent decades, research has shown that grassland nesting bird populations have significantly declined throughout the North American continent. Examples of grassland nesting birds are the meadow lark, bob-o-link, short-eared owl, and Henslow's sparrow. To help stem this decline, the plan recommends that efforts be made, primarily by the Wisconsin Department of Natural Resources (WDNR), to re-establish and manage about 29 square miles of suitable nesting habitat for such grassland nesting birds at four sites in the Region.

Forest Interior Re-establishment Sites

Decades of development throughout the Region have significantly reduced the number and size of large forest tracts that provide important migratory habitat for forest interior and other migrant birds in Southeastern Wisconsin. Examples of such birds include the scarlet tanager, wood thrush, and hooded warbler. Particularly important to these types of birds for breeding and nesting are relatively large, i.e. at least 100 acres, forest tracts that are circular or "blocky" in shape. Large forest tracts provide nesting and breeding habitat that

discourages the predation that takes place along forest edges. Accordingly, the plan recommends that the WDNR, together with other entities, seek to re-establish over time forest interior bird habitat at six sites throughout the Region. Together these relatively large tracts would add about two square miles of appropriately sized and shaped forest interior bird habitat.

The regional natural areas plan also includes ancillary elements attendant to 14 archaeological and 87 geological sites. Such sites are of significance in terms of their cultural, scientific, and educational values and are recommended to be preserved and protected to the greatest extent possible.

More information about the regional natural areas plan can be found on the SEWRPC website at www.sewrpc.org/naturalareasplan.

REGIONAL HOUSING PLAN

A regional housing plan was adopted by the Commission on March 13, 2013. The plan is documented in SEWRPC Planning Report No. 54, *A Regional Housing Plan for Southeastern Wisconsin: 2035*. The plan refines the recommendations for residential development included in the regional land use plan, with a vision of providing financially sustainable housing for persons of all income levels, age groups, and special needs throughout the entire Region.

The housing plan recommendations address six major topic areas: housing affordability, job/housing balance, subsidized and tax credit housing, accessible housing for people with disabilities, fair housing, and housing development practices.

Housing Affordability

Housing affordability is closely related to the type and density of housing. Multi-family housing and smaller single-family homes on smaller lots tend to be more affordable to a wide range of households than larger single-family homes on large lots. The development of housing in the Region is greatly influenced by community comprehensive plans and by zoning, subdivision, and other ordinances that regulate land uses.

A key recommendation of the housing plan is that local governments with sanitary sewer service review their comprehensive plans and zoning ordinances,

and change the plans and ordinances, as may be necessary, to address the need for additional affordable housing for lower- and moderate-income households. Housing costs are considered affordable if they do not exceed 30 percent of a household's monthly income. Specifically, the plan recommends that community plans and ordinances allow for the development of modest multi-family housing at a density of at least 10 housing units (apartments) per acre, and allow two-bedroom apartments to be 800 square feet or smaller, to provide market-rate (nonsubsidized) housing for households with incomes between 50 and 80 percent of the Region median income. About 16 percent of the Region's households fall within this income category. The plan also recommends that communities with sewer service allow the development of new single- and two-family homes at densities equivalent to lots of 10,000 square feet or less, with home sizes less than 1,200 square feet, to accommodate market-rate housing affordable to households with incomes between 80 and 135 percent of the Region median income. This income category includes about 24 percent of Region households.

The plan also recommends that county and local governments consider establishing programs and ordinances to stabilize and improve established neighborhoods with the intent of maintaining the quality and quantity of existing lower- and moderate-cost housing stock. Examples of programs and ordinances include property maintenance ordinances, weatherization and lead paint abatement programs, and use of Community Development Block Grant (CDBG) and other funding to assist low- and moderate-income households in making needed home repairs. Funds should also be made available to assist landlords in making needed repairs to apartments that would be affordable to low- and moderate-income tenants.

Job/Housing Balance

An analysis was conducted as part of the housing plan to help determine the balance between job wages and housing costs. The job/housing balance analysis was based on a review of comprehensive plans adopted by communities with sanitary sewer service to determine the number and type of jobs and housing units that could be expected to be developed by the year 2035. Job wages, based on median incomes for various job categories in 2009, and housing costs, based

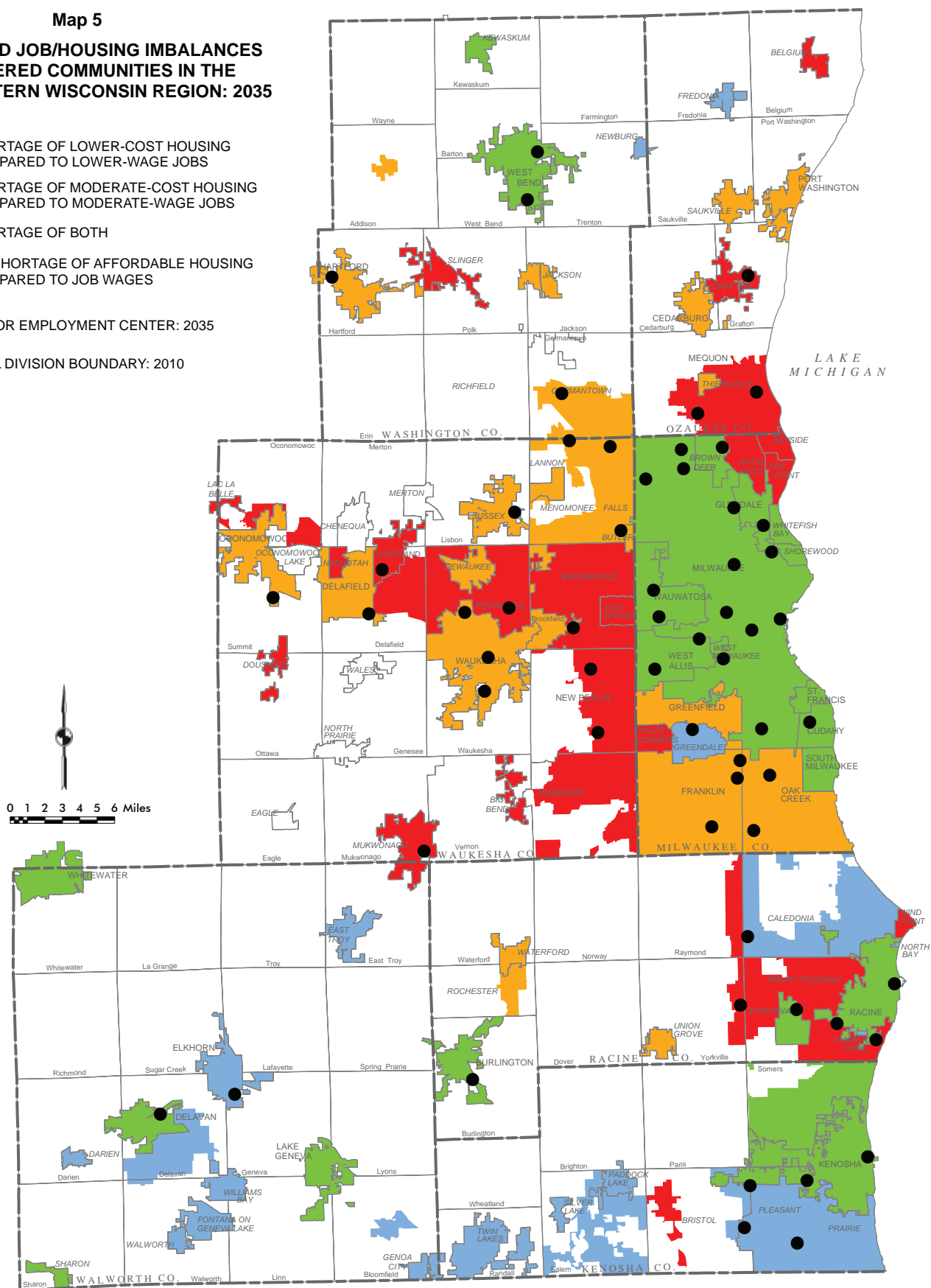
on planned residential densities, were projected to the year 2035. The percentages of projected lower- and moderate-wage jobs were compared to the projected percentages of lower- and moderate-cost housing, respectively. Map 5 shows the results of the analysis, which was updated after the housing plan was adopted to show the projected job/housing balance for each sewer community. The analysis included in the housing plan report includes groups of nearby communities when reporting the results of the analysis.

The housing plan recommends that sewer communities identified as having an imbalance between job wages and housing costs conduct a more detailed analysis based on specific conditions in their respective communities as part of their comprehensive plan updates. The local analysis could consider, for example, specific housing values based on local assessment data. If the local analysis confirms an existing or future job/housing imbalance, it is recommended that the local government consider changes to the comprehensive plan that would provide housing appropriate for people holding jobs in the community, thereby supporting the availability of a workforce for the community's businesses and industries. Additional modest multi-family housing is recommended in communities where the local analysis indicates a shortage of lower-cost housing in relation to lower-wage jobs. Additional modest single-family housing is recommended in communities where the local analysis indicates a shortage of moderate-cost housing in relation to moderate-wage jobs.

The housing plan also recommends improving transit connections between areas of existing affordable housing and job locations. The Region's central cities have substantial concentrations of unemployed and under-employed individuals and low-income households. There are significant job concentrations in many communities surrounding these central cities. A portion of these jobs pay moderate and lower wages, and many of these communities lack the modest single-family and multi-family housing affordable to people who earn moderate and lower wages. Many of these communities also lack public transit service, even though in many instances they are immediately adjacent to the Region's public transit systems. Expansion of public transit service to these communities, in accordance with the recommendations of the

Map 5
PROJECTED JOB/HOUSING IMBALANCES
IN SEWERED COMMUNITIES IN THE
SOUTHEASTERN WISCONSIN REGION: 2035

- SHORTAGE OF LOWER-COST HOUSING
COMPARED TO LOWER-WAGE JOBS
- SHORTAGE OF MODERATE-COST HOUSING
COMPARED TO MODERATE-WAGE JOBS
- SHORTAGE OF BOTH
- NO SHORTAGE OF AFFORDABLE HOUSING
COMPARED TO JOB WAGES
- MAJOR EMPLOYMENT CENTER: 2035
- CIVIL DIVISION BOUNDARY: 2010



regional transportation plan, will assist in providing employers with the necessary workforce, and will link moderate- and lower-income individuals with jobs in communities that have limited supplies of affordable housing.

Although the Cities of Kenosha, Milwaukee, and Racine do not have job/housing imbalances, these cities have the highest percentages of households with a high housing cost burden. These areas also have high unemployment rates and low median earnings compared to other portions of the Region. Although lower- and moderate-cost housing is plentiful, the high number of extremely- and very-low-income households makes finding decent affordable housing difficult. The plan recommends that affordable housing strategies in these areas include economic and workforce development components to help reduce high housing cost burdens.

Subsidized and Tax Credit Housing

Housing subsidized by the government or housing developed by nonprofit and faith-based organizations would likely be necessary to provide decent and affordable housing for households with incomes of less than 50 percent of the Region's median income. This is particularly true of housing for families that would require two or more bedrooms. Over 187,000 households, or 24 percent of households in the Region, have incomes of 50 percent or less than the Region's median income. In 2011, there were about 46,000 subsidized housing units and housing vouchers in the Region, or about 25 percent of the potential need.

The plan recommends additional Federal funding for housing vouchers, but also recognizes that public funding for the development of subsidized and tax credit housing and for housing vouchers is limited. The plan therefore recommends that the development of new subsidized and tax credit housing and the allocation of vouchers be targeted to areas with the greatest need. These areas include areas with high percentages of low-income households and areas with a major employment center and a shortage of lower-cost housing compared to lower-wage jobs.

The plan also recommends that a regional Housing Trust Fund for Southeastern Wisconsin be established to assist in the acquisition of land and the development of affordable housing. Housing trust funds typ-

ically provide "gap" financing, or funds to fill part or all of the gap remaining between the actual cost of producing housing and the amount raised after all other funding sources have been secured.

Accessible Housing for People with Disabilities

An adequate number of accessible housing units should be available throughout the Region to provide people with disabilities increased housing choices and access to employment opportunities. Accessible housing will become increasingly important as the number of elderly residents in the Region increases due to the aging of the baby-boom generation, because the incidence of disabilities increases as a person ages.

It is estimated that there are as many as 61,640 multi-family housing units in the Region constructed since 1991 that may be accessible to people with disabilities, due to accessibility requirements in Federal and State fair housing laws. In 2010, about 169,000 households in the Region reported a member with a disability, which shows a need for additional accessible housing. Housing affordability is also a concern to people with disabilities, whose median annual earnings are about half those of persons without disabilities.

The plan recommends the development of additional modest multi-family housing that would help people with disabilities obtain accessible and more affordable housing. Development of more multi-family housing outside the central cities of Kenosha, Racine, and Milwaukee would also increase the availability of accessible housing near job centers in outlying areas.

Fair Housing

The Region's minority residents are concentrated in the central portions of the Cities of Milwaukee, Racine, and Kenosha. Areas with concentrations of minority residents also have concentrations of low-income households. Minority households in the Region are much more likely than non-minority households to have low incomes. About 41 percent of minority households have incomes below 50 percent of the Region median income, compared to about 20 percent of non-minority households.

Additional lower- and moderate-cost housing is recommended by the plan in sewered communities pro-

jected to have an inadequate supply of affordable housing through various plan analyses. This would increase housing opportunities for minority and low-income households near major employment centers outside central cities. It would also provide more housing opportunities for minority and low-income households in areas with better schools and safer neighborhoods. The plan also recommends a regional voucher program to make it easier for households with housing vouchers to move to less-impooverished areas, and programs to provide assistance to low-income families in moving to less impoverished areas. Such assistance could include helping people find suitable housing and jobs, and enrolling children in school.

Housing Development Practices

Multi-family housing and higher-density single-family housing, as recommended in the housing plan, can help increase the supply of affordable housing for lower- and moderate-income households and, at the same time, provide for a more compact urban development pattern. Compact development allows housing to be located closer to jobs and services, such as shopping and schools, which minimizes vehicle travel and provides increased opportunities for walking and bicycling. Compact development also minimizes the cost of providing new roads and extending public sewer and water to serve new development, and can be served more efficiently and economically by public transit. More compact urban development also helps to preserve farmland by minimizing the amount of land consumed by residential subdivisions and other urban development.

More information about the regional housing plan can be found on the Commission website at www.sewrpc.org/housing.

REGIONAL TRANSPORTATION PLAN

As the Federally recognized metropolitan planning organization (MPO) for the Census-defined urbanized areas in Southeastern Wisconsin, the Commission prepares and maintains current a multi-modal regional transportation plan. The regional transportation planning process carried out by the Commission addresses the Federally specified planning and programming requirements and, as such, ensures that Federal transportation funds routinely flow to the

transportation agencies that provide the infrastructure so essential to the day-to-day functioning of the Region. As the MPO, the Commission is also required to ensure that the Region's transportation plans conform to the State of Wisconsin air quality implementation plan. More information on the MPO function can be found at www.sewrpc.org/mpo.

The regional transportation plan is prepared and adopted approximately every 10 years in conjunction with the update of the regional land use plan, and was most recently updated, as fully documented in SEWRPC Planning Report No. 49, *A Regional Transportation System Plan for Southeastern Wisconsin: 2035*, and adopted by the Commission in 2006. That plan—in order to meet Federal requirements—is subject to review, update, and reaffirmation every four years, with the most recent such action taken in 2014. The regional transportation plan is designed to serve the planned development pattern of the regional land use plan. That development pattern seeks to preserve the Region's prime farmland and best natural areas, and accommodate new urban development through the infilling and renewal of existing urban service areas and the orderly expansion of such areas. Each time the regional transportation plan is developed, elements of the plan that can help reduce the need for investments in the improvement and expansion of the arterial street and highway network are first considered. These elements include public transit facilities and services, bicycle and pedestrian facilities, transportation systems management, and travel demand management. The process concludes with consideration of arterial street and highway improvement and expansion projects to address the residual highway traffic volumes and attendant traffic congestion expected in the design year of the plan.

The year 2035 regional transportation plan was reviewed and updated in 2010 and 2014. As part of these updates, the Commission reviewed the plan implementation of all the elements of the plan, the plan forecasts, system performance, and plan costs and available revenues. Potential amendments to the plan were also considered as part of the plan updates.

As part of the 2014 review and update of the year 2035 regional transportation plan, it was identified that the existing, and outlook for future, available revenue in 2014 was far more constrained than it was

in 2005 during development of the year 2035 regional transportation plan and in 2010 during its first update. As a result, it was no longer possible to conclude with the 2014 plan update that the plan was reasonably consistent with existing and reasonably expected revenues and the current limitations of those revenues. As such, it was necessary to consider the year 2035 plan as a “vision” plan, outlining the desirable transportation plan to address the current and future needs of the Region. It was further necessary to identify a “fiscally constrained” year 2035 regional transportation plan that includes those elements of the 2035 plan that can be achieved within the restrictions of the amounts and limitations of existing and reasonably expected revenues.

A summary of the five plan elements—public transit facilities and services, bicycle and pedestrian facilities, transportation systems management, and travel demand management—as updated in 2014 for the year 2035 “vision” plan follows. A summary of the fiscally constrained year 2035 regional transportation plan is subsequently provided.

Public Transit

Public transit is considered a vital element of the regional transportation plan, providing an alternative mode of travel in heavily travelled corridors within and between the Region’s urban areas and in the Region’s densely developed urban communities and activity centers. The plan recommends a near doubling of transit services by the year 2035, with implementation dependent upon the State’s continued commitment to funding transit facilities and services, and upon attaining dedicated local funding for public transit. A regional transit authority, if created, could also greatly aid in implementation. The public transit element of the regional transportation plan is graphically summarized on Map 6 and includes the following aspects:

Rapid Transit

Recommended rapid transit services would principally consist of buses operating over freeways that connect the Milwaukee central business district, the urbanized areas of the Region, and the urban centers and outlying counties of the Region. Under the plan, rapid transit services would operate in both directions during all periods of the day and evening, thereby

providing both traditional and reverse commuting services. The frequency of service provided would be every 10 to 30 minutes in weekday peak travel periods, and every 30 to 60 minutes in weekday off-peak periods and on weekends. Commuter rail rapid transit services are recommended to be provided between Milwaukee, Racine, and Kenosha, connecting to the Chicago area through the existing Chicago-Kenosha Metra commuter rail service, providing traditional and reverse commuting services in this travel corridor. The plan also identifies conceptual commuter rail alignments in heavily travelled corridors of the Region that should be further studied for potential implementation.

Express Transit

Recommended express transit services would consist of a grid of limited-stop, higher-speed bus routes located largely within Milwaukee County that would connect major employment centers, shopping centers, and other major activity centers. These express transit services would operate in both directions during all periods of the day and evening to serve both traditional and reverse commuters. The frequency of service would be about every 10 minutes during weekday peak travel periods, and about every 20 to 30 minutes during weekday off-peak periods and on weekends. The plan also proposes that the eventual upgrading of these routes to fixed guideways—including the construction of bus guideways and/or light rail/streetcar lines—be considered on a corridor-by-corridor basis.

Local Transit

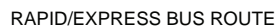
Significant improvements and expansion in local bus transit services over arterial and connector streets throughout the Kenosha, Milwaukee, and Racine urbanized areas are also recommended in the plan. These recommendations include expansion of service areas and hours, and significant improvements in the frequency of local service, particularly on major routes.



Paratransit

Consistent with the Federal Americans with Disabilities Act of 1990, the plan recommends that complementary paratransit services be provided to serve people with disabilities who are unable to access and use fixed-route transit services.


Map 6

**PUBLIC TRANSIT ELEMENT OF THE
REGIONAL TRANSPORTATION VISION
PLAN FOR THE SOUTHEASTERN
WISCONSIN REGION: 2035**



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

FIXED GUIDEWAY ROUTE

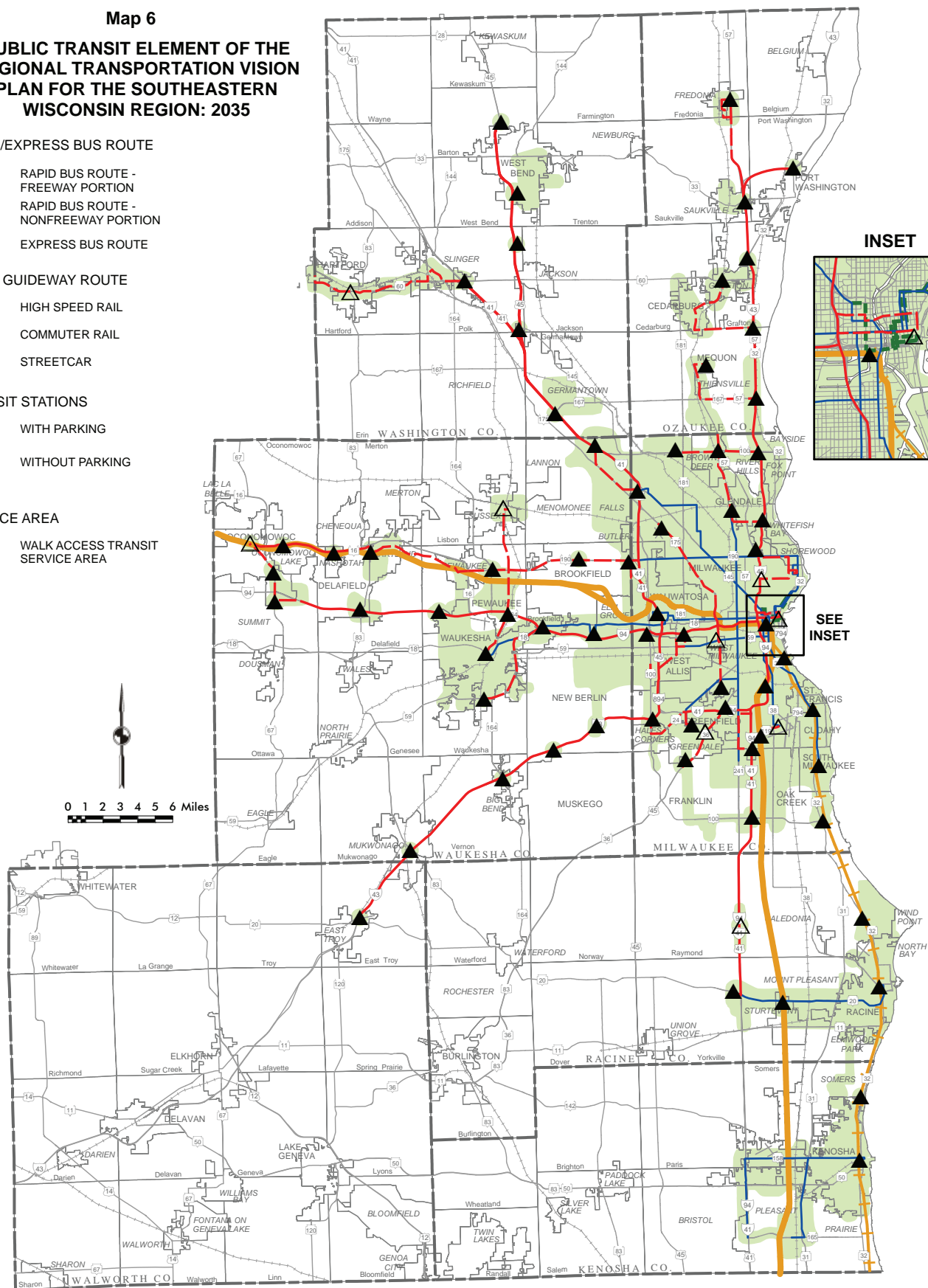
- HIGH SPEED RAIL
 COMMUTER RAIL
 STREETCAR

TRANSIT STATIONS

- ▲ WITH PARKING
△ WITHOUT PARKING

SERVICE AREA

-
- WALK ACCESS TRANSIT SERVICE AREA



Intercity Rail

The plan includes improvements to the existing Hiawatha Amtrak train service between Milwaukee and Chicago and the extension of similar service to Minneapolis-St. Paul, with trains reaching maximum speeds of 110 miles per hour.

Bicycle and Pedestrian Facilities

The regional transportation plan proposes the safe accommodation of bicycle and pedestrian travel on streets and highways, while encouraging such travel as an alternative to personal vehicle travel. The plan recommends that, as each segment of the surface arterial street system in the Region is resurfaced, reconstructed, or newly constructed, bicycle accommodations be considered and—if feasible—implemented through bicycle lanes, widened outside travel lanes, widened shoulders, or separate bicycle paths. This element of the regional transportation plan also recommends that a 548-mile system of off-street bicycle paths be provided to serve the urbanized areas and larger cities and villages throughout the Region. About 250 miles of this planned off-street system exist today. The pedestrian facilities recommendation consists of a set of policies and a series of recommendations and guidelines proposed to be followed in implementing such policies. Map 7 shows the off-street bicycle paths and surface arterial street and highway system bicycle accommodation under the year 2035 regional transportation plan.

Transportation Systems Management

The regional transportation plan includes a series of measures aimed at managing and operating existing transportation facilities to their maximum carrying capacity and travel efficiency. The transportation systems management plan element includes the following aspects:

Operational Control

The plan specifies a number of measures to improve freeway operations by monitoring operating conditions and controlling freeway traffic. These measures include embedded traffic detectors, freeway on-ramp meters, and a set of ramp meter control strategies.

Advisory Information

Providing updated information to motorists helps achieve the efficient use of the freeway system. The

plan includes the provision of permanent variable message signs; the maintenance of a website identifying current travel times and delays and views of traffic congestion maps; and the extensive provision of traffic information to the media and through automated messages available to the dial-in public.

Incident Management

Incident management measures set forth in the plan are aimed at the timely detection, confirmation, and removal of freeway incidents. Such measures include closed-circuit television cameras providing live video images to system management and law enforcement personnel, a relatively dense system of reference markers allowing motorists to specify incident locations, the provision of off-line crash investigation sites, the provision of automated ramp closure devices, and the provision of freeway service patrols to rapidly remove disabled vehicles and aid disabled motorists.

Surface Arterial Street and Highway Traffic Management

A number of recommendations are included in the regional transportation plan to improve the operation of the regional surface arterial street and highway network. These recommendations attempt to maximize the efficient use of that network and, where possible, avoid significant capital expenditures. The recommendations include coordinated traffic signal systems to provide for the efficient progression of traffic; intersection improvements, including adding right-and/or left-turn lanes and intersection traffic control improvements; implementation of curb-lane parking restrictions to provide additional peak period traffic carrying capacity; improved management of access to arterial streets from adjacent parcels; and enhanced advisory information for motorists along key routes.

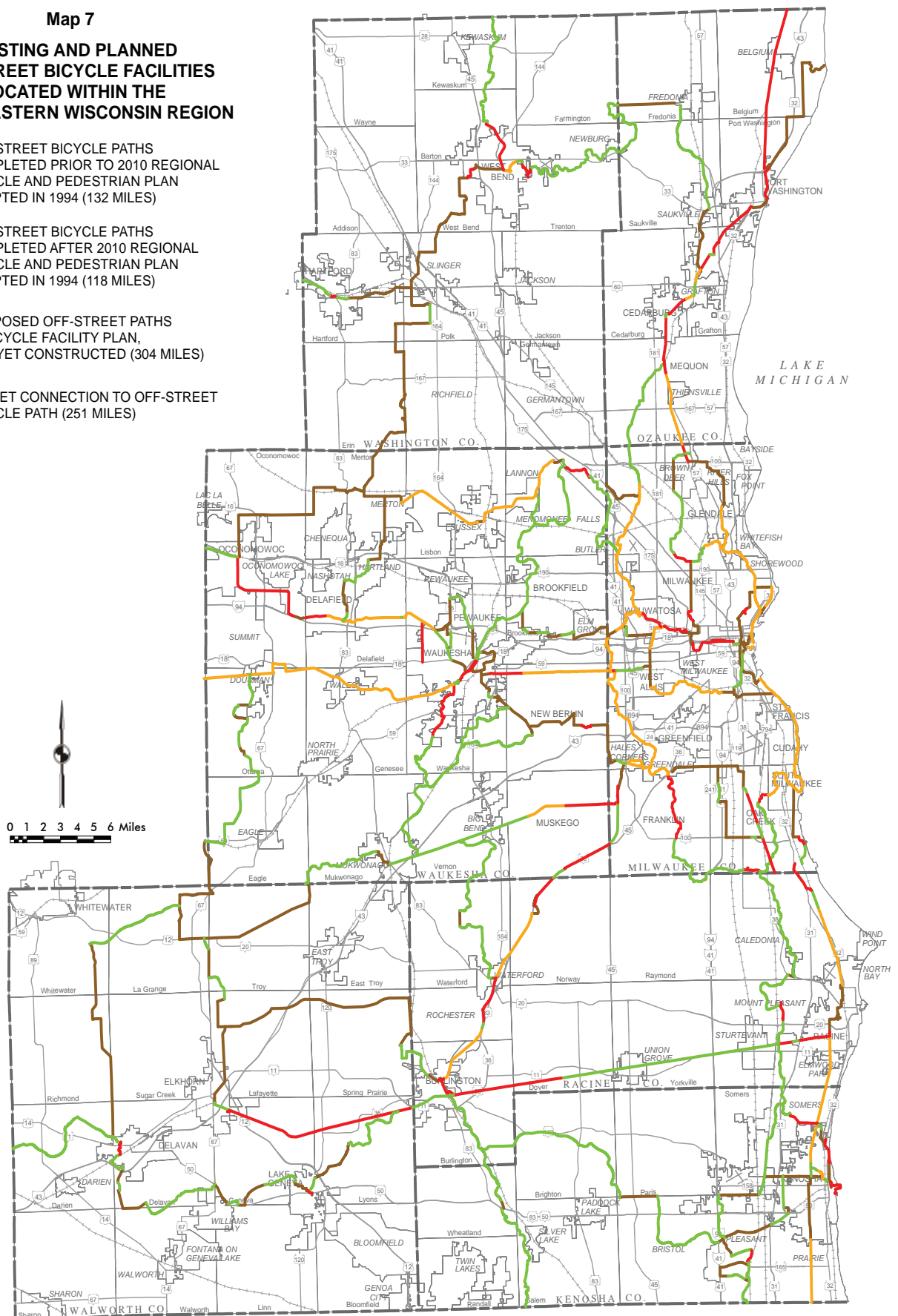
Major Activity Center Parking Management and Guidance

The plan recommends that traffic operation conditions at major activity centers, such as the Milwaukee central business district, be improved by reducing the traffic circulation of motorists seeking parking spaces. Recommended measures relate to providing motorists with real-time information about available parking through strategically located message signs and Internet updates.

Map 7

**EXISTING AND PLANNED
OFF-STREET BICYCLE FACILITIES
LOCATED WITHIN THE
SOUTHEASTERN WISCONSIN REGION**

- OFF-STREET BICYCLE PATHS
COMPLETED PRIOR TO 2010 REGIONAL
BICYCLE AND PEDESTRIAN PLAN
ADOPTED IN 1994 (132 MILES)
- OFF-STREET BICYCLE PATHS
COMPLETED AFTER 2010 REGIONAL
BICYCLE AND PEDESTRIAN PLAN
ADOPTED IN 1994 (118 MILES)
- PROPOSED OFF-STREET PATHS
IN BICYCLE FACILITY PLAN,
NOT YET CONSTRUCTED (304 MILES)
- STREET CONNECTION TO OFF-STREET
BICYCLE PATH (251 MILES)



Travel Demand Management

The plan identifies measures that could be taken to reduce personal and vehicular travel or to shift such travel to alternative times and routes, thereby allowing for more efficient use of the existing capacity of the transportation system. In addition to the public transit and pedestrian and bicycle plan element recommendations noted above, this element of the plan includes preferential treatment of high-occupancy vehicles, the provision of park-ride lots, transit pricing measures, the provision of real-time transit information, and personal vehicle pricing, among other measures.

Arterial Street and Highway Element

The arterial street and highway element of the year 2035 regional transportation plan as amended, and adjusted to account for plan implementation through 2014, totals 3,662 route-miles. The plan recommends that approximately 89 percent, or 3,274 of these route-miles, be resurfaced and reconstructed with no additional capacity. Approximately 310 route-miles, or 9 percent of the total system, are recommended for widening upon reconstruction to provide additional through traffic lanes, including 114 miles of freeway. The remaining 78 route-miles, or about 2 percent of the total arterial street mileage, are proposed new arterial facilities. Thus, the plan recommends over the next 20 years a capacity expansion of 11 percent of the total arterial system, and—viewed in terms of added lane-miles of arterials—about a 9 percent expansion over the next 20 years. Map 8 shows the functional improvements to the arterial street and highway system in Southeastern Wisconsin under the year 2035 regional transportation plan.

The 114 miles of freeway widening proposed in the plan, and in particular the 18 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), would undergo preliminary engineering and environmental impact statement preparation by the Wisconsin Department of Transportation. During preliminary engineering, alternatives would be considered, including rebuild-as-is, various options of rebuilding 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 the preliminary engineering process

would a determination be made as to how a freeway segment would be reconstructed.

Fiscally Constrained

Regional Transportation Plan

The gap in funding between the vision plan and fiscally constrained plan affects implementation of both highway and transit projects identified in the vision plan. The implications of the funding gap for the highway element differ from the transit element as highway expenditures are largely capital expenditures and transit expenditures are largely operating expenditures. The effect on the highway element is a deferral or delay in capital projects being implemented, specifically a reduction in the amount of freeway that can be reconstructed and the amount of surface arterials that can be reconstructed with additional traffic lanes or newly constructed by the year 2035. The principal effect on the transit element is a lack of the transit improvement and expansion identified under the vision plan, and as well reductions in current transit service and an increase in transit fares above inflation.

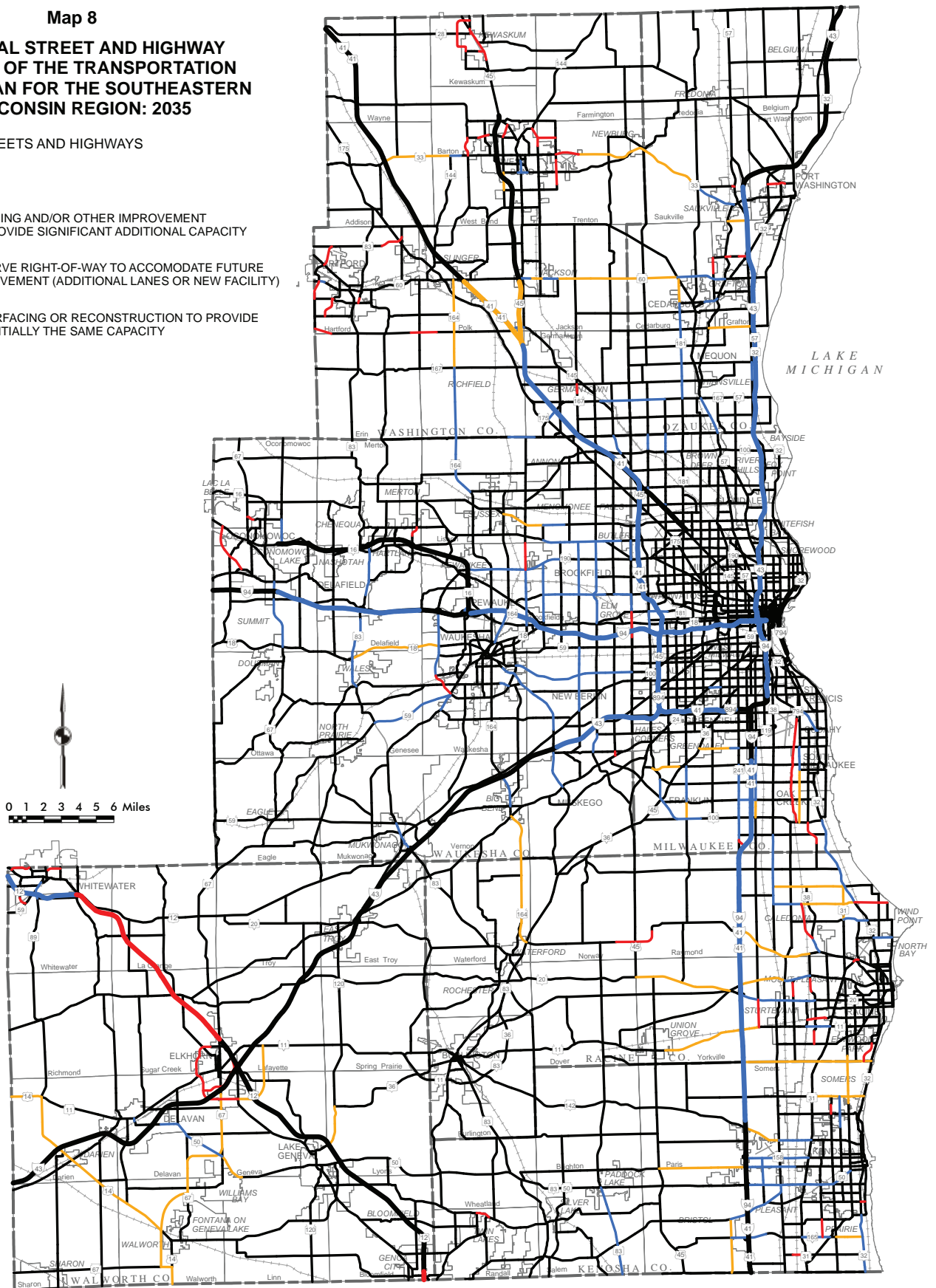
Under the fiscally constrained plan, 90 miles of freeway reconstruction recommended under the vision plan, including 87 miles of freeway widening, would be expected to be implemented by the year 2035 based on the cost of these improvements compared to existing and reasonably expected revenues (see Map 9). All of the surface arterial capacity expansion recommended in the vision plan is included in the fiscally constrained plan, with the exception of the planned extension of the Lake Parkway between Edgerton Avenue and STH 100 in Milwaukee County. These reductions would result in approximately 90 percent, or 3,301 of the total 3,656 route-miles, of the planned arterial street and highway system being recommended to be resurfaced and reconstructed to their same capacity under the fiscally constrained year 2035 plan. Approximately 283 route-miles, or 8 percent of the total year 2035 arterial street and highway system, are recommended for widening as part of their reconstruction to provide additional through traffic lanes. The remaining 72 route-miles, or about 2 percent of the total arterial system mileage, are proposed new arterial facilities. The proposed arterial street and highway capacity improvements—both freeway and surface arterial—under the recommended fiscally constrained regional transportation plan are shown on Map 10.

Map 8

**ARTERIAL STREET AND HIGHWAY
ELEMENT OF THE TRANSPORTATION
VISION PLAN FOR THE SOUTHEASTERN
WISCONSIN REGION: 2035**

ARTERIAL STREETS AND HIGHWAYS

- 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

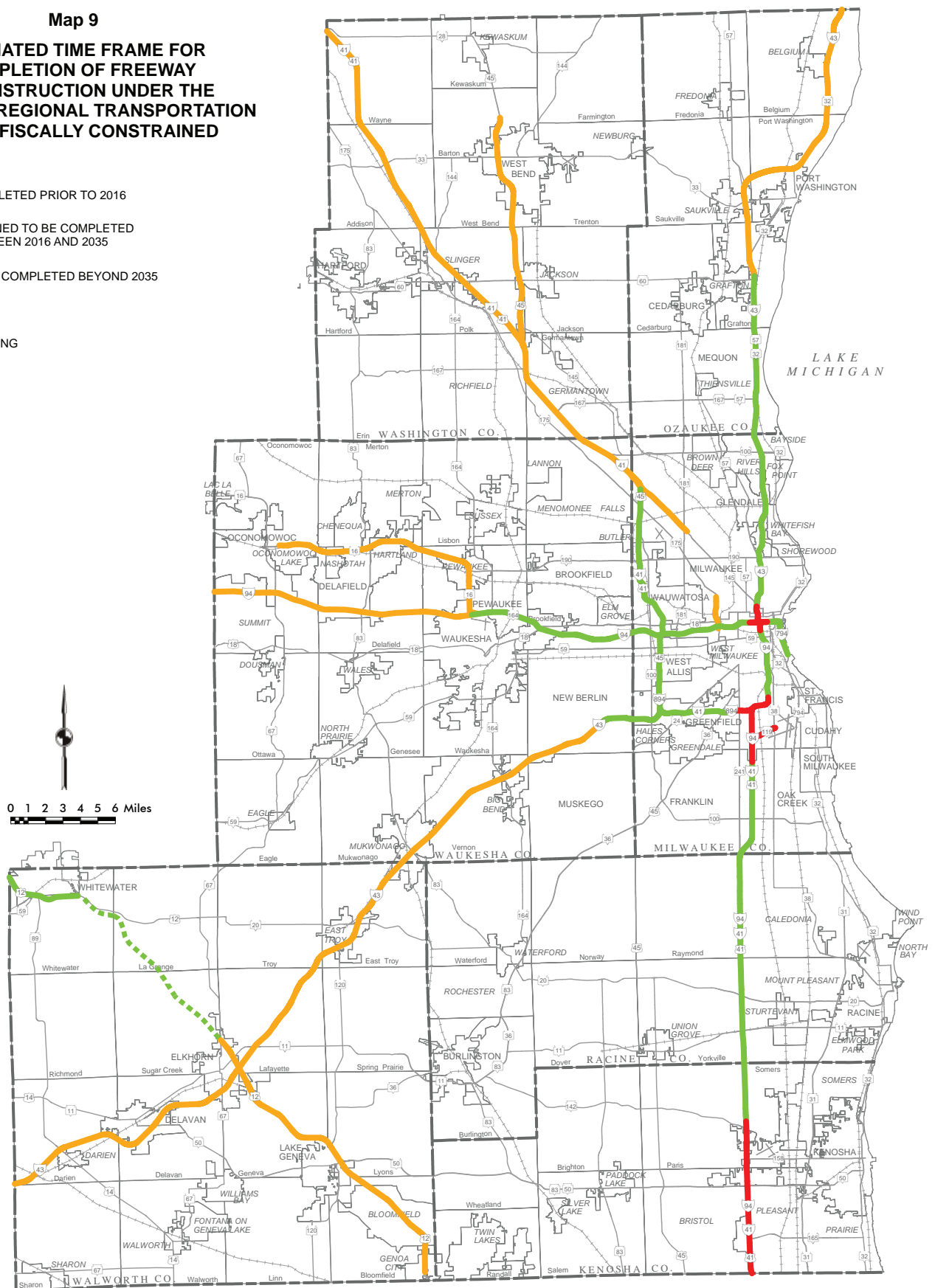


Map 9
ESTIMATED TIME FRAME FOR
COMPLETION OF FREEWAY
RECONSTRUCTION UNDER THE
YEAR 2035 REGIONAL TRANSPORTATION
PLAN: FISCALLY CONSTRAINED

FREEWAY

- COMPLETED PRIOR TO 2016
- PLANNED TO BE COMPLETED BETWEEN 2016 AND 2035
- TO BE COMPLETED BEYOND 2035

- EXISTING
- - - - NEW

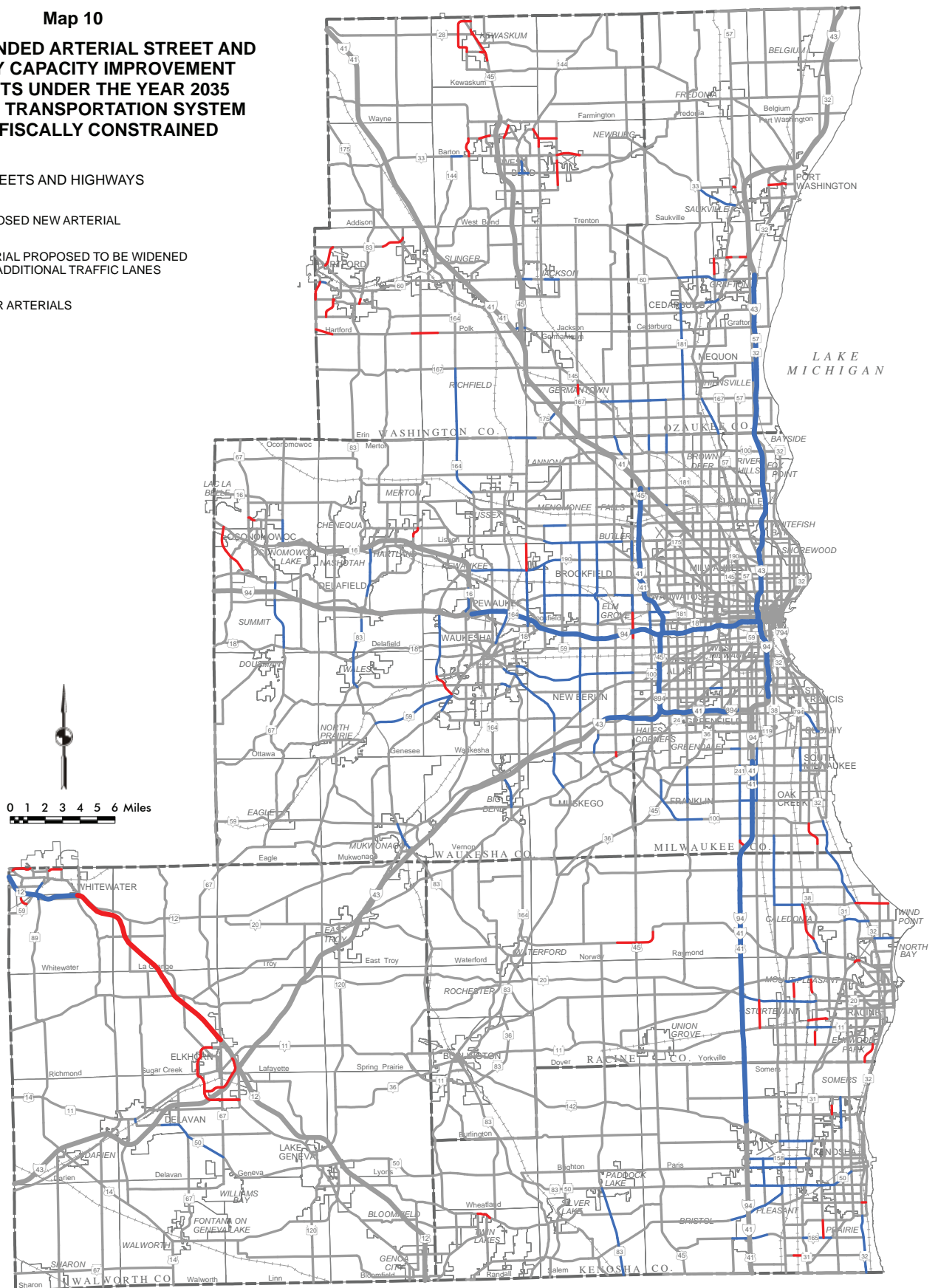


Map 10

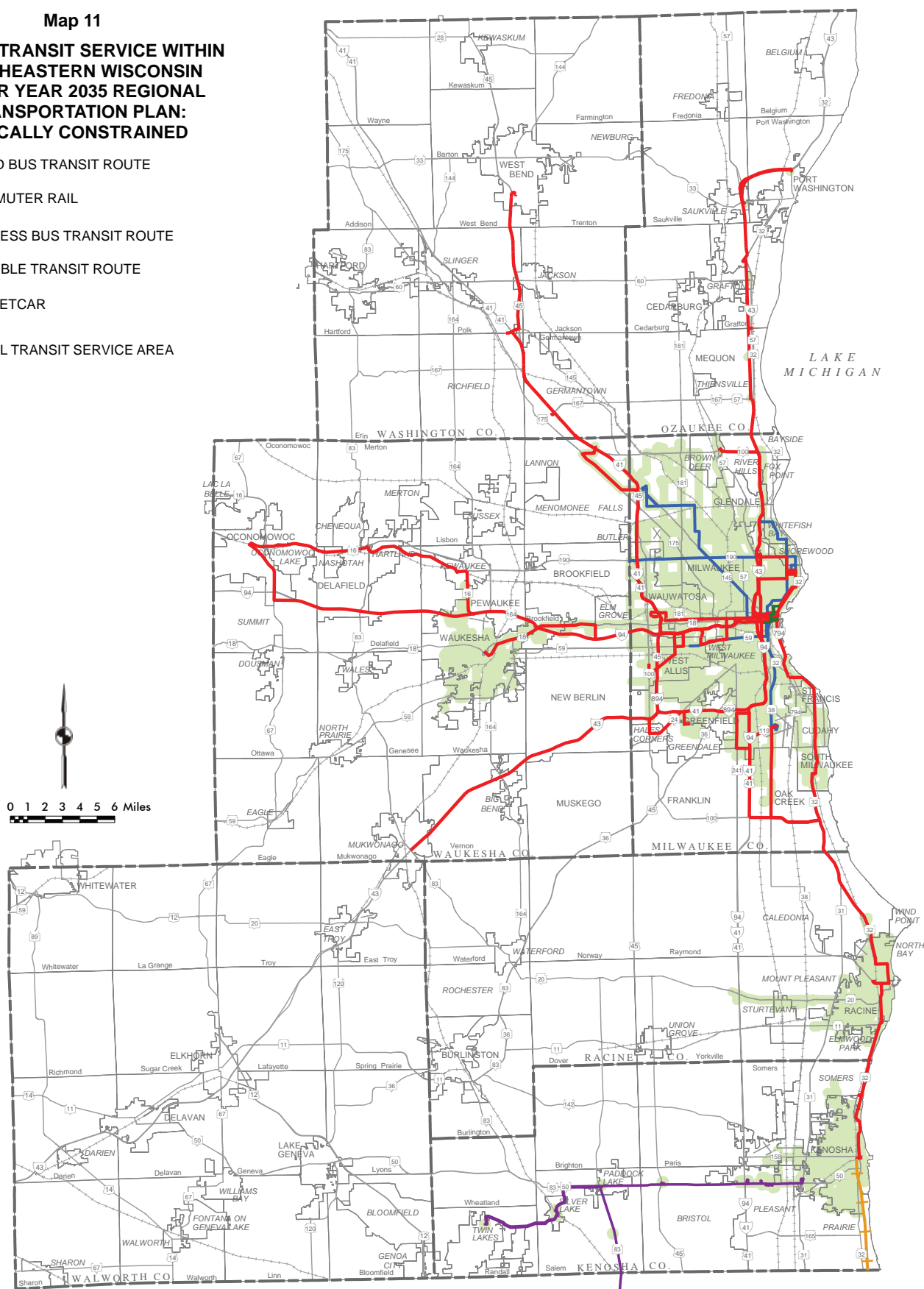
**RECOMMENDED ARTERIAL STREET AND
HIGHWAY CAPACITY IMPROVEMENT
PROJECTS UNDER THE YEAR 2035
REGIONAL TRANSPORTATION SYSTEM
PLAN: FISCALLY CONSTRAINED**

ARTERIAL STREETS AND HIGHWAYS

- PROPOSED NEW ARTERIAL
- ARTERIAL PROPOSED TO BE WIDENED
WITH ADDITIONAL TRAFFIC LANES
- OTHER ARTERIALS



**PUBLIC TRANSIT SERVICE WITHIN
SOUTHEASTERN WISCONSIN
UNDER YEAR 2035 REGIONAL
TRANSPORTATION PLAN:
FISCALLY CONSTRAINED**



The principal effect on the transit element is a lack of the transit improvement and expansion identified under the 2035 plan, with the exception of the implementation of the City of Milwaukee and City of Kenosha streetcar projects, along with about an 11 percent reduction from current transit service levels and an estimated average annual increase in transit fares above the rate of inflation. The 11 percent reduction in transit service levels from existing service levels would be expected to be achieved through reductions in service frequency. Map 11 shows the transit system in the fiscally constrained year 2035 regional transportation plan, which essentially reflects the existing routes and service areas for the Region's public transit systems.

Jurisdictional Responsibility Recommendation

The regional transportation plan also includes recommendations attendant to the jurisdictional responsibility—State, county, or local—for each segment of the regional arterial street and highway network. Such jurisdictional plan recommendations are developed on a county-by-county basis and are intended to provide for the efficient development and management of the arterial street and highway system. This would help to ensure that public resources are effectively invested in the provision of highway transportation, and that the costs associated with plan implementation are equitably borne among the levels and agencies of government concerned. More information relative to the jurisdictional highway system planning process can be found at www.sewrpc.org/jhp.

More information about the regional transportation plan, including county maps of recommendations attendant to the arterial street and highway system, can be found at www.sewrpc.org/rtp.

REGIONAL WATER QUALITY MANAGEMENT PLAN

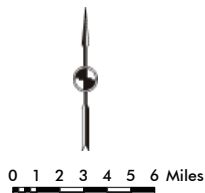
As the gubernatorially designated water quality management planning agency for the seven-county Southeastern Wisconsin Region pursuant to the provisions of the Federal Clean Water Act, the Commission has a responsibility to prepare, adopt, and amend as necessary a regional water quality management plan. The initial such plan was adopted in 1979 and was designed, in part, to meet a congressional mandate that the waters of the United States be made “fish-

able and swimmable” to the extent practicable. That initial plan 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 2, *Alternative Plans*, February 1979; and Volume 3, *Recommended Plan*, June 1979. That plan has been amended numerous times over the years, including a comprehensive update for the greater Milwaukee area watersheds comprised of the areas tributary to the Milwaukee, Menomonee, Kinnickinnic, and Root Rivers and the Oak Creek, as well as the Milwaukee Harbor estuary and selected adjacent Lake Michigan direct drainage areas. That comprehensive update is set forth in SEWRPC Planning Report No. 50, “*A Regional Water Quality Management Plan Update for the Greater Milwaukee Watersheds*,” December 2007. The key recommendations of the water quality management plan are:

Wastewater Treatment and Conveyance Facilities

This element of the plan seeks to abate water pollution from point sources consisting of public and private wastewater treatment facilities and points of wastewater overflow discharge in sewerage systems, including the combined sanitary/storm sewer system found in a significant portion of east central Milwaukee County. Toward this end, the plan over the years made many recommendations to improve the Region's system of wastewater treatment facilities, including upgrading and improvement of selected existing facilities, the construction of new facilities, and the abandonment of a series of relatively small and inefficient facilities. As shown on Map 12, there are 45 existing public wastewater treatment facilities in the Region, including 36 facilities that were improved and upgraded in accordance with regional plan recommendations, eight facilities that were newly constructed in accordance with those recommendations, and one facility that is proposed to be abandoned. In addition, Map 12 identifies 26 facilities that have been abandoned in accordance with plan recommendations. At present, the plan proposes the construction of one new wastewater treatment facility, for the Village of Big Bend in Waukesha County. Over the years, carrying out these plan recommendations has also led to the construction of numerous major recommended intercommunity sewers to convey wastewater to the appropriate treatment facility. In addi-

IMPLEMENTATION STATUS OF REGIONAL PLAN RECOMMENDATIONS REGARDING PUBLIC WASTEWATER TREATMENT PLANTS IN THE REGION: 2015



tion, plan recommendations with respect to the very substantial abatement of overflows from the combined sewer system have been implemented by the Milwaukee Metropolitan Sewerage District through upgrades to its conveyance system and construction of an inline storage system (deep tunnel).

Planned Sanitary Sewer Service Areas

Under State law, the Commission has a responsibility to work with local governments and wastewater treatment plant operators in identifying planned sanitary sewer service areas. Shown on Map 13 is a compilation of the areal extent of those areas, grouped by the named operator of the wastewater treatment plant concerned. Over the years, many areawide wastewater treatment arrangements have been put in place in the Region to implement plan recommendations, including the Fox River Water Pollution Control Commission in Waukesha County and the Walworth County Metropolitan Sewerage District. The individual documents that identify planned sanitary sewer service areas also identify the environmentally sensitive lands within those areas in which sanitary sewer service for new urban development is not permitted under State law. Detailed information relative to those sanitary sewer service areas can be found in a series of individual plan reports available from the Commission offices at www.sewrpc.org/sewerserviceplanstatus.

Runoff Pollution Abatement

This element of the plan seeks to abate water pollution from nonpoint sources that show up in both urban and rural rainwater runoff. Toward this end, the initial regional plan identified target levels of reduction in such pollution, recommending that more detailed nonpoint source pollution abatement planning be undertaken for appropriate watersheds throughout the Region. Such planning was undertaken in many areas and more detailed runoff pollution abatement recommendations made, including refined pollutant runoff reduction targets.

In addition to such detailed planning, over time the WDNR has put in place State regulations to address runoff to help meet the pollutant reduction goals concerned in both rural and urban environments. These rules in rural areas relate to such control measures as reducing soil erosion from cropland, properly managing manure storage and the land application of manure, reducing barnyard runoff, and restricting live-

stock access to streams, among others. In rural areas, implementation of certain best management practices to abate runoff pollution is only required if cost-share funding is available to the land owner. In urban areas, such rules address the control of construction site erosion, the control of stormwater pollution, and the infiltration of stormwater runoff, among other considerations.

Municipal separate storm sewer system owners are issued stormwater discharge permits under the Wisconsin Pollutant Discharge Elimination System, and those permits impose specific requirements for control of runoff pollution. Together with supplemental plan recommendations with respect to both rural and urban areas set forth in the detailed plans, these regulatory efforts are making progress in reducing runoff pollution.

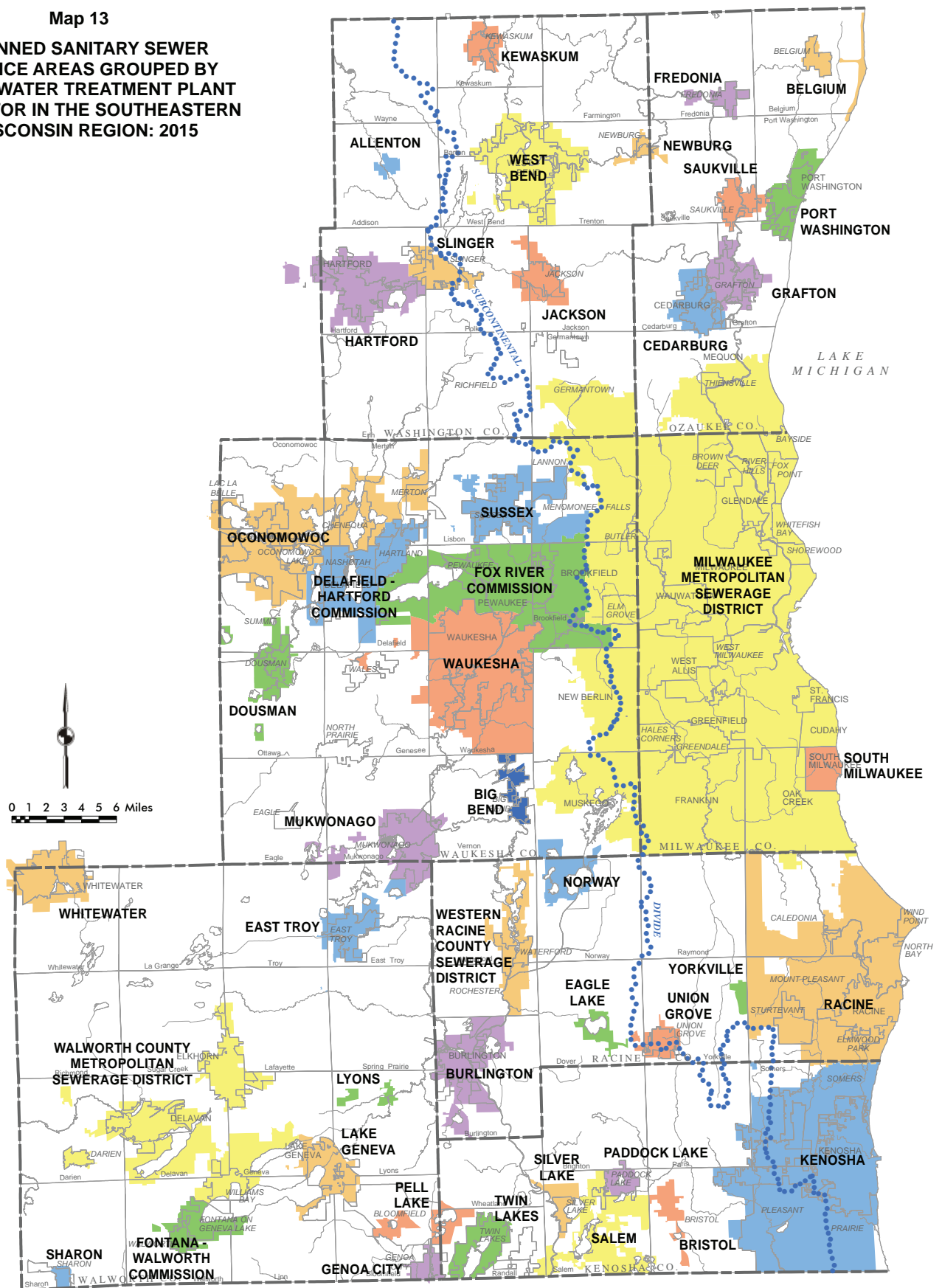
Instream Water Quality Measures

The regional plan sets forth a number of measures to enhance water quality through instream improvements in selected stream reaches. This includes rehabilitating streams where concrete lining removal can be accomplished without creating flood or erosion hazards; the establishment of riparian buffers to aid in improving water quality and terrestrial and aquatic habitat; the preparation of riverine restoration plans for dam abandonment proposals, specifically addressing sedimentation issues; the installation where feasible of constructed features to allow for the passage of aquatic organisms; and the restoration of instream habitat and enhancement of streambank stability; among other considerations.

Inland Lake Water Quality Measures

The plan recommends that detailed lake-focused planning efforts be undertaken for all inland lakes to address lake-specific reductions in both urban and rural runoff pollution. Many lake water quality plans have been prepared and updated over time in cooperation with lake management districts, lake associations, the Wisconsin Department of Natural Resources, and the University of Wisconsin Extension. These plans include recommendations such as minimizing the use of phosphorus fertilizers on lands draining to lakes—which has now been incorporated in State law through adoption of a statute that essentially bans fertilizers containing phosphorus—and evaluating the effects on lakes of planned new development, among others.

Map 13
PLANNED SANITARY SEWER
SERVICE AREAS GROUPED BY
WASTEWATER TREATMENT PLANT
OPERATOR IN THE SOUTHEASTERN
WISCONSIN REGION: 2015



Other Plan Recommendations

The plan also sets forth a number of auxiliary measures relating to such issues as the collection of household hazard waste, collection programs for pharmaceutical and personal care products, water quality monitoring, and programs to reduce exotic invasive species, among others. More information about the regional water quality management plan can be found on the SEWRPC website at www.sewrpc.org/regionalwaterqualityplan.

REGIONAL WATER SUPPLY PLAN

The regional water supply plan was adopted by the Commission in 2010 and is documented in SEWRPC Planning Report No. 52, “*A Regional Water Supply Plan for Southeastern Wisconsin*.” This plan addresses a number of water supply issues in the Region and is focused on meeting water demand in the Region through the plan design year 2035. Demand estimates are derived from the development recommendations set forth in the regional land use plan. The key recommendations of the water supply plan are:

Sources of Supply

The 2,689-square-mile Southeastern Wisconsin Region is bisected by a subcontinental divide separating the Great Lakes-St. Lawrence River Basin from the Mississippi River Basin. This divide has important natural resource and legal implications for water supply—implications that have long been recognized, most recently in the international Great Lakes-St. Lawrence River Basin Water Resources Compact ratified in 2008. From a land area perspective, about 1,011 square miles, or 38 percent of the Region, lies within the Great Lakes Basin. The remaining 1,678 square miles, or 62 percent, lies within the Mississippi River Basin. About 73 percent of the 2010 population of the Region, or nearly 1.5 million persons, resides within the Great Lakes Basin portion of the Region, most of which relies upon Lake Michigan as a source of water supply. West of the subcontinental divide, water supply is provided by tapping both shallow and deep groundwater aquifers that are divided by a layer of relatively impermeable shale. The Compact prohibits diversions of Lake Michigan water to serve areas west of the subcontinental divide, with exceptions to the prohibition only being possible for communities that straddle the divide or lie within a county that straddles the divide. Exceptions are only possible

when such diversions meet stringent criteria and are approved—in the case of straddling communities by the state concerned, and in the case of non-straddling communities within a straddling county—by all of the Great Lakes states concerned.

The areas proposed to be served by public water utilities in the Region by 2035, and the sources of supply recommended in each case, are shown on Map 14. The plan recommends that nine water utilities that currently utilize ground water as a source of supply convert over time to Lake Michigan as a source of supply. This includes six utilities—Brookfield-East, Cedarburg, Germantown, Grafton, Saukville, and Yorkville—that lie entirely within the Lake Michigan drainage basin. Two more utilities—New Berlin-Central and Muskego—straddle the subcontinental divide, but are served by the Milwaukee Metropolitan Sewerage District, and, therefore, could readily return the Lake Michigan water to the Lake Michigan Basin. The ninth utility—Waukesha—lies entirely west of the subcontinental divide and would have to put in place facilities to enable Lake Michigan water to be returned to Lake Michigan. One proposed new utility—Elm Grove—lies in the Lake Michigan Basin and is recommended to use Lake Michigan water for supply. It is recommended that all of the remaining water utilities continue to use their existing sources of supply.

Water Supply Facilities

The major water supply facilities needed to implement the regional water supply plan are identified on Map 15. These facilities include municipal wells, both in the deep and shallow aquifers; reservoir storage facilities; new, expanded, or upgraded municipal water treatment plants; new or modified pump or metering stations; elevated tanks; repump reservoirs; and water transmission mains.

Water Conservation Programs

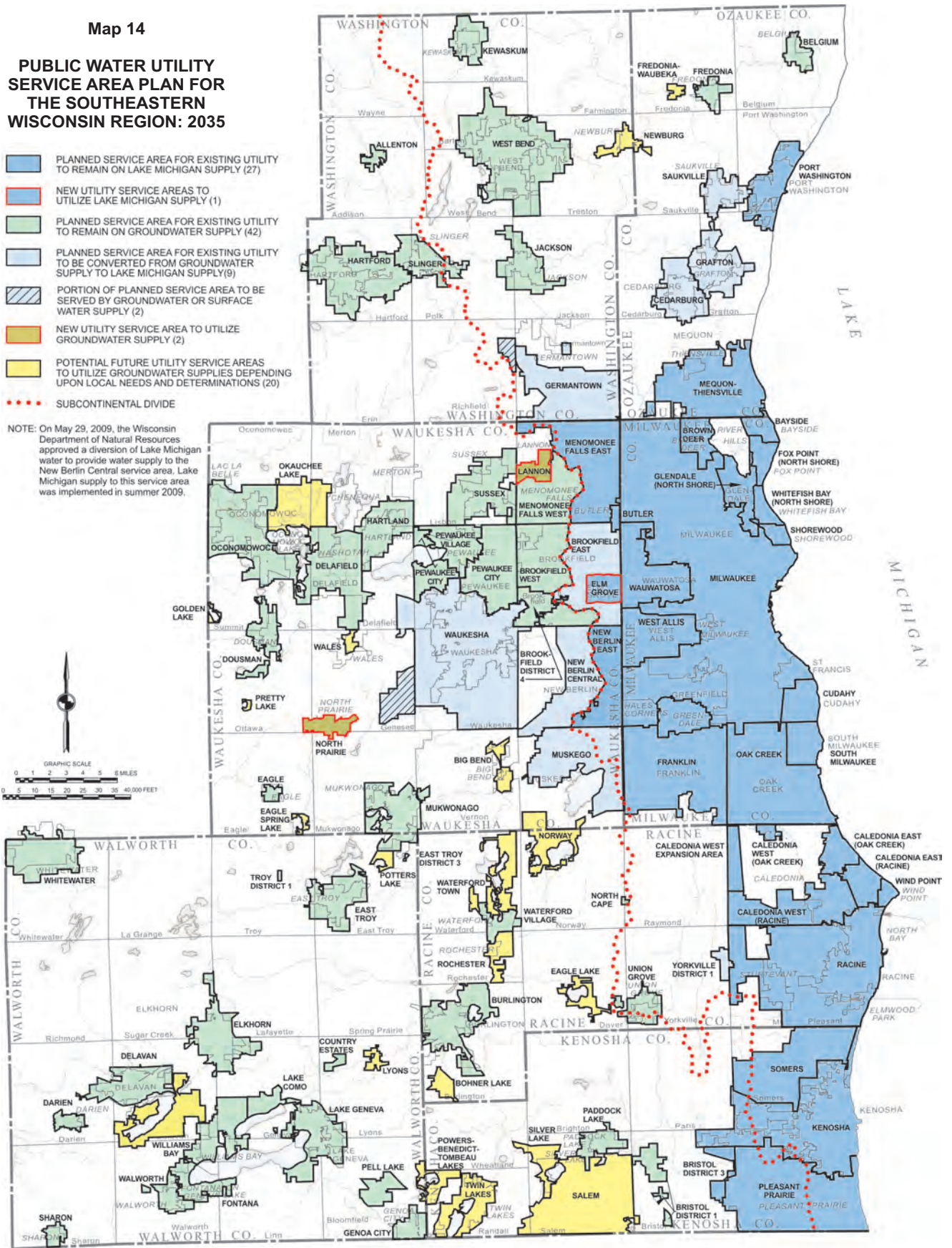
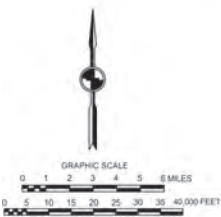
The regional plan recommends implementation of comprehensive water conservation programs, identifying both supply-side efficiency measures and demand-side conservation measures. Three program levels of effort were identified in the plan: base level, intermediate level, and advanced level. These program levels were then assigned to categories of utilities taking into account criteria related to the use of Lake Michigan as a source of supply and the extent

Map 14

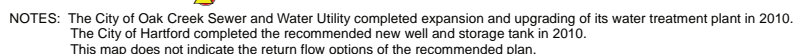
**PUBLIC WATER UTILITY
SERVICE AREA PLAN FOR
THE SOUTHEASTERN
WISCONSIN REGION: 2035**

- PLANNED SERVICE AREA FOR EXISTING UTILITY TO REMAIN ON LAKE MICHIGAN SUPPLY (27)
- NEW UTILITY SERVICE AREAS TO UTILIZE LAKE MICHIGAN SUPPLY (1)
- PLANNED SERVICE AREA FOR EXISTING UTILITY TO REMAIN ON GROUNDWATER SUPPLY (42)
- PLANNED SERVICE AREA FOR EXISTING UTILITY TO BE CONVERTED FROM GROUNDWATER SUPPLY TO LAKE MICHIGAN SUPPLY (9)
- PORTION OF PLANNED SERVICE AREA TO BE SERVED BY GROUNDWATER OR SURFACE WATER SUPPLY (2)
- NEW UTILITY SERVICE AREA TO UTILIZE GROUNDWATER SUPPLY (2)
- POTENTIAL FUTURE UTILITY SERVICE AREAS TO UTILIZE GROUNDWATER SUPPLIES DEPENDING UPON LOCAL NEEDS AND DETERMINATIONS (20)
- SUBCONTINENTAL DIVIDE

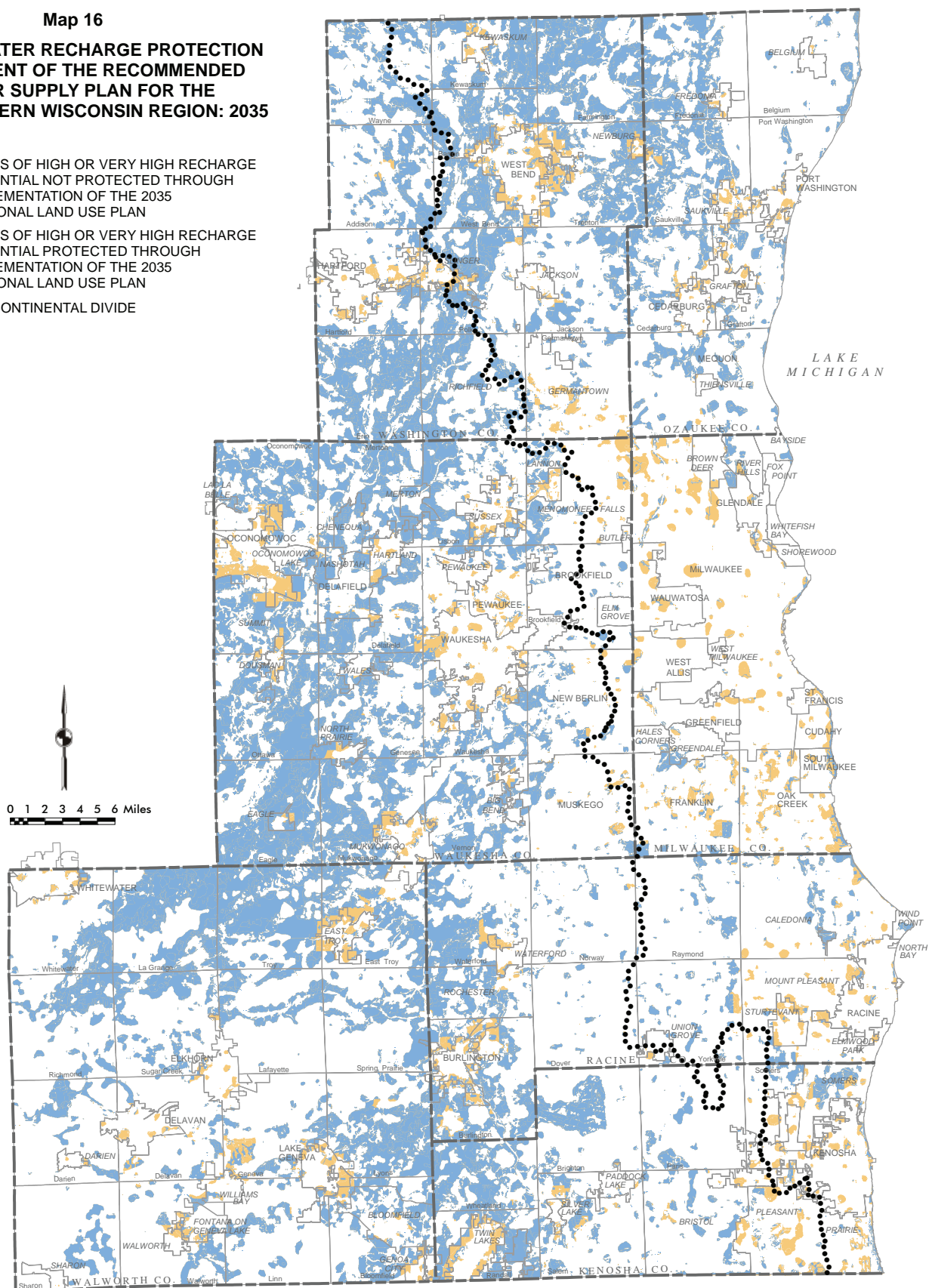
NOTE: On May 29, 2009, the Wisconsin Department of Natural Resources approved a diversion of Lake Michigan water to provide water supply to the New Berlin Central service area. Lake Michigan supply to this service area was implemented in summer 2009.



PUBLIC WATER SUPPLY FACILITIES PLAN FOR THE SOUTHEASTERN WISCONSIN REGION: 2035



Map 16
GROUNDWATER RECHARGE PROTECTION
COMPONENT OF THE RECOMMENDED
WATER SUPPLY PLAN FOR THE
SOUTHEASTERN WISCONSIN REGION: 2035



of major infrastructure development needed to meet future demands, among others.

Groundwater Recharge Areas Protection

Another element of the regional plan consists of recommendations to protect those groundwater recharge areas that were found to have a high or very high recharge potential (see Map 16). These recommendations include the protection of environmentally significant lands and the careful site design and use of selected stormwater management practices in those cases where new urban development would take place.

Other Plan Recommendations

The plan also sets forth recommendations related to stormwater management, the siting of high-capacity wells, and the construction of rainfall infiltration facilities in selected areas. These recommendations are intended to form the basis for abating any negative impacts on surface water systems associated with high-capacity well development. Finally, the plan sets forth a number of auxiliary recommendations related to water supply issues and concerns, including better winter management of chlorides applied for ice and snow control and the disposal of pharmaceutical and personal care products, among others. More information about the regional water supply plan can be found at www.sewrpc.org/regionalwatersupplyplan.

OTHER REGIONAL PLANS

In addition to the foregoing regional plan elements that today comprise the adopted regional comprehensive plan, a number of other regional plan elements have been prepared over the years that, in many cases, continue to provide sound recommendations, but which: 1) have been incorporated into other ongoing regional plan efforts and elements in subsequent years; 2) have not been updated or maintained in a systematic way for programmatic or budgetary reasons; or 3) have been subject only to limited plan implementation activities. Summaries of these plans follow.

Watershed Plans

Comprehensive watershed plans—plans that address land use, park and open space, flood control, and surface quality water issues—were prepared and adopt-

ed for the Root, Fox, Milwaukee, Menomonee, Kinnickinnic, Pike, and Des Plaines River watersheds and for the Oak Creek watershed over the period 1966 to 2003. In addition, the three plans for the watersheds that drain to the Milwaukee harbor—Milwaukee, Menomonee, and Kinnickinnic—were supplemented by a comprehensive Milwaukee Harbor Estuary plan. Each watershed plan provided definitive information on the extent of floodplains throughout the watershed and recommendations to preserve and protect those floodplains in natural, open space use wherever possible. As appropriate, each plan also set forth recommendations to address existing flooding problems. For example, the Fox River watershed plan recommended that over time about 180 residences be removed from extreme-flood-prone areas in Kenosha County near the Wisconsin/Illinois State line. Implementation of this recommendation continues to this date. Current regional planning efforts attendant to land use, water quality, and floodplain management serve to refine and update the watershed-specific recommendations contained in these historic watershed plans.

Regional Elderly-Handicapped Transportation Plan

This plan, adopted in 1978, set forth recommendations to address the mobility problems of elderly people and people with disabilities. Many of the recommendations set forth in this plan have been implemented and the Commission continues to work with the Region's transit operators in considering necessary adjustments to the services being provided.

Transportation Systems Management Plan

This plan, adopted in 1980, set forth recommendations to properly manage the existing transportation systems in the urbanized areas of the Region. Such planning efforts continue to this date, with any necessary updating work included in the broader regional transportation system plan.

Regional Bicycle and Pedestrian Facilities Plan

This plan, adopted in 1995 and updated and extended in 2001, includes both system and policy recommendations relative to the accommodation of bicycle and pedestrian movements throughout the Region. Such planning efforts continue to this date, with any necessary updating work included in the broader regional transportation system plan.

Regional Wastewater Sludge Management Plan

This plan, adopted in 1978, provided recommendations addressed to the owners of the public wastewater treatment plants throughout the Region. Many of the recommendations included in this plan remain relevant today. As may be appropriate, efforts to update these plan recommendations are being accommodated in the continuing regional water quality management planning effort.

Regional Sanitary Sewerage System Plan

This plan, adopted in 1974, provided recommendations for the abatement of water pollution from public wastewater conveyance facilities and treatment plants. These recommendations were further addressed in the continuing regional water quality management planning effort.

Regional Airport System Plan

This plan, adopted in 1976, was updated and extended in 1987 and 1996. Its plan recommendations were incorporated into the State of Wisconsin Airport Plan. Many of the plan recommendations were implemented, but no continuing regional planning effort is under way to maintain or extend that plan.

Regional Telecommunications Plan

This plan, adopted in 2007, provides recommendations attendant to the provision of broadband telecommunications facilities and services for the Region. These recommendations have been addressed to both the public and private sector interests concerned.

No continuing planning effort is under way to maintain or extend that plan.

Regional Air Quality Plan

This plan, adopted in 1980, comprehensively addressed the issues associated with attaining and maintaining the Federal Clean Air Act objectives identified for the Region. Commission planning efforts since that time have been limited to demonstrating that the regional transportation plan and the periodically produced regional transportation improvement programs conform to the recommendations of the ongoing State of Wisconsin air quality implementation plan.

Urban District Plans

Comprehensive plans for urban planning districts were adopted in 1972 for the Kenosha planning district and 1975 for the Racine planning district. These planning efforts involved multiple communities lying east of IH 94 in Kenosha and Racine Counties. These cooperative local planning efforts have been supplanted by State-mandated comprehensive plans.

Regional Library Facilities and Services Plan

This plan, adopted in 1974, proposed a single seven-county regional library federation. Implementation stopped short of that goal, resulting in the creation of several single-county or multi-county federated systems.

Report Availability

Reports documenting all of the fore mentioned plans are available from Commission offices and on the website at www.sewrpc.org/legacyregionalplans.

PART TWO: THE YEAR IN REVIEW

This section of the 2015 SEWRPC Annual Report briefly documents the regional planning work activities undertaken during the year. The section is organized by the following regional planning work program categories: land use planning for development and preservation; transportation planning; environmental planning; housing planning; local planning assistance; surveying, mapping, and land information; and public involvement and outreach.

The section concludes with a list of SEWRPC publications during the year.

Part One of this Annual Report provides information about the Commission and includes a brief description of each of the elements of the comprehensive regional plan. That part begins on page 1. Part Three documents the results of Commission monitoring efforts during the year and begins on page 89.



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LAND USE PLANNING FOR DEVELOPMENT AND PRESERVATION

In 2015, the Commission undertook a wide range of activities related to land use planning—planning intended to help guide land use development and open space preservation in the Region. These activities follow.

Growth and Change Forecasts

The regional land use plan and other regional plans that together comprise the comprehensive plan for the seven-county Southeastern Wisconsin Region are designed to accommodate anticipated future growth and change in the Region's population and economy. The Commission has made long-range projections of population, household, and employment levels and characteristics since the 1960's in order to prepare and update these plans. These projections are updated and extended every 10 years, shortly after each 10-year Federal Census. During 2013, the Commission updated and extended the regional population, household, and employment projections from the year 2035 to the year 2050, and published them in the fifth editions of SEWRPC Technical Reports No. 10, *The Economy of Southeastern Wisconsin*, and No. 11, *The Population of Southeastern Wisconsin*. Figure 3 compares the regional growth projections for both the 2035 and 2050 plan design years, showing moderate increases in population, households, and jobs under intermediate-growth projections for the years 2035 and 2050. Monitoring data relative to the new projections are set forth in Part Three of this report.

Land Use Planning

In order to update and extend the regional land use plan, the Commission undertakes a major update of a land use inventory that serves as a primary basis for preparing the new plan. This inventory identifies existing land uses throughout the entire Region using a classification system with over 60 land use categories determined in 1963. Analyses of the inventory data sets identify growth and change within the Region with respect to urban development and its impact on environmentally sensitive land and prime farmlands. In 2013, the Commission completed the process of updating the land use inventory to 2010. In 2015, these 2010 inventory data sets were used in the development of alternative year 2050 land use plans and the preliminary recommended year 2050 land

use plan for the Region as part of the new "VISION 2050" regional land use plan and companion regional transportation plan.

Environmental Corridor Inventory

Environmental corridors are elongated areas in the landscape that contain concentrations of natural resource features such as wetlands, woodlands, surface water, and wildlife habitat. The preservation of environmental corridors is a key recommendation of the regional land use plan. The Commission updates the inventory of environmental corridors in conjunction with the update of the regional land use inventory—taking into account changes in wetlands, woodlands, and surface water identified in the land use inventory update. In 2013, the Commission completed the process of updating the environmental corridor inventory to 2010. In 2015, the Commission continued the work involved in the preparation of the planned environmental corridor file for the Region. This involves the delineation of proposed changes to the environmental corridor inventory to reflect floodplain additions and other changes to the existing corridors identified in local sewer service area plans and other plans. The planned environmental corridor file will constitute an element of the 2050 land use plan.

During 2015, in an effort to evaluate changes to environmental corridors over time, work was continued on the preparation of a digital file of environmental corridors in the Region for the year 1963. Work on the 1963 environmental corridor file is scheduled to be completed in 2016.

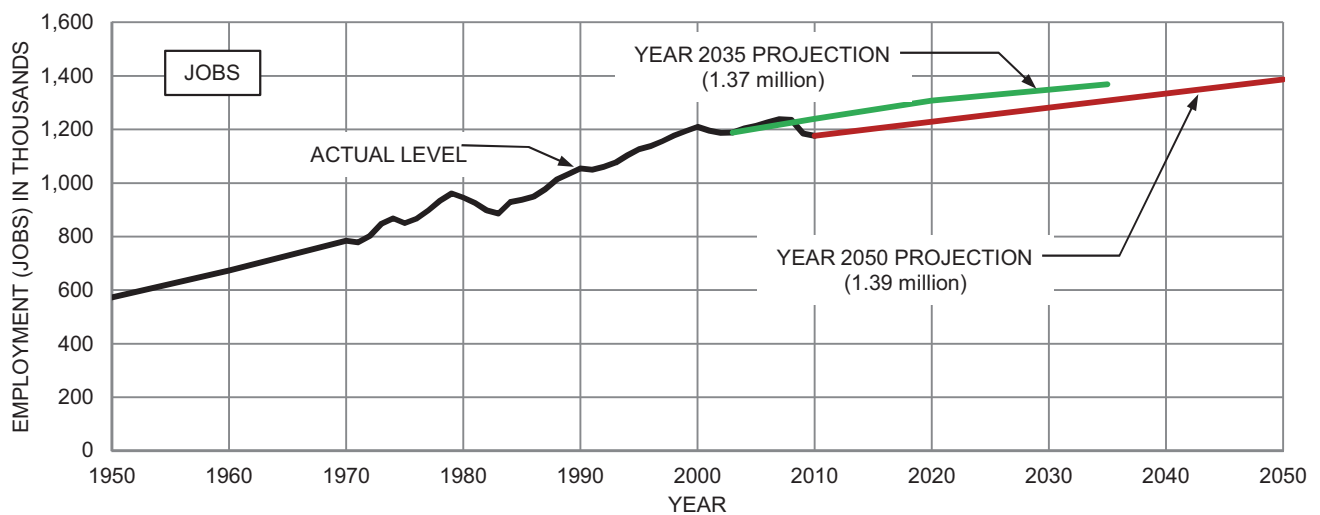
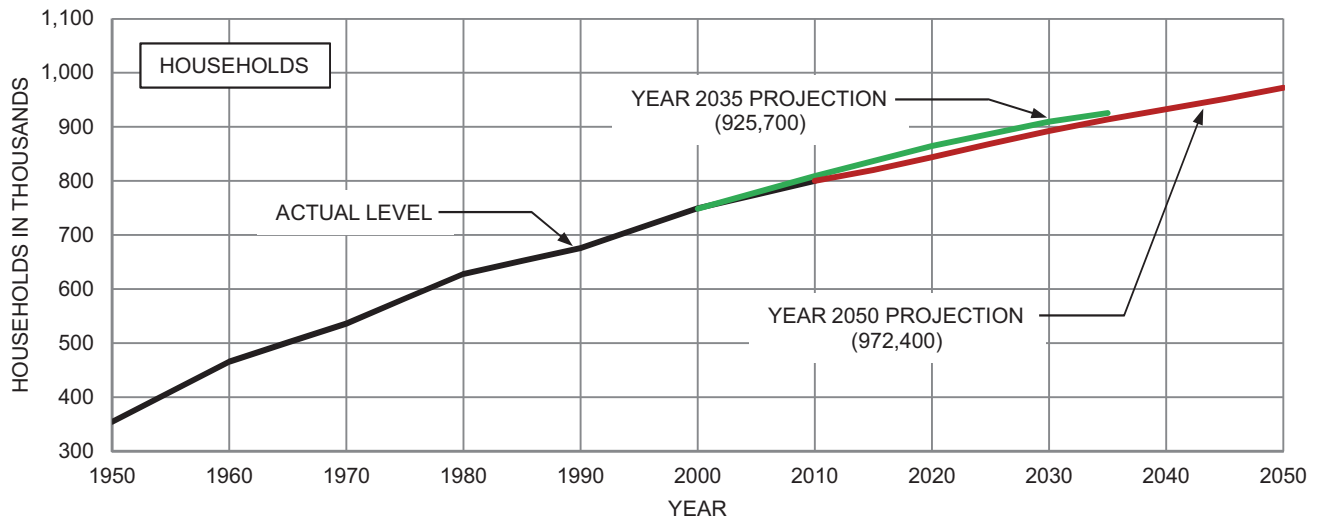
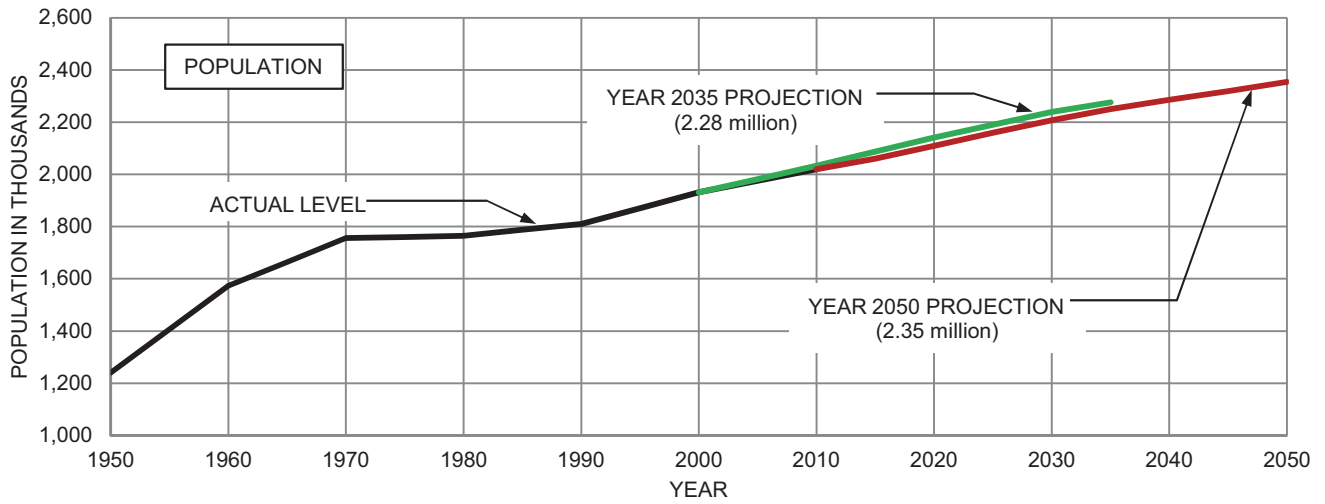
VISION 2050: Updated Regional Land Use and Transportation System Plans

The new year 2050 companion regional land use and transportation plans have been labelled "VISION 2050," as noted (see the transportation planning section for more details). Preparation of VISION 2050, which is documented in SEWRPC Planning Report No. 55, is being guided by the Commission Advisory Committees on Regional Land Use Planning and Regional Transportation System Planning. During 2015, these Committees reviewed and approved preliminary drafts of the following plan chapter and appendices:

- Volume II, Chapter 3, "Alternative Land Use and Transportation Plans"

Figure 3

COMPARISON OF INTERMEDIATE GROWTH PROJECTIONS FOR
THE SOUTHEASTERN WISCONSIN REGION: PLAN DESIGN YEARS 2035 AND 2050



- Appendix D, “A Comparison of the Milwaukee Metropolitan Area to its Peers”
- Appendix E, “Adopted County and Local Comprehensive Plans in Southeastern Wisconsin”
- Appendix F, “Complete Alternative Plan Evaluation Results”

SEWRPC staff also initiated work on the land use component of Volume II, Chapter IV, “Preliminary Recommended Year 2050 Regional Land Use and Transportation System Plan,” and assisted in organizing ongoing visioning activities as part of the Commission’s visioning and scenario planning process being conducted for VISION 2050.

Park and Open Space Planning

The Commission adopted a regional park and open space plan in 1977. The plan includes a recommendation for the preservation of environmentally significant open space lands and the provision of sites and facilities for major resource-oriented outdoor recreation activities throughout the Region. Over time, the plan has been amended on a county-by-county basis, with most county plan updates prepared with the assistance of the Commission staff and adopted by the Commission as amendments to the regional park and open space plan.

Natural Areas Planning

The Commission adopted a regional natural areas and critical species habitat protection and management plan in 1997 and has amended the plan several times since, most recently in December 2010 (SEWRPC Planning Report No. 42). The plan identifies, and includes recommendations for the preservation of, the most significant remaining natural areas in the Region—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.

A total of 36 designated and proposed natural areas and critical species habitats were visited in 2015, either independently by SEWRPC staff to inform natural areas planning or at the request of units, departments, or agencies of government or conservation non-profit organizations (Map17).

While no formal amendments were made to the regional natural areas plan this year, six new natural areas and five new critical species habitats were proposed as a result of Commission staff field work (Table 1). Three of the proposed natural areas include sites formerly designated as critical species habitats.

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 and preservation sites through-out the Region. Each of these evaluations involves field inspection work and requires that a report be prepared and transmitted to the requesting party. The Commission fulfilled a total of 108 requests for such information in 2015; these requests follow (see Map 18).

Private Development Parcels

During 2015, 32 requests were fulfilled 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. 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.

Large Private Development Sites

During 2015, 21 requests were fulfilled 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. Again, each such request came from a county or local planner or engineer. Once delineated in the field by the

Table 1

NEW PROPOSED NATURAL AREAS AND CRITICAL SPECIES HABITATS BASED ON SEWRPC STAFF FIELD WORK

County	Civil Division	Name	Proposed Designation	Reason
Milwaukee	C/Franklin	Puetz Road Critical Species Habitat	Critical Species Habitat	Supports Butler's garter snake, a state special concern species
Ozaukee	T/Belgium	Sauk Trail Road Ravine	Natural Area of Local Significance	Lake Michigan bluff ravine with remnant beech maple forest, seeps, and several regionally uncommon plant species
	C/Mequon	Mee-kwon Woods ^a	Natural Area of Local Significance	Several additional regionally uncommon and state special concern species discovered during site visits, and forest has recovered from past selective logging
Waukesha	T/Eagle	Mukwonago River Pine Plantation and Barrens	Critical Species Habitat	Supports a state special concern plant species
	T/Merton	Ice Age Trail Skunk Cabbage Seep and Woods	Critical Species Habitat	Supports a state threatened plant species
	T/Merton	Party Island Dry Prairie and Oak Opening	Natural Area of Local Significance	Remnant dry prairie and oak opening supporting several regionally uncommon plant species and one state special concern species
	T/Ottawa	Stephenson Shrub-Fen ^a	Natural Area of Local Significance	Additional high quality areas of fen surveyed in 2015 support many rare species
	C/Waukesha	Northview Butternuts	Critical Species Habitat	Small woodland with a number of healthy butternuts (<i>Juglans cinerea</i>), a state special concern species.
	C/Waukesha	East Broadway Woods and Thicket	Critical Species Habitat	Disturbed woodland and thicket supporting a state special concern plant species
Washington	T/Wayne	Kohlsville River Woods	Natural Area of Local Significance	Dry-mesic woods, a uncommon remaining community type in the local area, supporting regionally uncommon species
	T/West Bend	Silver Lake Fen and Tamaracks ^a	Natural Area of Local Significance	Pockets of fen and associated wetlands, which include the former Silver Lake Woods and Silver Lake Tamaracks critical species habitats, draining into silver lake and supporting many regionally uncommon and state special concern plant species

^a Proposed natural area formerly designated as critical species habitat
Source: SEWRPC

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.

Transportation Sites and Corridors

During 2015, 34 requests were fulfilled for the field identification and evaluation of environmentally sensitive areas, including wetlands, associated with transportation improvement projects. These requests came from the Wisconsin Department of Transportation; Kenosha, Milwaukee, Racine, Walworth, Washington, and Waukesha Counties; the Cities of Burlington, Franklin, Milwaukee, Muskego, Racine, and Waukesha; and the Town of Lisbon.

Utility and Public Facility Sites

During 2015, 12 requests were fulfilled for the field identification and evaluation of environmentally sensitive areas, including wetlands, associated with municipal and private utility and community facility development projects. These requests came from utilities and agencies operating in Ozaukee, Racine, Washington, and Waukesha Counties.

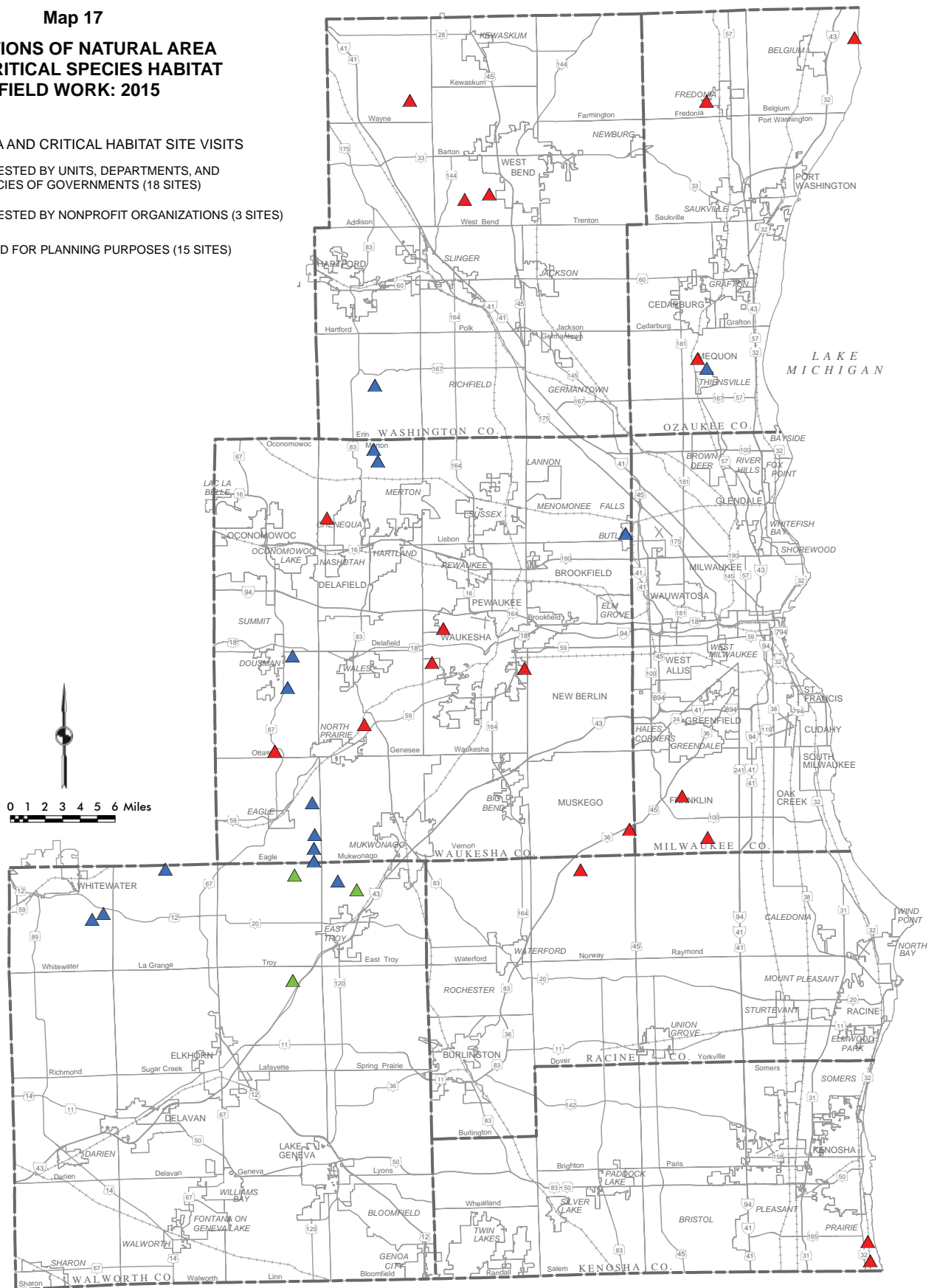
Public Park Sites

During 2015, seven requests were fulfilled for the identification and evaluation of environmentally sensitive areas, including wetlands, on public park sites. Particular attention for these evaluations was given to the flora and fauna present on each site in order to assist in the development, redevelopment, or disposal

Map 17
LOCATIONS OF NATURAL AREA
AND CRITICAL SPECIES HABITAT
FIELD WORK: 2015

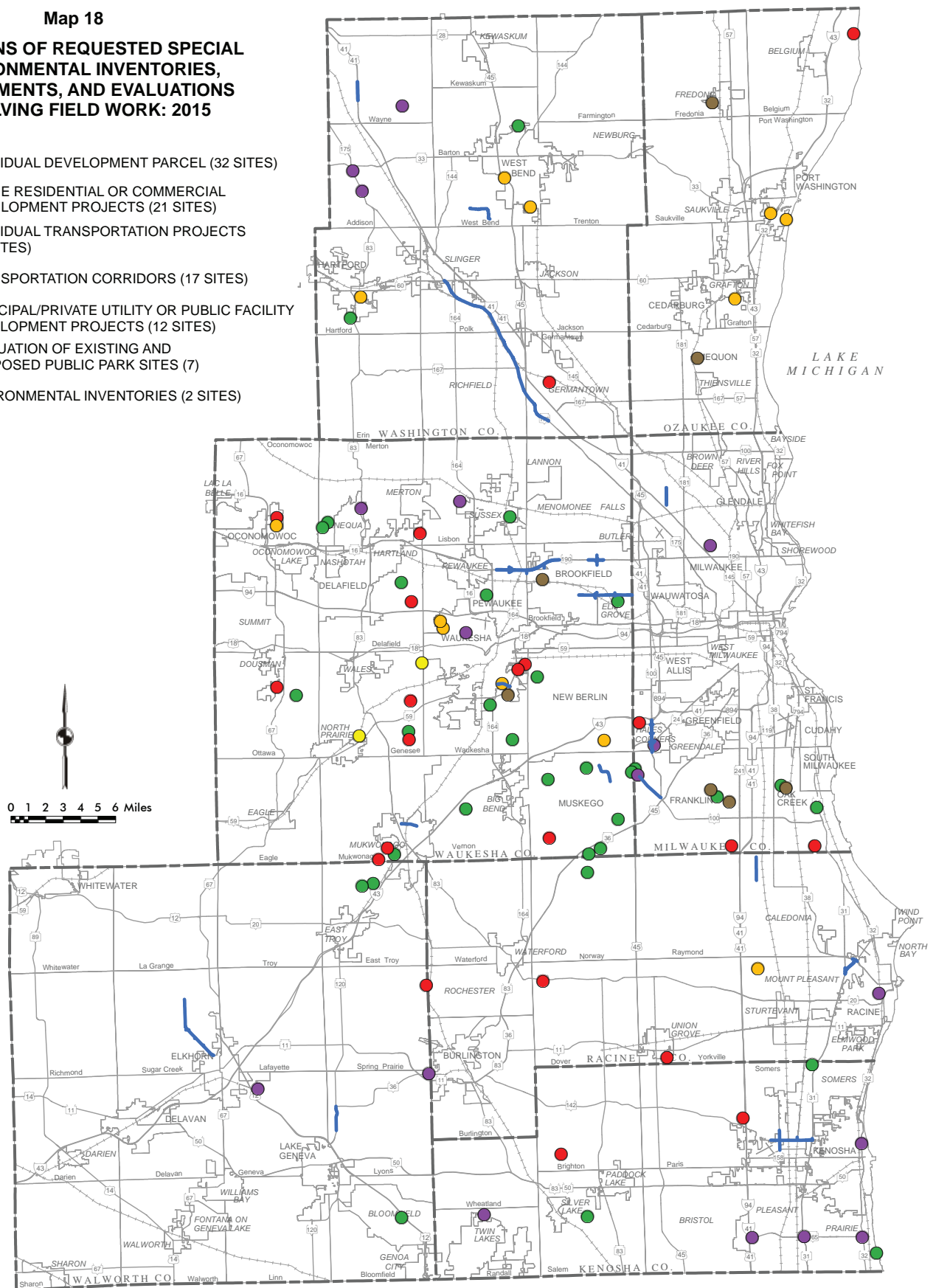
NATURAL AREA AND CRITICAL HABITAT SITE VISITS

- ▲ REQUESTED BY UNITS, DEPARTMENTS, AND AGENCIES OF GOVERNMENTS (18 SITES)
- ▲ REQUESTED BY NONPROFIT ORGANIZATIONS (3 SITES)
- ▲ VISITED FOR PLANNING PURPOSES (15 SITES)



LOCATIONS OF REQUESTED SPECIAL ENVIRONMENTAL INVENTORIES, ASSESSMENTS, AND EVALUATIONS INVOLVING FIELD WORK: 2015

-



of such sites. These requests came from park agencies in Milwaukee, Ozaukee, and Waukesha Counties.

Other Sites

During 2015, two requests were fulfilled that consisted of specialized field evaluations. The Waukesha County Department of Public Works requested an evaluation of the Brown's Fen site including a wetland delineation, vegetation survey, Wisconsin Wetland Rapid Assessment, and overall potential for fen habitat restoration. The purpose of the evaluation was to determine the suitability of Brown's Fen for mitigating impacts related to the proposed West Waukesha Bypass. Commission staff also fulfilled a second request from Waukesha County Department of Public Works to evaluate the suitability of Yatzek's Fen, an alternative site under consideration for West Waukesha Bypass mitigation.

Summary of 2015 Field Work

A total of 6,346 plant species records were made in the course of 2015 field work: 383 from Kenosha County, 1,154 from Milwaukee County, 436 from Ozaukee County, 166 from Racine County, 993 from Walworth County, 984 from Washington County, and 2,230 from Waukesha County. Six plant species never previously recorded by SEWRPC in the Region were observed in the course of 2015 field work. These included two new rare native plant species: fragrant sumac (*Rhus aromatica*, state special concern) and tall coreopsis (*Coreopsis tripteris*, regionally uncommon), both in Kenosha County. Fragrant sumac may be an escape from cultivation, but the tall coreopsis occurred in intact native prairie at the Chiwaukee Prairie State Natural Area. Other new species in the Region were snowdrops (*Galanthus nivale*, exotic) naturalized extensively in an Ozaukee County woodland, straw foxglove (*Digitalis grandiflora*, exotic) naturalized in sandy remnant prairie and oak opening in Walworth County, Japanese hops (*Humulus japonicus*, exotic) naturalized in a disturbed woodland in Waukesha County, and saltmarsh sandspurry (*Spergularia marina*, exotic) growing in saline roadside ditches in Waukesha County. A total of 51 records of State Endangered (three records), Threatened (17 records), and Special Concern (31 records) plant species were made: seven from Kenosha County, five from Milwaukee County, five from Ozaukee County, one from Racine County, seven from Walworth County, four from Washington County, and 22 from

Waukesha County. Commission staff also responded to 39 information, meeting, and lecture/teaching requests from local units of government, agencies of government, and conservation non-profits pertaining to natural areas, critical species habitats, ecosystem management, invasive species, and rare native species. Of these, 14 requests pertained to natural resources in Waukesha County, six pertained to natural resources in Walworth County, three pertained to natural resources in Milwaukee County, three pertained to natural resources in Ozaukee County, and two pertained to natural resources in Washington County. The remaining 11 requests were received from the WDNR; notable among the WDNR requests were requests for assistance with district ecologist training and staff wetland training.

TRANSPORTATION PLANNING

Transportation and related personal mobility issues represent a significant component of regional planning efforts in all metropolitan areas of the nation. As the regional planning agency for the seven-county Southeastern Wisconsin Region, the Commission has been engaged in multi-modal transportation planning since its inception in the early 1960s. In its efforts, the Commission works cooperatively with the U.S. Department of Transportation, Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), U.S. Environmental Protection Agency (USEPA), Wisconsin Department of Transportation (WisDOT), Wisconsin Department of Natural Resources (WDNR), transit operators, and county and local units of government in the Region. As the Region's Federally recognized Metropolitan Planning Organization (MPO), the Commission is responsible for conducting a continuing, cooperative, and comprehensive transportation planning process as prescribed in Federal laws and regulations. In 2012, the U.S. Department of Transportation (USDOT) conducted a quadrennial certification review of that process. The results of that review, as provided to the Commission in May 2014, were that the Commission's metropolitan planning process was certified as meeting Federal transportation planning requirements.

The Commission undertook a wide range of transportation planning activities in 2015. These activities are reported below in three major work program categories: short-range planning and programming, long-range planning, and data provision and technical assistance.

Short-Range Planning and Programming

In support of implementation of the long-range regional transportation plan, the Commission is involved in extensive short-range transportation planning and programming activities each year. In 2015 these activities consisted of modifications to the four-year transportation improvement program and planning assistance to transit operators to support implementation of regional transportation plan transit recommendations.

Transportation Improvement Program

The transportation improvement program (TIP) is a listing of all arterial highway, public transit, and other transportation improvement projects proposed to be undertaken over a four-year period by county and local governments and WisDOT within the seven-county Southeastern Wisconsin Region. Arterial highway and public transit projects proposed to be funded with USDOT FHWA (highway) and FTA (transit) funding must be listed in the TIP. The TIP is developed by the Commission working with WisDOT staff, area transit operators, and county and local units of government within the Region. The development of the TIP is guided by the Commission's Advisory Committees on Transportation System Planning and Programming for the Kenosha, Milwaukee, Racine, Round Lake Beach, and West Bend Urbanized Areas (TIP Committees). These committees are made up of local elected officials and staff, including all of the area transit operators. Each TIP must be found to conform to State of Wisconsin air quality maintenance for specified national ambient air quality standards, given the presence in the Region of nonattainment and maintenance areas for ozone and fine particulate matter (PM_{2.5}) (see Map 19).

The Commission adopted the 2015-2018 TIP in November 2014, as set forth in the Commission document titled *A Transportation Improvement Program for Southeastern Wisconsin: 2015-2018*. The TIP was both amended and administratively modified as requested by WisDOT and local units of government on seven occasions during 2015, adding 77 projects and revising 32 projects. As amended through the end of 2015, The TIP contains 475 projects within the Region for the four-year programming period of 2015 through 2018. The TIP represents a total potential investment in transportation improvements and services of \$2.68 billion. Of this total, \$1.04 billion, or about

39 percent, is proposed to be provided through Federal aids; \$1.3 billion, or about 48 percent, through State funds; and \$338 million, or about 13 percent, through county and local monies.



About \$1.05 billion is programmed in 2015, the first year of the TIP. As shown in Figure 4:

- About \$463 million, or 44 percent of all expenditures, is devoted to the preservation of existing transportation facilities and services, including \$300 million for highways and \$163 million for transit, with 42 percent programmed for service and facility improvement and expansion projects. It should be noted that much of the cost of a highway improvement project is attendant to reconstruction of the existing highway facility. The cost of additional traffic lanes may only represent 10 to 20 percent of the total costs of a highway improvement project.
- Public transit systems received a total of about \$278 million in 2015, or 26 percent of total expenditures, which includes the service and facility preservation, improvement, and expansion categories of projects. Public transit systems serve about 2 percent of the approximately 6.5 million person trips made in the Region on an average weekday.
- Highways received a total of about \$742 million in 2015, or about 71 percent of total expenditures. This total includes the service and facility preservation, improvement, and expansion categories of arterial projects.
- The remaining \$29 million in expenditures, or 3 percent of the total, were expended on highway safety, environmental enhancement, and non-arterial street and highway system projects.

The TIP document is available at the Commission offices and can be accessed at www.sewrpc.org/tip.

Three additional work activities were related to project selection and implementation activities drawn from the TIP in 2015, including:

- Congestion Mitigation and Air Quality
Commission staff initiated work with the TIP Committees, WisDOT, and WDNR to evaluate,

	THREE-COUNTY 2006 24-HOUR FINE PARTICULATE (PM _{2.5}) NAQS MAINTENANCE AREA (REDESIGNATED 4/22/2014)
	WISCONSIN PORTION OF THE CHICAGO-NAPERVILLE, IL-IN-WI MARGINAL 2008 EIGHT-HOUR OZONE NAAQS NONATTAINMENT AREA (DESIGNATED 7/20/2012)

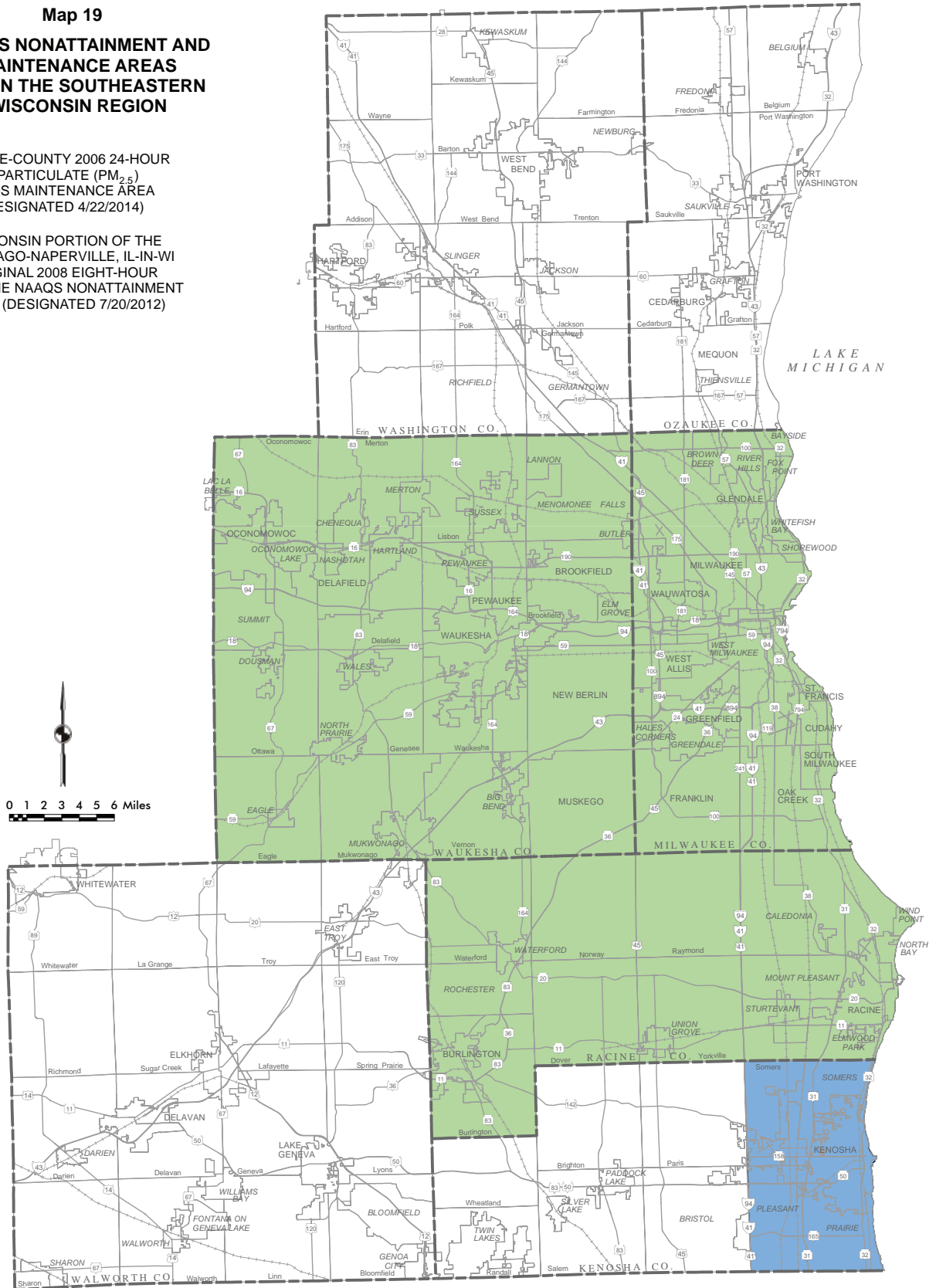
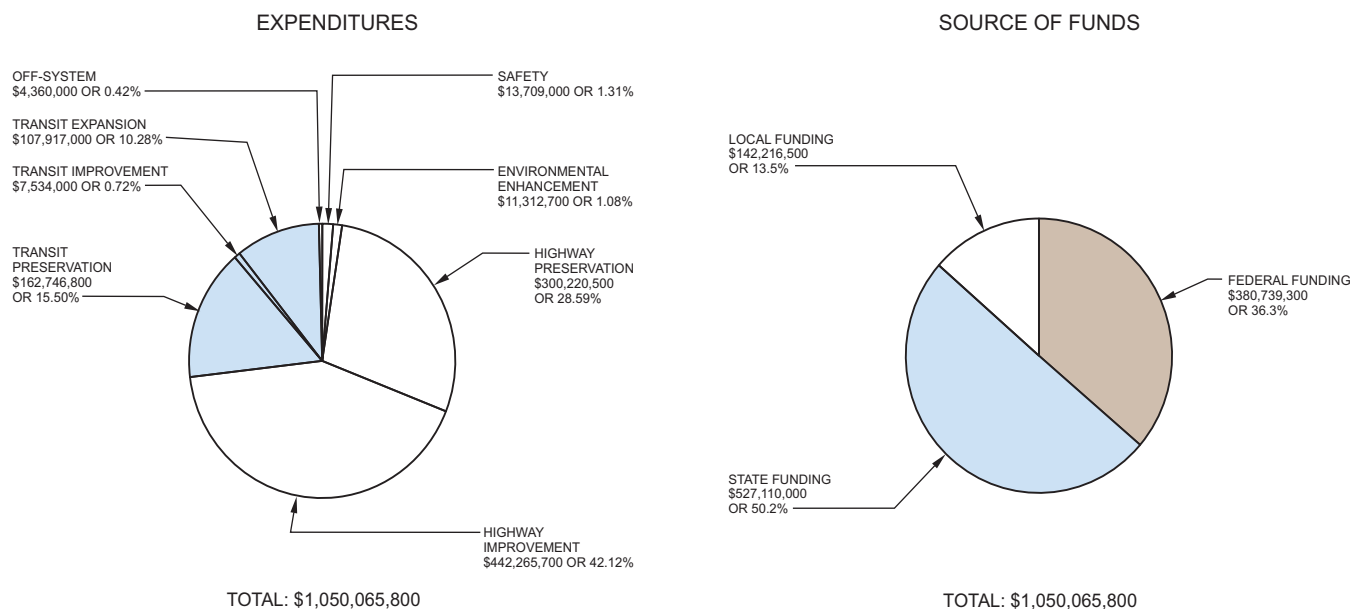


Figure 4

PROGRAMMED EXPENDITURES AND FUNDING SOURCES FOR TRANSPORTATION FACILITIES AND SERVICES IN THE SOUTHEASTERN WISCONSIN REGION: 2015



prioritize, and recommend projects for Federal Highway Administration Congestion Mitigation, and Air Quality Improvement Program (CMAQ) funds. Each of the staffs independently rate each candidate CMAQ project based on procedures previously developed and applied to evaluate and recommend projects for CMAQ funds. A total of 31 projects totaling \$76 million applied for approximately \$15 million of available years 2019-2020 CMAQ funds. The prioritization and final recommendation of candidate projects for years 2019-2020 CMAQ funds will be completed in early 2016.

- Surface Transportation Program – Milwaukee Urbanized Area

Commission staff revised the procedures used to evaluate, prioritize, and recommend county and local projects for Federal Highway Administration Surface Transportation Program – Milwaukee Urbanized Area (STP-M) funds under the guidance of the Milwaukee TIP Committee and local governments within the Milwaukee urbanized area. The revised procedures were developed by Commission staff and reviewed and approved by the Milwaukee TIP Committee. The approved 2015 procedures included the allocation of 10 percent of the available STP-M fund-

ing for transit capital projects. These procedures were used to select 10 candidate projects for the \$38 million in years 2019-2020 STP-M funding.

- Obligated Project Listing

The Commission, in accordance with Federal law, completes and makes available for public access a listing of projects each year for which the FHWA and FTA have obligated funds, drawing such projects listed in the preceding year of the TIP. The lists of obligated highway and transit projects for 2015 are available from the Commission offices and can be accessed at www.sewrpc.org/tip.

Public Transit Planning Assistance

The Commission provides staff services and data to assist transit operators in the Region in transit related planning activities, which includes developing five-year transit development plans. The following short-range transit planning activities occurred during 2015:

- Commission staff assisted the Milwaukee County Department of Transportation with a feasibility study of using bus rapid transit technology to improve connections between downtown Milwaukee and the Milwaukee Regional Medical Center.

- Commission staff prepared a memorandum describing streetscaping and roadway improvements that the City of Wauwatosa could consider to improve the efficiency and attractiveness of transit as part of the reconstruction of W. State Street from N. 68th Street to N. Church Street through the “Village” area.

Long-Range Transportation Planning

Sound regional planning principles, as well as Federal law, require that the Commission prepare and adopt from time to time a long-range regional transportation plan with a minimum future time frame at all times of 20 years. Good regional planning practice and Federal regulations also require that a long-range plan be reviewed and reevaluated from time to time to ensure that the plan remains relevant and, as well, realistic in terms of anticipated funding availability. Consequently, a major focus of the Commission’s work program annually involves activities that relate to the preparation and evaluation of the long-range plan and to its implementation from year to year.

Adopted Year 2035 Regional Transportation System Plan

The adopted year 2035 regional transportation plan was summarized in Part One of this Annual Report. The plan was most recently fully documented in SE-WRPC Planning Report No. 49, *A Regional Transportation System Plan for Southeastern Wisconsin: 2035*, adopted by the Commission in 2006. The first interim review, update, and reaffirmation of the plan was adopted in June 2010. The second interim review and update to the adopted year 2035 plan was adopted in June 2014.

Amendments to the Year 2035 Plan

The Commission initiated and completed work on two amendments to the year 2035 regional transportation plan in 2015, which were considered and approved by the Advisory Committee on Regional Transportation System Planning and by the Commission. One amendment was to include an extension of the Milwaukee Streetcar to the lakefront. The other amendment was to reflect the recommended IH 94 east-west alternative, specifically to revise the plan to reflect the conversion of the existing full IH 94 interchange at Hawley Road to a half interchange (retain-

ing the on-ramp to westbound IH 94 and the off-ramp from eastbound IH 94) and the removal of the IH 94 interchange at General Mitchell Boulevard (with access to Miller Park/C. Zablocki Veterans Affairs (VA) Medical Center being provided via new ramps at the Stadium Interchange and non-arterial roadways).

VISION 2050: An Updated Regional Land Use and Transportation System Plan

The Commission continued work in 2015 on a major review, reevaluation, and update of the regional transportation system plan, which is being prepared in conjunction with an updated regional land use plan. The new year 2050 companion regional plans—expected to be completed in 2016—have been titled “VISION 2050.”

The transportation component of VISION 2050 will replace the existing year 2035 regional transportation plan, and will serve as a guide to transportation system development to the year 2050. The periodic (every 10 years) major reevaluation of the regional transportation plan—incorporating new population, employment, and travel survey data and maintaining at least a 20-year future time frame—is essential to ensure that State, county, and local governments maintain eligibility to obtain highway and transit project funding from the USDOT.

To prepare the VISION 2050 plan, the Commission initiated a visioning and scenario planning process in 2013 to identify a long-range future vision for land use and transportation for the Region. Initial visioning activities—designed to engage and involve the public at the very beginning of the process in order to develop a consensus vision for the plan—lead into a scenario planning effort, which considered and evaluated a range of potential future scenarios relative to regional land use and transportation system development. The visioning and scenario planning results formed the basis for the preparation of alternative land use and transportation plans. In 2015, the alternative plans were compared and evaluated based on how well they meet established objectives for regional development. Ultimately, a final recommended year 2050 land use and transportation plan will be developed, representing a preferred comprehensive vision for the Region.

The Commission launched the initial visioning activities for VISION 2050 in fall 2013 and held two series of interactive public visioning workshops in 2013, a third series in 2014, and a fourth series in 2015 in each county of the Region. Concurrent workshops were also held by eight partner community organizations targeted at their constituents, the purpose being to reach and engage minority populations, people with disabilities, and low-income individuals.

The results of the 2013 visioning activities were used to develop a series of guiding statements, which express a preliminary vision for land use and transportation in the Region and serve to guide the VISION 2050 process.

The 2014 public engagement activities provided an opportunity for residents to compare the long-term consequences of five future development patterns and transportation systems through conceptual “sketch” scenarios.

In 2015, three detailed alternative plans were developed. The alternative plans each include a specific land use development pattern and transportation system. The alternative plans and their evaluation were presented to the public at the fourth series of visioning workshops. Visioning activities were also made available online. More information can be found in the Public Involvement and Outreach section of this chapter and at www.vision2050sewis.org. Public feedback on the alternative plans is being used, in part, to prepare the preliminary recommended land use and transportation plan for VISION 2050.

Preparation of VISION 2050 is being guided by the Commission Advisory Committees on Regional Land Use Planning and Regional Transportation System Planning. During 2015, these Committees reviewed and approved preliminary drafts of the following chapter and appendices of SEWRPC Planning Report No. 55:

- Volume II, Chapter 3, “Alternative Land Use and Transportation Plans”
- Appendix D, “A Comparison of the Milwaukee Metropolitan Area to its Peers”
- Appendix E, “Adopted County and Local Comprehensive Plans in Southeastern Wisconsin”

- Appendix F, “Complete Alternative Plan Evaluation Results”

County Jurisdictional Highway System Plans

Jurisdictional highway system plans contain specific recommendations as to which level of government—State, county, or local—should logically be responsible for each of the various facilities that make up the total arterial system. Updated year 2035 jurisdictional highway system plans were completed for Walworth and Washington Counties in 2011 and 2008, respectively. In 2015, the Commission continued working with the Ozaukee County Jurisdictional Highway Planning Committee to review and update report materials as part of the update to the jurisdictional highway system plan for Ozaukee County. Also in 2015, the Commission worked with all seven of the County Jurisdictional Highway Committees in developing VISION 2050. More information on the jurisdictional highway planning process can be found at www.sewrpc.org/jhp.

Data Provision and Technical Assistance

The Commission spends a considerable amount of time and effort each year 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 for data necessary for the support of special studies. These requests are typically made by local units of government, counties, WisDOT, and private businesses and developers. Summaries of the assistance provided in 2015 follow.

Traffic Forecasts

At the request of WisDOT or local or county governments, the Commission provides future-year traffic forecasts in support of engineering studies throughout the Region. The types of forecasting services typically requested and provided include:

- During preliminary engineering, long-range future-year traffic forecasts within the context of the year 2035 regional transportation plan for alternatives being considered. These forecasts are used to assess each alternative’s traffic impacts and ability to accommodate future travel demand.
- Detailed origin-destination information for input into microsimulation models used for operational analysis.

- Upon selection of a preferred design, detailed traffic diversion forecasts to identify traffic impacts associated with potential construction-related closures so that mitigation measures can be identified and implemented.
- Data for use in project-level air quality impact assessments.

During 2015, numerous forecasts were prepared or under way for WisDOT and other agencies. Some of the projects for which forecasts have been developed were:

- Zoo Interchange reconstruction;
- IH 94 east-west corridor study;
- IH 43 north-south corridor study;
- North Avenue (CTH M) reconstruction project between Calhoun Road and 124th Street; and
- VMT estimates in support of a redesignation to attainment requested by the WDNR for the partial Kenosha County 2008 eight-hour ozone non-attainment area.

Technical Assistance for Transportation Projects

The Commission provides technical assistance in support of various specific transportation projects in the Region. This assistance often involves:

- Serving on technical advisory committees guiding the design of a specific project;
- Providing technical expertise, information, and materials during development of various elements of a project; and
- Reviewing study reports and other documents prepared for a project.

Some of the projects or studies that Commission staff provided technical assistance to in 2015 included:

- Milwaukee streetcar project;
- Zoo Interchange reconstruction;
- IH 94 east-west corridor study;
- IH 43 north-south corridor study.

Other Activities

In addition to traffic forecasts, the Commission provides other transportation data upon request during special studies being conducted by other entities in the Region.

The Commission also conducts traffic engineering studies for local governments within the Region. In 2015:

- Commission staff initiated work on a traffic study for in the City of Racine to improve high-quality access between IH 94 and the City of Racine. This study is expected to be completed in 2016.
- Commission staff provided technical and staff assistance in evaluating the condition of roads within the Town of Polk with the Pavement Surface Evaluation and Rating (PASER) system. This work included the field survey of pavement condition conducted on September 22, 2015, entry of PASER rating into the Wisconsin information system for local roads (WISLR), and a letter report summarizing the pavement condition of the roadways under the Town's jurisdiction.

Regional Transportation Consultation Activities

The following summarizes regional transportation consultation activities conducted by the Commission pursuant to its Regional Transportation Consultation Process during 2015.

Advisory Committee on Regional Transportation System Planning

The Committee met on four occasions in 2015 (February 25, April 22, August 19, and September 23), where the Committee was asked, along with the Advisory Committee on Regional Land Use Planning, to guide the development of VISION 2050. This included providing guidance on preparing the VISION 2050 companion report "A Comparison of the Milwaukee Metropolitan Area to its Peers" and developing and evaluating three detailed alternative land use and transportation system plans.

Advisory Committees on Transportation System Planning and Programming for the Kenosha, Milwaukee, Racine, Round Lake Beach, and West Bend Urbanized Areas (TIP Committees)

The Milwaukee TIP Committee met twice in 2015. The Committee met on June 24 to review and consider proposed changes to the procedure to evaluate, prioritize, and recommend projects for Surface Transportation Program-Milwaukee urbanized area funding (STP-M). The Committee also reviewed and considered proposed amendments to the 2015-2018

TIP for Southeastern Wisconsin. The Committee met on November 12 to finalize the projects recommended for STP-M funding.

**Kenosha County Jurisdictional
Highway Planning Committee**

The Committee met twice in 2015, on March 16 and December 10, to review and propose changes to the year 2035 regional transportation plan for potential inclusion in VISION 2050.

**Milwaukee County Jurisdictional
Highway Planning Committee**

The Committee met on February 3 to review and propose changes to the year 2035 regional transportation plan for potential inclusion in VISION 2050.

**Ozaukee County Jurisdictional
Highway Planning Committee**

The Committee met on February 25 to guide the development of a new Ozaukee County jurisdictional highway system plan and receive an update on the status of VISION 2050.

**Racine County Jurisdictional
Highway Planning Committee**

The Committee met on February 10 to review and propose changes to the year 2035 regional transportation plan for potential inclusion in VISION 2050.

**Walworth County Jurisdictional
Highway Planning Committee**

The Committee met twice in 2015, on February 5 and December 17, to review and propose changes to the year 2035 regional transportation plan for potential inclusion in VISION 2050.

**Washington County Jurisdictional
Highway Planning Committee**

The Committee met on February 6 to review and propose changes to the year 2035 regional transportation plan for potential inclusion in VISION 2050.

**Waukesha County Jurisdictional
Highway Planning Committee**

The Committee met twice in 2015, on March 4 and December 14, to review and propose changes to the year 2035 regional transportation plan for potential inclusion in VISION 2050.

The Environmental Justice Task Force (EJTF)

The EJTF met on three occasions in 2015 (April 7, September 29, and December 8) to provide input on the development of VISION 2050. At the April 7 meeting, the EJTF also provided input on the Milwaukee metropolitan area peer report and the Comprehensive Economic Development Strategy (CEDS) for the Southeastern Wisconsin Region.

**VISION 2050 – Major Update of the
Regional Land Use and Transportation Plans**

In addition to the guidance from the two Advisory Committees, a number of consultation efforts were conducted during 2015 as part of developing VISION 2050:

- The Commission convened a series of meetings with the task forces established to examine specific issues related to land use and transportation as part of developing VISION 2050 near the end of 2015. The task forces are comprised of individuals with knowledge about the following issues: natural resources; land use; freight transportation; public transit; human services transportation needs; non-motorized transportation; transportation systems management; women's land use and transportation issues; and business, industry, workforce development, and higher education. The series of meetings focused on the detailed alternative plans and their evaluation.
- Corresponding with the VISION 2050 workshops held for the general public, the Commission completed a fourth series of workshops in the fall of 2015 with eight community partner organizations. These workshops were specifically targeted at reaching and engaging minority populations, low-income populations, and people with disabilities. The eight organizations include the Ethnically Diverse Business Coalition, Hmong American Friendship Association, IndependenceFirst, Milwaukee Urban League, Southside Organizing Committee, Urban Economic Development Association, Urban League of Racine and Kenosha, and Common Ground. This series of workshops was held to solicit input from the participants on the results of the development and evaluation of the three detailed alternative plans.

- The Commission staff has contacted numerous groups representing minority populations and low-income populations during 2015 through letters and phone calls to arrange meetings throughout the VISION 2050 planning effort to provide information, identify transportation needs, and obtain comment and input into the planning process. Upon request, Commission staff gave presentations on VISION 2050 and transportation issues.

Public Outreach

Also during 2015, Commission staff conducted extensive public outreach and consultation efforts with groups, organizations, and officials representing minority populations and low-income populations, in addition to the outreach conducted for VISION 2050. More information is provided in the Public Involvement and Outreach section of this report.

ENVIRONMENTAL PLANNING

During 2015, the Commission's environmental planning activities were focused on water quality, including lake and stream management; water supply; floodplain and stormwater management; and coastal zone management.

Regional Water Quality Management Plan

The adopted regional water quality management plan for Southeastern Wisconsin consists of five major elements related to land use, point source pollution abatement, nonpoint source pollution abatement, sludge management, and water quality monitoring. Since the initial regional water quality management plan was adopted in 1979, it has been frequently updated and amended.

Plan Implementation Activities

A wide range of planning work is undertaken annually that is focused on implementing the regional water quality management plan. The activities related to this work in 2015 follow.

Southeastern Wisconsin Watersheds Trust

Implementation of the regional water quality management plan was fostered through active participation in the Southeastern Wisconsin Watersheds Trust, Inc. (SWWT). SWWT is a collaborative public/private effort to achieve healthy water resources through implementation of the regional water quality manage-

ment plan update for the greater Milwaukee watersheds (Kinnickinnic, Menomonee, Milwaukee, and Root River watersheds; Oak Creek watershed; the adjacent Lake Michigan direct drainage area; the Milwaukee Harbor estuary; and the associated nearshore Lake Michigan area). The Commission staff served as an advisor to the SWWT Board of Directors and served on the Policy and Science Committees. More information about SWWT can be found at <http://www.swwtwater.org/>.

Southeast Fox River Partnership

The Southeast Fox River Partnership (SFRP), Inc. represents a wide range of Federal, State, county and local agencies, nonprofit organizations, and private sector interests. The partnership gives citizens, environmental and conservation groups, businesses, and local governments the ability to share resources while working toward common goals associated with the protection, restoration, and enhancement of the natural resources in the Fox River watershed. The Commission staff is active in this effort, and helped organize and host the 3rd Annual Fox River Summit conference in 2015 in Burlington, Wisconsin. The major goals of this summit follow:

- Share new tools and practices being developed to protect the Fox River watershed among communities in Wisconsin and Illinois.
- Continue a dialogue on shared challenges concerning recreation, economics, sustainable flows, surface water/groundwater interactions, sediment retention, and ecosystem services, such as runoff pollution reduction and recreational opportunities.
- Build trust among stakeholders and identify commonalities, project successes, and future challenges.

More information about SFRP can be found at <http://fyi.uwex.edu/southeastfox/about/>.

Root River Watershed Restoration Plan

Work was completed in 2014 on a restoration plan for the Root River watershed in partnership with the municipalities and counties of the watershed, the Milwaukee Metropolitan Sewerage District (MMSD), Wisconsin Department of Natural Resources (WDNR), Root-Pike Watershed Initiative Network, and SWWT.

The plan, set forth in Community Assistance Planning Report No. 316, *A Restoration Plan for the Root River Watershed*, was developed within the framework of the regional water quality management plan update for the greater Milwaukee watersheds.

In order to be eligible for Federal funds provided under the Federal Clean Water Act, projects must be shown to directly implement a watershed-based plan that the U.S. Environmental Protection Agency (USEPA) has determined to be consistent with the nine elements of a watershed-based plan. In 2015, USEPA determined that the Root River plan is consistent with the nine elements that USEPA considers critical for achieving improvements in water quality. In response to the USEPA review of the plan, in 2015 SEWRPC published Memorandum Report No. 220, *Supplemental Information Developed for the Root River Watershed Restoration Plan*, to provide additional documentation for the plan related to pollutant load reductions and recommended projects, management measures and costs.

The Root River plan focuses on strategies to reduce pollution from urban runoff and rural runoff; recommendations for increased recreational use and access; the protection of habitat, wildlife, open spaces, and environmental corridors; flood mitigation in Racine County; and water quality monitoring. Also included in the plan is an evaluation of the status of Racine County's Horlick Dam, with a recommendation that the dam be removed as determined by Racine County and the WDNR. The reports and additional information related to the planning process can be found on the Commission website at www.sewrpc.org/rwr.

Wastewater Facility Planning Activities

An important element of the regional water quality management plan relates to recommendations for wastewater treatment plants and the wastewater conveyance systems that flow to those plants. Planning activities in 2015 in this category follow.

Wastewater Treatment Plants

During 2015, 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. A design report for expanding the aerobic digester capacity was reviewed for the City of Lake Geneva.

Sanitary Sewer Service Area Planning

The 1979 regional water quality management plan included preliminary recommended sanitary sewer service areas tributary to each recommended public sewage treatment plant within the Region. A total of 85 generalized sanitary sewer service areas were delineated in the adopted plan. Following adoption of the regional water quality management plan, work was undertaken to refine and detail these sewer service areas in cooperation with local units of government. Sewer service area maps have been adopted that identify the planned boundary of the sewer service area and also the location and extent of the primary environmental corridors within the service area. These corridors contain the best and most important elements of the natural resource base. Preserving the environmental corridor lands in essentially natural, open uses is considered essential to the maintenance of the overall quality of the environment and to avoiding serious and costly developmental problems. Urban development is 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.

During 2015, the Commission adopted amendments to the sanitary sewer service area plans for the Cities of Cedarburg and Kenosha and for the Villages of Fontana, Germantown, Grafton, Hartland, Mukwonago, and Walworth. Reports for all refined and detailed sanitary sewer service area plans are available from the Commission offices and also can be found on the Commission website at www.sewrpc.org/sewerserviceplanstatus.

Sanitary Sewer Extension Reviews

Following the adoption of the 1979 regional water quality management plan, rules were promulgated by the WDNR requiring that the Commission 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 sani-

tary 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 (subsequently renamed the Department of Commerce and then the Department of Safety and Professional Services) during 1985 require that the Commission 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 SPS 382.20(4) of the *Wisconsin Administrative Code*, the Wisconsin Department of Safety and Professional Services 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 cooperative agreement between the Wisconsin Departments of Safety and Professional Services and Natural Resources.

During 2015, review comments were provided on 74 proposed public sanitary sewer extensions and 72 proposed private main sewer or building sewer extensions, distributed by county as shown in Table 2.

Runoff Pollution Abatement Planning

The Commission provides assistance in planning and project review activities for a number of programs that are steps toward implementation of the runoff, or nonpoint source, pollution abatement recommendations set forth in the regional water quality management plan. These include programs administered by the WDNR and the Wisconsin Department of Agriculture, Trade and Consumer Protection. The programs provide cost-sharing funds for individual projects or land management practices to local governments and private land owners; the stormwater discharge permit system administered by the WDNR; and local-level stormwater management and land and water resource management planning programs. Related activities undertaken in 2015 follow.

Watershed-Based Permitting Framework

During 2015, the Commission staff served as a member of the Menomonee River Watershed-based Permit Partners Groups working to meet the permit conditions.

Table 2

COMMISSION SANITARY SEWER EXTENSION REVIEWS: 2015

County	Public Sanitary Sewer Extensions	Private Main Sewer or Building Sewer Extensions	Total
Kenosha.....	8	6	14
Milwaukee.....	10	25	35
Ozaukee.....	10	4	14
Racine.....	8	5	13
Walworth.....	3	5	8
Washington.....	7	6	13
Waukesha.....	28	21	49
Total	74	72	146

Jackson Creek Watershed

The Commission incorporated runoff pollution abatement considerations in development of the Jackson Creek watershed protection plan draft.

Mason Creek Watershed

The Commission incorporated runoff pollution abatement considerations in development of the Mason Creek watershed protection plan draft.

Root-Pike Watershed Initiative Network

The Commission continued service on the Root-Pike Watershed Initiative Network Resource Group that approves funding for water-quality-based projects. The Commission staff also worked with Root-Pike WIN to finalize a watershed restoration plan for the Root River watershed. That plan incorporated runoff pollution abatement considerations.

Lake and Stream Management Planning

The adopted regional water quality management plan recommends that lake and stream management plans be prepared for selected watersheds throughout the Southeastern Wisconsin Region (including areas directly tributary to each of the 101 major lakes lying within Southeastern Wisconsin) and for certain smaller lakes and streams in the Region. The Commission and the WDNR work with local lake community organizations, including lake and stream management associations, public inland lake protection and rehabilitation districts, and land trusts, to complete the preparation of such plans. The three types of plans prepared by the Commission staff are: 1) comprehen-

sive management plans that serve as guides to making decisions concerning the use and management of specific lakes and set forth recommended actions for the protection and rehabilitation of lake and stream water quality through a combination of measures, 2) protection plans that address a case-specific range of concerns facing a given lake or stream community, and 3) specific topic plans that address single-purpose planning needs such as aquatic plant management or water quality evaluation. Lake and stream management activities conducted by the Commission during 2015 follow.

Lake Management Planning

In 2015 the Commission staff completed and published a lake protection and aquatic plant management plan for Rock Lake in Kenosha County. The plan focused on the issues of aquatic plant growth, water quality, blue green floating algae, sedimentation, shoreline maintenance, the Lake spillway, recreation, public access, and wildlife, as well as recommendations to address the issues. It was documented in Community Assistance Planning Report No. 323, *A Lake Protection and Aquatic Management Plan for Rock Lake, Kenosha County*.

SEWRPC staff completed an amendment to the 2012 SEWRPC Staff Memorandum entitled, *An Aquatic Plant Management Plan Update for Waterford Impoundment, Racine County, Wisconsin*, which incorporated a new aquatic plant management technique. Staff also completed the Staff Memorandum entitled, *Groundwater investigation for Gilbert Lake in Washington County*.

SEWRPC staff also drafted lake management plans for Hooker Lake in Kenosha County, Pike Lake in Washington County, Denoon Lake in Waukesha County, and Pleasant and Whitewater-Rice Lakes in Walworth County. Staff continued to work on planning efforts for Silver and Gilbert Lakes in Washington County, and Little Muskego, Nagawicka, and Pewaukee Lakes in Waukesha County.

Other Lake Planning Efforts

The Commission staff also continued work on a pollution source evaluation for Silver Lake in Washington County that will help identify future planning and management needs. In addition, the staff continued work on a Kenosha County Lake and Stream Classifi-

cation project designed to inform the County's shoreland ordinance development efforts.

As part of 2015 fieldwork to evaluate a Silver Lake pollution source for the Lake Sanitary District, in July Commission staff discovered the invasive algal species starry stonewort on the Lake. The finding was significant, as starry stonewort was only first discovered in a Wisconsin lake by the WDNR in September 2014 as part of the ongoing monitoring of Little Muskego Lake by the WDNR, SEWRPC, and University of Wisconsin Extension staff and volunteers. By summer 2015, starry stonewort had been found in five lakes and the WDNR held a series of public meetings about the invasive species' characteristics and status, and prevention and management efforts to reduce and remove it. SEWRPC technical staff, the WDNR, and other lake monitoring entities now look for starry stonewort routinely as they conduct aquatic fieldwork in the Region. When the algae is found, specific recommendations to remove it will be provided in individual lake plans, including the forthcoming SEWRPC plan for Silver Lake.

Stream Management Planning

The Commission works with local units of government and the WDNR and Department of Transportation (WisDOT) to develop local stream system management plans and provide technical assistance for stream protection and restoration, including rehabilitation of impaired streams and re-creation of streams that have historically been subjected to ditching or channelization. The stream management planning activities conducted by the Commission during 2015 follow.

Stream Protection Planning

In 2015, the Commission drafted a watershed protection plan for Jackson Creek in Walworth County and the draft continues to be reviewed by the County, WDNR, and USEPA. The plan is intended to be a practical guide for communities in the watershed and vicinity—including Jackson Creek, Turtle Creek, Delavan Lake, and the Rock River—to work together to protect and improve land and water resources and meet water quality requirements for phosphorus and sediment in the watershed. The draft describes a recommended 10-year implementation program that includes best management practices, information and education activities, restoration practices,

estimated costs, potential funding sources, responsible agencies, and methods to gauge success. The planning process was initiated at the request of the Kettle Moraine Land Trust and is being conducted in cooperation with the Delavan Lake Improvement Association, Delavan Lake Watershed Initiative, Delavan Lake Sanitary District, University of Wisconsin Extension, and local governments including the Town of Delavan, City of Elkhorn, and Walworth County.

During 2015, the Commission worked toward completing a stream protection plan for Mason Creek in Washington and Waukesha Counties in cooperation with the North Lake Management District, Tall Pines Land Conservancy, Carroll University, and University of Wisconsin-Milwaukee (UWM).

The Jackson Creek and Mason Creek plans are primarily funded through an NR 195 River Planning and Management Grant from the WDNR. The planning projects are consistent with the recommendations set forth in the regional water quality management plan and the county land and water resource management plans. The plans will address the USEPA's nine elements for a watershed plan, which is required for future Federal grant eligibility. Accomplishment of the goals for each plan will result in the development of frameworks to protect and maintain the long-term health of these vital stream ecosystems and to benefit the surrounding communities through preservation of these resources.

Bridge and Culvert Replacement and Stream Relocation Projects

The Commission provides ongoing technical assistance relating to stream system management to the WDNR, WisDOT, local governments, and other organizations. The Commission conducts physical, chemical, and biological assessments and prepares preliminary stream design recommendations—including special provisions to improve fish and other aquatic organism passage and habitat—for bridges and/or culverts associated with construction projects as well as streambed/bank stability provisions for stream relocation projects. In 2015 such assistance was provided for the segment of IH 94 from Ryan Road to Rawson Avenue, tributaries to Oak Creek (Milwaukee County). This project included assessment, design, construction, and restoration techniques to improve aquatic organism passage and protect streambed and

streambank stability upstream and downstream of three box culvert structures.

Lake and Stream Management Educational and Advisory Services

The Commission provides a wide range of educational and advisory services relative to lake and stream management planning. Such efforts in 2015 follow.

- Participated in the Mukwonago River Fisheries Committee meetings held quarterly in partnership with The Nature Conservancy, Friends of the Mukwonago River, Eagle Spring Lake Management District, University of Wisconsin-Waukesha, Wisconsin Lutheran College, and the WDNR.
- Participated in meetings of the Mukwonago River Initiative, which includes representatives from the Friends of the Mukwonago River, Eagle Spring Lake Management District, Town of East Troy, Village of Mukwonago, Kettle Moraine Land Trust, The Nature Conservancy, and the WDNR.
- Participated in the annual meetings for the Bark Lake Association, and the Lake Management Districts for Whitewater-Rice Lake, Hooker Lake, and Pike Lake, which included formal presentations by the Commission staff.
- Participated in meetings and teleconferences focused on the current extent, potential spread, and management alternatives for the most recent Aquatic Invasive Species (AIS) starry stonewort.

Lake and Stream Management Technical Advisory Services

The Commission also provides a wide range of technical services relative to lake and stream management planning. Such efforts in 2015 follow.

- Provided support to Milwaukee County for the environmental assessment of the Estabrook dam on the Milwaukee River. This support included explanation of the hydraulic analyses of the alternatives for the dam.
- The Commission continued to serve as a technical advisor to the Southeastern Wisconsin Fox River Commission (SEWFRC) and provided five presentations about boundary expansion to local

governments. SEWFRC was created to address water resources problems in the Illinois Fox River system, including restrictions on navigation, water uses, water quality, and flooding and drainage along the Fox River main stem and its impoundments. More information about SEWFRC can be found at www.sewfr.org.

- Served as Co-Primary Investigator along with the WDNR to provide technical assistance for the Gateway to Improved Long-term Spawning (GILS) project for Groundwork Milwaukee, Inc. The purpose of this project was to improve fish habitat within the sheet-piling-lined reaches of the Menomonee River, Kinnickinnic River, and Milwaukee River portions of the Milwaukee Harbor estuary by installing habitat underwater baskets. These devices are floating structures designed to introduce quality habitat for fish and to provide resting areas to facilitate fish passage from Lake Michigan to the upstream areas of these river systems. More information can be found on the Groundwork Milwaukee website at <http://groundworkmke.org/programs.html>.
- Served as a guest lecturer on environmental planning and natural resources management issues for the Biological Sciences and Conservation and Environmental Sciences Departments at UWM and Wisconsin Lutheran College, respectively.
- Provided technical assistance to MMSD for fish passage, concrete removal, and stream restoration projects in the Menomonee River near Miller Park, the Kinnickinnic River from S. 27th Street through Jackson Park, the Burnham Canal sediment remediation and wetland restoration project, and the ongoing Corridor Study Update relating to physical, chemical, and biological databases along stream corridors.
- The Commission continued to assist the WDNR and the Milwaukee Estuary Area of Concern (AOC) fish and wildlife technical team by participating in meetings and reviewing and commenting on the fish and wildlife plan being developed as part of this project.
- Assisted Waukesha County in developing an application for a Chapter NR 198 WDNR Aquatic Invasive Species (AIS) Education, Prevention, &

Planning grant to fund an AIS Coordinator along with Washington County, collect and summarize AIS information for 48 lakes in the County, conduct AIS surveys on five to ten lakes, and prepare summary AIS maps.

- Continued to serve on the statewide Wisconsin Wetlands Association's Land Use and Wetlands Advisory Group.
- Presented planning efforts and provided advisory services at the Walworth County Lakes Association annual meeting
- Gave formal presentations of lake management related topics to two nonprofit organizations including the "Wild Ones" Kettle Moraine Chapter and the Friends of the Mukwonago River.
- Served as a member of the Menomonee River Watershed-based Permit Partners Group working to meet the permit conditions.
- Provided advisory services to the Ozaukee County Fish Passage Program regarding the management of barriers on Mineral Springs Creek, a unique Lake Michigan direct tributary stream hosting native coldwater fish species and a naturalized population of Pacific salmonids. Provided review of fluvial geomorphology, hydrology/hydrogeology, water resource engineering elements, and fish habitat/passage function.
- Discussed design elements that could be developed to mitigate the effects of impervious surface runoff on Lake Michigan direct drainage ravines at Schlitz Audubon Nature Center.
- Examined methods to reduce sediment and nutrient yields from zero- and first-order drainage-ways on marginal agricultural land for the Ozaukee-Washington Land Trust. Discussed concepts that could enhance riparian, transient quiet water, and nearby upland habitat ecological value. Discussed potential value for phosphorus adaptive management in the Milwaukee River watershed.

Regional Water Supply Planning

The Commission's water supply planning program includes three elements. The first element was com-

pleted in 2002 and consists of basic groundwater resource inventories. The second element was completed in 2004 and consists of the development of a groundwater simulation model for the Region. The third element was completed in 2010 and consists of the preparation of a regional water supply plan. The completion of these elements involved interagency partnership programs with the U.S. Geological Survey (USGS), the Wisconsin Geological and Natural History Survey (WGNHS), UWM, the WDNR, and the public water supply utilities serving the Region.

During 2015, the Commission staff: 1) incorporated in the Rock Lake protection and aquatic plant management plan, the regional water supply plan recommendations related to preservation of groundwater recharge areas; 2) coordinated with the WDNR staff on issues related to the Waukesha water supply service area; 3) provided comments at three hearings for the Waukesha water diversion application, in the Cities of Waukesha, Milwaukee, and Racine; and 4) participated in the activities of the Wisconsin Water Conservation Coalition.

Floodplain and Stormwater Management Planning

The Commission's floodplain management program was initiated through preparation of comprehensive watershed plans beginning in 1966—long before the concepts of local floodplain zoning and Federal flood insurance had been widely adopted—and extending through 2003. The major watersheds in the Region are shown on Map 20. From 1966 through 2003, comprehensive plans were prepared for the following watersheds: Root River, Fox River, Milwaukee River, Menomonee River, Kinnickinnic River, Pike River, Oak Creek, and Des Plaines River. In addition to addressing issues attendant to land use development, park and open space development and preservation, water quality, and flooding, those plans included development of detailed flood profiles and floodplain maps along numerous streams and rivers within those watersheds. The information has been refined and updated over time, and it has been, and continues to be, the basis for local floodplain zoning and Federal flood insurance mapping throughout much of the Region.

The floodplain and stormwater management planning activities undertaken by the Commission during 2015 follow.

Menomonee River Floodplain Revisions

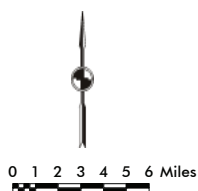
Continued coordination with FEMA regarding a conditional letter of map revision (CLOMR) application for the floodplain along the main stem of the Menomonee River in the approximately 8.4-mile-long reach extending from the confluence with Underwood Creek near W. North Avenue, downstream to the River's mouth at its confluence with the Milwaukee River in the Milwaukee Harbor estuary. In 2010, the Commission staff created a hydraulic model of the River that incorporated numerous flood mitigation projects implemented over the past decade by MMSD and/or the Cities of Milwaukee and Wauwatosa, along with projects committed to be implemented in the near future. The incorporation of those projects—representing over a decade of progress in flood mitigation—in a single hydraulic model is a major achievement that will greatly assist the cities in administering floodplain zoning and MMSD in completing additional flood mitigation projects.

Milwaukee Area Floodplain Mapping Updates

The following work in 2015 was performed under the floodplain mapping program for the Milwaukee County Automated Mapping and Land Information System (MCAMLIS) Steering Committee and the Metropolitan Milwaukee Sewerage District (MMSD):

- Continued work on developing the hydrologic and hydraulic models for the Root River watershed. The project involves mapping the 10-, 4-, 2-, 1-, and 0.2-percent annual-probability (10-, 25-, 50-, 100-, and 500-year recurrence interval) floodplains along 28 streams in the watershed, including the main stem of the Root River. This project involves lands in Milwaukee County parks; the Cities of Franklin, Greenfield, Milwaukee, Muskego, New Berlin, Oak Creek, and West Allis; and the Villages of Greendale and Hales Corners. Work on the hydrologic model included updating meteorological data, preparing land use data by subbasin for planned year 2035 conditions, and developing flow-routing information for all of the 28 streams, including the entire Root River main stem.
- Began developing hydraulic models using the U.S. Army Corps of Engineers HEC-GeoRAS model for Tess Corners Creek and Tributary in the Cities of Muskego, New Berlin, and Franklin; Wildcat Creek in the Cities of New Berlin and

- SUBCONTINENTAL DIVIDE
- WATERSHED BOUNDARY
- PERENNIAL STREAMS
- MAJOR LAKES



Franklin; Whitnall Park Creek and Tributaries in the Village of Hales Corners and City of New Berlin; Hale Creek in the City of West Allis; and Ryan Creek and Tributary in the City of Franklin. Continued developing HEC-GeoRAS models for 17 other Root River tributaries and the Root River main stem, which flows through the Milwaukee County Root River Parkway in the Cities of Franklin, Greenfield, and West Allis, and the Village of Greendale. HEC-GeoRAS enables use of a digital elevation model, developed from 2010 Milwaukee and 2012 Waukesha County LiDAR data, to automate the process of developing stream channel and overbank cross section geometries and mapping floodplain limits.

- Completed mapping the floodplain along the Little Menomonee River and Little Menomonee Creek in the City of Mequon. This is a continuation of the previously completed mapping effort for this stream in the City of Milwaukee.
- Continued an update of the hydraulic model for the Menomonee River main stem upstream of W. North Avenue in the Cities of Milwaukee and Wauwatosa. This effort also encompasses the entire Menomonee River upstream into Waukesha and Washington Counties.
- Began developing 2035 floodplains and damages in support of the MMSD 2050 Facilities Plan. Hydrologic model work was initiated for the Milwaukee River, Brown Deer Park Creek, and Beaver Creek.

FEMA RiskMAP Program

Work performed in 2015 in support of the Federal Emergency Management Agency (FEMA) Risk Mapping Assessment and Planning (RiskMAP) Program follows.

- Coordinated with FEMA, the WDNR, and the concerned counties to address issues related to the RiskMAP Program for the Milwaukee River Basin (Menomonee and Milwaukee River watersheds) in Milwaukee, Ozaukee, Washington, and Waukesha Counties.
- Continued coordination with the FEMA study contractor regarding the Great Lakes Coastal Flood Hazard Study being conducted under the RiskMap Program.

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 21).

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 2015, there were 37 continuous-recording streamflow gages in operation on stream reaches entering, lying within, or originating within the Region. Of the 37 gages, 15 were financially supported by Waukesha County, the MMSD, the Kenosha Water Utility, the City of Delafield, the Upper Nemadbin Lake Management District, and the City of Racine and the Racine Water and Wastewater Utilities under the Commission's cooperative program. For the other 22 gages, the cooperating agencies with the USGS are indicated on Map 21. In addition, in 2015 there were two gages at which water levels, but not streamflow, were continuously recorded. These included one at Geneva Lake in the City of Lake Geneva and one at Wind Lake in the Town of Norway.

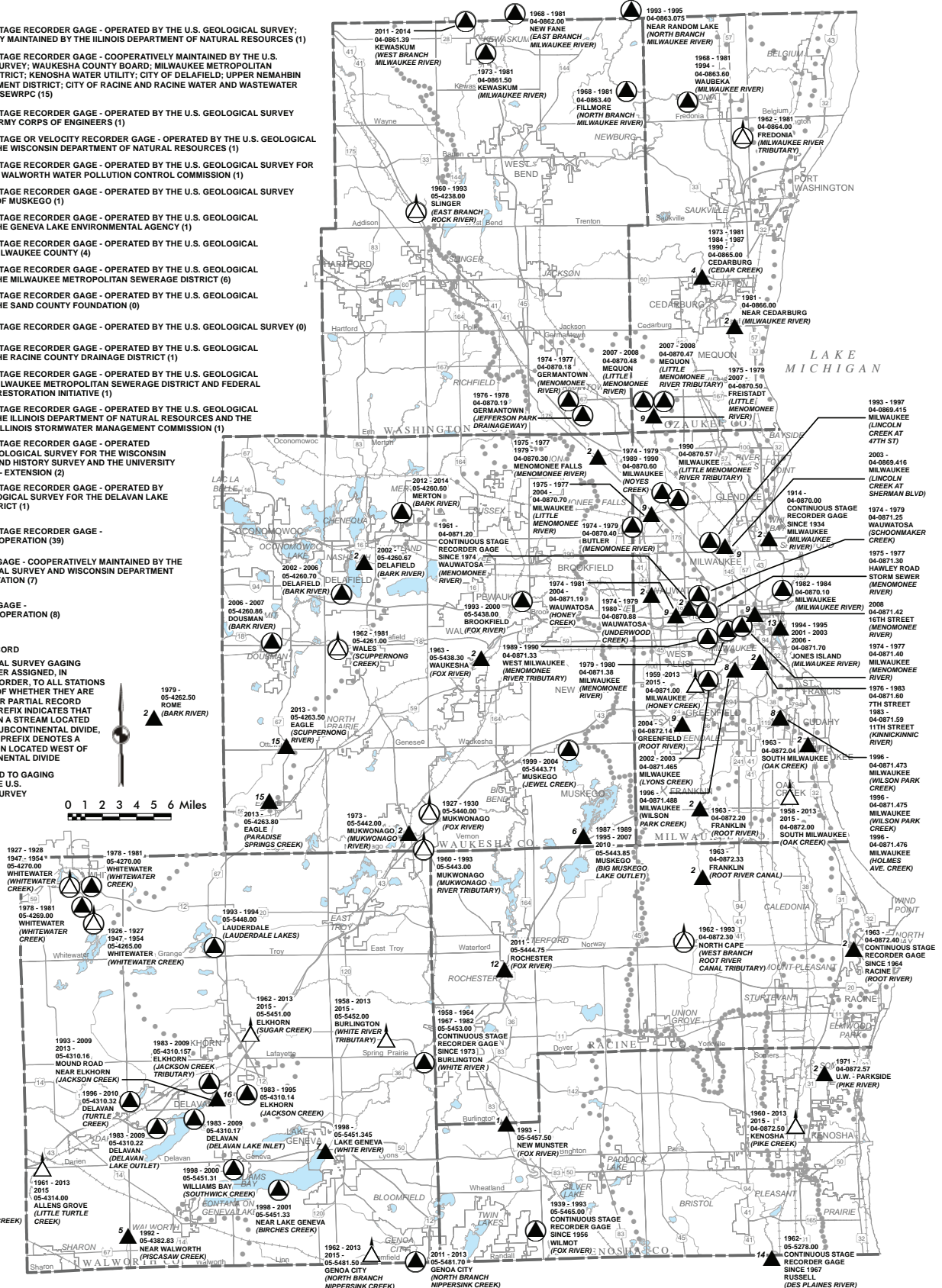
Floodplain and Stormwater Management Educational and Technical Advisory Services

The Commission provides a wide range of educational and technical advisory services relative to floodplain and stormwater management planning. Such efforts in 2015 follow.

- Continued revising the hydraulic analyses and floodplain mapping for the updated hydrologic analysis for the Kinnickinnic River watershed that was previously developed under the MCAMLIS/MMSD floodplain mapping program. The hydrologic revision was made to address concerns raised by the WDNR as part of its review of that analysis and incorporated consideration of recent flood events that occurred over the watershed subsequent to the initial MCAMLIS/MMSD analysis.

LOCATIONS OF U.S. GEOLOGICAL SURVEY STREAM-GAGING STATIONS: 2015

- 1 ▲ CONTINUOUS STAGE RECORDER GAGE - OPERATED BY THE U.S. GEOLOGICAL SURVEY; COOPERATIVELY MAINTAINED BY THE ILLINOIS DEPARTMENT OF NATURAL RESOURCES (1)
 - 2 ▲ CONTINUOUS STAGE RECORDER GAGE - COOPERATIVELY MAINTAINED BY THE U.S. GEOLOGICAL SURVEY; WAUKESHA COUNTY BOARD; MILWAUKEE METROPOLITAN SEWERAGE DISTRICT; KENOSHA WATER UTILITY; CITY OF DELAFIELD; UPPER NEMAHAINE LAKE MANAGEMENT DISTRICT; CITY OF RACINE AND RACINE WATER AND WASTEWATER UTILITIES; AND SEWRPC (15)
 - 3 ▲ CONTINUOUS STAGE RECORDER GAGE - OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR THE U.S. ARMY CORPS OF ENGINEERS (1)
 - 4 ▲ CONTINUOUS STAGE OR VELOCITY RECORDER GAGE - OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES (1)
 - 5 ▲ CONTINUOUS STAGE RECORDER GAGE - OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR THE FONTANA - WALWORTH WATER POLLUTION CONTROL COMMISSION (1)
 - 6 ▲ CONTINUOUS STAGE RECORDER GAGE - OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR THE CITY OF MUSKOGEE (1)
 - 7 ▲ CONTINUOUS STAGE RECORDER GAGE - OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR THE GENEVA LAKE ENVIRONMENTAL AGENCY (1)
 - 8 ▲ CONTINUOUS STAGE RECORDER GAGE - OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR MILWAUKEE COUNTY (4)
 - 9 ▲ CONTINUOUS STAGE RECORDER GAGE - OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR THE MILWAUKEE METROPOLITAN SEWERAGE DISTRICT (6)
 - 10 ▲ CONTINUOUS STAGE RECORDER GAGE - OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR THE SAND COUNTY FOUNDATION (0)
 - 11 ▲ CONTINUOUS STAGE RECORDER GAGE - OPERATED BY THE U.S. GEOLOGICAL SURVEY (0)
 - 12 ▲ CONTINUOUS STAGE RECORDER GAGE - OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR THE RACINE COUNTY DRAINAGE DISTRICT (1)
 - 13 ▲ CONTINUOUS STAGE RECORDER GAGE - OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR MILWAUKEE METROPOLITAN SEWERAGE DISTRICT AND FEDERAL GREAT LAKES RESTORATION INITIATIVE (1)
 - 14 ▲ CONTINUOUS STAGE RECORDER GAGE - OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR THE ILLINOIS DEPARTMENT OF NATURAL RESOURCES AND THE LAKE COUNTY ILLINOIS STORMWATER MANAGEMENT COMMISSION (1)
 - 15 ▲ CONTINUOUS STAGE RECORDER GAGE - OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR THE WISCONSIN GEOLOGICAL AND HISTORY SURVEY AND THE UNIVERSITY OF WISCONSIN - EXTENSION (2)
 - 16 ▲ CONTINUOUS STAGE RECORDER GAGE - OPERATED BY THE U.S. GEOLOGICAL SURVEY FOR THE DELAVAN LAKE SANITARY DISTRICT (1)
- ▲ CONTINUOUS STAGE RECORDER GAGE - NO LONGER IN OPERATION (39)
- ▲ CREST STAGE GAGE - COOPERATIVELY MAINTAINED BY THE U.S. GEOLOGICAL SURVEY AND WISCONSIN DEPARTMENT OF TRANSPORTATION (7)
- ▲ CREST STAGE GAGE - NO LONGER IN OPERATION (8)
- 1962 PERIOD OF RECORD
- 05-4261 U.S. GEOLOGICAL SURVEY GAGING STATION NUMBER ASSIGNED, IN DOWNSTREAM ORDER, TO ALL STATIONS REGARDLESS OF WHETHER THEY ARE CONTINUOUS OR PARTIAL RECORD GAGES. A "4" PREFIX INDICATES THAT THE GAGE IS ON A STREAM LOCATED EAST OF THE SUBCONTINENTAL DIVIDE, WHEREAS A "5" PREFIX DENOTES A GAGING STATION LOCATED WEST OF THE SUBCONTINENTAL DIVIDE
- WALES NAME ASSIGNED TO GAGING STATION BY THE U.S. GEOLOGICAL SURVEY



- Continued work on a Honey Creek watercourse system plan for MMSD. The plan will address flooding mitigation and stream rehabilitation in the Cities of Greenfield, Milwaukee, Wauwatosa, and West Allis.
- Continued work on a Schoonmaker Creek water-course system plan for MMSD. This plan will address flooding and stormwater mitigation in the Cities of Wauwatosa and Milwaukee.
- Received approval from the WDNR for the LOMR for the Beaver Creek floodplain mapping project in the City of Milwaukee and the Village of Brown Deer.
- Performed hydraulic analyses for the City of Milwaukee for the proposed modifications to the North 51st Boulevard bridge over Lincoln Creek.
- Submitted a complete LOMR application to Kenosha County for signature for Unnamed Tributary No. 1 to Hooker Lake.
- Reviewed information relative to the perceived high water elevation on Hooker Lake in Kenosha County and provided comments and advice to the Hooker Lake Management District and the Wisconsin Department of Natural Resources.

Staff also responded to 32 requests for hydrologic and hydraulic data for 18 streams, rivers, and lakes throughout the Region.

Hazard Mitigation Planning

Hazard mitigation plans outline local strategies for mitigating hazards such as flooding, drought, lake-shore erosion, vehicle crashes, railway accidents, severe weather, hazardous material leaks and spills, and other hazards that primarily involve the physical environment. They provide preventative recommendations such as infrastructure improvements to reduce damages from flooding and manage stormwater flows.

Hazard mitigation plans are required by the Federal Emergency Management Agency (FEMA) for local governments to receive Federal funding for mitigation projects.







SEWRPC continued work on a new hazard mitigation plan for Washington County, an update to the

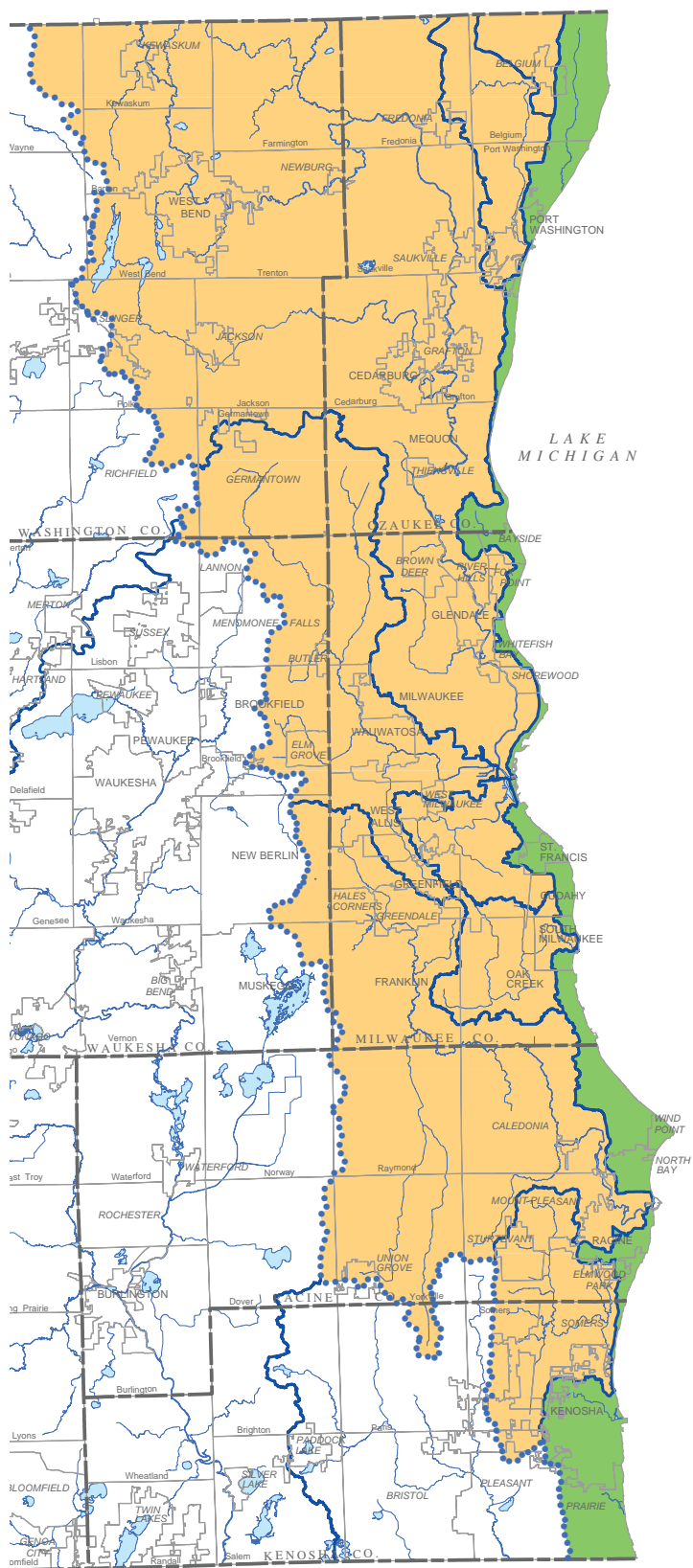
2010-2015 plan for Racine County, and an update to the 2011-2015 plan for Kenosha County. In 2015, the planning process for each county included the development of a governmental and technical planning group, a comprehensive inventory and analysis of existing reports of incidents such as severe weather events and motor vehicle and railway-related events, and an inventory of characteristics including population and land use data. The Commission staff also conducted assessments with the planning teams to obtain local feedback about hazards and the level of vulnerability to each hazard provided.

Coastal Management Planning

During 2015, the Commission continued to provide assistance to the Wisconsin Department of Administration in the conduct of the Wisconsin Coastal Management Program. The Wisconsin Coastal Management Program was established in 1978 under the Federal Coastal Zone Management Act to preserve and improve Wisconsin's Great Lakes coastal resources for present and future generations. The program works to achieve the following objectives:

- Improve the implementation and enforcement of state statutes, policies, regulations and programs affecting the Great Lakes;
- Improve the coordination of activities undertaken by Federal, State, and local governments on matters affecting key coastal uses and areas;
- Strengthen the capacity of local governments to undertake effective coastal management;
- Advocate the wise and balanced use of the coastal environment; and
- Inform the public about coastal issues and increase opportunities for citizen participation in decisions affecting the Great Lakes. The Commission is committed to working in partnership with the Wisconsin Coastal Management Program to improve and enhance the ecological, economic and aesthetic assets of Lake Michigan and its coastal communities as shown in Map 22. The Commission provides various technical services in coastal-related activities within the Region to support planning and/or project implementation for local units of government that include: coordinating technical and financial assistance, undertaking technical studies to protect vital infrastructure

-  EXTENT OF COASTAL SHORELINE AREAS
-  EXTENT OF COASTAL WATERSHED AREAS
-  SUBCONTINENTAL DIVIDE
-  WATERSHED BOUNDARY
-  PERENNIAL STREAMS
-  MAJOR LAKES



and natural resources, assisting in public information and educational activities, maintaining a Technical and Citizen Advisory Committee on Coastal Management in Southeastern Wisconsin, and assisting in the designation of special coastal areas to ensure financial eligibility for management activities.

During 2015, Commission activities were focused on conducting field investigations attendant to wetlands and other sensitive lands in the coastal management area (see Map 22), reviewing proposed sanitary sewer extensions in the coastal management area, assisting counties, local units of government, and non-governmental organizations with programs that incrementally improve near-shore water quality and habitat value, and briefing the Wisconsin Coastal Council on Commission planning activities under the coastal zone management program.

HOUSING PLANNING

Work on a regional housing plan was completed in 2013. The plan was approved by the Regional Housing Plan Advisory Committee in January 2013 and was adopted by the Commission in March 2013. A summary of the plan recommendations is provided in Part One of this report. Monitoring activities related to the plan are included in Part Three of this report.

LOCAL PLANNING ASSISTANCE

While the Commission's core mission involves the preparation and adoption of advisory regional plans, the State regional planning enabling legislation authorizes regional planning commissions to work closely with their member counties and local units of government in the implementation of those plans and in carrying out a wide variety of local planning and related activities, including economic development activities. Toward this end, the Commission assists the county and local governments in the Region in preparing and adopting county and local plans, in preparing and adopting county and local land-use-related ordinances, in providing review comments on development proposals, in providing a wide range of data related to planning, and in carrying out economic development activities. The related activities conducted in 2015 follow.

Comprehensive Plans

Between 2004 and 2011, the Commission staff assisted county and local units of government in the Re-

gion in preparing comprehensive plans in accordance with the State comprehensive planning law (Section 66.1001 of the Wisconsin Statutes). Commission assistance included the preparation of multi-jurisdictional comprehensive plans for Kenosha, Ozaukee, Racine, Walworth, and Washington Counties,¹ with a total of 78 cities, villages, and towns participating in those multi-jurisdictional planning efforts. The multi-jurisdictional plans have been adopted by each of the concerned county boards. The governing bodies of the participating cities, villages, and towns have either adopted the multi-jurisdictional plan or adopted a community plan based on the multi-jurisdictional plan. The Commission also provided data and technical assistance to Waukesha County in the preparation of its multi-jurisdictional comprehensive plan. The Commission provided data, other assistance, and review comments to cities and villages in Milwaukee County and cities, towns, and villages in other counties upon request.

After 2011, work shifted to assistance with updating and implementing comprehensive plans. In 2012 through 2015, Commission staff continued to respond to requests from local governments for assistance with plan updates and in determining consistency between local plans and implementing ordinances. During 2015, the Commission completed work on an update to the Town of Belgium comprehensive plan in order to maintain consistency between the Town plan and the Ozaukee County farmland preservation plan, and the Town plan and a new Town zoning ordinance and map prepared for the Town by the Commission to meet the requirements of the Wisconsin Farmland Preservation Program enacted by the Legislature in 2009.

Also during 2015, the Commission staff organized and held a meeting with County planners from Kenosha, Ozaukee, Racine, Walworth, Washington, and Waukesha Counties to discuss the procedure and content of the 10-year plan updates required by Section 66.1001(2)(i) of the Statutes. Commission staff also worked with Washington County to develop a scope of work and budget for updating the Washington County comprehensive plan beginning in 2016. Information to help county and local governments

¹*Milwaukee County has not prepared a comprehensive plan because it does not administer a zoning, land division, or official mapping ordinance.*

update comprehensive plans was developed and posted on the Commission website.

County and Local Ordinances

- Completed work on a comprehensive update to the Town of Belgium zoning ordinance and zoning map. SEWRPC staff also assisted the Town in completing a Farmland Preservation Zoning Ordinance Certification Application and compiling attendant information for review by the Wisconsin Department of Agriculture, Trade and Consumer Protection (DATCP). DATCP subsequently certified the Town zoning ordinance and map as a farmland preservation zoning ordinance and map. SEWRPC staff also prepared a companion amendment to the Town comprehensive plan to maintain consistency between the plan and the new zoning ordinance and map, and minor amendments to the Town land division ordinance. The updated zoning ordinance and zoning map, amendment to the Town comprehensive plan, and amendments to the Town land division ordinance were adopted by the Town Board in July 2015.
- Updated and reprinted the Town of Polk zoning ordinance to reflect recent amendments adopted by the Town Board. An update of the Town zoning map was also completed to reflect amendments adopted by the Town Board, and to update floodplain, shoreland, and wetland boundaries.
- Initiated work on an update to the Town of Addison zoning ordinance and zoning map. Zoning ordinance changes will include provisions for lot averaging and allowing conversion of farmhouses to duplexes in the agricultural zoning district, creating a new Mixed-Use Business district, and revising the downtown district to allow certain residential uses by right; updates to reflect changes to State law and regulations with regard to nonconforming structures, wind towers, cell towers, and livestock facilities; and a Supreme Court decision in June 2015 related to sign regulations. SEWRPC staff also assisted the Town in updating the Town land division ordinance to reflect recent changes to the State platting law (Chapter 236 of the Wisconsin Statutes), including changes to fee-in-lieu of dedication requirements, transmittal of plats to objecting agencies, and timelines for review of proposed land divisions.
- Initiated work on a comprehensive update to the Kenosha County Subdivision Control Ordinance to reflect recommendations from the adopted Kenosha County comprehensive plan and bicycle plan, design guidelines and other provisions from SEWRPC's model land division ordinance, and current State requirements for land divisions and platting.
- Prepared a draft update to the Village of Kewaskum zoning map to reflect rezonings approved by the Village Board since the map was adopted in May 2004. The boundaries of floodplain zoning districts were also updated to reflect updated floodplain mapping by the Federal Emergency Management Agency that took effect in November 2013. Information on the location of shoreland-wetlands subject to the zoning requirements of NR 117 and the limits of shoreland areas annexed by the Village after May 7, 1982, and subject to the zoning requirements in Section 61.353 of the Statutes were also identified. The draft zoning map and related information were provided to the Village for review.

Review and Advisory Services

- Attended a meeting of the Town of Paris Plan Commission to discuss and answer questions from Commissioners regarding a potential amendment and update to the Town comprehensive plan to allow residential development at rural densities, potentially by requiring the use of cluster or lot averaging design.
- Attended a meeting of the Town of Fredonia Plan Commission to discuss potential amendments to the Town comprehensive plan and zoning ordinance to incorporate the farmland preservation areas identified in the Ozaukee County Farmland Preservation Plan into the Town plan and ordinance. The Town of Fredonia decided not to proceed with adopting farmland preservation zoning at this time.
- Assisted the Mukwonago River Initiative workgroup in implementing the recommendations of the Mukwonago River Watershed Protection Plan, which was prepared with assistance from SEWRPC. Potential implementation measures

being discussed include developing sample regulations that could be added to local ordinances (i.e. zoning, land division, stormwater management) to maintain and/or improve water quality and quantity in the Mukwonago River; developing and distributing materials to educate the public about green development and stormwater infrastructure; and possibly helping to fund implementation of green infrastructure.

- Reviewed and provided comments on a model wetland ordinance prepared by the Wisconsin Wetlands Association.
- Provided planning and design related comments and information to four design teams by participating in a Waterfront Innovations Design Charrette for the Harbor District in the City of Milwaukee.
- Provided information on farmland preservation planning and data related to food production systems/development in the Region to a team in Chicago working on a regional food study for the Chicago “foodshed” area covering the southwestern Michigan, northwestern Indiana, southeastern Wisconsin, and Chicago regions. The team consists of Openlands, the Chicago Metropolitan Agency for Planning, the Liberty Prairie Foundation, and Fresh Taste.
- Continued work on comprehensive maps of existing and potential water trails (for canoeing and kayaking) in the Region, including an inventory of existing and planned access points, for use in county and local park and open space plans, and provided water trail information to Waukesha County staff in response to their request.

Data Provision

- Provided information to the Town of Belgium on regulating proposed buildings and other structures on nonconforming lots, State requirements related to firearms, and variances.
- Provided information on community living arrangements/community based residential facilities to the Towns of Belgium, Jackson, and Polk. A summary of State requirements for these facilities is available on the Commission website.
- Provided information and sample forms for amending the Town comprehensive plan to the Town of Barton. The sample forms are available on the Commission website.
- Provided information on the procedure for establishing railroad quiet zones to the Town of Addison.
- Provided information on historic zoning in the Village of Elmwood Park to assist the Village with a possible “land swap” of Village-owned park land.
- Provided historic population and housing data for the City, County, and State to the City of West Bend.
- Provided American Community Survey (ACS) data on household incomes and housing cost burdens for homeowners and renters in the City of Saint Francis to a consultant assisting the City with an update of its comprehensive plan.
- Provided current housing unit and forecast household data to a private consultant for use in school facility planning efforts for the Waukesha School District.
- Provided current and forecast population levels and selected Census demographic data for the Oconomowoc School District, for use in preparing enrollment projections.
- Provided Census data and school drop-out levels for Kenosha County to Big Brothers and Sisters of Racine and Kenosha Counties for a grant application.
- Provided detailed and existing and planned population, household, and employment data to the UW-Milwaukee School of Architecture and Urban Planning for a bus rapid transit course.
- Provided household and population estimates within the Blackhawk Sanitary District for a grant proposal.
- Provided GIS files of local comprehensive plan maps for communities in Racine County, as well as various Commission land use and natural resource inventories, to Racine County planning staff for use in day-to-day planning efforts.

- Provided GIS files of 2010 environmental corridors for the Town of Genesee to a private consultant for use in updating the Town zoning map; for the Town of Paris to a private consultant for use in updating the Town's comprehensive plan; and for the Village of Menomonee Falls to the Village for use in updating the Village comprehensive plan.
- Provided GIS files of environmental corridors to the Waukesha County Land Conservancy to assist the organization's efforts to prepare maps of their protected properties.
- Provided a map of existing 2010 land use in the Region to a private company for use in a potential business siting evaluation.
- Provided tabular data of 2010 land uses in the City of Pewaukee to City planning staff for use in local planning efforts.
- Provided GIS files of urban areas served by public sanitary sewers in 2010 to the Wisconsin Department of Natural Resources for use in ongoing Department projects.
- Provided resource data sets—including environmental corridors, wetlands, natural areas, and critical species habitat sites—to a consultant preparing a comprehensive outdoor recreation plan for the Village of East Troy in Walworth County.
- Provided a presettlement vegetation data set to a biologist at the Morton Arboretum in Illinois. The data will be used in preparation of a presettlement vegetation map of Northeastern Illinois.
- Delivered GIS data to a conservation organization working with the Metropolitan Milwaukee Sewerage District (MMSD) for use in the District's water quality planning program. The data sets included watershed and sewer service area boundaries and farmland preservation maps.
- Delivered several digital data sets to the Wisconsin Department of Transportation and to consultants working on Department projects. Requests included topographic data for areas in Washington and Walworth Counties, and wetlands data sets covering all of Walworth County.
- Prepared an updated Farm Fresh Atlas of Southeastern Wisconsin for the UW Co-operative Extension in Kenosha and Racine Counties, an effort to help promote local food production and consumption by providing descriptions and locations of farms, farmers markets, and restaurants and businesses that use and sell locally produced food.
- Provided digital orthophotography files and historical aerial photography imagery to nine requesting parties—including such interests as the University of Wisconsin-Milwaukee Map Library, a surveying firm, and several environmental consulting firms—for use in a variety of planning activities.
- Responded to an additional 37 requests for digital land information data sets to various municipalities, government agencies, and private consultants for use in their planning activities, such as the provision of several GIS data sets to Racine County for use on the County's interactive mapping website.

Economic Development

The Commission assists county and local units of government and economic development organizations in the Region in pursuing economic development activities and promotes the coordination of local economic development plans and programs. Assistance provided during 2015 follows.

Project Planning

- SEWRPC completed a Comprehensive Economic Development Strategy (CEDS) for Southeastern Wisconsin in collaboration with the Southeast Wisconsin Regional Economic Partnership (REP). The REP includes representatives from each county Economic Development Organization (EDO) or, in those counties without an EDO, county economic development staff; the City of Milwaukee; Wisconsin Energies; the Milwaukee 7 (M7); and SEWRPC. The REP works closely with the Wisconsin Economic Development Corporation (WEDC). The CEDS was adopted by all seven County Boards in the Region and by the Regional Planning Commission in late 2015, and will be submitted to the U.S. Department of

Commerce – Economic Development Administration (EDA) in 2016.

- The CEDS is intended to provide a basis for a more widespread understanding of the ongoing economic development work program in the Region and draws heavily from the “Framework for Economic Growth” report prepared in 2013 by the M7. The strategy identifies the business clusters comprising 1) energy, power, and controls; 2) water technologies; 3) food and beverage manufacturing; 4) finance and insurance services; 5) corporate headquarters and business services; and 6) medical technology and bioscience as having the best potential for economic growth, expansion, and attraction in the Region. The CEDS recommends that development efforts enhance the export capability of businesses; align workforce development with growth opportunities in the key clusters; enhance innovation and entrepreneurship; focus on “economic place-making” in the central cities and strategic locations throughout the Region; modernize regional infrastructure; and enhance inter-jurisdictional cooperation.
- The CEDS is also intended to meet the requirements of the EDA for regional economic development strategic planning. County and local governments with census tracts that meet EDA criteria for economic distress are eligible to apply for certain EDA grants to benefit the economically distressed areas based on County Board approval of the CEDS. EDA identifies economically distressed census tracts based on unemployment rates of 1 percent or more above the national average, or per capita incomes 80 percent or less than the national average. A total of 223 census tracts, or 42 percent of census tracts in the Region met the economic distress criteria in May 2015, based on five-year American Community Survey data from 2009-2013.
- SEWRPC provided data and other assistance to Waukesha County staff preparing a County economic development plan. SEWRPC assisted in the development of the survey questionnaire, attended advisory committee meetings, and provided review comments on the draft report. SEWRPC also provided an inventory of existing and proposed business parks in the County, housing

and employment data, forecasts of future population and employment levels developed as part of the Commission’s VISION 2050 planning effort, and information on economic development programs established by local governments in the County for inclusion in the County plan.

Economic Development Data

- Made available the Economic Modeling Specialist International (EMSI) Analyst software to county and local governments and economic development organizations in cooperation with WEDC. EMSI Analyst is a web-based economic development tool that includes extensive industry, occupation, and workforce data. County and local economic development organizations and units of government can request Commission staff to apply the software to conduct analyses. SEWRPC staff provided 46 EMSI reports in response to 14 data requests during 2015.
- Completed an inventory of existing and proposed business parks in Waukesha County for use in Commission land use, comprehensive, and economic development planning. The inventory has been posted on the Commission’s website. A draft inventory was completed for Milwaukee County and meetings were held with each local government to review the inventory. Work on the inventories for Milwaukee County and the remaining five Counties will be completed in 2016.

Federal and State Grant-In-Aid Support

- Administered for Kenosha County several Federal grant awards to acquire and remove homes located in the Fox River floodplain, and provided assistance in seeking funding opportunities for future acquisitions.

Revolving Loan Fund Support

- Provided assistance to the City of Muskego and the Villages of Menomonee Falls and Shorewood in administering existing and approving new loans from revolving loan fund programs that support business development. This activity includes meeting with individuals in the private sector who seek information about these revolving loan programs.

- The Commission has provided staff support to the Kenosha County Housing Authority since 1985 in the administration and management of the County's housing rehabilitation revolving loan fund (RLF) program. A Commission staff member serves as the Housing Authority's Program Coordinator and is responsible for providing information to county residents, outside the City of Kenosha, for the packaging and closing of new housing assistance loans and for servicing outstanding loans. During 2015, one new loan was made and 15 loans were serviced.

SEWRPC staff also coordinated the County loan program and loan applications with the Southern Housing Region established by the Wisconsin Department of Administration (DOA). The Southern Housing Region was established in 2012 to administer housing-related community development block grant funds awarded to the State by the U.S. Department of Housing and Urban Development (HUD). About \$200,000 is allocated by DOA each year for housing rehabilitation loans for low- and moderate-income households in each participating county. The DOA policy is to not release funding from that program, which is administered through the Southern Housing Region, in any county that has an outstanding, uncommitted balance in an existing RLF of more than \$10,000.

SEWRPC staff worked diligently to reduce the Kenosha County Housing Authority RLF balance from approximately \$127,000 in mid-2014 to approximately \$9,000 by the end of 2015 by making additional loans to qualified low- and moderate-income households. Because of these efforts, low- and moderate-income households in the County outside the City of Kenosha are now able to apply for loans administered by the Southern Housing Region. A similar program is administered by the City of Kenosha from community development block grant funds allocated directly to the City by HUD.

SURVEYING, MAPPING, AND LAND INFORMATION

Background

Since its inception in 1960, the Commission has recognized the need for accurate base maps to conduct a sound regional planning program and also to support

sound county and local planning programs. Accurate base maps depict the shape of the surface of the land and the precise location of its physical features, both natural and manmade. More specifically, information is required on relief; on the location of such natural features as lakes, streams, watercourses, drainage divides, and marshes and wetlands; on the location and extent of such manmade features as highways, railroads, airfields, and canals and drainage ditches; and on the location and orientation of real property boundary lines. For an area as large as the seven-county Southeastern Wisconsin Region, such base maps must be constructed on map projections which recognize the curvature of the earth's surface and permit distances and areas to be accurately portrayed and measured. Adequate maps of this type were lacking for the Region and its counties in the early 1960s.

To address this void, the Commission prepared and maintains current general purpose base maps of the entire Region, and for subareas of the Region such as watersheds. In addition to such general purpose base maps, the Commission has long recommended that for more definitive planning at the county and local levels of government, maps with a higher degree of accuracy and precision than required for regional planning be prepared and maintained current. To be effective for planning and engineering purposes, such maps must permit the accurate correlation of property boundary line information with topographic data.

Any accurate mapping project requires the establishment of a basic system of survey control. This control consists of a framework of points whose horizontal and vertical positions and inter-relationships have been accurately established by field surveys. Map details are adjusted to, and mapping checked against, these known points. In addition to permitting the accurate correlation of property boundary line information with topographic data, the control network must be permanently monumented on the ground so that lines established on the map during planning and engineering may be accurately reestablished on the ground.

Toward this end, the Commission recommended in 1964 that all planning base maps be prepared by photogrammetric methods using a then-unique system of horizontal control based upon both the U.S. Public Land Survey System, a property-orientated legal sys-

tem based on field monuments, and the State Plane Coordinate System, a scientific system for accurate topographic mapping and engineering surveying. This control system would require relocating and permanently monumenting all section and quarter-section corners in the Region, and the utilization of these corners in the establishment of a field survey network tied to the North American Datum of 1927 (NAD 27) through the Wisconsin State Plane Coordinate System. This control system establishes the exact lengths and true bearings of all quarter section lines, as well as the geographic position—expressed in State Plane Coordinates—of the public land survey corner monuments. This horizontal control network provides the basis for subsequent topographic and cadastral (real property boundary) mapping. A further recommendation was made to determine the vertical position of each public land survey corner monument, as well as at least one attendant stable benchmark, using the National Geodetic Vertical Datum of 1929 (NGVD 29). This system of vertical control points would ensure that surveyors and engineers would have a known point of elevation on the NGVD 29 within about one-quarter mile of any point in the Region.

The Commission has continuously worked with its county and local governments to implement the foregoing survey control and mapping recommendations. This involved:

- **Corner Monumentation**
The permanent monumentation of all U.S. Public Land Survey section and quarter section corners in the Region, totaling about 11,800 monuments.
- **Control Surveys**
The conduct of field surveys to enhance each monument as a station of known horizontal and vertical positions on both the U.S. Public Land Survey System and the State Plane Coordinate System, together with documentation of the entire survey control network.
- **Topographic Mapping**
The preparation of large-scale (one inch equals 100 feet, or one inch equals 200 feet) topographic base maps to Commission recommended standards for nearly 90 percent of the Region (see Map 23).

- **Cadastral Mapping**

The preparation of companion, correlated real property ownership maps based on Commission recommended standards for about 75 percent of the Region (see Map 24).

While the foregoing base mapping and related control survey recommendations were advanced in the age of printed mapping products, the recommended approach to surveying and mapping provided a sound basis in the subsequent digital age for the creation by county and local governments in the Region of automated parcel-based land information systems and automated public works management systems.

More information about this topic, including Commission recommendations relative to the transformation of data obtained on NAD 27 and NGVD 29 to newer Federal datums, can be found at www.sewrpc.org/surveyingandmapping.

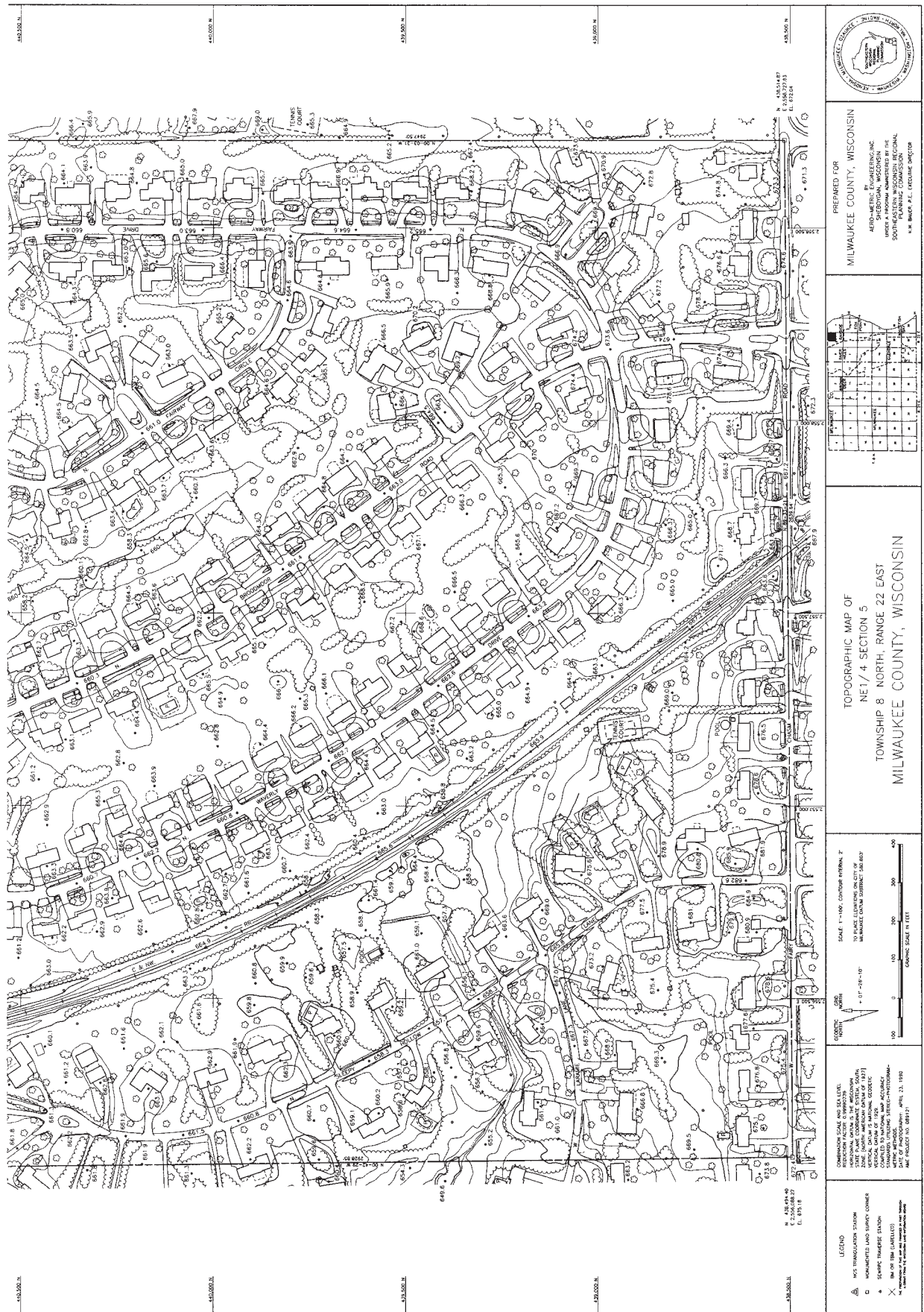
Regional Land Information

The conduct of the Commission's regional planning program necessarily involves the creation and maintenance of a large data base of information about the Region. Increasingly, this information has become available in digital as well as printed form and is made available for use by others. Figure 5 identifies by category the data sets that are presently readily available in digital form, as well as those particular data sets that at present can be viewed on the Commission's website.

Work continued on several regional planning data sets in 2015. The Planned Environmental Corridor Inventory was completed. Data collection continued for the 1963 Environmental Corridor Inventory, a work effort to prepare an historical data set depicting environmental corridors and isolated natural resource features as they appeared over 50 years ago. Work also continued on an update to the county base maps to bring that data set to 2015 currency.

The Commission's regional planning program includes the acquisition of aerial photography of the Region at regular intervals. Aerial photos were first acquired in 1963 as black and white hardcopy images. Current aerial photos are obtained as color imagery in digital format, and are prepared as orthophotography—aerial photography that is enhanced by the

Map 23



PORTION OF TYPICAL SEWRPC-RECOMMENDED CADASTRAL MAP

Figure 5**SEWRPC REGIONAL LAND
INFORMATION DIGITAL DATA SETS: 2015**

Reference Data <ul style="list-style-type: none"> • Aerial Orthophotography: 1995, 2000, 2005, 2007 (<i>partial</i>), 2010, 2015 • County Base Maps: 1985, 1990, 1995, 2000, 2005 • Civil Division Boundaries: 1985, 1990, 1995, 2000, 2010
Environmental Resource Data <ul style="list-style-type: none"> • Inventory Environmental Corridors: 1990, 1995, 2000, 2010 • Planned Environmental Corridors • Wetland Inventory: 2005, 2010 • Federal (EPA) Advanced Identification (ADID) Wetlands: 2005 • Vegetation: 1985, 1995 (<i>partial</i>) • Wildlife Habitat: 1985, 1995 (<i>partial</i>) • Pre-European-Settlement Vegetation: 1836 • Natural Areas: 1994, 2005, 2015 (<i>distributed with permission from Wisconsin DNR</i>) • Critical Species Habitats: 1994, 2005, 2015 (<i>distributed with permission from Wisconsin DNR</i>) • Grassland Sites • Plant Community Areas • Soil Mapping Units
Land Planning Data <ul style="list-style-type: none"> • Land Use: 1963, 1970, 1980, 1985, 1990, 1995, 2000, 2010 • Historical Urban Growth: 1995, 2000, 2010 • Regional Zoning Inventory: 2000 • Park and Open Space Sites • Sewer Service Areas
General Planning Data <ul style="list-style-type: none"> • Regional Land Use Plan: 2010, 2020, 2035 • Regional Transportation Plan: 2020, 2035 • Public and Private Water Supply Systems: 2000 • Archaeological Sites
Geologic and Hydrologic Data <ul style="list-style-type: none"> • Depth to Bedrock • Depth to Water Table • Water Table Elevation • Contaminant Attenuation Potential of Soils • Estimated Permeability of the Unsaturated Zone • Estimated Soil Percolation • Significant Hydrologic Data Points • Groundwater Contamination Potential • Groundwater Recharge Potential • Geologic Sites • Floodplain Boundaries • Watershed, Subwatershed, and Subbasin Boundaries

Note: Those data sets shown in red are available for viewing on the SEWRPC Regional Land Information website (www.sewrpc.org/regionallandinfo).

removal of horizontal displacement caused by ground relief.

The latest orthophotography project was conducted in 2015. The project originated from meetings held with the seven counties in the Region during 2014. The work program was designed to acquire six-inch pixel resolution orthophotography as a base product for the entire Region. In addition, counties had the option to obtain, at additional cost, three-inch resolution orthophotos in lieu of the six-inch base product, and also acquire LiDAR data for preparing elevation mapping products.

Aerial photography and LiDAR data for the project were acquired in the spring of 2015. The orthophotography was prepared by the project contractor and delivered to the Commission in late 2015. The Commission staff reviewed the orthophotography and delivered ortho products to the counties by the end of 2015. The LiDAR data and derived elevation products were also received from the contractor and reviewed by the Commission staff in late 2015, with delivery of the LiDAR and accompanying elevation products to the counties anticipated to occur in 2016.

These updated regional planning inventories will be used in a variety of regional and local planning activities.

The regional land information website at www.sewrpc.org/regionallandinfo represents a cooperative effort between the Commission and the Land Information Officers of the seven counties. The website provides access to the following:

- **Survey Documents**

Surveyors and engineers are able to 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 (see Figure 6). 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 (see Figure 7). Each Control Survey Summary Diagram cov-

RECORD OF U.S. PUBLIC LAND SURVEY CONTROL STATION

ers 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 US-PLSS section and quarter-section lines. 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 for the Region. During 2015, a total of 475 dossier sheets and 141 control survey summary diagrams were updated and placed on the website. The usefulness of this online service is demonstrated by the fact that on an average work day during 2015, the website was accessed by 23 individuals working in the Region.

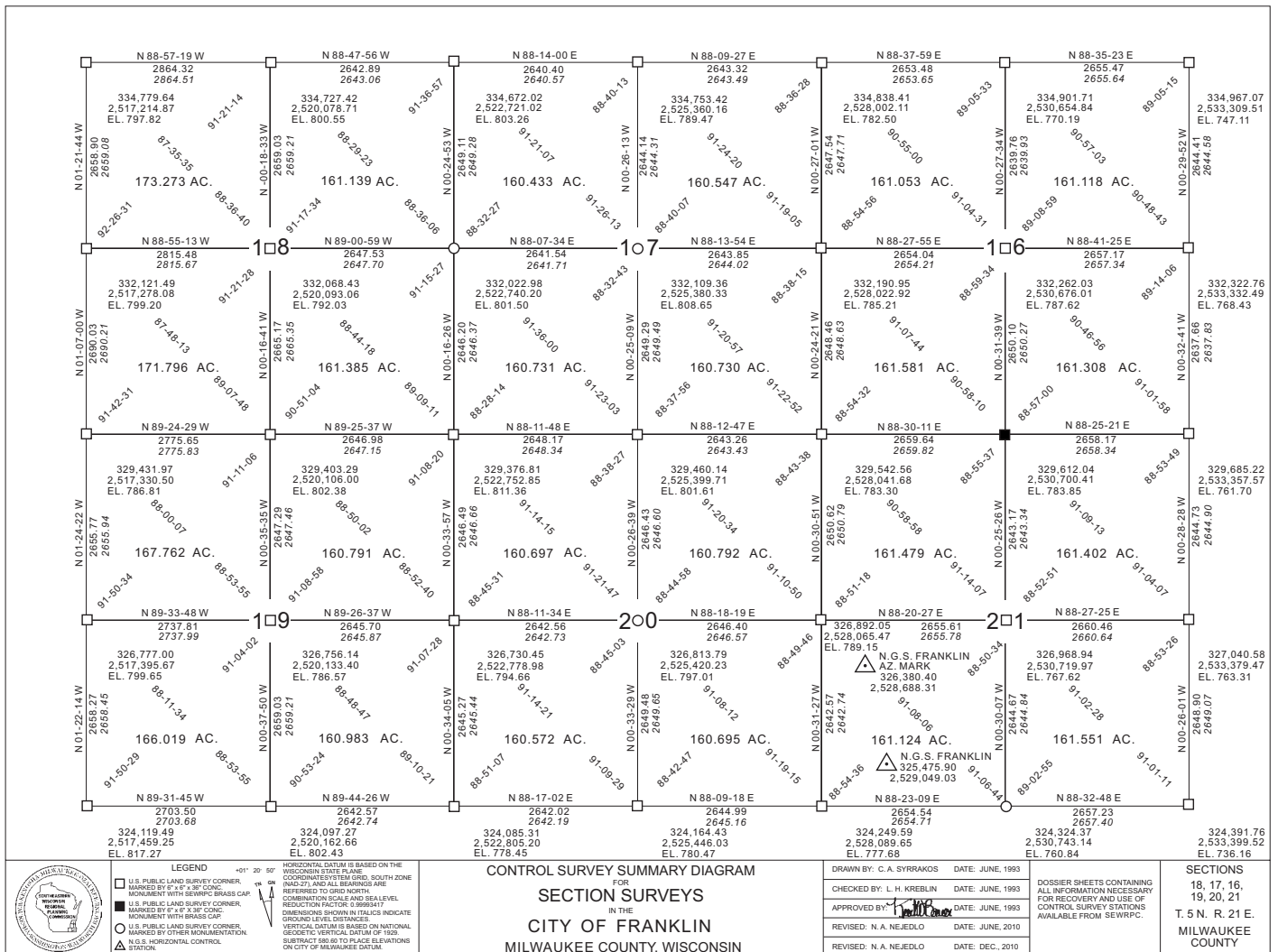
The aerial photography portion of the regional land information website enables users to view 2015 as well as selected older orthophotography.

Historically, the Commission has worked closely with its constituent counties in their efforts to develop and deploy county-based, web-delivered land information systems. Each of the seven-county systems incorporates, as foundational elements, the survey control, topographic base mapping, and cadastral base mapping developed in cooperation with the Commission over many years. These county-based land information systems provide information developed through Commission planning efforts, e.g. land use and environmental corridors, as well as a broad array of land-based information necessary to support county and local government functions and to serve the general public.

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Figure 7

TYPICAL CONTROL SURVEY SUMMARY DIAGRAM

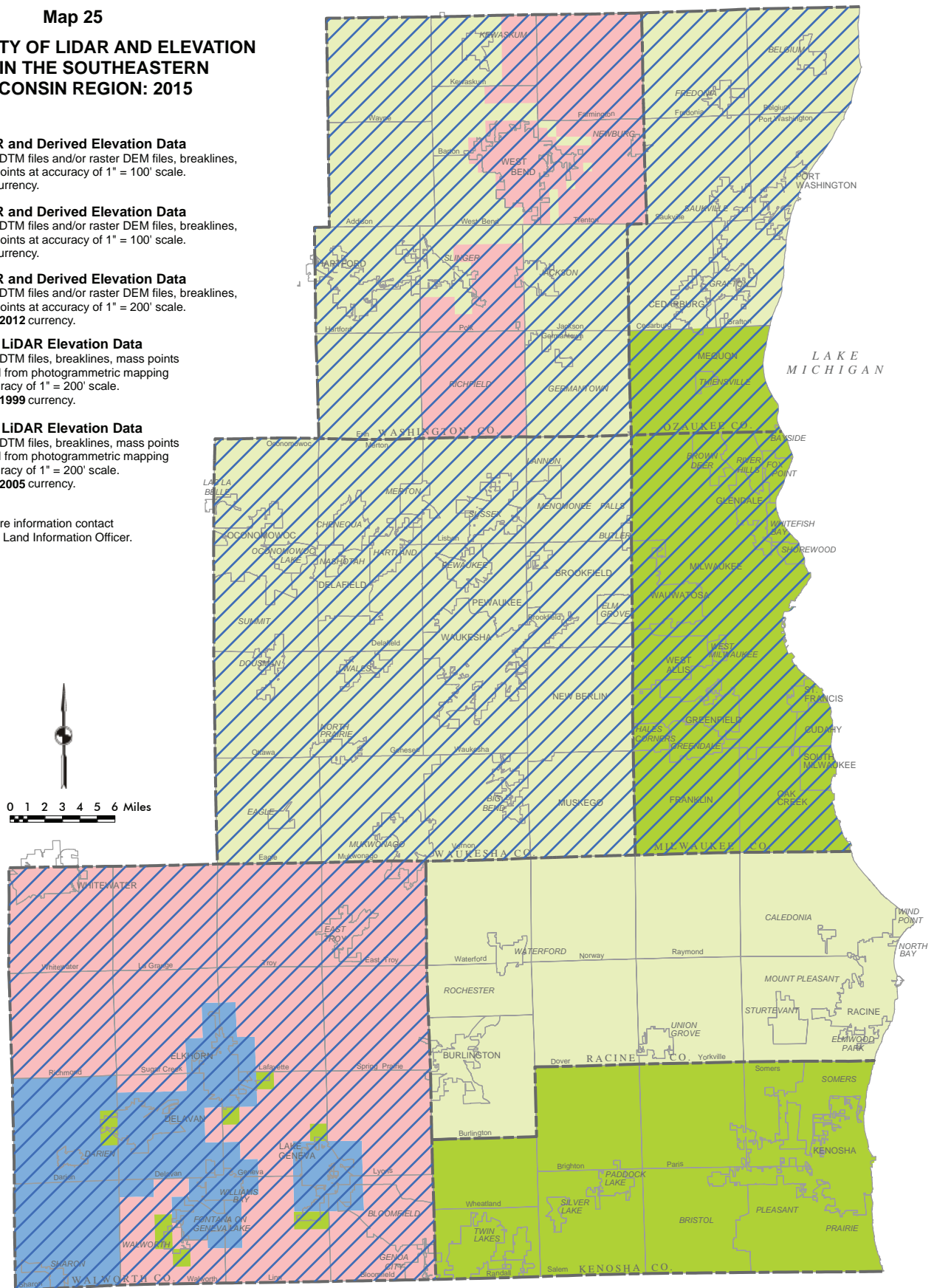
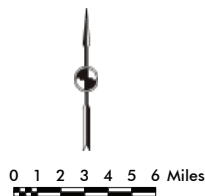


of LiDAR (Light Detection and Ranging) technology. Map 25 identifies the availability of LiDAR and derived elevation data in the Region in 2015. Map 26 identifies the availability of topographic contour line data in the Region in 2015. All such data is available through the Land Information Office in each county.

From time to time the Commission provides assistance to counties as they update their land information data bases. Activities in this respect during 2015 follow.






- Walworth County Map Updating Project**
 Walworth County began a program to update its county large-scale base maps in 2012. During 2014, the Commission staff administered and completed a project that resulted in the update of 10 square miles of topographic mapping in the County. The second update project, initiated by the Commission in 2014 and completed in 2015, acquired revised topographic maps for an additional 8.25 square miles.

AVAILABILITY OF LIDAR AND ELEVATION DATA IN THE SOUTHEASTERN WISCONSIN REGION: 2015

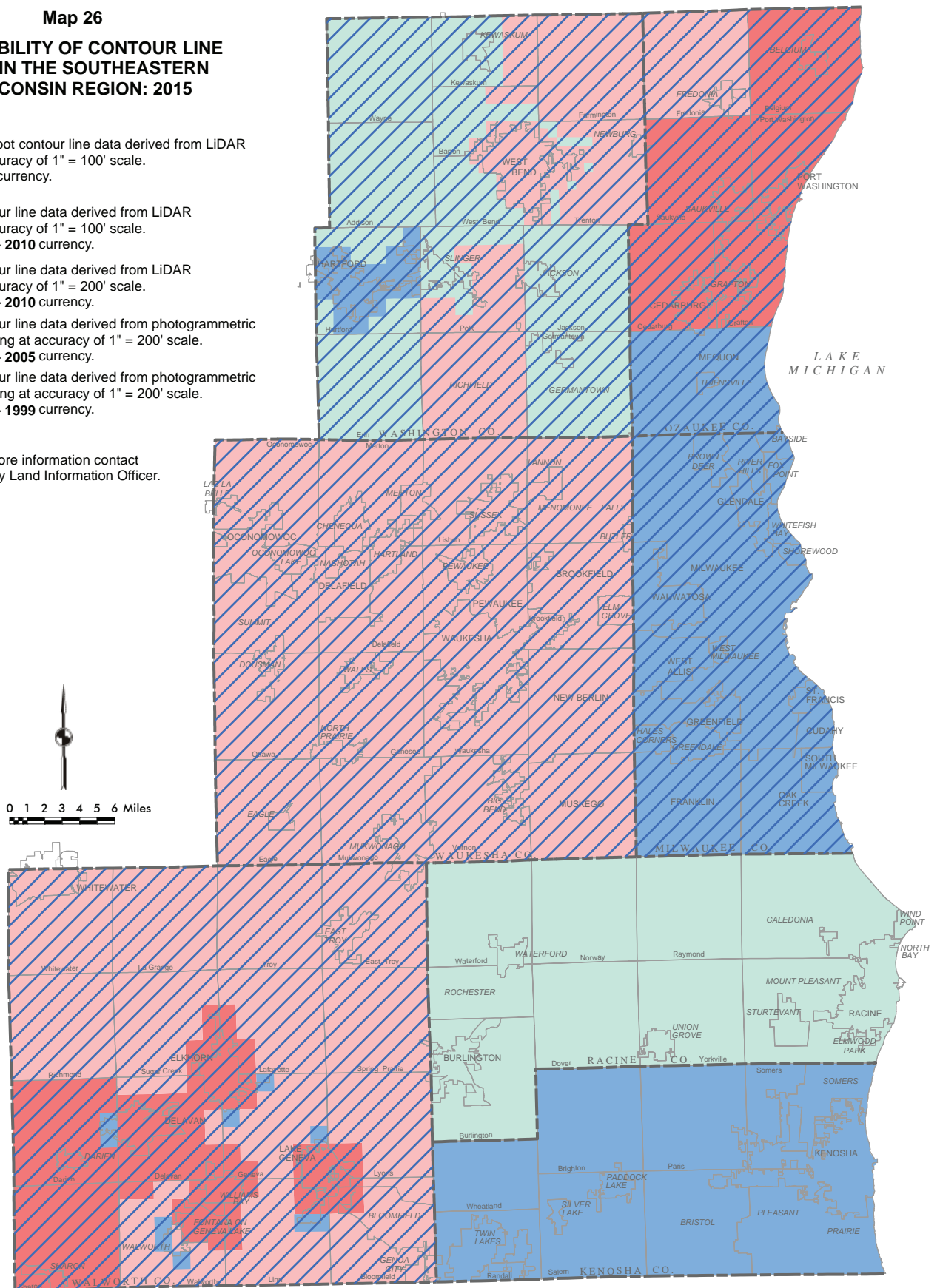


Map 26

AVAILABILITY OF CONTOUR LINE DATA IN THE SOUTHEASTERN WISCONSIN REGION: 2015

-  One foot contour line data derived from LiDAR at accuracy of 1" = 100' scale. **2015** currency.
-  Contour line data derived from LiDAR at accuracy of 1" = 100' scale. **2007 - 2010** currency.
-  Contour line data derived from LiDAR at accuracy of 1" = 200' scale. **2006 - 2010** currency.
-  Contour line data derived from photogrammetric mapping at accuracy of 1" = 200' scale. **2000 - 2005** currency.
-  Contour line data derived from photogrammetric mapping at accuracy of 1" = 200' scale. **1994 - 1999** currency.

For more information contact
County Land Information Officer.



- **Service on County**

- Land Information Committees**

- Through its County Surveyor program, the Commission continued to provide a representative to serve on the land information committees created by counties under the Wisconsin Land Information Legislation. The Counties served included Kenosha, Milwaukee, Walworth, and Waukesha.

- County Surveyor Activities**

State legislation was enacted in 1984 that requires the Commission Executive Director to act in the capacity of County Surveyor for Milwaukee County. Since then, the Commission has carried out those responsibilities, including ensuring the perpetuation of those corners of the U.S. Public Land Survey that are destroyed, removed, or buried through construction or other activities. Given this State-mandated responsibility and the need to maintain a capable staff to perform the County Surveyor function, the Commission has offered to assume that function in the other six counties of the Region. Based upon that offer, the Commission during 2015 provided County Surveyor services to Kenosha, Walworth, and Waukesha Counties, as well as field support services to the Ozaukee County Surveyor. In each case, such special services are provided under contract agreements.

In performing the duties of the County Surveyor in the four counties concerned and in supporting the Ozaukee County Surveyor, the Commission during 2015 remonumented a total of 126 U.S. Public Land Survey corners that had been disturbed or destroyed through a range of activities, primarily road reconstruction activities. These activities included field work as well as substantial office work to prepare updated documentation of the corners concerned, including new corner dossier sheets and updated control survey summary diagrams.

PUBLIC INVOLVEMENT AND OUTREACH

The Commission carries out an extensive public involvement and outreach program annually. In part, these efforts are integrated with the production of regional plan elements and generally involve traditional methods of conveying Commission analytical findings and proposed plan recommendations to the public through a variety of avenues, including web-

site postings and updates, newsletters, presentations to governmental and civic organizations, public informational meetings, and public hearings. Other public participation efforts are directed at specific population subgroups, notably low-income and minority populations, people with disabilities or other particular needs, and students. All public involvement and outreach work is carried out in accordance with a structured approach set forth in the document *Public Participation Plan for Regional Planning for South-eastern Wisconsin*. This document and a condensed summary brochure are available from the Commission office and can be accessed at www.sewrpc.org/involvement.

The following summarizes the public involvement and outreach activities carried out during 2015 in three specific categories: 1) SEWRPC-sponsored public informational workshops, meetings, and hearings; 2) public involvement and outreach efforts directed to targeted population groups; 3) the work of the SEWRPC Environmental Justice Task Force; and publication of *Regional Planning News*, an electronic and print newsletter that summarizes the activities of the Commission.

SEWRPC-Sponsored Public Informational Workshops, Meetings, and Hearings

The ongoing technical work of the Commission includes many important public participation activities. Such activities tend to be focused on Commission findings and recommendations relative to new regional plans and updates to prior regional plans. There are standard Commission procedures for public meetings and public hearings, including widely disseminated meeting notifications and the provision of a variety of opportunities for members of the public to make their views known on the topic at hand. The Commission provides full documentation of comments from all public meetings. Moreover, all comments are considered by the Commission advisory committees as well as the Commission itself.

In 2015, such general public structured participation efforts continued to be focused largely on the major multi-year planning effort, VISION 2050, which will update, reevaluate, and extend the regional land use and transportation plans to the year 2050.

VISION 2050 efforts in 2015 continued with developing and evaluating detailed alternative land use and

transportation system plans designed, in part, based on public input obtained through the presentation and evaluation of five conceptual land use and transportation scenarios during the previous stage of VISION 2050. The VISION 2050 outreach efforts were designed to expand public knowledge of the implications of future land use and transportation development decision-making for the Region and engage the public in the planning process with a view toward developing a shared vision of future land use and transportation that is widely understood and embraced by the Region's residents. These activities included the following:

- VISION 2050 Task Forces were convened to obtain feedback about specific issues related to land use and transportation in the Region. The task forces were comprised of individuals with knowledge about the following in the Region: 1) natural resources; 2) public transit; 3) human services transportation needs; 4) non-motorized transportation including bicycling; 5) land use; 6) freight transportation; 7) transportation demand and systems management; 8) business and higher education; and 9) women and families. One series of task force meetings was held in 2015 to review the detailed alternative plans. In addition to the VISION 2050 task forces listed above, the SEWRPC Environmental Justice Task Force met three times to review VISION 2050 efforts and materials and other initiatives.
- Eight VISION 2050 e-newsletters, two email announcements, one print brochure (in English and Spanish), and VISION 2050 articles in *Regional Planning News* were distributed to the general public relative to the progress being made in the planning process. These publications, emails, and articles invited residents to attend the fall VISION 2050 interactive public workshops and included links to the VISION 2050 website <http://www.vision2050sewis.org>.
- Two personalized letters were distributed to the leaders of approximately 90 to 100 community organizations representing low-income and minority residents of the Region. The letters provided updates about VISION 2050 and offered opportunities to meet individually with Commission staff and/or participate in the VISION 2050 process. The letters were used to distribute copies of the VISION 2050 brochure and *Regional Planning News* to these community organizations.
- Sixteen paid advertisements were published and four news releases were distributed to newspapers of record to announce the public workshops.
- Twenty four presentations relative to the VISION 2050 process were provided to a wide range of groups and organizations, including organizations that serve minority and low-income residents, community and neighborhood organizations, service clubs, business associations, school groups, and environmental organizations.
- Thirty eight staffed exhibits were provided at community events, with many events serving low-income residents and minority residents. Exhibits included VISION 2050 and related Commission materials for attendees.
- The Commission presented the fourth series of interactive public workshops to engage residents in comparing the outcomes and consequences of following recent trends in land use development and transportation system investment compared to alternative development patterns and investments. Public feedback on the alternative plans and their evaluation will be used, in part, to develop the VISION 2050 preliminary recommended land use and transportation plan in 2016. A workshop was held for the general public in each of the seven counties in Southeastern Wisconsin. Additional individual VISION 2050 workshops were held upon request for any interested group, organization, or local government. In total, 17 public, partner, and requested VISION 2050 workshops were held in 2015.
- Outreach continued to eight VISION 2050 partner nonprofit community organizations, which include the Ethnically Diverse Business Coalition, Hmong American Friendship Association, IndependenceFirst, Milwaukee Urban League, Southside Organizing Committee, Urban Economic Development Association, Urban League of Racine and Kenosha, and Common Ground. About 170 Southeastern Wisconsin residents representing these community partners participated in the fourth series of VISION 2050 community-partner workshops in 2015, bringing the total number of participants for the first four VISION

2050 community partner workshops to over 750. Evaluations from participants and leaders of the partner organizations included primarily positive comments regarding the workshops’ content, process, and communication, as well as suggestions for improving the process. The results from these workshops are included in the VISION 2050 public feedback.

All of the documentation developed as part of this public involvement and outreach effort is available on the VISION 2050 website.

Public Involvement and Outreach Efforts Targeted to Selected Population Groups

Substantial work efforts are undertaken annually to engage members of specific population subgroups that, despite efforts to recruit the general public and its constituents, traditionally have had lower levels of participation than the population as a whole in regional planning activities and events. The major objectives of this targeted outreach program are set forth in Figure 8.

More than 470 direct contacts were made with community organizations and leaders in 2015—almost all of which serve low-income populations and minority populations and a small number of which serve primarily transportation and environmental interests—including almost 390 recurring contacts and more than 80 new contacts.

As discussed in the VISION 2050 public involvement and outreach activities listed above, 2015 outreach primarily focused on VISION 2050 and included specific outreach targeted at population subgroups. The outreach mentioned above includes workshops with community partner organizations, publications, letters to community organizations, presentations to community groups, and exhibits at community events.

Broad Networking Contacts

The Commission staff regularly consults and meets with central city, minority, neighborhood-based, and/or low-income groups and individuals to share information about the Commission and its work and to learn about the interests and needs of the population. These groups are approached in terms of geography and community related to Commission initiatives.

Figure 8

MAJOR OBJECTIVES OF SEWRPC TARGETED PUBLIC INVOLVEMENT AND OUTREACH PROGRAM

<p>Outreach</p> <ul style="list-style-type: none"> • Build awareness and inform residents regarding SEWRPC purpose, activities, resources, and participation opportunities • Achieved through media, mass distributions, and large public event exhibits
<p>Public Involvement</p> <ul style="list-style-type: none"> • Targeted at key populations and organizations • Encourage participation in SEWRPC planning efforts • Promote understanding of SEWRPC advisory plan recommendations • Collaboratively achieved through such group activities as organizations, committees, and task forces
<p>Education</p> <ul style="list-style-type: none"> • Targeted at ages youth through adults • Achieved through the development of materials and events designed to convey facts and analytical findings and thereby better equip audiences to understand and act upon SEWRPC plan recommendations
<p>Environmental Justice</p> <ul style="list-style-type: none"> • Promote the consideration and integration of environmental justice principles throughout the SEWRPC planning process • Achieved through the evaluation of plan recommendations, public involvement and outreach program, and the work of an Environmental Justice Task Force

Commission contacts with these groups and individuals are intentionally long-term, so as to generate lasting working relationships and familiarity with the Commission’s work efforts. The contacts are arranged to fit the convenience of the organizations involved and often include events of importance to the organizations and their members. Commission updates

and involvement opportunities regarding regional planning are designed to be useful to, and appear to be well-received by, these organizations. Outreach includes opportunities for feedback, personalized letters and e-mails, and follow-up as appropriate. Relationship building with these groups and individuals provides the Commission with a larger, more diverse population base for public participation in regional planning, and is an important strategy for reaching non-traditional groups and individuals.

Broad-based Commission public involvement and outreach efforts to minority, low-income, and neighborhood contacts are characterized by the following:

- Regularity of contacts;
- Variety and number of organizations participating;
- Multiple, ongoing opportunities;
- Comprehensive subject matter for feedback;
- Timely distribution of relevant materials;
- Variety of contact modes (printed materials, U.S. mail, and e-mail);
- Participation in targeted events;
- Direct contacts with person(s) or group(s);
- Convenience for contacted groups and individuals; and
- Coordination with targeted groups' meetings and special events.

These efforts have been expanded to include work with the Ethnically Diverse Business Coalition, the Milwaukee County University of Wisconsin-Extension, various business improvement districts, and other entities involved in business development. As part of a collaborative approach, the Commission provides information involving transportation and land use planning.

Primary Organizational Contacts

The effort outlined above has led to the establishment of a contact list containing 90 to 100 organizations that serve as a formal distribution network for information about Commission planning activities. The

organizations on the contact list serve low-income areas, areas predominantly consisting of communities of color and targeted ethnicities, individuals with disabilities, and/or communities or neighborhoods where issues related to employment, transportation, land use, and environmental deterioration relate directly to the Commission's planning efforts.

Within this larger group are "primary organizations" that have become a primary focus of the Commission and its targeted outreach efforts, as shown in Figure 9. This list of primary organizational contacts was expanded and reviewed by the Commission's Environmental Justice Task Force in 2015. The addition of 29 organizational contacts with which SEWRPC staff had previous ongoing professional relationships brought the total list of primary organizational contacts to 41. Ten of the "new" primary organizations are based in Milwaukee County; six in Racine County; four in Waukesha County; three in Kenosha County; and two each in Ozaukee, Walworth, and Washington Counties.

Nearly 150 direct contacts were made with the Commission's Primary Organizations in 2015 to engage in direct dialog about VISION 2050, transportation, housing, and other issues. These direct contacts represented an average of 3.7 contacts per organization. Public involvement and outreach activities with the primary organizations are included with the activities documented in the previous VISION 2050 outreach section.

Partnership-Building Activities

In carrying out its targeted outreach efforts, the Commission engages in extensive partnership-building activities. In addition to the targeted activities noted above, 2015 activities included the following:

- **Urban Economic Development Association**

For the sixth consecutive year, the Commission continued to work with the Urban Economic Development Association of Wisconsin (UEDA), which has its office headquartered in Milwaukee's central city. Participation occurred in a number of ways, including planning the Association's 14th Annual Community Development Summit, which was attended by more than 145 community and regional leaders. In preparation for the Sum-

Figure 9

**SEWRPC PRIMARY
ORGANIZATIONAL CONTACTS FOR
OUTREACH AND INVOLVEMENT EFFORTS**

- Association for the Rights of Citizens with Handicaps (ARCh)
- Casa Guadalupe Education Center
- Coalition for Community Health Care Inc.
- Common Ground
- Community Action, Inc.
- Congregations United to Serve Humanity (CUSH)
- Ethnically Diverse Business Coalition
- Family Sharing of Ozaukee County
- Harambee Great Neighborhood Initiative/Riverwest Neighborhood Association/Riverworks Development Corporation
- Hispanic Business and Professional Association/Hispanic Roundtable
- Hmong American Friendship Association
- HOPES Center
- Independence*First*
- Interfaith Older Adult Programs/Caregivers
- Kenosha Achievement Center
- Kenosha Areas Family and Aging Services (KAFASI)
- La Casa de Esperanza
- Layton Boulevard West Neighbors
- Lindsay Heights Area, City of Milwaukee
- Local Initiatives Support Corporation (LISC)
- Milwaukee Inner City Congregations Allied for Hope (MICAHA)
- Milwaukee Urban League
- National Association for the Advancement of Colored People (NAACP)
- Networking Groups for Aging Population
- Ozaukee Family Services
- Racine County Family Resource Network
- Racine Interfaith Coalition (RIC)
- Racine Kenosha Community Action Agency
- Society's Assets
- SOPHIA
- Social Development Commission
- Southside Organizing Committee
- The 30th Street Industrial Corridor revitalization area
- The Salvation Army of Greater Milwaukee
- The Threshold, Inc.
- United Migrant Opportunity Services (UMOS)
- United Way Affiliated Entities Within the Southeastern Wisconsin Region
- Urban Ecology Center
- Urban Economic Development Association of Wisconsin (UEDA)
- Urban League of Racine and Kenosha
- Walworth County Literacy Council

mit, Commission staff assistance was provided to the Association through service on the Summit Planning Committee and printing of the program booklet. SEWRPC provided a staffed exhibit table at the Summit. Finally, Commission public outreach staff participated on a number of UEDA working committees, including the UEDA Board of Directors.

- **Children and Family Health**

The Commission continued to work on a multi-year, multi-disciplinary effort to address the environmental conditions impacting children and family health by providing information about the importance of transportation and housing planning to groups engaged in the Social Determinants of Health effort. In this effort, the Commission worked with the Health and Wellness Commons Initiative; Aurora Health Care Social Responsibility Committee; Kenosha Community Health Center, Lindsay Heights Neighborhood Health Alliance; Racine County Family Resource Network; United Way of Milwaukee and Waukesha – Lifecourse Initiatives For Healthy Families (LIHF); United Way of Racine, UW Racine Health Investment Committee; and YWCA of Southeast Wisconsin.

- **Environmental Education and Outreach**

Like SEWRPC's housing, land use, and transportation planning work, the Commission's environmental planning work is integrated into public involvement and outreach activities. As part of the 2015 VISION 2050 public outreach presentations and exhibits mentioned previously, SEWRPC staffed an exhibit table with VISION 2050 and environmental planning materials at the Sustainability Summit.

SEWRPC partnership-building environmental education activities include Commission participation in the interagency consortium, "Testing the Waters," which has educated more than 30,000 students and teachers in the Region over many years. During 2015, about 1,150 students and educators from public and private schools benefitted from Commission instruction and/or materials related to environmental planning. These schools are located within the watersheds tributary to the Milwaukee Harbor estuary.

In fall 2015, staff again worked with the Washington County Land Conservation Department and Riveredge Nature Center in Ozaukee County to conduct two Village of Newburg area bus tours for about 90 students and educators from Cedarburg, Germantown, Mequon, Milwaukee, and West Bend public and private schools. The participants were able to experience being on a working, family-owned certified-organic dairy farm that employs best practices in conservation. These annual bus tours focus on land use issues, water quality concerns, and related solutions to those issues and concerns in the rural and developing landscape. Urban, suburban, and rural students and educators have the opportunity to learn about the changing rural and small-town landscape and impacts on water resources. Tour participants from diverse backgrounds interact with each other and gain an understanding of regional planning principles as they view key environmental sites of interest and concern. Tour subject matter includes Commission work such as water quality protection, riparian management, and environmental corridor and natural area preservation. Commission publications, including the “Making Natural Connections” educational booklet series, are part of the subject matter.

- **Neighborhood and Community Economic Development**

The Commission networks with organizations and engages in activities that address neighborhood and community economic development issues. This effort includes ongoing interaction with the Local Initiatives Support Corporation (LISC-Milwaukee), the Commercial Corridors Consortium, various business improvement districts throughout the City of Milwaukee, and other community development organizations, with the goal of sharing the importance of transit, transportation, and housing planning as those matters relate to the local economy and regional economic development.

- **Workforce Development and Employment**

The Commission networks with organizations and engages in activities that address workforce development and employment issues. This effort includes the Workforce Regional Training Partnership, the African American Male Forum on Employment, the Milwaukee and Racine-Keno-

sha Labor Development Committees, the Southeast Wisconsin Migrant and Seasonal Workers Committee, Ways to Work, Human Capital Development of Racine and Kenosha, the Social Development Commission, the Workforce Development Centers within the Southeastern Wisconsin Region, and the Milwaukee Careers Cooperative.

- **Sustainable Communities and Quality of Life Enhancement**

The Commission networks with organizations and engages in activities that address efforts relative to building sustainable communities and enhancing the quality of community life. This effort involves liaison with Groundwork Milwaukee, the City of Milwaukee Green Team Sustainability Effort, Walnut Way Conservation Corporation, the Urban Ecology Center, Fondy Food Center, the Food Summit Leadership Group, the Milwaukee HomeGrown Initiative, Greening a Greater Racine, Racine Interfaith Council (RIC), Citizens United to Serve Humanity (CUSH), Milwaukee Inner City Congregations Allied for Hope (MICAH), WISDOM, Root-Pike Watershed Initiative Network, Racine Aging and Disability Resource Center (ADRC) Board & The Commission on Aging and Kenosha County Public/Private Partnership for Emergency Preparedness.

- **Education and Career Development for Communities of Color**

The Commission networks with organizations and engages in activities focusing on building community leadership and developing organizational capacity for communities of color. This effort includes the following entities: The Community Brainstorming Forum, the Manufacturing Diversity Institute, the African American Leadership Group, the Ethnically Diverse Business Coalition, the Community Action Agencies of Milwaukee-Racine-Kenosha, the Urban Leagues of Milwaukee and Racine-Kenosha, National Association for the Advancement of Colored People (NAACP) Chapters throughout the Region, United Way Kenosha Tutoring Program, United Way of Racine Dolly Parton’s Imagination Library, Southeast Wisconsin Mentoring Program (in partnership with Gateway Technical College, UW-Parkside, Carthage College, Boys & Girls Club of Walworth County, Big Brothers/Big Sisters of Kenosha & Racine, Kenosha Unified

Figure 10

**PURPOSES OF THE SEWRPC
ENVIRONMENTAL JUSTICE TASK FORCE**

- **Involvement and Participation**
To facilitate the involvement of, and help ensure the full and fair participation of minority populations, low-income populations, and people with disabilities at all stages in relevant areas of regional planning as determined in consultation with them.
- **Address Relevant Issues**
To make recommendations on, and help monitor, issues and analyses potentially relevant to the needs and circumstances of minority populations, low-income populations, and people with disabilities.
- **Identify Benefits and Effects**
To help identify potential benefits and adverse effects of regional planning programs and activities with respect to minority populations, low-income populations, and people with disabilities.
- **Advise and Recommend**
To advise and recommend methods to prevent the denial of, reduction in, or significant delay in the receipt of benefits, and/or to avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority populations, low-income populations, and people with disabilities.
- **Enhance Planning Awareness**
To enhance awareness, understanding, appreciation, support, and implementation of planning recommendations and benefits, with emphasis on the needs of minority populations, low-income populations, and people with disabilities.

School District, Kenosha County School District, United Way of Kenosha, CUSH, Kenosha County Health Department, Kenosha County Workforce Development, Gateway Technical College, Kenosha Civil War Museum, and Carthage College), Latino Enterprise Network of Southeastern Wisconsin, Inc. (LEN), National Black MBA Association (NBMBAA), Kenosha Public Library Foundation, Migrant and Seasonal Farm Workers (MSFW)/United Migrant Opportunity Services (UMOS), and MARKETPLACE 2015 – Wisconsin Governor’s Conference on Minority Business Development. During 2015, information was

provided on housing, transportation, land use, and environmental issues, as well as the VISION 2050 planning effort.

Environmental Justice Task Force

Under Federal law, SEWRPC has a responsibility to help ensure the full and fair participation throughout the regional planning process of minority populations, low-income populations, and people with disabilities. In addition to the public outreach efforts noted above, the Commission coordinates an Environmental Justice Task Force to help ensure that this requirement is met. This Task Force consists of 13 representatives from throughout the Region who meet regularly to gain an understanding of the Commission’s technical work program and to provide input to that program through the lens of environmental justice. The purposes of the SEWRPC Environmental Justice Task Force are summarized in Figure 10.

The Task Force met three times in 2015 and focused attention on the VISION 2050 planning process, including the alternative plans and their evaluation and the VISION 2050 companion report *A Comparison of the Milwaukee Metropolitan Area to its Peers*. The Task Force also discussed the 2015 Comprehensive Economic Development Strategy for the Region, received an update on the SEWRPC public involvement and outreach primary organizational contacts, and received a briefing on the Wisconsin State Freight Plan by the Wisconsin Department of Transportation.

2015 SEWRPC PUBLICATIONS

The following publications were issued by SEWRPC during the year:

Community Assistance Planning Reports

- No. 191, 2nd Edition, *Sanitary Sewer Service Area for the Village of Mukwonago, Walworth and Waukesha Counties, Wisconsin*, June 2015, 41 pages
- No. 199, 3rd Edition, *A Park and Open Space Plan for the Village of Mount Pleasant: 2035*, April 2015, 144 pages
- No. 317, *Washington County Transit System Development Plan*, March 2015, 131 pages
- No. 323, *A Lake Protection and Aquatic Plant Management Plan for Rock Lake, Kenosha County, Wisconsin*, June 2015, 194 pages

Memorandum Reports

- *Revised Estimate of the Costs of Converting the Legacy Datums Within the Region to National Datums, Addendum to Memorandum Report No. 206*, August 2015, 46 pages
- No. 220, *Supplemental Information Developed for the Root River Watershed Restoration Plan*, April 2015, 17 pages
- No. 221, *A Comparison of the Milwaukee Metropolitan Area to its Peers*, May 2015, 51 pages

Annual Report

- *2014 Annual Report*, July 2015, 203 pages

Newsletters

- *Regional Planning News*, Volume 2, Issue 1, January 2015, 4 pages
- *Regional Planning News*, Volume 2, Issue 2, March 2015, 4 pages
- *Regional Planning News* Special Issue: VISION 2050, Volume 2, Issue 3, June 2015, 12 pages
- *Regional Planning News*, Volume 2, Issue 4, August 2015, 4 pages
- *Regional Planning News* Special Issue: Bus Rapid Transit, Volume 2, Issue 5, September 2015, 4 pages
- *Regional Planning News*, Volume 2, Issue 6, November 2015, 4 pages

- *Regional Planning News* Special Issue: County Surveyor Services, Volume 2, Issue 7, November 2015, 8 pages

Brochures

- *VISION 2050: Join Us for More Visioning*, No. 4, October 2015, 3 pages

Other Reports

- *Amendment to the Park and Open Space Plan for Walworth County—White River County Park Plan*, June 2015, 34 pages
- *Amendment to Regional Water Quality Management Plan, Village of Hartland*, March 2015, 12 pages
- *Amendment to Regional Water Quality Management Plan, Village of Walworth*, March 2015, 12 pages
- *Amendment to Regional Water Quality Management Plan, City of Cedarburg and Village of Grafton*, March 2015, 10 pages
- *Amendment to Regional Water Quality Management Plan, Greater Kenosha Area*, June 2015, 34 pages
- *Amendment to Regional Water Quality Management Plan, Village of Germantown*, June 2015, 12 pages

PART THREE: REGIONAL MONITORING ACTIVITIES

This final section of the 2015 SEWRPC Annual Report documents the results of Commission work efforts during the year relative to monitoring various aspects of regional growth and change. The topics covered include socioeconomic trends, land development activity, natural resource base preservation activity, regional transportation system performance, and implementation of the regional housing plan. Where applicable, these monitoring activities are reported in the context of Commission regional plan

recommendations. Some monitoring topics are reported on an annual basis and others as infrequently as 10-year intervals.

Part One of this Annual Report provides information about the Commission and includes a brief description of each of the elements of the comprehensive regional plan. That part begins on page 1. Part Two documents the regional planning work activities undertaken during the year. That part begins on page 39.



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SOCIOECONOMIC TRENDS

Each year the Commission gathers and analyzes available information on the Region's population and economic base. This monitoring relies primarily on annual estimates of population, housing, and employment prepared by State and Federal agencies. The employment-related estimates are subject to change and may be revised in future editions of the Commission Annual Report.

In 2013, the Commission completed two studies that resulted in new projections of population, households, and employment for the Region to the year 2050. The two studies, which were prepared under the guidance of the Commission's Advisory Committee on Regional Population and Economic Forecasts, are documented in SEWRPC Technical Report No. 10 (Fifth Edition), *The Economy of Southeastern Wisconsin*, and SEWRPC Technical Report No. 11 (Fifth Edition), *The Population of Southeastern Wisconsin*.

Because of the uncertainty surrounding any effort to predict future socioeconomic conditions, the Commission projected a range of future population, household, and employment levels—high, intermediate, and low—for the Region. The high and low projections are intended to provide an indication of the range of population, household, and employment levels that conceivably could be achieved under significantly higher and lower, but nevertheless plausible, growth scenarios for the Region. The intermediate projection is considered the most likely to be achieved for the Region overall, and, in this sense, served as

the basis for VISION 2050. In consideration of the incorporation of rapid transit and commuter rail lines in VISION 2050, and the additional development expected to occur in the station areas along these lines, the regional population, household, and employment levels were increased from the initial projections as presented in the Technical Reports.

The following overview of socioeconomic trends in the Region includes comparisons of current population, household, and employment estimates for the Region with the adjusted Commission forecast levels for 2050. Trend data on the unemployment rate of the Region are also presented.

Population

Change in Regional Population

During the 2000s, the population of the Region increased by 88,800 persons, or 4.6 percent, from 1,931,200 persons in 2000 to 2,020,000 persons in 2010. Since the 2010 Federal Census, the Region's population has increased modestly—by 10,400 persons, or 0.5 percent—to an estimated 2,030,400 persons in 2015 (see Table 3).

Comparison to Forecast

The estimated year 2015 population is slightly lower (by 1.8 percent) than the Commission's forecast population level for 2015 of 2,066,700 persons (see Table 4 and Figure 11).

Change in Regional Households

During the 2000s, the number of households in the Region increased by 51,100, or 6.8 percent, from

Table 3

POPULATION IN THE SOUTHEASTERN WISCONSIN REGION BY COUNTY: 2000, 2010, AND 2015

County	Population			2000-2010 Change		2010-2015 Change	
	2000 Census	2010 Census	2015 Estimate	Number	Percent	Number	Percent
Kenosha	149,600	166,400	167,500	16,800	11.2	1,100	0.7
Milwaukee.....	940,200	947,800	949,800	7,600	0.8	2,000	0.2
Ozaukee	82,300	86,400	87,700	4,100	5.0	1,300	1.5
Racine	188,800	195,400	195,500	6,600	3.5	100	0.1
Walworth.....	92,000	102,200	102,500	10,200	11.1	300	0.3
Washington.....	117,500	131,900	133,500	14,400	12.3	1,600	1.2
Waukesha.....	360,800	389,900	393,900	29,100	8.1	4,000	1.0
Region	1,931,200	2,020,000	2,030,400	88,800	4.6	10,400	0.5

Figure 11

ACTUAL AND PROJECTED REGIONAL AND COUNTY POPULATION LEVELS: 1950-2050

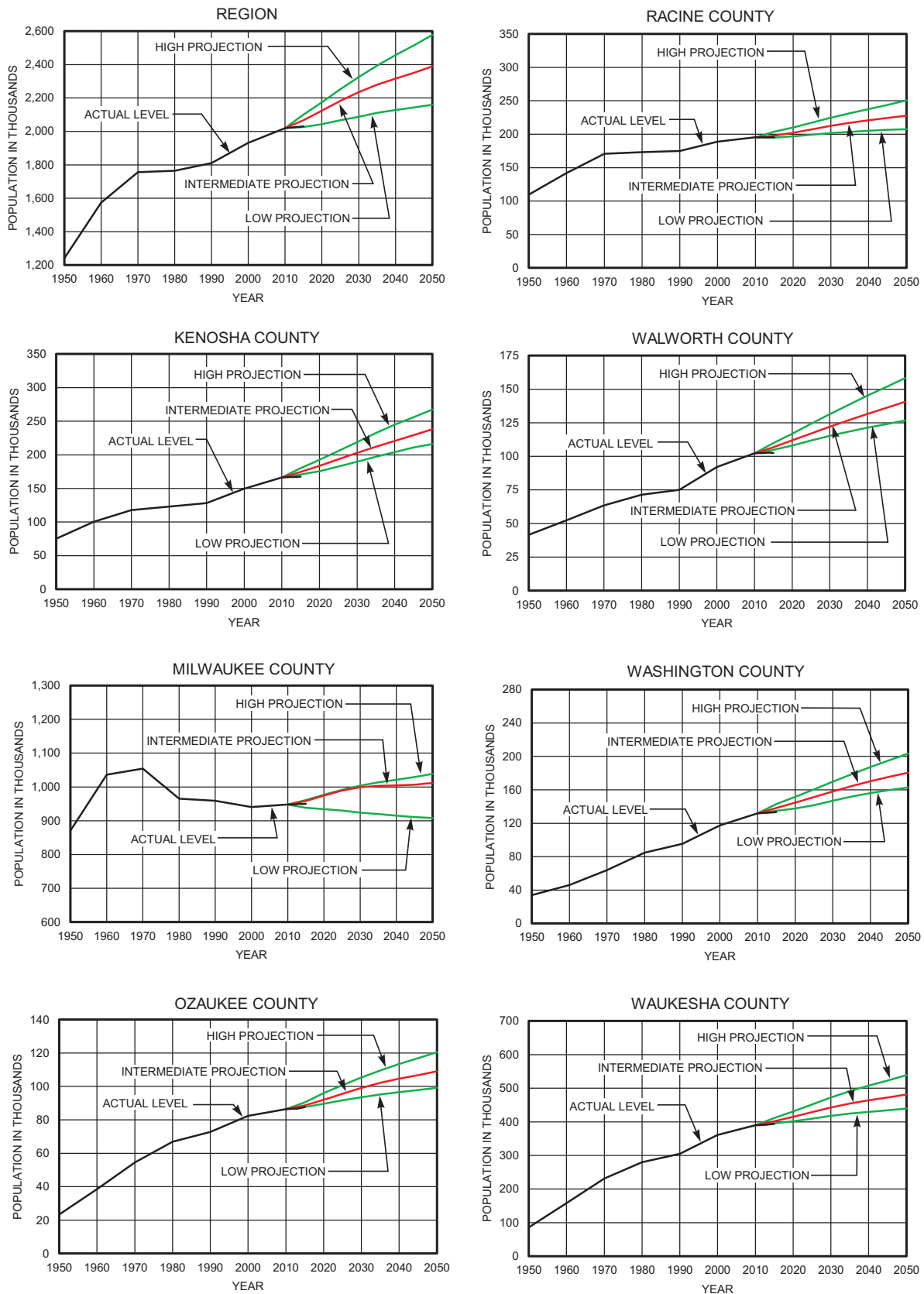


Table 4

ACTUAL AND PROJECTED POPULATION LEVELS IN THE SOUTHEASTERN WISCONSIN REGION BY COUNTY: 2015

County	2015 Population	Projected 2015 Population		
		High Projection	Intermediate Projection (Forecast)	Low Projection
Kenosha	167,500	180,100	174,600	170,700
Milwaukee.....	949,800	961,200	958,600	938,400
Ozaukee	87,700	90,500	88,600	87,700
Racine	195,500	203,800	198,000	194,900
Walworth.....	102,500	109,800	106,800	104,800
Washington.....	133,500	143,100	138,200	134,900
Waukesha.....	393,900	411,400	401,900	395,600
Region	2,030,400	2,099,900	2,066,700	2,027,000

Table 5

HOUSEHOLDS IN THE SOUTHEASTERN WISCONSIN REGION BY COUNTY: 2000, 2010, AND 2015

County	Households			2000-2010 Change		2010-2015 Change	
	2000 Census	2010 Census	2015 Estimate	Number	Percent	Number	Percent
Kenosha	56,100	62,600	63,500	6,500	11.6	900	1.4
Milwaukee.....	377,700	383,600	385,200	5,900	1.6	1,600	0.4
Ozaukee	30,900	34,200	34,900	3,300	10.7	700	2.0
Racine	70,800	75,700	76,400	4,900	6.9	700	0.9
Walworth.....	34,500	39,700	40,200	5,200	15.1	500	1.3
Washington.....	43,800	51,600	52,900	7,800	17.8	1,300	2.5
Waukesha.....	135,200	152,700	156,300	17,500	12.9	3,600	2.4
Region	749,000	800,100	809,400	51,100	6.8	9,300	1.2

749,000 households in 2000 to 800,100 households in 2010. Since the 2010 Federal census, the number of households in the Region has increased by 9,300, or 1.2 percent, to an estimated 809,400 households in 2015 (see Table 5).

Comparison to Forecast

The estimated number of households in the Region in 2015 is slightly lower (by 1.6 percent) than the Commission's forecast household level for 2015 of 822,300 households (see Table 6 and Figure 12).

Employment**Change in Regional Employment**

Total employment, or number of jobs, in the Region stood at 1,176,600 in 2010. Employment in the Region had decreased during the early 2000s, increased to a high of 1,238,600 jobs in 2007, and then decreased to the end of the decade as a result of the economic downturn. Employment in the Region in 2010 was 33,200 jobs, or 2.7 percent, less than in 2000. Since

2010, total employment in the Region has increased by about 67,100 jobs, or 5.7 percent, from the low of 2010. The 2015 level of 1,243,700 jobs exceeds the pre-recession level for the first time. Manufacturing, retail, and service jobs accounted for much of this increase (see Tables 7 and 8).

Comparison to Forecast

The estimated total employment in the Region in 2015 of 1,243,700 jobs was above the Commission's forecast employment level by about 3.2 percent, or 38,500 jobs (see Table 9 and Figure 13). In evaluating the Commission employment projections, it should be recognized that the projections are intended to provide an indication of the overall long-term future trend in the employment level in the Region, and do not reflect the fluctuation in the employment level that may be expected to occur as a result of periods of growth and decline in the economy typically associated with shorter business cycles.

Figure 12

ACTUAL AND PROJECTED REGIONAL AND COUNTY HOUSEHOLD LEVELS: 1950-2050

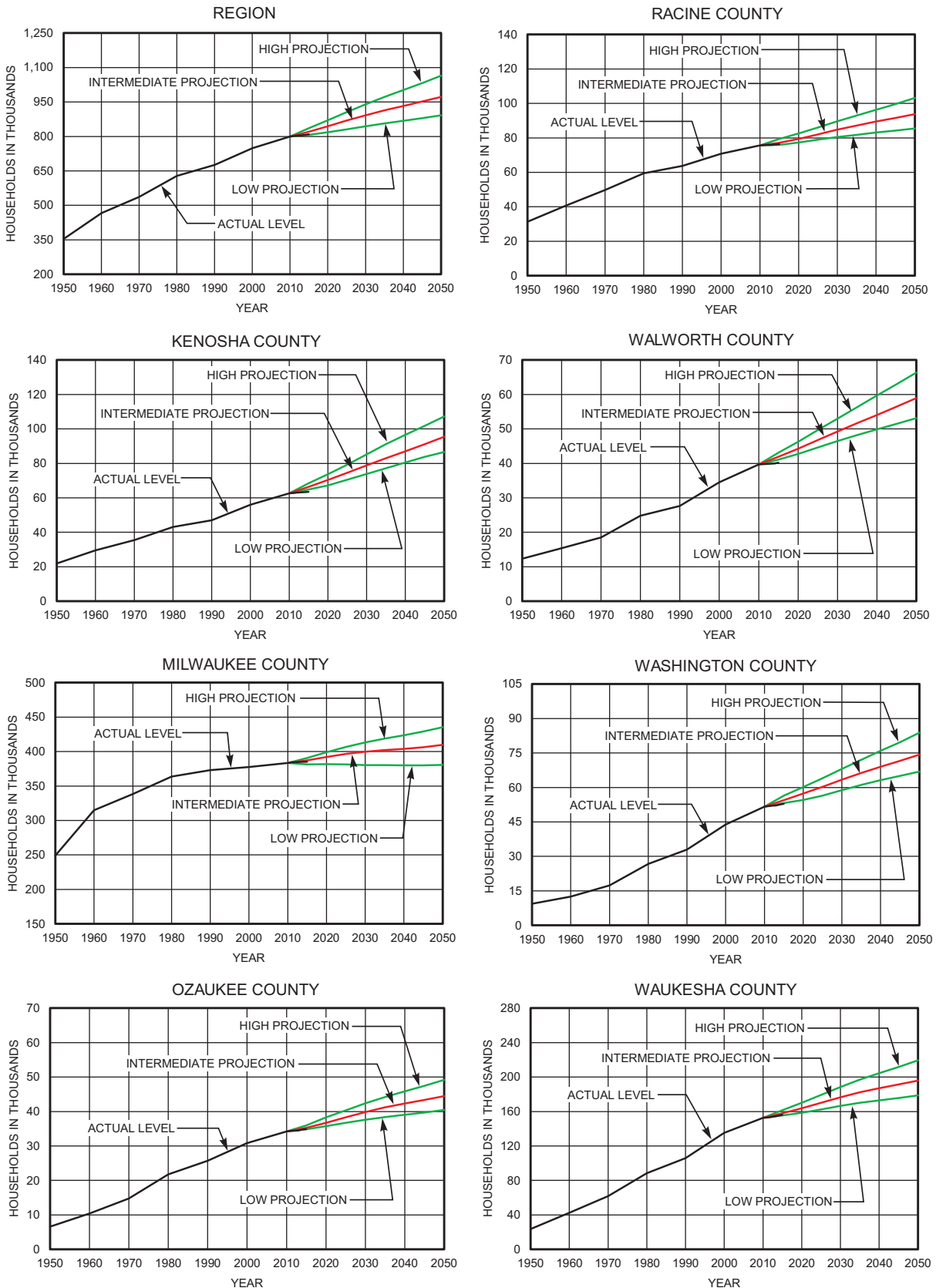


Table 6

ACTUAL AND PROJECTED HOUSEHOLD LEVELS IN THE SOUTHEASTERN WISCONSIN REGION BY COUNTY: 2015

County	2015 Households	Projected 2015 Households		
		High Projection	Intermediate Projection (Forecast)	Low Projection
Kenosha	63,500	68,400	66,300	64,800
Milwaukee.....	385,200	390,700	389,300	381,400
Ozaukee	34,900	36,000	35,200	34,900
Racine	76,400	79,400	77,200	76,000
Walworth.....	40,200	43,100	41,900	41,100
Washington.....	52,900	56,400	54,500	53,200
Waukesha.....	156,300	161,600	157,900	155,400
Region	809,400	835,600	822,300	806,800

Table 7

EMPLOYMENT IN THE SOUTHEASTERN WISCONSIN REGION BY CATEGORY: 2000, 2010, AND 2015

General Industry Group	Employment (Jobs)			2000-2010 Change		2010-2015 Change	
	2000	2010	2015 Estimate	2000-2010 Change		2010-2015 Change	
				Number	Percent	Number	Percent
Agriculture	5,900	5,200	5,000	-700	-11.9	-200	-3.8
Construction	53,000	45,900	51,900	-7,100	-13.4	6,000	13.1
Manufacturing.....	214,500	148,100	159,800	-66,400	-31.0	11,700	7.9
Wholesale Trade	53,700	48,800	53,800	-4,900	-9.1	5,000	10.2
Retail	190,800	185,800	198,600	-5,000	-2.6	12,800	6.9
Services.....	531,900	584,400	622,800	52,500	9.9	38,400	6.6
Government.....	116,400	117,700	112,300	1,300	1.1	-5,400	-4.6
Other.....	43,600	40,700	39,500	-2,900	-6.7	-1,200	-2.9
Total Jobs	1,209,800	1,176,600	1,243,700	-33,200	-2.7	67,100	5.7

Table 8

EMPLOYMENT IN THE SOUTHEASTERN WISCONSIN REGION BY COUNTY: 2000, 2010, AND 2015

County	Employment (Jobs)			2000-2010 Change		2010-2015 Change	
	2000	2010	2015 Estimate	2000-2010 Change		2010-2015 Change	
				Number	Percent	Number	Percent
Kenosha	67,900	74,900	83,300	7,000	10.3	8,400	11.2
Milwaukee.....	618,300	575,400	595,800	-42,900	-6.9	20,400	3.5
Ozaukee	50,400	52,500	57,500	2,100	4.2	5,000	9.5
Racine	93,800	88,300	90,800	-5,500	-5.9	2,500	2.8
Walworth.....	51,200	52,700	56,400	1,500	2.9	3,700	7.0
Washington.....	60,300	63,900	69,700	3,600	6.0	5,800	9.1
Waukesha.....	267,900	268,900	290,200	1,000	0.4	21,300	7.9
Region	1,209,800	1,176,600	1,243,700	-33,200	-2.7	67,100	5.7

Figure 13

ACTUAL AND PROJECTED REGIONAL AND COUNTY EMPLOYMENT LEVELS: 1970-2050

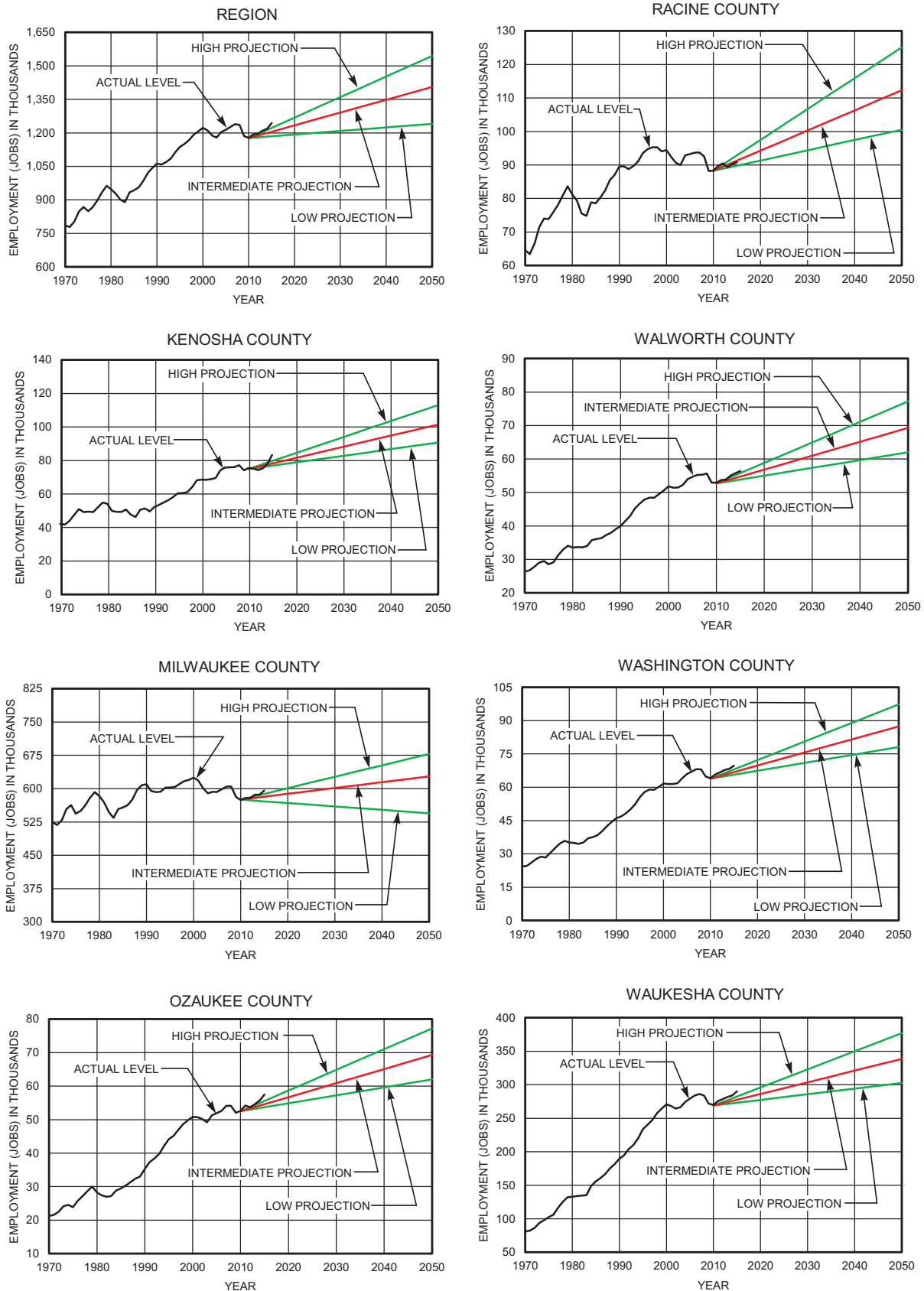


Table 9

ACTUAL AND PROJECTED EMPLOYMENT IN THE SOUTHEASTERN WISCONSIN REGION BY COUNTY: 2015

County	2015 Employment (Jobs)	Projected 2015 Employment (Jobs)		
		High Projection	Intermediate Projection (Forecast)	Low Projection
Kenosha	83,300	79,600	78,200	76,900
Milwaukee.....	595,800	588,200	581,900	571,500
Ozaukee	57,500	55,600	54,600	53,700
Racine	90,800	92,900	91,300	89,800
Walworth.....	56,400	55,800	54,800	53,900
Washington.....	69,700	68,100	66,800	65,700
Waukesha.....	290,200	282,400	277,600	273,100
Region	1,243,700	1,222,600	1,205,200	1,184,600

Change in Unemployment Rate

In addition to the employment level, the unemployment rate is another important measure of economic activity in the Region. The Region's unemployment rate (the unemployed labor force as a percent of the total resident labor force of the Region) increased dramatically during the late 2000s, rising to 9.2 percent in 2009 and 2010 (see Figure 14). The unemployment rate decreased over the next five years, to a level of 5.1 percent in 2015.

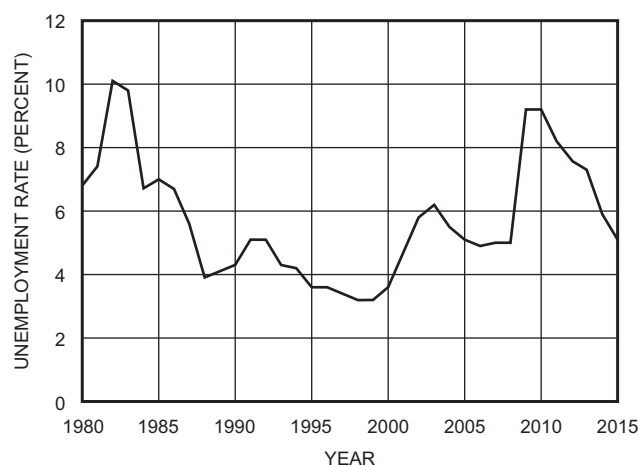
LAND DEVELOPMENT ACTIVITY

Each year, the Commission gathers and analyzes information on residential subdivision activity in the Region. The Commission also monitors annual changes in the Region's housing stock, relying upon data prepared by the Wisconsin Department of Administration. In addition, once every 10 years the Commission updates the major regional inventories of land use, environmental corridors, and areas served by centralized sewer and water supply services. During 2013, the Commission completed updates of those inventories from 2000 to 2010, with a summary of the findings presented below. More detailed information relative to these inventories is set forth in SEWRPC Planning Report No. 55, *VISION 2050: A Regional Land Use and Transportation System Plans for Southeastern Wisconsin*.

Residential Subdivision Platting**New Residential Lots**

Between 1990 and 2005, the number of new residential lots annually created through residential subdivision plats in the Region ranged from about 2,800 to 5,500 lots. Platting activity was significantly lower during the economic downturn of the late 2000s and

Figure 14

UNEMPLOYMENT RATE IN THE REGION: 1980-2015

has remained low since. In the Region, 664 residential lots were created by sub-division plats in 2015, higher than the annual level since 2010 (see Figure 15). Over 92 percent of the new lots were created in Waukesha County. The location of the residential lots created in 2015 is shown on Map 27.

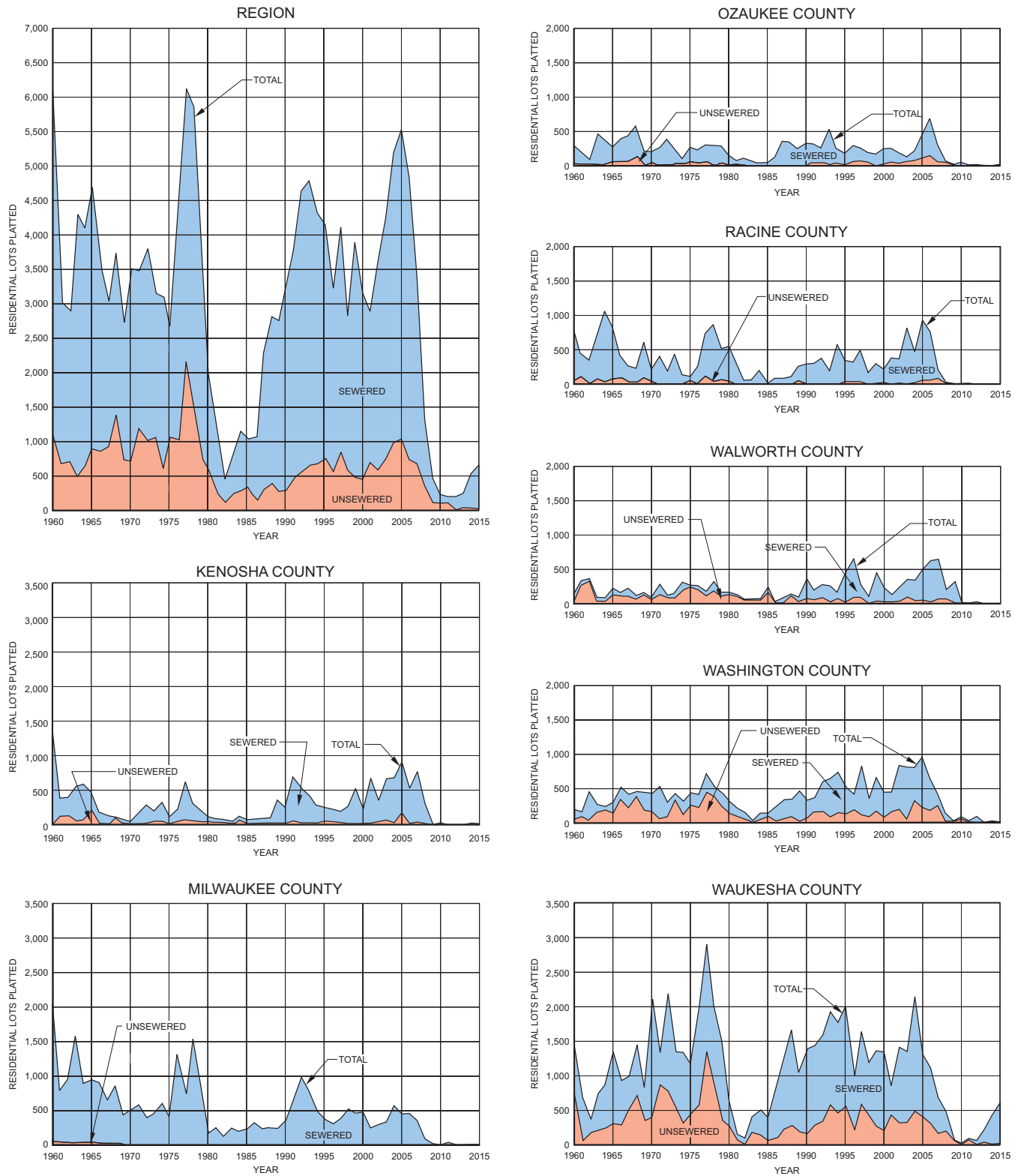
All but 23 of the lots created in 2015 were intended to be served by centralized public sanitary sewer service (see Table 10).

Residential Housing Units**New Housing Construction**

During the 1990s and early 2000s, the number of new housing units provided on an annual basis in the Region fluctuated between about 8,300 and 10,900 (see Figure 16). Housing construction decreased substantially—to less than 3,000 units per year—during the economic downturn of the late 2000s.

Figure 15

RESIDENTIAL LOTS PLATTED IN THE REGION AND ITS COUNTIES: 1960-2015



Map 27
RESIDENTIAL PLATTING ACTIVITY
IN THE REGION: 2015

- 10 SEWERED LOTS
- 10 UNSEWERED LOTS

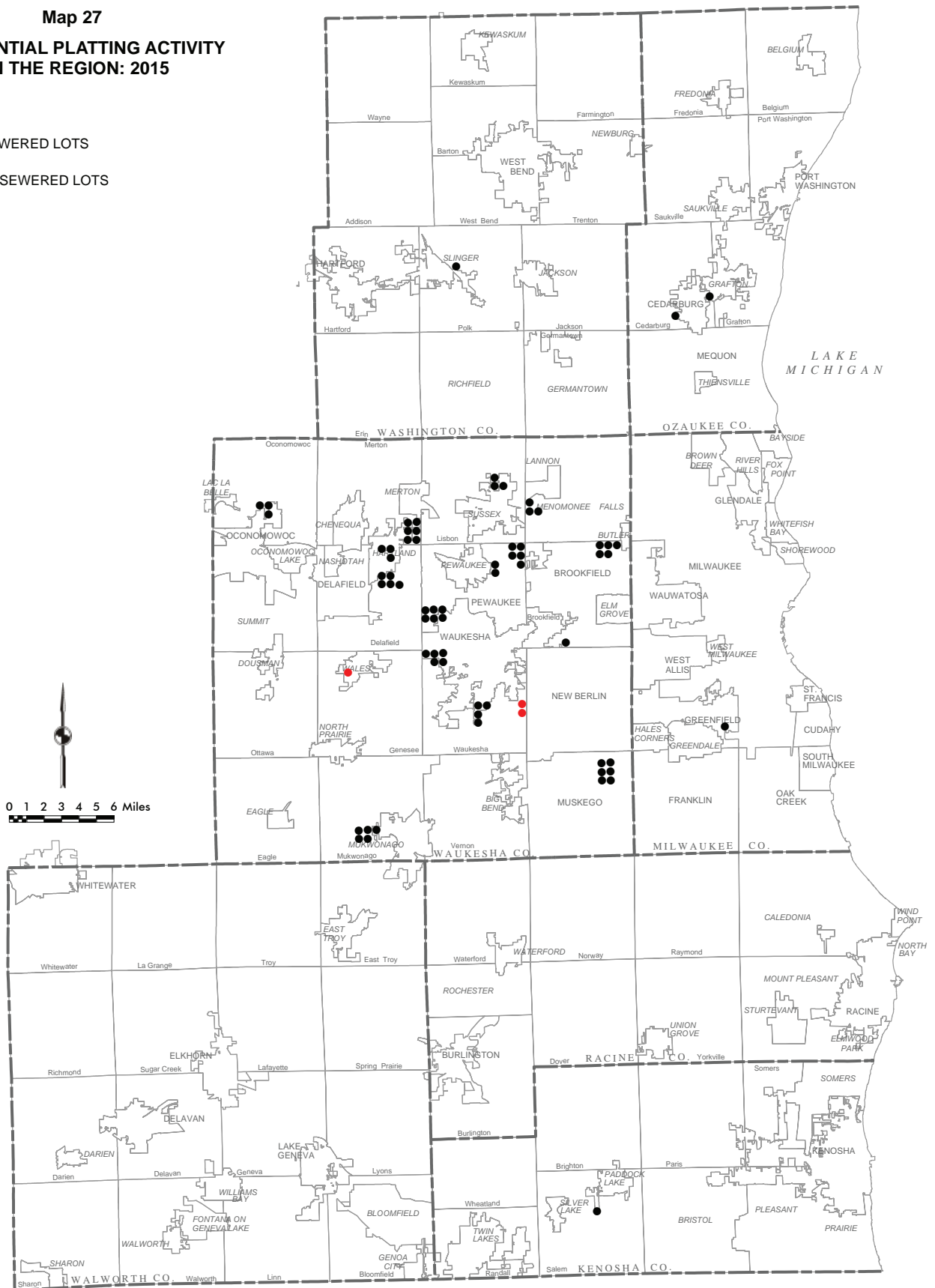


Figure 16

NEW HOUSING UNITS IN THE REGION AND ITS COUNTIES: 1990-2015

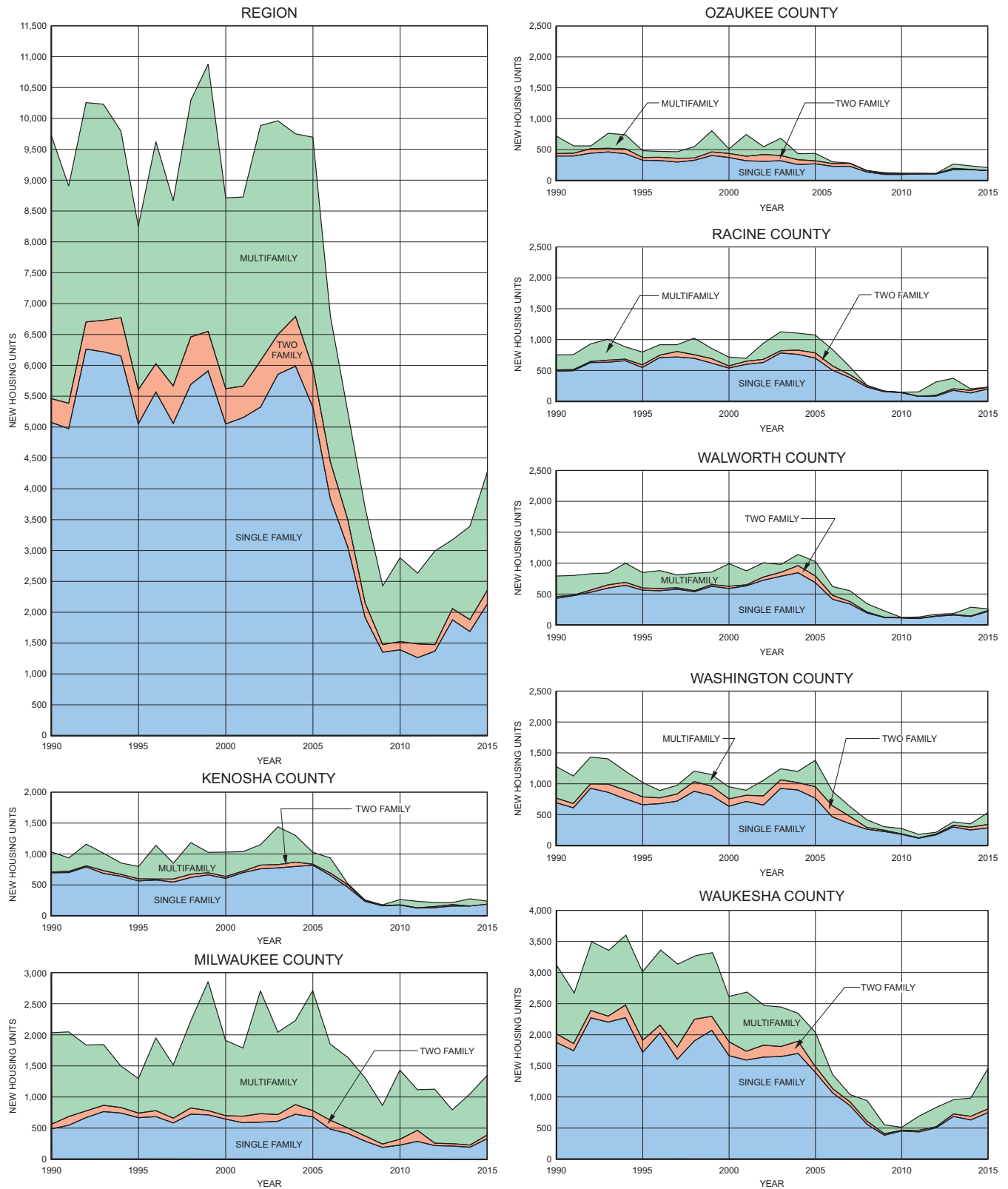


Table 10

**RESIDENTIAL SUBDIVISION
PLATTING ACTIVITY IN THE REGION: 2015**

County	Sewered Lots		Unsewered Lots		Total Lots	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Region
Kenosha.....	14	100.0	0	0.0	14	2.1
Milwaukee.....	12	100.0	0	0.0	12	1.8
Ozaukee.....	21	100.0	0	0.0	21	3.2
Racine.....	0	--	0	--	0	0.0
Walworth.....	0	--	0	--	0	0.0
Washington.....	5	100.0	0	0.0	5	0.7
Waukesha.....	589	96.2	23	3.8	612	92.2
Region	641	96.5	23	3.5	664	100.0

NOTE: This table indicates the number of lots created by residential subdivision plats in 2015.

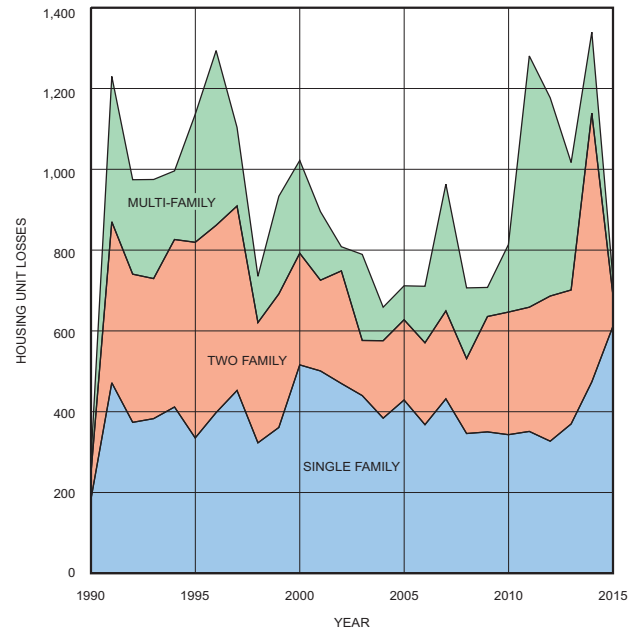
About 4,280 new housing units were added in 2015, including about 2,140 single-family units, 220 units in two-unit structures, and 1,920 units in multi-family structures (see Table 11).

Net Change in Housing Units

A number of housing units are lost each year due to demolition, destruction by fire or flooding, or conversion to nonresidential use. Since 1990, the annual loss ranged between about 400 and 1,300 housing units (see Figure 17). A total of about 740

Figure 17

**HOUSING UNIT LOSSES IN THE REGION
BY STRUCTURE TYPE: 1990-2015**



NOTE: Reported housing unit losses are due to demolition; destruction from fire, flood, or other event; or conversion to nonresidential uses.

housing units were lost in 2015, including 620 single-family units, 80 units in two-unit structures, and 40 units in multi-family structures. The net change in housing units in 2015 was a gain of about 3,540 (see Table 11).

Table 11

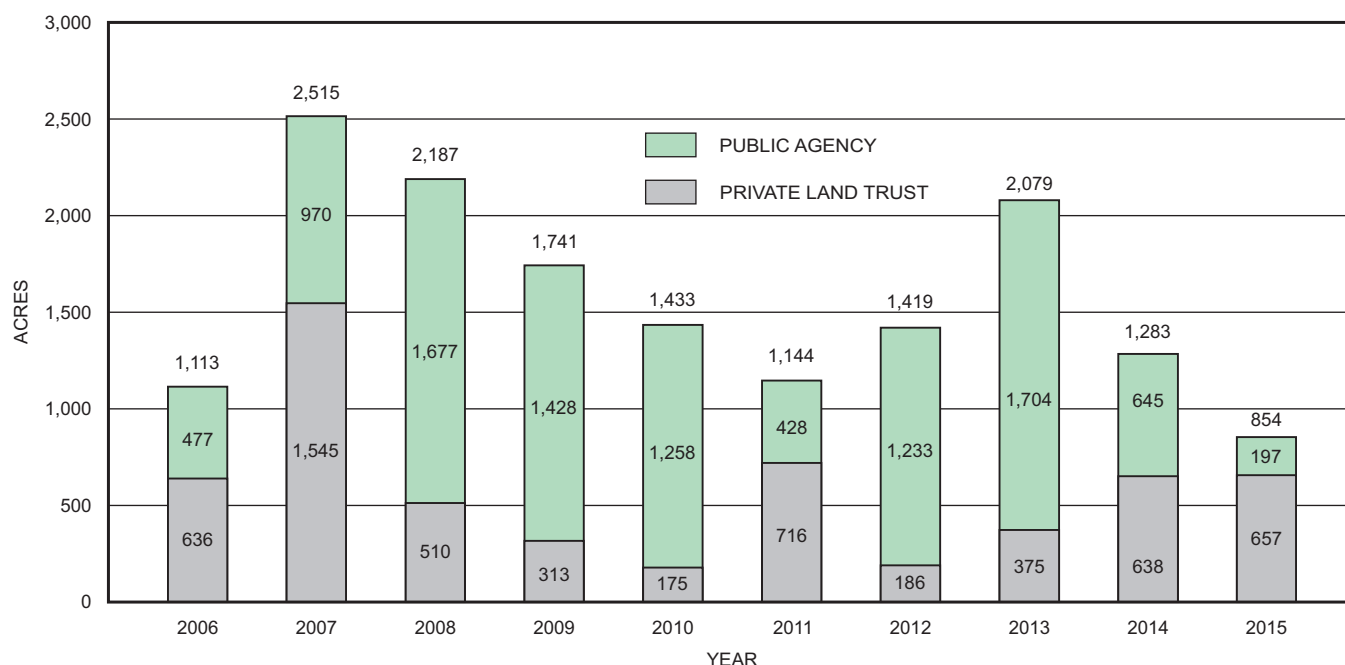
CHANGE IN HOUSING UNITS BY STRUCTURE TYPE IN THE REGION: 2015

County	New Housing Units				Housing Unit Losses				Net Change in Housing Units			
	Single Family	Two Family	Multi-Family	Total	Single Family	Two Family	Multi-Family	Total	Single Family	Two Family	Multi-Family	Total
Kenosha.....	188	2	48	238	45	2	8	55	143	0	40	183
Milwaukee.....	333	58	958	1,349	390	67	0	457	-57	-9	958	892
Ozaukee.....	160	0	48	208	11	0	0	11	149	0	48	197
Racine.....	200	30	0	230	19	6	21	46	181	24	-21	184
Walworth.....	220	12	27	259	41	2	0	43	179	10	27	216
Washington.....	285	60	187	532	10	0	0	10	275	60	187	522
Waukesha.....	749	60	651	1,460	99	4	13	116	650	56	638	1,344
Region	2,135	222	1,919	4,276	615	81	42	738	1,520	141	1,877	3,538

NOTE: The Wisconsin Department of Administration conducts an annual survey of every municipality to collect data on the current housing stock. Respondents generally use building permits and demolition permits to report changes in housing units, which are reported by structure type: single family (including mobile homes), two family, and multi-family buildings.

Figure 18

PUBLIC INTEREST ACQUISITION OF ENVIRONMENTAL CORRIDORS AND ISOLATED NATURAL RESOURCE AREAS IN THE REGION: 2006-2015



Note: The indicated acreage represents the additional area protected through public interest acquisition or conservation easements for the year indicated. This acreage represents the total area of the parcels concerned, including the area within the environmental corridors, along with any agricultural or other open lands that are located outside the environmental corridors and may be expected to become part of the corridors as they revert to more natural conditions in the years ahead.

NATURAL RESOURCE BASE PRESERVATION ACTIVITY

The Commission has monitored efforts by governmental agencies and private land trusts to ensure the long-term protection of open space lands through public interest ownership, including conservation easements, since 2006. This monitoring focuses on lands associated with Commission-identified environmental corridors and Commission-identified natural areas and critical species habitat sites. These publicly and privately sponsored efforts help implement regional plan recommendations regarding the permanent preservation of environmental corridors, natural areas, and critical species habitat sites.

Figure 18 indicates the acreage of open space associated with environmental corridors and isolated natural resource areas in the Region protected through public interest acquisition or conservation easements since 2006. This acreage represents the total area of the parcels concerned—including the area within the environmental corridors—along with any agricultural or other open lands located outside the environmental

corridors that may be expected to become part of the corridors as they revert to more natural conditions in the years ahead. Summaries of recent open space protection efforts follow.

Total Area Protected

During 2015, 854 acres of open space associated with environmental corridors and isolated natural resource areas were protected through public interest acquisition or conservation easements (see location of sites on Map 28). This compares to an annual average of 1,356 acres of open space so protected over the five-year period 2011-2015.

Area Protected by Public Agencies

Public agency efforts resulted in the protection of 197 acres during 2015, and an annual average of 841 acres over the five-year period 2011-2015.

Area Protected by Private Land Trusts

Private land trust efforts resulted in the protection of 657 acres in 2015, and an annual average of 514 acres over the past five-year period 2011-2015. Open space acquisition by private land trusts is often supported by matching State or Federal grants.

Map 28

**PUBLIC INTEREST ACQUISITIONS OF
ENVIRONMENTAL CORRIDORS AND
ISOLATED NATURAL RESOURCE AREAS
IN THE REGION: 2015**

- 2015 ACQUISITIONS BY PUBLIC AGENCIES-
INCLUDING CONSERVATION EASEMENTS (3 SITES)
- 2015 ACQUISITIONS BY PRIVATE LAND TRUSTS-
INCLUDING CONSERVATION EASEMENTS (5 SITES)
- ENVIRONMENTAL CORRIDORS AND
ISOLATED NATURAL RESOURCE AREAS
- SURFACE WATER

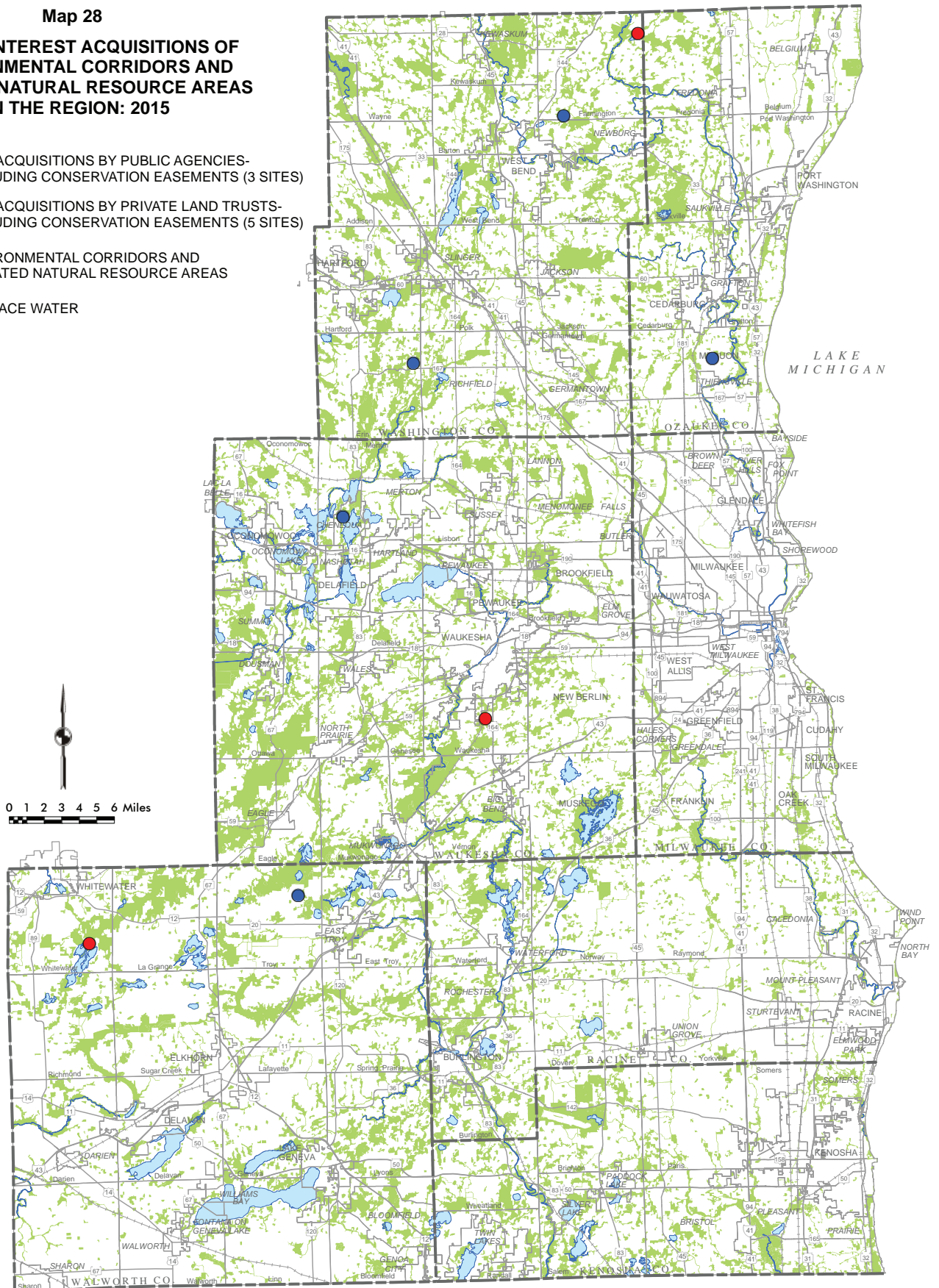


Table 12

PERSONAL-USE VEHICLE AVAILABILITY IN THE REGION^a

County	1963	1972	2014	2015
Kenosha	37,240	51,100	122,810	124,570
Milwaukee	316,350	392,000	556,580	566,030
Ozaukee	16,780	28,030	71,920	72,440
Racine	52,040	73,350	149,580	151,140
Walworth	22,220	33,450	86,350	87,600
Washington	18,340	30,390	108,390	109,550
Waukesha	69,390	114,450	314,100	317,060
Total	532,360	722,770	1,409,730	1,428,390

^aThe classification of automobiles and trucks used in this Annual Report differs from that used in Commission Annual Reports for years prior to 1994. For an explanation of the differences, see footnote 1, page 104.

Natural Areas Protected

The lands protected in the public interest as described above during 2015 included 188 acres distributed among five natural areas as identified in the SEWRPC natural areas and critical species habitat management plan. Specifically, the Wisconsin Department of Natural Resources acquired 28 acres in the Lone Tree Trail Oak Woods in Walworth County. The Milwaukee Metropolitan Sewerage District acquired 32 acres of the Milwaukee River Swamp in Washington County as part of their Green Seams program. Finally, several land trust and conservancy organizations acquired nearly 128 acres among sites that included: Highland Road Woods in Ozaukee County and Sandy Knoll Swamp in Washington County by the Ozaukee Washington Land Trust, and Pickerel Lake Fen State Natural Area in Walworth County by The Nature Conservancy.

REGIONAL TRANSPORTATION SYSTEM PERFORMANCE

Each year the Commission gathers and analyzes available information relative to the performance of the regional transportation system. During 2015 that performance monitoring focused on vehicle availability, public transit operations, park-ride facilities and transit stations, pavement and bridge conditions, traffic congestion and travel times, crashes, aviation activity, and freight rail lines. Monitoring data on these topics usually comes from secondary sources. On occasion, however, the Commission is the source of the data, including travel origin-destination surveys directly conducted by the Commission at 10-year intervals, provided that fiscal resources are made available. Those surveys were undertaken in 2011-2012; the re-

sults are documented in Volume I, Chapter 5, “Travel Habits and Patterns,” SEWRPC Planning Report No. 55, *VISION 2050: A Regional Land Use and Transportation System Plan for Southeastern Wisconsin*.

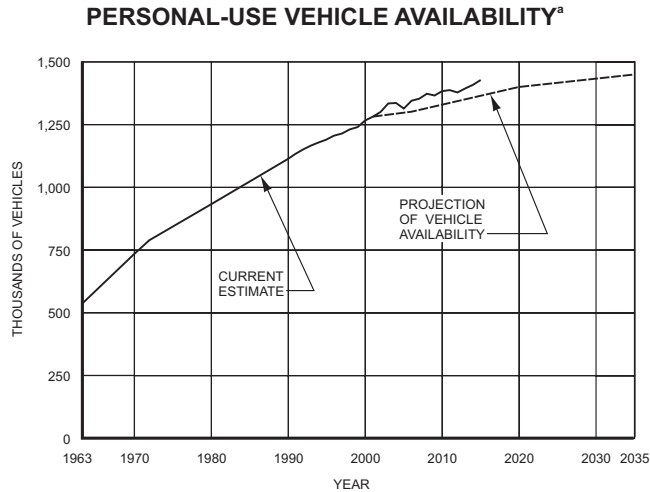
Vehicle Availability¹

Personal-Use Vehicles

The number of personal-use vehicles—automobiles, trucks, and vans used by residents of the Region for personal transportation—increased over the past year by under 1 percent to a level of about 1.43 million vehicles (see Table 12). While the average annual rate of growth in personal-use vehicle availability in the Region from 1963 to 2015 has been about 2 percent, that rate of growth has been decreasing and is expected to lessen further in the coming years under the year 2035 regional transportation plan forecast (see Figure 19).

¹ The classifications used to estimate vehicle availability in this Annual Report differ from those used in Commission Annual Reports for years prior to 1994. In this report, motor vehicles are divided into “personal-use vehicles” and “commercial trucks.” Personal-use vehicles include automobiles, 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.

Figure 19



^a THE CLASSIFICATION OF AUTOMOBILES AND TRUCKS USED IN THIS ANNUAL REPORT DIFFERS FROM THAT USED IN COMMISSION ANNUAL REPORTS FOR YEARS PRIOR TO 1994. FOR AN EXPLANATION OF THE DIFFERENCES, SEE FOOTNOTE 1, PAGE 104.

Persons Per Personal-Use Vehicle

The number of persons per personal-use vehicle in the Region was estimated at 1.42 in 2015, a slight decrease from 2014 (see Figure 20). This ratio has been relatively stable for over a decade and the SE-WRPC forecast expects continued long-term stability as well. The estimated 2015 level of personal-use vehicle availability was only slightly higher—about 5 percent—than the availability level envisioned in the year 2035 regional transportation plan.

Commercial and Municipal Trucks

As shown in Table 13, the number of commercial and municipal trucks available in the Region during 2015 was estimated at about 124,280, which is 470 more than the 2014 estimate. Light commercial trucks account for about 54 percent of all commercial trucks. The number of commercial and municipal trucks available in the Region remains at a level somewhat below the forecast level included in the year 2035 regional transportation plan (see Figure 21).

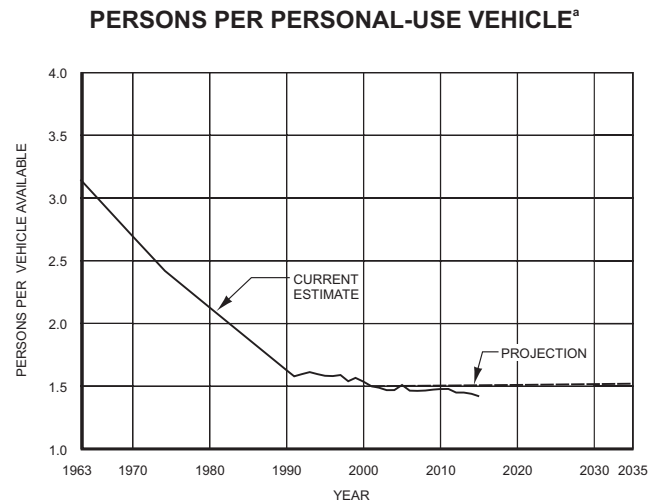
Public Transit Operations

Transit Systems and Service Areas

The Southeastern Wisconsin Region was served during 2015 by the following public transit systems (see Map 29):

- Fixed-route intracounty bus service sponsored by Kenosha, Milwaukee, and Waukesha Counties and by the Cities of Kenosha, Racine, and Waukesha.

Figure 20



^a THE CLASSIFICATION OF AUTOMOBILES AND TRUCKS USED IN THIS ANNUAL REPORT DIFFERS FROM THAT USED IN COMMISSION ANNUAL REPORTS FOR YEARS PRIOR TO 1994. FOR AN EXPLANATION OF THE DIFFERENCES, SEE FOOTNOTE 1 ON PAGE 104.

- Fixed-route intercounty bus service sponsored by the City of Racine for travel between Kenosha, Racine, and Milwaukee; and by Ozaukee, Washington, and Waukesha Counties for travel between those counties and Milwaukee County.
- Shared-ride taxi service sponsored by Ozaukee and Washington Counties and by the Cities of Hartford, West Bend, and Whitewater.
- Paratransit service for people with disabilities who are unable to use fixed-route bus services sponsored by Kenosha, Milwaukee, and Waukesha Counties and by the Cities of Kenosha, Racine, and Waukesha.
- Commuter rail service from Kenosha to the Chicago Loop sponsored by Metra, the commuter rail agency serving northeastern Illinois. Amtrak Hiawatha intercity rail service between Milwaukee and Chicago, sponsored by the States of Illinois and Wisconsin, and providing both connections to the national intercity Amtrak rail network and commuter service between Milwaukee, General Mitchell International Airport, Sturtevant, and the Chicago Loop.

Notable Changes to Services

- The Milwaukee County Transit System (MCTS) implemented the GO Pass that provides unlimited free rides on MCTS buses to eligible senior citizens and people with disabilities.

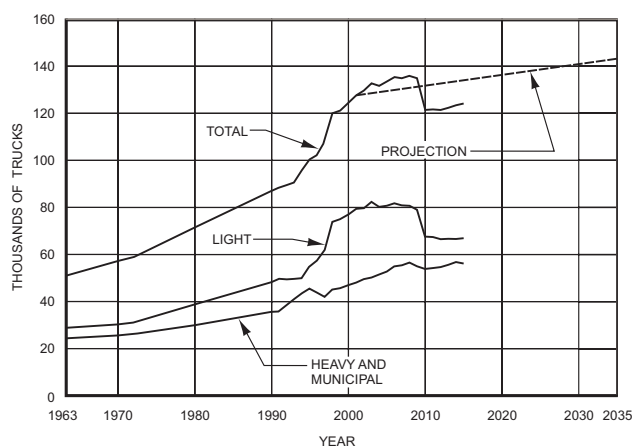
Table 13

COMMERCIAL TRUCK AVAILABILITY IN THE REGION^a

County	1963	1972	2014	2015
Kenosha.....	4,370	4,490	10,400	10,590
Milwaukee.....	25,910	26,710	42,320	42,340
Ozaukee	2,270	2,550	5,930	6,110
Racine.....	5,670	6,460	14,180	14,310
Walworth.....	4,190	4,840	10,360	10,540
Washington.....	3,210	4,080	10,250	10,500
Waukesha.....	7,780	10,280	30,370	29,890
Total	53,400	59,410	123,810	124,280

^aThe classification of automobiles and trucks used in this Annual Report differs from that used in Commission Annual Reports for years prior to 1994. For an explanation of the differences, see footnote 1, page 104.

Figure 21

COMMERCIAL-USE TRUCK AVAILABILITY^a

^a THE CLASSIFICATION OF AUTOMOBILES AND TRUCKS USED IN THIS ANNUAL REPORT DIFFERS FROM THAT USED IN COMMISSION ANNUAL REPORTS FOR YEARS PRIOR TO 1994. FOR AN EXPLANATION OF THE DIFFERENCES, SEE FOOTNOTE 1, PAGE 104.

- Western Kenosha County Transit added a commuter route to provide services to Antioch, IL.
- The Ozaukee County Express bus was rerouted in downtown Milwaukee to serve Schiltz Park.

Fixed-Route Bus Ridership

The total reported ridership on fixed-route public bus services declined from about 43.9 million unlinked passengers in 2014 to 38.2 million unlinked passengers in 2015, a decrease of 13 percent (see Table 14 and Figures 22 through 29 for individual system data).

Shared-Ride Taxi Ridership

The total reported ridership on shared-ride public taxi services decreased from about 366,000 in 2014 to

about 356,400 in 2015, a decrease of about 3 percent (see Table 14 and Figures 30 through 34 for individual system data).

Paratransit Vehicle Ridership

Paratransit vehicles serve people with disabilities unable to use fixed-route bus services. During 2015, about 584,400 one-way trips were made on paratransit services in the Region, a decrease of about 6 percent from the 621,900 one-way trips made during 2014 (see Table 15 for individual system data). The number of one-way trips had declined over the past few years, which may have been attributed to educational efforts made by Milwaukee County to encourage people with disabilities to reduce their out-of-pocket costs by using the fixed-route bus system, rather than Transit Plus, the Milwaukee County paratransit system, and to human service agencies using alternate transportation services.

Metra Ridership









Metra operates nine trains on weekdays, six trains on Saturdays, and three trains on Sundays and holidays from the Kenosha station to the Chicago Loop. The base one-way fare is \$9.25. For regular riders who use the service 20 days per month, a \$263.75 monthly pass reduces the fare to \$6.59 per trip.

Amtrak Ridership

Amtrak Hiawatha trains provide seven daily round trips on weekdays and Saturdays and six daily round trips on Sundays between Milwaukee and Chicago, with intermediate stops at Milwaukee General Mitchell International Airport; Sturtevant, WI; and Glen-

Map 29
PUBLIC TRANSIT SERVICES
IN THE REGION: 2015

FIXED-ROUTE TRANSIT SERVICES

-  INTERCITY RAIL
-  RAPID BUS TRANSIT ROUTE
-  COMMUTER RAIL
-  EXPRESS BUS TRANSIT ROUTE
-  FLEXIBLE TRANSIT ROUTE
-  ONE-QUARTER MILE WALK ACCESS SERVICE AREA FOR LOCAL TRANSIT ROUTES
-  MUNICIPAL SHARED-RIDE TAXI (PRIMARY SERVICE AREA)
-  COUNTY SHARED-RIDE TAXI

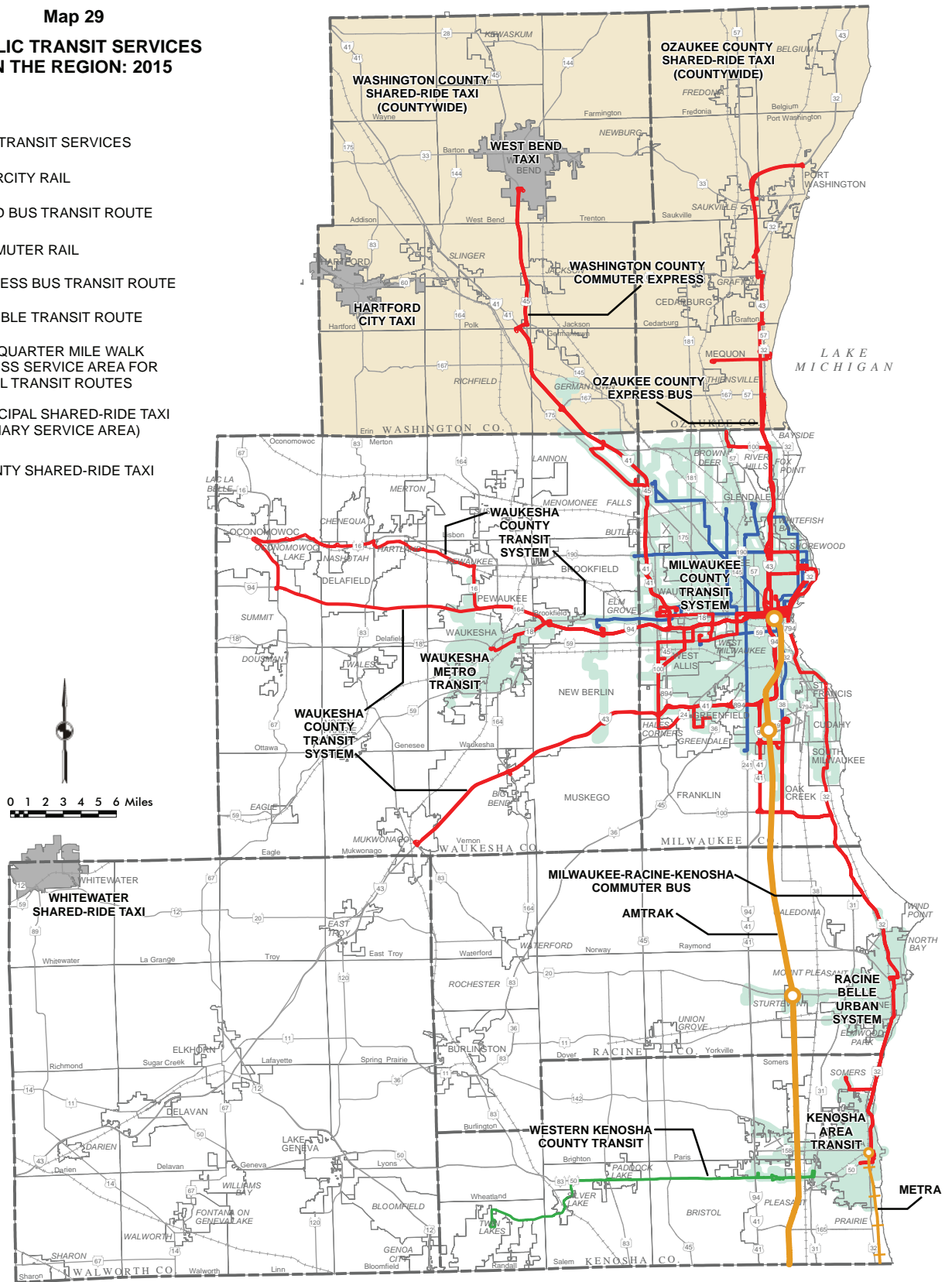


Table 14

REPORTED PUBLIC TRANSIT UNLINKED PASSENGER TRIPS IN THE REGION

Transit Services	Unlinked Passenger Trips ^a						Percent Change 2014-2015
	1963	1972	1991	2001	2014	2015	
Fixed Route Bus Systems							
Intracounty							
City of Kenosha	2,073,900	553,800	1,348,700	2,003,700	1,326,600	1,321,900	-0.4
Milwaukee County	119,241,000	70,215,000	66,470,100	61,063,800	40,586,000	34,997,200	-13.8
City of Racine	3,881,900	703,200	2,432,600	1,993,900	1,404,500	1,300,500	-7.4
City of Waukesha.....	528,500	324,800	555,900	789,100	598,800	593,100	-1.0
Subtotal	125,725,300	71,796,800	70,807,300	65,850,500	43,915,900	38,212,700	-13.0
Intercounty							
Kenosha-Racine Milwaukee Counties	--	158,200	84,600	84,000	73,400	64,000	-12.8
Ozaukee-Milwaukee Counties	--	64,400	--	91,600	113,800	92,500	-18.7
Washington-Milwaukee Counties.....	--	--	--	67,500	110,300	102,200	-7.3
Waukesha-Milwaukee Counties.....	534,000	240,000	290,000	667,700	546,700	523,000	-4.3
Western Kenosha County	--	--	--	--	13,400	15,400	14.9
Subtotal	534,000	462,600	374,600	910,800	857,600	797,100	-7.1
Total Bus Systems	126,259,300	72,259,400	71,181,900	66,761,300	44,773,500	39,009,800	-12.9
Shared-Ride Taxi Systems							
City of Hartford	--	--	8,000	20,800	20,500	20,100	-2.0
Ozaukee County.....	--	--	--	57,300	110,600	108,500	-1.9
Washington County	--	--	--	52,300	91,100	89,900	-1.3
City of West Bend.....	--	--	--	134,400	113,400	108,600	-4.2
City of Whitewater	--	--	38,000	19,700	30,400	29,300	-3.6
Subtotal	--	--	46,000	307,700 ^b	366,000	356,400	-2.6
Region Total	126,259,300	72,259,400	71,227,900	67,069,000	45,139,500	39,366,200	-12.8

^aThe ridership figures shown in this table reflect transit revenue trips, transfer trips, and free fare trips as reported to the Wisconsin Department of Transportation by each transit operator. Previous annual reports reported only revenue trips, as reported by transit operators to the Wisconsin Department of Transportation. The introduction of new fare system technologies has changed how revenue trips and transfer trips are estimated by transit operators, and the expansion of free fare programs has diminished the usefulness of reporting only revenue trips. Therefore, starting with the 2015 Annual Report, this table has been modified to report all unlinked passenger trips.

^bThe shared-ride taxi service previously operated by the City of Port Washington was merged with the Ozaukee County Taxi Service in January 2012. The unlinked passenger trips reported for the service in 2001 (23,200) are reflected in this subtotal.

Figure 22

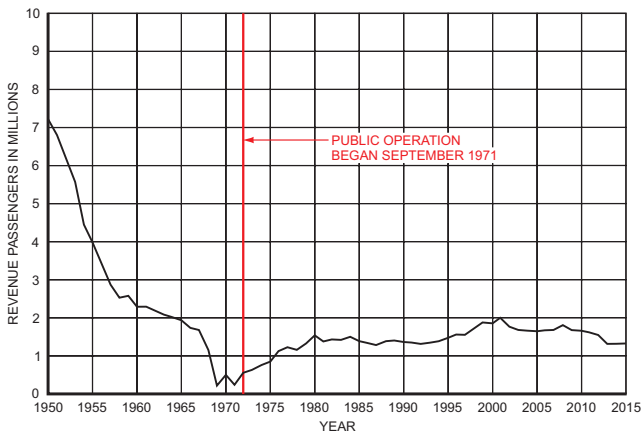
TRANSIT UNLINKED PASSENGER TRIPS:
CITY OF KENOSHA TRANSIT SYSTEM

Figure 23

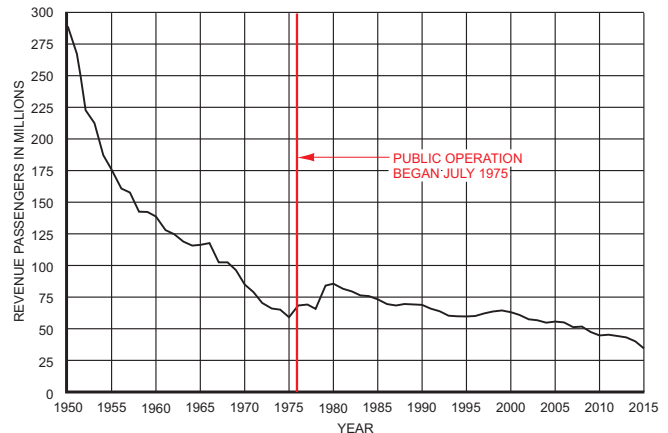
TRANSIT UNLINKED PASSENGER TRIPS:
MILWAUKEE COUNTY TRANSIT SYSTEM

Figure 24

**TRANSIT UNLINKED PASSENGER TRIPS:
CITY OF RACINE TRANSIT SYSTEM**

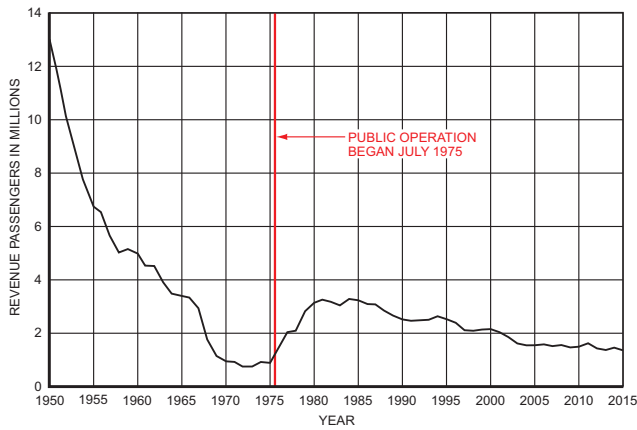


Figure 25

**TRANSIT UNLINKED PASSENGER TRIPS:
CITY OF WAUKESHA TRANSIT SYSTEM**

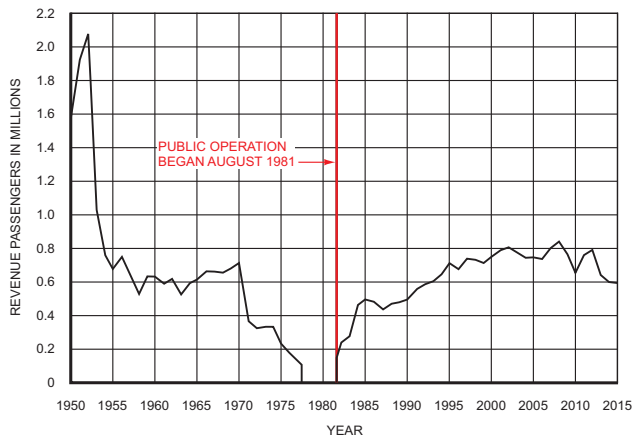


Figure 26

**TRANSIT UNLINKED PASSENGER TRIPS: KENOSHA-
RACINE-MILWAUKEE AREA TRANSIT SYSTEM**

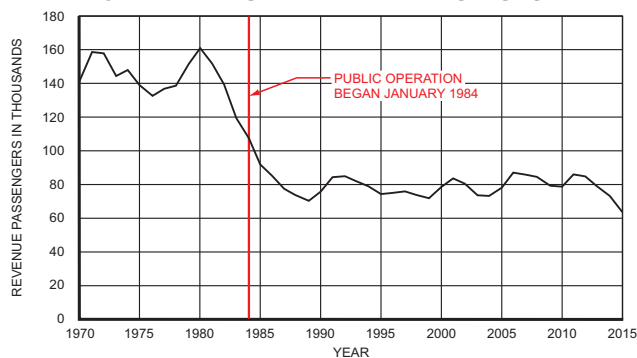
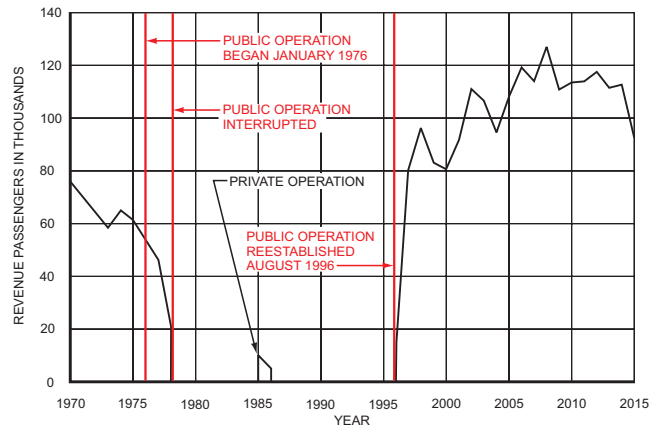


Figure 27

**TRANSIT UNLINKED PASSENGER TRIPS:
OZAUKEE COUNTY EXPRESS BUS SYSTEM**



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

Figure 28

**TRANSIT UNLINKED PASSENGER TRIPS:
WASHINGTON COUNTY EXPRESS BUS SYSTEM**

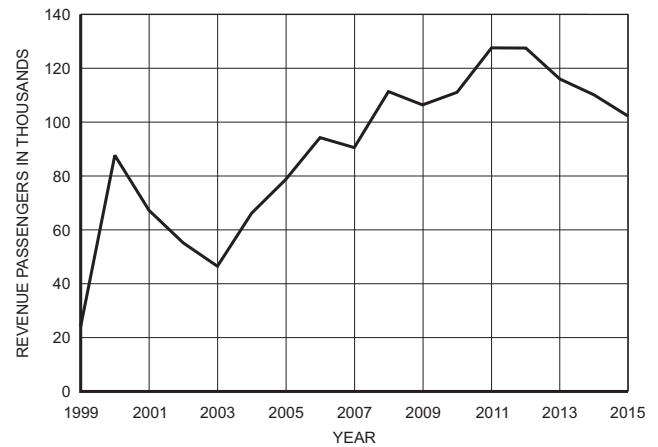


Figure 29

**TRANSIT UNLINKED PASSENGER TRIPS:
WAUKESHA COUNTY TRANSIT SYSTEM**

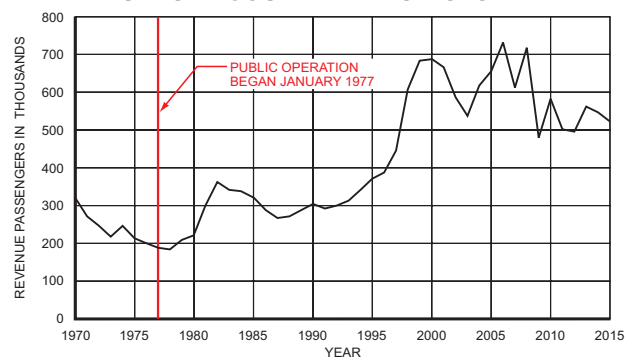


Figure 30

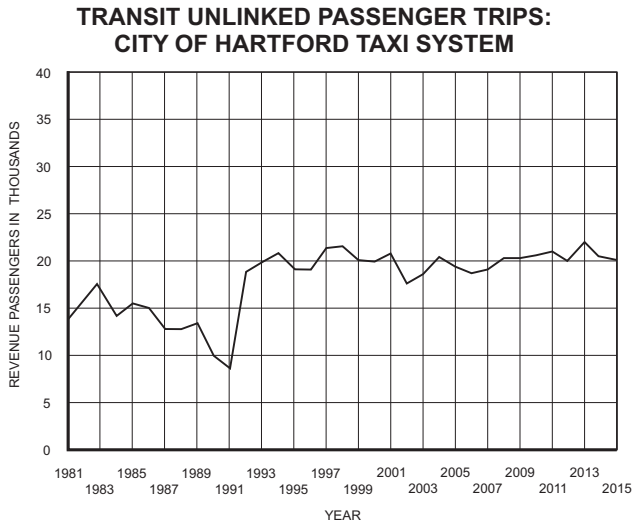


Figure 33

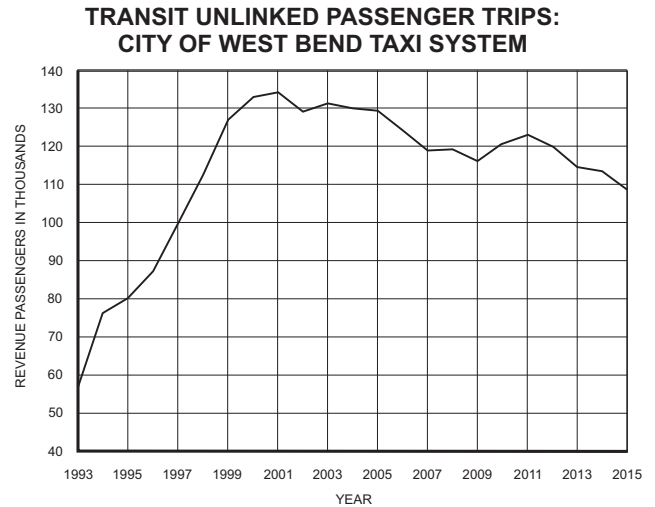


Figure 31

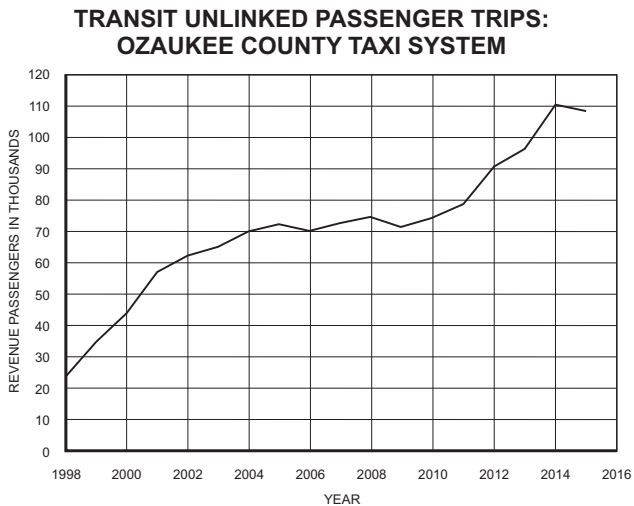


Figure 34

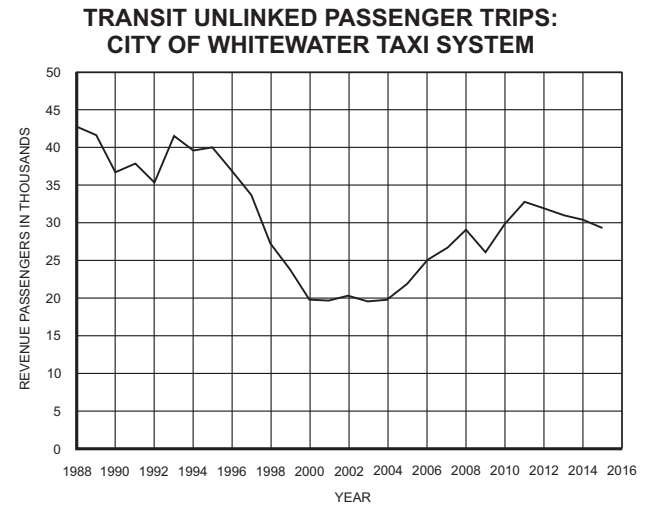
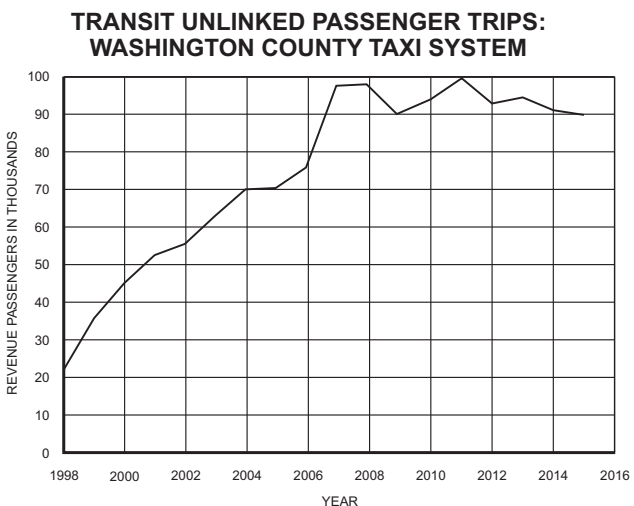


Figure 32



view, IL. In December, the fare structure for Amtrak Hiawatha trains increased. The base one-way fare is \$25 and the 10 ride pass is \$188. For regular riders who use the service 20 days per month, a \$406 monthly pass reduces the fare to \$10.15 per trip. Over the 10-year period 2006-2015, annual ridership increased by about 35 percent to a level of about 796,300 passengers. Starting in October 2013, Amtrak began using an eTicketing system that has resulted in the collection of more accurate ridership and revenue data. Ridership data from previous years had been overestimated due to the previous methodology of estimating the number of trips using multi-ride tickets. In 2015, the State of Wisconsin provided about \$4.5 million to support Hiawatha operating services.

Table 15

REPORTED PARATRANSIT RIDERSHIP FOR FIXED-ROUTE TRANSIT SYSTEMS IN THE REGION

Transit Operator	Paratransit Trips				
	1991	2001	2014	2015	Percent Change 2014-2015
City of Kenosha	13,100	17,200	23,600	23,400	-0.8
Milwaukee County	388,200	1,027,000	557,300	523,400	-6.1
City of Racine	32,900	19,600	26,400	24,600	-6.8
City of Waukesha.....	11,000	13,000	10,900	9,900	-9.2
Waukesha County	1,200	11,200	3,700	3,100	-16.2
Region Total	446,400	1,070,800	621,900	584,400	-6.0

Bus and Shared-Ride Taxi Vehicle Miles of Service

The number of vehicle-miles operated in revenue service by bus and taxi in the Region during 2015 totaled about 23.4 million, representing an increase of about 5 percent from the 22.4 million vehicle-miles operated during 2014 (see Table 16 for individual system data and Figure 35 for the historical trend).

Bus Vehicle Age and Reliability

The average age of buses operated by transit operators in the Region declined from 5.8 years in 2013 to 5.7 years in 2014. The number of service calls for those buses decreased over 79 percent, from 3,974 in 2013 to 834 in 2014. Over the same period, the average revenue vehicle-miles traveled between service calls increased from 4,876 in 2013 to 23,312 in 2014. A service call is defined as any repair made to a bus correcting a mechanical failure that either prevents the bus from completing a scheduled revenue trip or from starting its next scheduled revenue trip.

Transit Fares

Fares for the Region's transit operators are presented in Table 17. One transit operator, the City of Hartford Taxi, raised base fares by \$0.25 in 2015.

Operating Assistance

Public transit operating assistance in the Region, exclusive of Metra and Amtrak services, totaled about \$132.8 million in 2014, the most recent year for which data is available, a 3 percent increase from 2013 (see Table 18 for individual system data). Table 18 also provides the public subsidy per ride for each system.

Park-Ride Facilities and Transit Stations**Number and Location**

Progress in providing the 73 park-ride lots and transit stations recommended in the regional transportation plan is summarized on Map 30. In 2015, there were 54 park-ride lots in the Region. However, the park-ride lot located at IH 94 and CTH C in the City of Delafield closed permanently in May 2015, reducing the number of park-ride lots to 53. Of the 53 existing park-ride lots and transit stations in 2015, 39 were served by transit service and 14 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 park-ride lots, such as parking lots at private retail businesses or municipal parking lots or ramps.

Capacity and Use

Table 19 provides data on both the number of parking spaces available and the number of parking spaces used on an average weekday in 2015 at all park-ride lots and transit stations. The total number of spaces available at park-ride lots in the Region was 7,735 in 2015, including 6,780 at park-ride lots served by transit and 955 at the lots not served by transit. Of the 6,780 spaces available at the 39 park-ride lots served by transit, 2,392 spaces were used on an average weekday during 2015—a utilization rate of about 35 percent. Of the 955 spaces available at the lots not served by transit, 240 spaces were utilized during 2015—a utilization rate of about 25 percent. Two lots had utilization rates of 100 percent or higher, indicating they were at or over their rated capacity.

Table 16

REPORTED PUBLIC TRANSIT REVENUE VEHICLE MILES OF SERVICE IN THE REGION

Transit Services	Revenue Vehicle Miles of Service						Percent Change 2014-2015
	1963	1972	1991	2001	2014	2015	
Fixed Route Bus Systems							
Intracounty							
City of Kenosha	764,200	309,900	735,300	1,163,800	889,500	918,800	3.3
Milwaukee County	24,279,300	18,883,700	17,161,200	19,246,100	15,537,300	16,403,500	5.6
City of Racine	1,099,800	461,600	1,258,500	1,416,400	948,200	955,800	0.8
City of Waukesha	175,300	85,200	519,400	861,000	664,100	665,000	0.1
Subtotal	26,318,600	19,740,400	19,674,400	22,687,300	18,039,100	18,943,100	5.0
Intercounty							
Kenosha-Racine Milwaukee Counties	N/A	N/A	253,300	381,600	215,000	215,300	0.1
Ozaukee-Milwaukee Counties	N/A	110,000	--	224,200	186,500	182,900	-1.9
Washington-Milwaukee Counties	--	--	--	339,800	243,200	248,600	2.2
Waukesha-Milwaukee Counties	1,016,000	328,300	375,200	1,258,800	554,200	629,300	13.6
Western Kenosha County	--	--	--	--	204,000	215,400	5.6
Subtotal	1,016,000	438,300	628,500	2,204,400	1,402,900	1,491,500	6.3
Total Bus Systems	27,334,600	20,178,700	20,302,900	24,891,700	19,442,000	20,434,600	5.1
Shared-Ride Taxi Systems							
City of Hartford	--	--	24,700	44,500	56,400	56,700	0.5
Ozaukee County	--	--	--	734,400	1,097,900	1,151,900	4.9
Washington County	--	--	--	902,900	1,303,100	1,304,500	0.1
City of West Bend	--	--	--	432,200	382,000	381,400	-0.2
City of Whitewater	--	--	78,900	58,700	93,700	102,400	9.3
Subtotal	--	--	103,600	2,255,300	2,933,100	2,996,900	2.2
Region Total	27,334,600	20,178,700	20,406,500	27,147,000	22,375,100	23,431,500	4.7

Figure 35

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

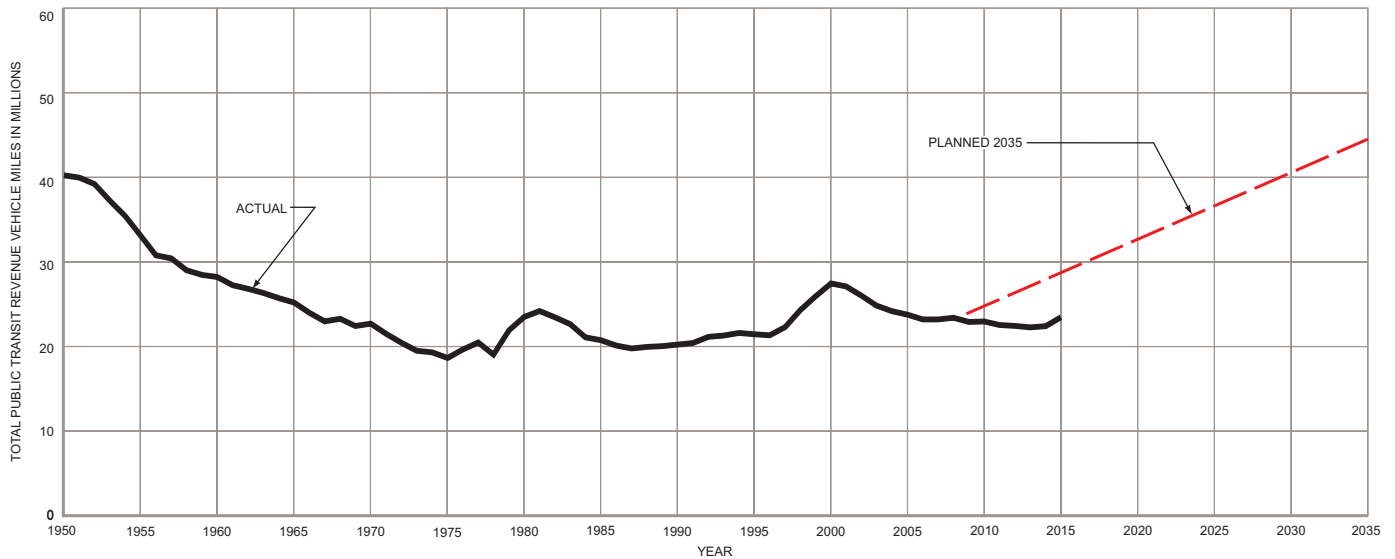


Table 17

BASE ADULT FARES CHARGED BY PUBLIC TRANSIT SYSTEMS IN THE REGION 2014 AND 2015

Transit System	Fares Charged Per One-way Trip		Change 2014-2015
	2014	2015	
Fixed Route Bus Systems			
Intracounty			
City of Kenosha	\$1.75	\$1.75	--
Milwaukee County	\$2.25	\$2.25	--
City of Racine	\$2.00	\$2.00	--
City of Waukesha.....	\$2.00	\$2.00	--
Intercounty			
Kenosha-Racine Milwaukee Counties	\$2.25-\$4.50	\$2.25-\$4.50	--
Ozaukee-Milwaukee Counties	\$3.50	\$3.50	--
Washington-Milwaukee Counties.....	\$3.75	\$3.75	--
Waukesha-Milwaukee Counties.....	\$3.25-\$4.00	\$3.25-\$4.00	--
Western Kenosha County	\$2.00-\$5.00	\$2.00-\$5.00	--
Shared-Ride Taxi Systems			
City of Hartford	\$3.00	\$3.25	\$0.25
Ozaukee County.....	\$3.00-\$6.75	\$3.00-\$6.75	--
Washington County.....	\$4.25-\$9.00	\$4.25-\$9.00	--
City of West Bend.....	\$4.00	\$4.00	--
City of Whitewater	\$3.00	\$3.00	--

Pavement and Bridge Conditions

State Trunk Highway Pavements

All state trunk highways, including interstate highways, are assessed on the basis of the International Roughness Index (see Figure 36 and Table 20). In 2014, slightly over 85 percent of the state trunk highway system in the Region was determined to have few or no ride problems, a proportion that has slightly increased over the seven-year period 2006-2014. This would indicate that about 15 percent of the state trunk highway system in the Region at any point in time experiences moderate to severe ride problems, with those highway segments being targeted by WisDOT in highway improvement programming efforts for the years ahead. The results of the 2014 pavement condition assessment in southeastern Wisconsin by state trunk highway facility are shown on Map 31.

County and Local Arterial Road Pavements

State law requires counties and local municipalities to rate their arterial street and highway systems every two years. Counties and local municipalities uniformly use the Pavement Surface and Evaluation Rating (PASER) System (see Figure 37). The results of these ratings for the years 2005, 2013, and 2015 are shown in Table 21. The results of the 2015 rating by arterial facility are shown on Map 32. Over the ten-year period 2005-2015, the collective number of miles of

county and local arterials with a PASER rating of one or two—those classifications that indicate severe deterioration and a need for reconstruction—decreased from about 6 percent of all county and local arterials in 2005 to 2.4 percent in 2015. This particular finding pertains, however, only to county and local arterial streets and highways, and does not include local non-arterial roads that have the primary function of providing access to properties.

Bridge Structures

The condition of bridges is determined by a rating system having a scale of 0-100 (see Figure 38). The ratings for bridge structures located in the Region for 2006, 2012, and 2015 are shown in Table 22, while the 2015 ratings for individual bridge structures in the Region are shown on Map 33. The number of bridges in the Region having a rating less than 50, and therefore in need of replacement, has declined by about 31 percent over the past nine years. Similarly, the number of bridge structures with a rating from 50 to 80, indicating a need for rehabilitation, has declined by about 24 percent over that same nine-year period.

Volume of Travel

The amount of travel within the Region on the arterial street and highway system on an average week-day is set forth in Table 23 for selected years from

Table 18

PUBLIC TRANSIT OPERATING ASSISTANCE WITHIN THE REGION: 2013-2014







Transit Services	Public Transit Operating Assistance (dollars)							
	2013 Actual/Estimated				2014 Actual/Estimated			
	Federal	State	Local	Total	Federal	State	Local	Total
Fixed Route Bus Systems								
Intracounty								
City of Kenosha	2,126,900	1,489,800	1,588,200	5,204,900	2,242,700	1,588,400	1,629,000	5,460,100
Milwaukee County	23,778,500	67,467,400	11,818,000	103,063,900	27,068,900	67,539,300	12,509,200	107,117,400
City of Racine	2,810,500	1,759,300	1,458,300	6,028,100	2,720,100	1,531,800	1,623,200	5,875,100
City of Waukesha	526,300	1,901,700	1,393,400	3,821,400	551,300	2,008,400	1,202,600	3,762,300
Subtotal	29,242,200	72,618,200	16,257,900	118,118,300	32,583,000	72,667,900	16,964,000	122,214,900
Intercounty								
Kenosha-Racine Milwaukee Counties.....	- -	669,100	241,500	910,600	- -	582,600	268,800	851,400
Ozaukee-Milwaukee Counties.....	86,000	428,300	360,600	874,900	88,600	460,300	424,000	972,900
Washington-Milwaukee Counties	504,300	430,200	52,900	987,400	516,000	498,200	43,800	1,058,000
Waukesha-Milwaukee Counties	484,500	2,123,700	754,600	3,362,800	507,500	2,242,800	651,300	3,401,600
Western Kenosha County	245,400	62,500	183,000	490,900	232,900	58,500	174,400	465,800
Subtotal	1,320,200	3,713,800	1,592,600	6,626,600	1,345,000	3,842,400	1,562,300	6,749,700
Total Bus Systems	30,562,400	76,332,000	17,850,500	124,744,900	33,928,000	76,510,300	18,526,300	128,964,600
Shared-Ride Taxi Systems								
City of Hartford	123,900	- -	22,800	146,700	68,000	55,800	12,700	136,500
Ozaukee County.....	161,500	804,800	296,900	1,263,200	166,300	865,100	349,200	1,380,600
Washington County	550,700	739,100	391,500	1,681,300	563,500	856,000	324,200	1,743,700
City of West Bend.....	232,700	214,800	17,900	465,400	235,800	217,200	18,700	471,700
City of Whitewater	62,900	53,300	9,500	125,700	71,500	55,400	12,400	139,300
Subtotal	1,131,700	1,812,000	738,600	3,682,300	1,105,100	2,049,500	717,200	3,871,800
Region Total	31,694,100	78,144,000	18,589,100	128,427,200	35,033,100	78,559,800	19,243,500	132,836,400

Transit Services	Public Transit Operating Assistance per Ride (dollars)							
	2013 Actual/Estimated				2014 Actual/Estimated			
	Federal	State	Local	Total	Federal	State	Local	Total
Fixed Route Bus Systems								
Intracounty								
City of Kenosha	\$ 1.83	\$ 1.28	\$1.36	\$ 4.47	\$ 1.92	\$ 1.36	\$1.40	\$ 4.68
Milwaukee County	0.64	1.82	0.32	2.79	0.80	2.00	0.37	3.17
City of Racine	2.68	1.68	1.39	5.75	2.38	1.34	1.42	5.14
City of Waukesha	0.83	3.00	2.20	6.04	0.91	3.33	2.00	6.24
Weighted Average	0.73	1.82	0.41	2.96	0.89	1.98	0.46	3.33
Intercounty								
Kenosha-Racine Milwaukee Counties.....	- -	8.71	3.14	11.86	- -	8.14	3.75	11.89
Ozaukee-Milwaukee Counties.....	0.74	3.67	3.09	7.50	0.78	4.04	3.73	8.55
Washington-Milwaukee Counties	4.34	3.71	0.46	8.50	4.68	4.52	0.40	9.59
Waukesha-Milwaukee Counties	0.86	3.78	1.34	5.98	0.93	4.10	1.19	6.22
Western Kenosha County	16.92	4.31	12.62	33.86	17.51	4.40	13.11	35.02
Weighted Average	1.49	4.19	1.80	7.48	1.57	4.49	1.83	7.89
Total Bus Systems	0.75	1.87	0.44	3.06	0.90	2.04	0.49	3.43
Shared-Ride Taxi Systems								
City of Hartford	5.63	- -	1.04	6.67	3.32	2.72	0.62	6.66
Ozaukee County.....	1.68	8.36	3.08	13.12	1.50	7.82	3.16	12.48
Washington County	5.83	7.82	4.14	17.79	6.19	9.40	3.56	19.14
City of West Bend.....	2.03	1.88	0.16	4.06	2.08	1.92	0.16	4.16
City of Whitewater	1.97	1.67	0.30	3.94	2.35	1.82	0.41	4.58
Weighted Average	3.15	5.04	2.06	10.25	3.02	5.60	1.96	10.58
Region Weighted Average	\$ 0.77	\$ 1.90	\$0.45	\$ 3.13	\$ 0.92	\$ 2.07	\$0.51	\$ 3.50







Map 30

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

EXISTING 2015

-  PARK-RIDE LOT (EXCLUSIVE CONSTRUCTION AND USE)
-  TRANSIT STATION
-  INTERCITY RAIL
-  COMMUTER RAIL
-  RAPID BUS TRANSIT ROUTE (FREEWAY)
-  RAPID BUS TRANSIT ROUTE (NON-FREEWAY)
- 53 PARK-RIDE LOT NUMBER (SEE TABLE 19)

ADDITIONAL FACILITIES PROPOSED
IN ADOPTED REGIONAL
TRANSPORTATION PLAN

-  PARK-RIDE LOT (EXCLUSIVE CONSTRUCTION AND USE)
-  TRANSIT STATION
-  INTERCITY RAIL
-  COMMUTER RAIL
-  RAPID BUS TRANSIT ROUTE (FREEWAY)
-  RAPID BUS TRANSIT ROUTE (NON-FREEWAY)

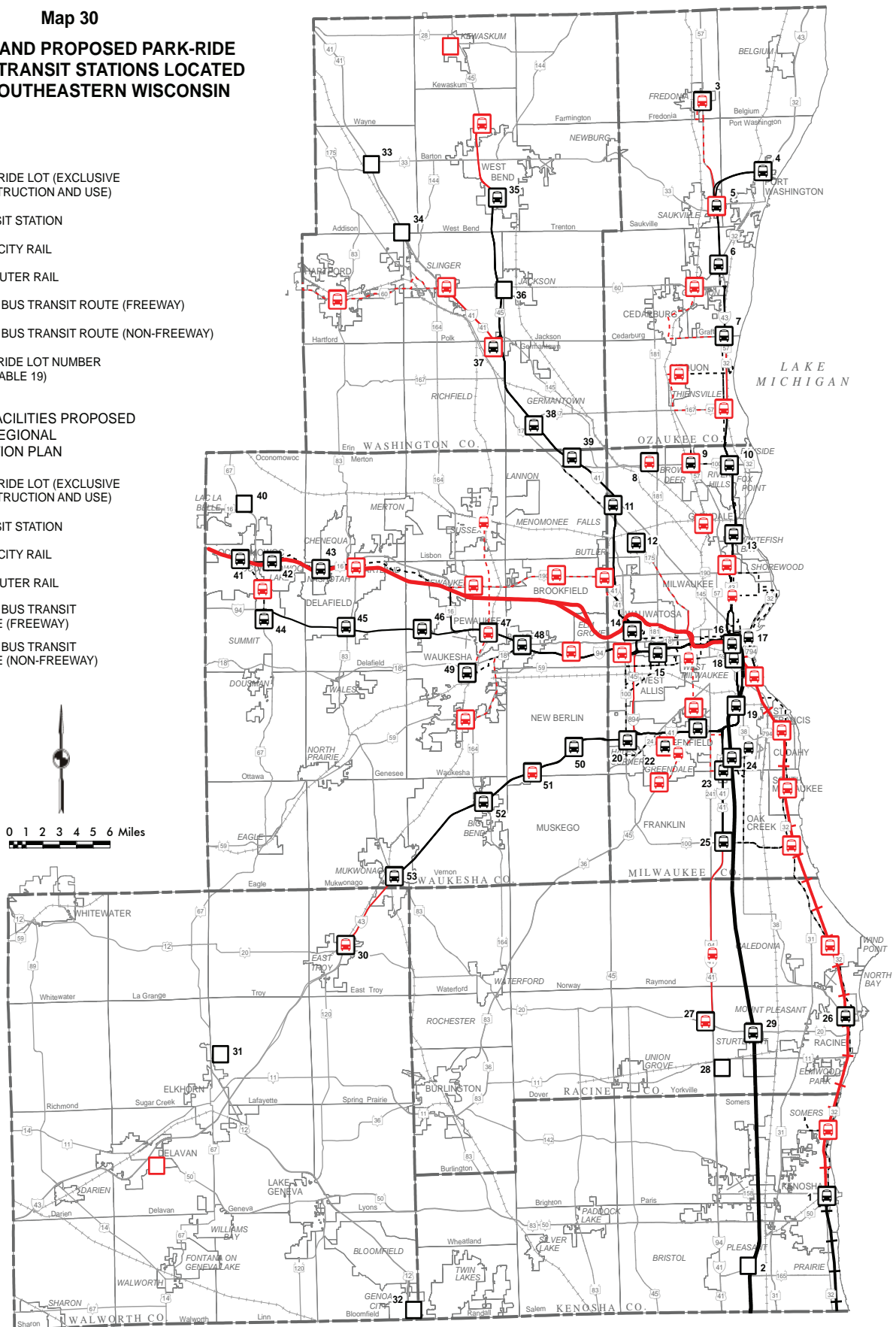


Table 19

AVERAGE WEEKDAY USE OF PARK-RIDE LOTS AND TRANSIT STATIONS: 2015

Number On Map 26	Location	Served by Transit	Not served by Transit	Shared Use	Available Parking Spaces	Autos Parked on an Average Weekday: 2015	Percent of Spaces Used
<u>Kenosha County</u>							
1	Metra Station (Kenosha).....	X		X	145	-- ^a	-- ^a
2	STH 165 and Terwall Terrace (Pleasant Prairie).....		X		160	-- ^a	-- ^a
<u>Ozaukee County</u>							
3	STH 57 and CTH H (Fredonia).....		X		60	11	18
4	IH 43 and STH 32-CTH H (Port Washington).....	X			50	34	68
5	Wal-Mart (Saukville).....	X		X	50	-- ^a	-- ^a
6	IH 43 and CTH V (Grafton).....	X			85	22	26
7	IH 43 and CTH C (Grafton).....	X			65	74	114
<u>Milwaukee County</u>							
8	STH 100 and N. 85th Street (Milwaukee).....		X		100	-- ^a	-- ^a
9	Kohl's (Brown Deer).....	X		X	130	-- ^a	-- ^a
10	Brown Deer (River Hills).....	X			360	101	28
11	W. Good Hope Road (Milwaukee).....	X			135	31	23
12	Timmerman Field (Milwaukee).....	X			140	1	1
13	North Shore (Glendale).....	X			195	74	38
14	W. Watertown Plank Road (Wauwatosa) ^c	X			175	93	53
15	State Fair Park (Milwaukee).....	X			285	161	56
16	Downtown Milwaukee Intermodal Amtrak Station.....	X			240	-- ^a	-- ^a
17	Milwaukee County Transit System						
	Downtown Transit Center (Milwaukee).....	X		X	-- ^b	-- ^a	-- ^a
18	National Avenue and IH 43/94 (Milwaukee).....	X		X	55	-- ^a	-- ^a
19	W. Holt Avenue (Milwaukee).....	X			235	77	33
20	Whitnall (Hales Corners).....	X			360	175	49
21	W. Loomis Road (Greenfield).....	X			410	105	26
22	Southridge (Greendale).....	X		X	170	-- ^a	-- ^a
23	W. College Avenue (Milwaukee).....	X			650	296	46
24	Mitchell Airport Amtrak Station (Milwaukee).....	X			280	176	63
25	W. Ryan Road (Oak Creek).....	X			305	126	41
<u>Racine County</u>							
26	Racine Metro Transit Center (Racine).....	X			120	-- ^a	-- ^a
27	IH 94 and STH 20 (Ives Grove).....		X		75	40	53
28	IH 94 and STH 11 (Mount Pleasant).....		X		60	44	73
29	Sturtevant Amtrak Station (Sturtevant).....	X			180	-- ^a	-- ^a
<u>Walworth County</u>							
30	East Troy Municipal Airport (East Troy).....		X		30	7	23
31	USH 12 and STH 67 (Elkhorn).....		X		40	17	43
32	USH 12 and CTH P (Genoa City).....		X		40	8	20
<u>Washington County</u>							
33	IH 41 and STH 33 (Allenton).....		X		60	50	83
34	IH 41 and CTH K (Addison).....		X		40	8	20
35	USH 45 and Paradise Drive (West Bend).....	X			100	85	85
36	STH 60 and CTH P (Jackson).....		X		125	14	11
37	Pioneer Road and Mayfield Road (Richfield).....	X			280	105	38
38	IH 41 and Lannon Road (Germantown).....	X			100	104	104
<u>Waukesha County</u>							
39	Pilgrim Road (Menomonee Falls).....	X			70	27	39
40	STH 67 and Lang Road (Oconomowoc).....		X		35	4	11
41	Collins Street Parking Lot (Oconomowoc).....	X		X	-- ^b	-- ^a	-- ^a
42	STH 16 and CTH P (Oconomowoc).....	X			45	6	13
43	STH 16 and CTH C (Nashotah).....	X			60	14	23
44	STH 67 and CTH DR (Summit).....	X			60	47	78
45	IH 94 and STH 83 (Delafield).....	X			200	66	33
46	IH 94 and CTH G/CTH SS (Pewaukee).....	X			245	68	28
47	IH 94 and CTH F (Pewaukee).....		X		85	24	28
48	Goerke's Corners (Brookfield).....	X			315	225	71
49	Waukesha Metro Transit Downtown Transit Center (Waukesha).....	X		X	-- ^b	-- ^a	-- ^a
50	IH 43 and Moorland Road (New Berlin).....	X			175	31	18
51	IH 43 and CTH Y (New Berlin).....		X		45	13	29
52	IH 43 and STH 164 (Big Bend).....	X			145	39	27
53	IH 43 and STH 83 (Mukwonago).....	X			165	29	18
--	Total	--	--	--	7,735	2,632	34

^aData not available.^bParking available within larger public lot or structure.^cThe Watertown Plank Road Park-Ride reopened in September 2015 after being temporarily closed in 2014 as part of the Zoo Interchange reconstruction project.

Map 31
STATE TRUNK HIGHWAY
PAVEMENT CONDITIONS
IN THE REGION: 2014

INTERNATIONAL ROUGHNESS INDEX

- 3.00 TO 12.00 (120 MILES)
- 2.75 TO 3.00 (57 MILES)
- 2.5 TO 2.75 (71 MILES)
- 0.00 TO 2.5 (975 MILES)
- NO RATING (6 MILES)

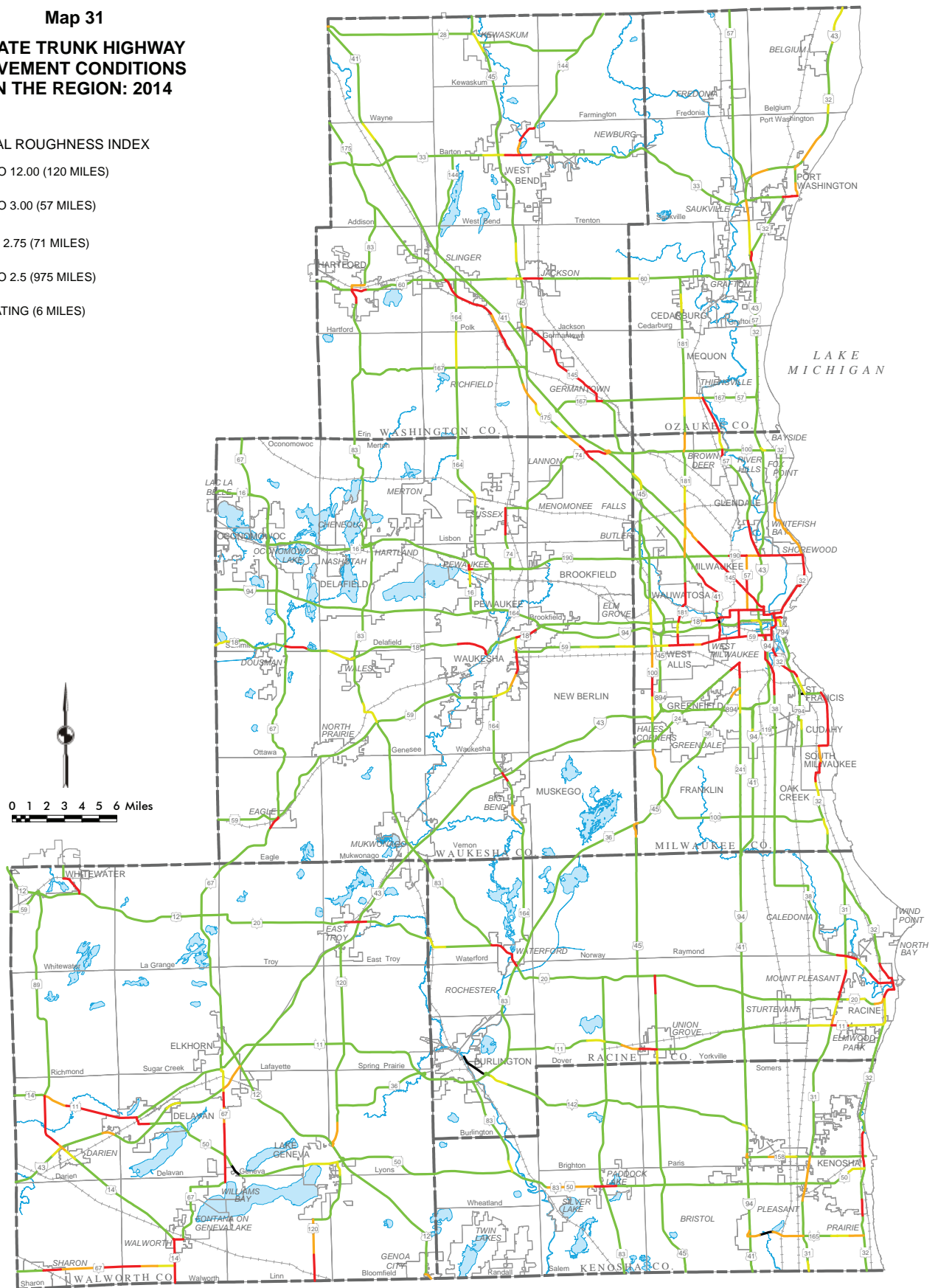


Table 20

STATE TRUNK HIGHWAY PAVEMENT CONDITION IN THE REGION: 2006, 2013, AND 2014

International Roughness Index	2006		2013		2014	
	State Trunk Highway (Miles)	Percent of Total	State Trunk Highway (Miles)	Percent of Total	State Trunk Highway (Miles)	Percent of Total
0.00 to 2.50.....	916	74.2	969	78.8	975	79.3
2.50 to 2.75.....	76	6.2	80	6.5	71	5.8
2.75 to 3.00.....	61	4.9	61	5.0	57	4.6
3.00 to 12.00.....	161	13.0	113	9.2	120	9.8
No Rating.....	20	1.6	9	0.6	6	0.5
Total	1,234	100.0	1,230	100.0	1,229	100.0

Table 21

COUNTY AND LOCAL ARTERIAL STREET AND HIGHWAY PAVEMENT CONDITION IN THE REGION: 2005, 2013, AND 2015

PASER Pavement Rating	2005		2013		2015	
	Local and County Arterial (Miles)	Percent of Total	Local and County Arterial (Miles)	Percent of Total	Local and County Arterial (Miles)	Percent of Total
1 and 2.....	132	5.7	59	2.5	57	2.4
3 and 4.....	233	10.2	244	10.3	233	9.9
5 and 6.....	431	18.8	501	21.2	481	20.4
7.....	376	16.4	444	18.8	431	18.3
8, 9, and 10.....	907	39.5	935	39.7	978	41.5
No Rating.....	215	9.4	175	7.4	175	7.4
Total	2,294	100.0	2,358	100.0	2,355	100.0

Figure 36

INTERNATIONAL ROUGHNESS INDEX PAVEMENT RATING SYSTEM USED ON STATE TRUNK HIGHWAYS IN WISCONSIN

International Roughness Index	Ride Assessment
0.00-2.50	No ride problems
2.50-2.75	Minor ride problems
2.75-3.00	Moderate ride problems
3.00-12.00	Severe ride problems
<i>Roadway surface roughness data is obtained by the use of special equipment to physically measure the longitudinal profile of a roadway.</i>	

1963-2011. The regional freeway system of about 269 miles, while representing only about 8 percent of the total arterial street and highway system in the Region, carried about 38 percent of the approximately 41 million vehicle miles of travel (VMT) on an aver-

Figure 37

PAVEMENT SURFACE AND EVALUATION RATING (PASER) SYSTEM USED ON COUNTY AND LOCAL ROADS IN WISCONSIN

Visual Surface Assessment Condition Rating		Maintenance or Repair Requirements
Number	Classification	
1	Failed	Severely Deteriorated; Requires Reconstruction
2	Very Poor	
3	Poor	Structural Improvement Such as Recycling or Overlay
4	Fair	
5	Fair	Preservation Treatments Such as Sealcoating or Overlays
6	Good	
7	Good	Routine Maintenance such as crack filling
8	Very Good	Little to no Maintenance Required
9	Excellent	
10	Excellent	
The identified maintenance or repair requirements apply to asphalt roads; similar requirements exist for concrete roads.		

Map 32
COUNTY AND LOCAL ARTERIAL
PAVEMENT CONDITIONS
IN THE REGION: 2015

PASER PAVEMENT RATING

- 1 - 2 (57 MILES)
- 3 - 4 (233 MILES)
- 5 - 6 (481 MILES)
- 7 (431 MILES)
- 8, 9, 10 (978 MILES)
- NO RATING (175 MILES)

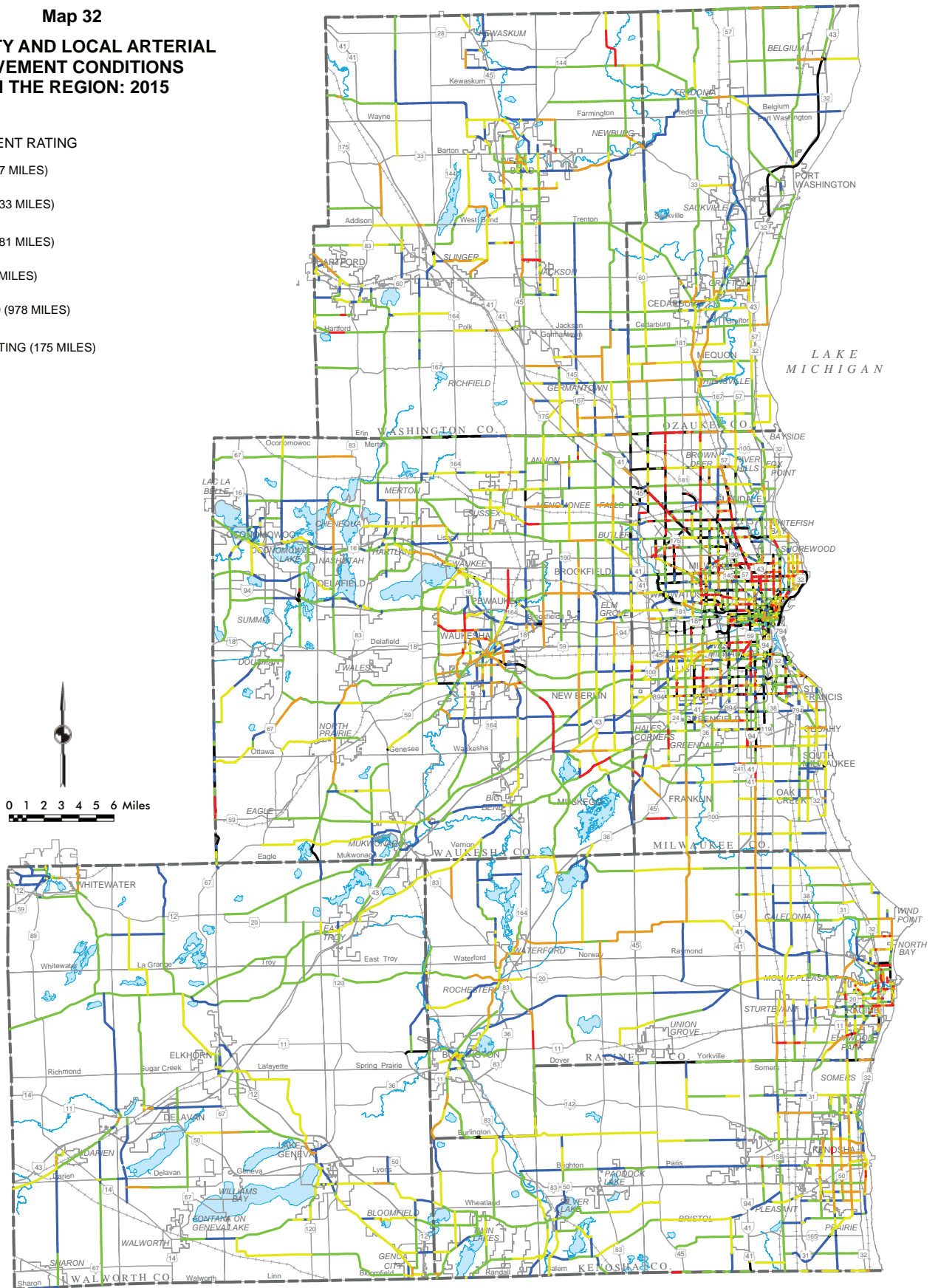


Table 22

**SUFFICIENCY RATINGS FOR BRIDGE STRUCTURES
IN THE REGION: 2006, 2012, AND 2015**

Sufficiency Rating	Number of Bridges			Percent Change 2006-2015
	2006	2012	2015	
Less than 50.0	98	86	68	-30.6
50.0 to 79.9	520	469	393	-24.4
80.0 to 100.0	1,244	1,363	1,466	17.8
Total	1,862	1,918	1,927	3.5

age weekday in the Region in 2011. This proportion of travel on the freeway system has held relatively steady since the early 1990s and demonstrates the heavy reliance on the system for a wide variety of trip-making activities.

The average annual growth rate of average weekday travel by decade since the early 1960s is identified in Table 24. While the volume of travel significantly increased in each of the four decades prior to the turn of the 21st century, that increase has significantly slowed since then, averaging only a 0.3 percent annual increase. This significant decline in the rate of growth may be largely attributed to the economic downturn beginning in 2008, with attendant high unemployment, loss of jobs, and consequent significant decline in travel to and from work. Among other factors at play in this phenomenon are a slowing regional population growth rate and declining average household incomes in real dollar terms. Emerging preferences in lifestyle that favor more dense, compact living environments, shorter trip-making requirements, and consequent minimization of personal transportation expenditures have the potential to impact the overall growth in the amount of travel into the future.

Congestion on the Arterial Street and Highway System

Traffic congestion on the arterial street and freeway system may be categorized as moderate, severe, or extreme, with each level characterized by travel speed, operating conditions, and level of service, (see Table 25). The freeway system represents less than 10 percent of total arterial system mileage, but carries nearly 38 percent of total regional average weekday vehicle-miles of travel. A much greater proportion of the freeway system—as compared to the surface arterial street system—experiences extreme and severe

Figure 38

**BRIDGE STRUCTURE
SUFFICIENCY RATING SYSTEM
USED IN WISCONSIN**

Sufficiency Rating	Relationship to Federal Funding Eligibility for Rehabilitation or Replacement
Less than 50.0	Eligible for replacement funding
50.0 to 79.9	Eligible for rehabilitation funding
80.0 to 100.0	Not eligible for funding
<i>Each bridge is rated from 0 to 100, with 0 being a failing structure and 100 being a structure in perfect condition. Ratings are based on four factors; structural adequacy and safety; serviceability and functional obsolescence; essentiality for public use; and special reductions.</i>	

peak-hour traffic congestion, as well as experiencing traffic congestion during hours of the weekday other than the peak traffic hours. The existing levels of traffic congestion experienced in the years 2001 and 2011 are set forth in Table 26 and shown on Map 34.

The amount of traffic congestion on the arterial street and highway system for the years 1963, 1972, 1991, 2001, 2005, and 2011 is set forth in Table 27 and summarized shown in Figure 39. The miles of arterials experiencing traffic congestion declined from 217 miles in 1963 to 160 miles in 1972, even though traffic increased during that period by over 50 percent. The decline in traffic congestion may be attributed to the completion of the freeway system during that period. Between 1972 and 1991, the miles of arterials experiencing traffic congestion is estimated to have increased from 160 miles to 273 miles, as traffic increased during that period by nearly 65 percent, as regional employment and households increased by about 30 percent each, and as vehicle occupancy and

Map 33
BRIDGE STRUCTURE CONDITIONS
IN THE REGION: 2015

SUFFICIENCY RATING INDEX

- 0 TO 49.9
- 50.0 TO 79.9
- 80.0 TO 100.0

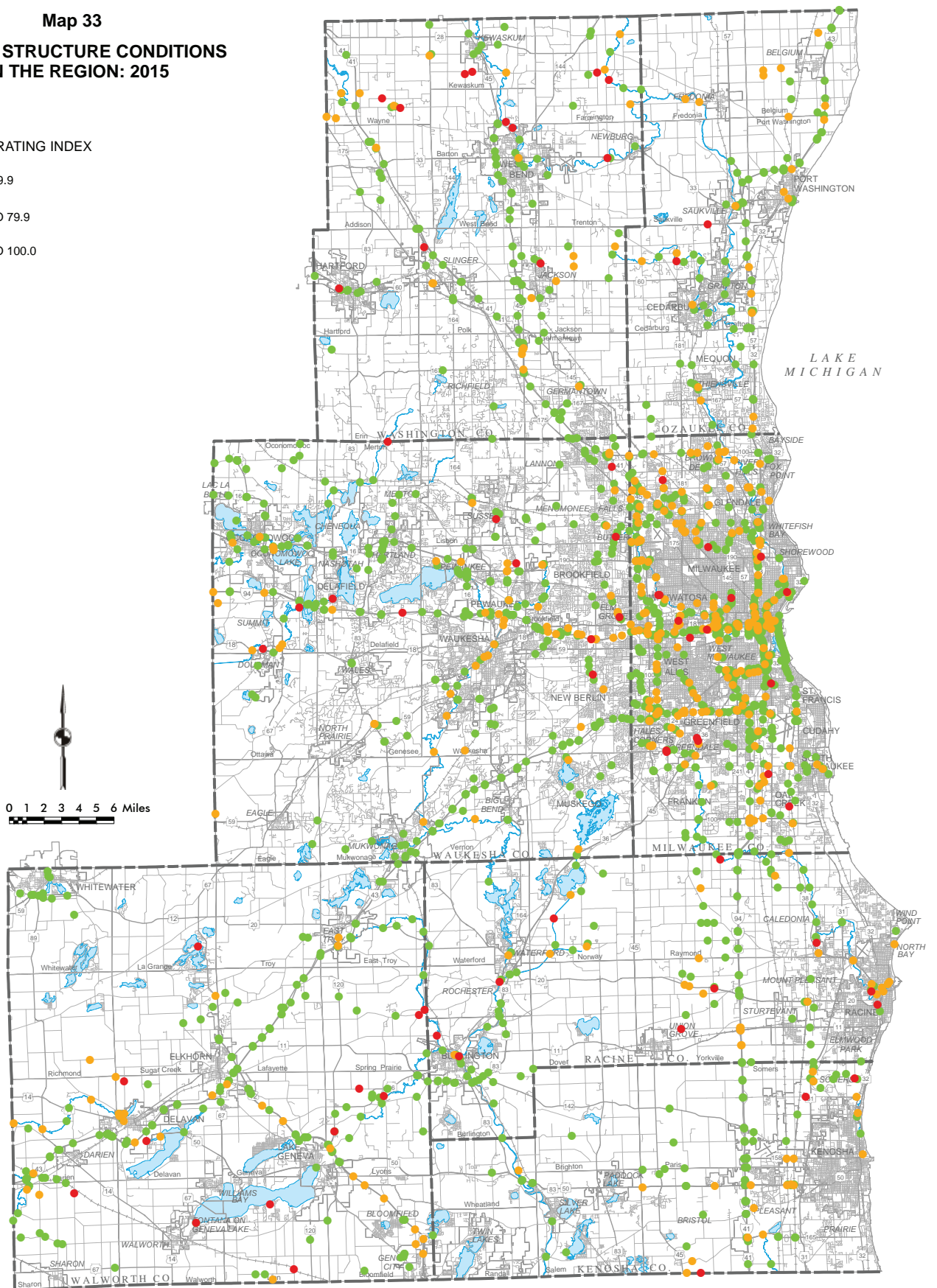


Table 23

**ARTERIAL VEHICLE-MILES OF TRAVEL WITHIN THE REGION ON
AN AVERAGE WEEKDAY BY COUNTY: 1963, 1972, 1991, 2001, AND 2011**

Year	County	Freeway		Standard Arterial		Total Vehicle Miles of Travel (thousands)
		Vehicle-Miles of Travel (thousands)	Percent of Total	Vehicle-Miles of Travel (thousands)	Percent of Total	
1963	Kenosha	204	21.7	734	78.3	938
	Milwaukee	531	7.2	6,817	92.8	7,348
	Ozaukee	20	4.1	464	95.9	484
	Racine	203	18.0	922	82.0	1,125
	Walworth	- -	- -	685	100.0	685
	Washington	345	49.6	351	50.4	696
	Waukesha	159	8.9	1,637	91.1	1,796
	Region	1,462	11.2	11,610	88.8	13,072
1972	Kenosha	382	26.8	1,046	73.2	1,428
	Milwaukee	3,977	37.2	6,718	62.8	10,695
	Ozaukee	223	26.2	627	73.8	850
	Racine	415	22.9	1,398	77.1	1,813
	Walworth	56	6.4	817	93.6	873
	Washington	190	16.5	961	83.5	1,151
	Waukesha	970	29.3	2,344	70.7	3,314
	Region	6,213	30.9	13,911	69.1	20,124
1991	Kenosha	675	27.0	1,825	73.0	2,500
	Milwaukee	5,945	41.3	8,446	58.7	14,391
	Ozaukee	762	39.2	1,180	60.8	1,942
	Racine	708	23.9	2,258	76.1	2,966
	Walworth	540	28.2	1,373	71.8	1,913
	Washington	546	23.0	1,833	77.0	2,379
	Waukesha	2,421	34.7	4,560	65.3	6,981
	Region	11,597	35.1	21,475	64.9	33,072
2001	Kenosha	805	25.8	2,321	74.2	3,126
	Milwaukee	6,878	42.0	9,499	58.0	16,377
	Ozaukee	951	42.1	1,308	57.9	2,259
	Racine	864	25.5	2,519	74.5	3,383
	Walworth	766	32.8	1,569	67.2	2,335
	Washington	1,370	44.3	1,725	55.7	3,095
	Waukesha	3,239	35.6	5,868	64.4	9,107
	Region	14,873	37.5	24,809	62.5	39,682
2011	Kenosha	906	25.9	2,590	74.1	3,497
	Milwaukee	6,770	41.8	9,440	58.2	16,210
	Ozaukee	974	40.9	1,405	59.1	2,378
	Racine	930	26.8	2,537	73.2	3,468
	Walworth	877	35.8	1,576	64.2	2,452
	Washington	1,541	44.8	1,901	55.2	3,442
	Waukesha	3,362	35.7	6,053	64.3	9,415
	Region	15,361	37.6	25,502	62.4	40,862

Table 24

AVERAGE ANNUAL GROWTH RATE OF AVERAGE WEEKDAY VEHICLE-MILES OF TRAVEL WITHIN SOUTHEASTERN WISCONSIN BY DECADE BY COUNTY

County	Average Annual Growth Rate of Average Weekday Vehicle-Miles of Travel				
	1960s	1970s	1980s	1990s	2000s
Kenosha	4.8	3.4	2.7	2.2	1.2
Milwaukee.....	4.3	1.5	1.6	1.3	-0.1
Ozaukee	6.5	4.1	4.6	1.5	0.5
Racine	5.4	2.7	2.5	1.3	0.3
Walworth.....	2.7	5.3	3.3	2.0	0.5
Washington.....	5.7	3.6	4.0	2.7	1.1
Waukesha.....	7.0	4.2	3.7	2.7	0.3
Region	4.9	2.7	2.6	1.9	0.3

carpooling significantly declined. The decline in vehicle occupancy from an average of 1.39 persons per vehicle to 1.22 persons per vehicle alone is estimated to have resulted in nearly a 15 percent increase in vehicle traffic. As well, limited transportation system improvement and expansion was completed between 1972 and 1991 in southeastern Wisconsin. The miles of arterials carrying traffic volumes exceeding their design capacity and experiencing traffic congestion is estimated to have increased modestly from 273 miles in 1991 to 290 miles in 2001 and then decreased to 274 miles in 2011. From 1991 to 2001, traffic is estimated to have increased by about 20 percent, and then increased from 2001 to 2011 by about 3 percent. The decrease in traffic congestion between 2001 and 2011 may be attributed to the combination of a relatively modest increase in traffic coupled with the implementation of a number of significant surface arterial street and highway widening and new construction projects over the same time period.

Detail on existing and historic congestion on the freeway system, including the number of hours of congestion experienced on congested freeway segments on an average weekday, is set forth in Table 28, Figure 40, and Map 35. While the extent of congestion on the freeway system in Southeastern Wisconsin is estimated to have increased between 2001 and 2011, some segments of the freeway system have experienced a decrease in the severity of congestion. These decreases are likely attributed to lane closures associated with maintenance and reconstruction projects that were under way along the freeway system in recent years, particularly the resurfacing of IH 94 generally between STH 16 in Waukesha County and the

Stadium Interchange in Milwaukee County and the reconstruction and reconfiguration of the Mitchell Interchange in Milwaukee County as part of the reconstruction and widening of the North-South segment of IH 94 between the Mitchell Interchange and the Illinois state line. It is expected that traffic volumes and attendant levels of congestion on the regional freeway system will continue to be impacted as that system is reconstructed segment by segment over the next 30 years.

Congestion on Designated Truck Routes and the National Highway System

The levels of traffic congestion experienced on designated truck routes and the National Highway System (NHS) for the years 2001 and 2011 are presented in Table 29 and Map 36. The State of Wisconsin maintains a truck operations map that identifies streets and highways for operation of vehicles and combinations of vehicles for which the overall lengths cannot be limited. In addition, the truck operations map identifies restricted truck routes where the overall lengths are limited. The NHS includes highways important to the nation's economy, defense, and mobility. As part of the Moving Ahead for Progress in the 21st Century Act (MAP-21), the NHS was expanded to include urban and rural principal arterials that were not included in the NHS before October 1, 2012. The miles of designated truck routes and NHS facilities carrying traffic volumes exceeding their design capacity has remained relatively stable over the past 10 years, decreasing only 2.4 percent from 250 miles in 2001 to 244 miles in 2011. Reductions in congestion on these roadways favorably affect the travel time and freight movement.

Table 25

FREEWAY AND SURFACE ARTERIAL TRAFFIC CONGESTION

Freeway			
Level of Traffic Congestion	Level of Service	Average Speed	Operating Conditions
None	A and B	Freeway free-flow speed	No restrictions on ability to maneuver and change lanes.
None	C	Freeway free flow speed	Ability to maneuver and change lanes noticeably restricted.
Moderate	D	1 to 2 mph below free flow speed	Ability to maneuver and change lanes more noticeably limited; reduced driver physical and psychological comfort levels.
Severe	E	Up to 10 mph below free flow speed	Virtually no ability to maneuver and change lanes. Operation at maximum capacity. No usable gaps in the traffic stream to accommodate lane changing.
Extreme	F	Typically 20 to 30 mph or less	Breakdown in vehicular flow with stop-and-go, bumper-to-bumper traffic.

Surface Arterial			
Level of Traffic Congestion	Level of Service	Average Speed	Operating Conditions
None	A and B	70 to 100 percent of free flow speed	Ability to maneuver within traffic stream is unimpeded. Control delay at signalized intersections is minimal.
None	C	50 to 100 percent of free flow speed	Restricted ability to maneuver and change lanes at midblock locations.
Moderate	D	40 to 50 percent of free flow speed	Restricted ability to maneuver and change lanes. Small increases in flow lead to substantial increases in delay and decreases in travel speed.
Severe	E	33 to 40 percent of free flow speed	Significant restrictions on lane changes. Traffic flow approaches instability.
Extreme	F	25 to 33 percent of free flow speed	Flow at extremely low speeds. Intersection congestion with high delays, high volumes, and extensive queuing.

Table 26

TRAFFIC CONGESTION ON THE ARTERIAL STREET AND HIGHWAY SYSTEM IN THE REGION BY COUNTY: 2001 AND 2011

2001

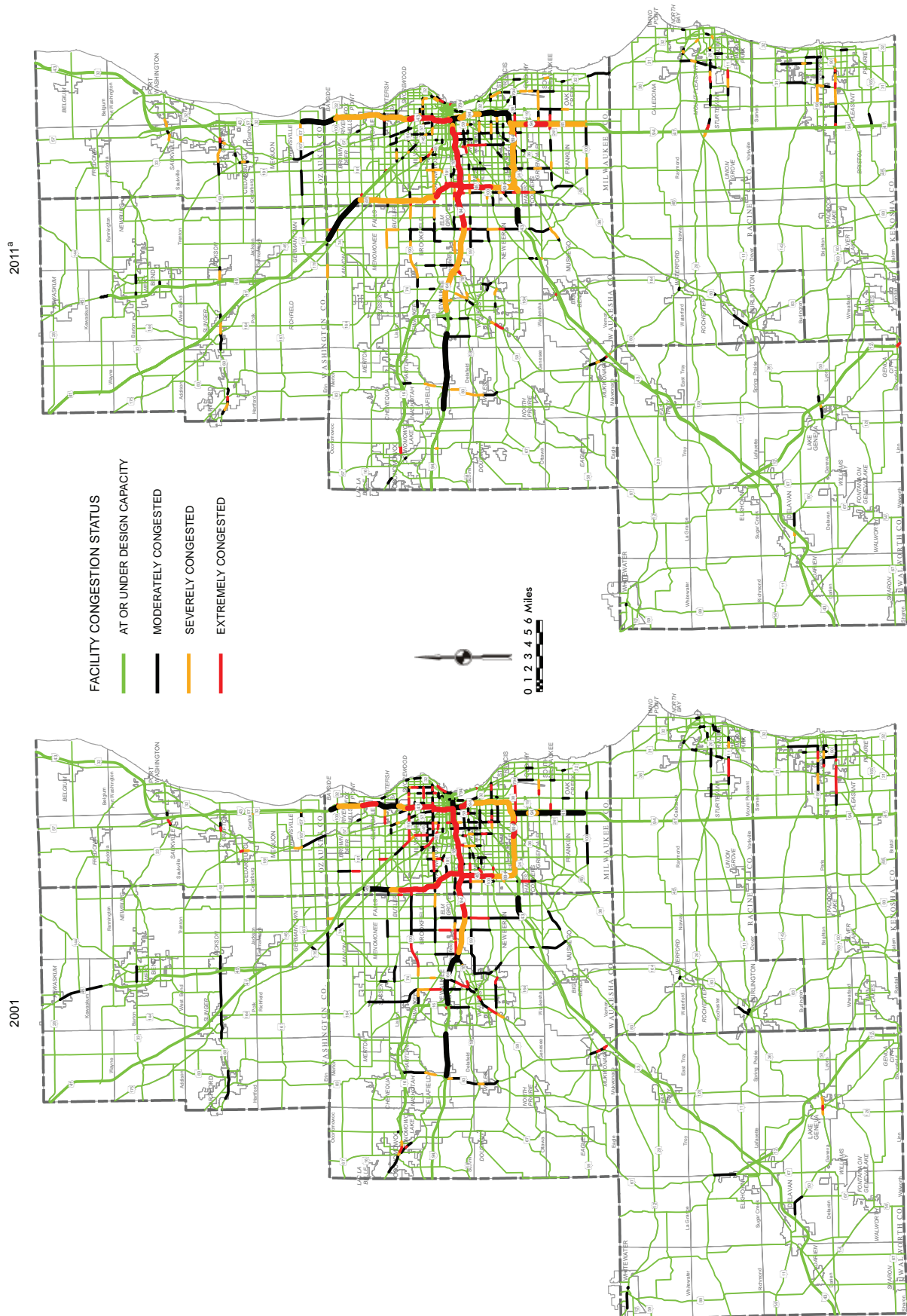
County	Under or At Design Capacity		Over Design Capacity						Total Mileage
			Moderate Congestion		Severe Congestion		Extreme Congestion		
	Mileage	Percent of Total	Mileage	Percent of Total	Mileage	Percent of Total	Mileage	Percent of Total	
Kenosha	303.2	95.5	9.9	3.1	1.5	0.5	3.0	0.9	317.6
Milwaukee.....	641.1	82.0	72.1	9.2	24.7	3.2	43.4	5.6	781.3
Ozaukee	244.2	97.4	4.3	1.7	1.5	0.6	0.8	0.3	250.8
Racine	341.3	96.8	9.4	2.7	0.5	0.1	1.4	0.4	352.6
Walworth.....	430.1	98.4	5.1	1.2	1.1	0.3	0.3	0.1	436.6
Washington.....	391.1	96.2	15.4	3.8	- -	- -	- -	- -	406.5
Waukesha.....	650.9	87.2	70.7	9.5	11.4	1.5	13.4	1.8	746.4
Region	3,001.9	91.2	186.9	5.7	40.7	1.2	62.3	1.9	3,291.8

2011

County	Under or At Design Capacity		Over Design Capacity						Total Mileage
			Moderate Congestion		Severe Congestion		Extreme Congestion		
	Mileage	Percent of Total	Mileage	Percent of Total	Mileage	Percent of Total	Mileage	Percent of Total	
Kenosha	303.2	94.8	11.3	3.5	4.9	1.5	0.6	0.2	320.0
Milwaukee.....	647.5	82.1	64.6	8.2	49.5	6.3	26.8	3.4	788.4
Ozaukee	236.2	94.2	9.6	3.8	4.7	1.9	0.3	0.1	250.8
Racine	345.0	96.3	9.5	2.7	2.5	0.7	1.3	0.4	358.3
Walworth.....	442.6	99.3	2.4	0.5	0.4	0.1	0.2	0.0	445.6
Washington.....	397.8	97.9	6.1	1.5	2.3	0.6	0.3	0.1	406.5
Waukesha.....	676.5	89.8	43.4	5.8	27.9	3.7	5.5	0.7	753.3
Region	3,048.8	91.8	146.9	4.4	92.2	2.8	35.0	1.1	3,322.9

Map 34

CONGESTION ON THE ARTERIAL STREET AND HIGHWAY SYSTEM IN THE REGION: YEARS 2001 AND 2011



^a DURING 2011, THE TRAFFIC VOLUME ON THE FREEWAY SYSTEM WAS IMPACTED BY LANE CLOSURES ATTENDANT TO THE RESURFACING OF I-94 BETWEEN STH 16 AND THE STADIUM INTERCHANGE, AND THE RECONSTRUCTION OF THE MITCHELL INTERCHANGE.

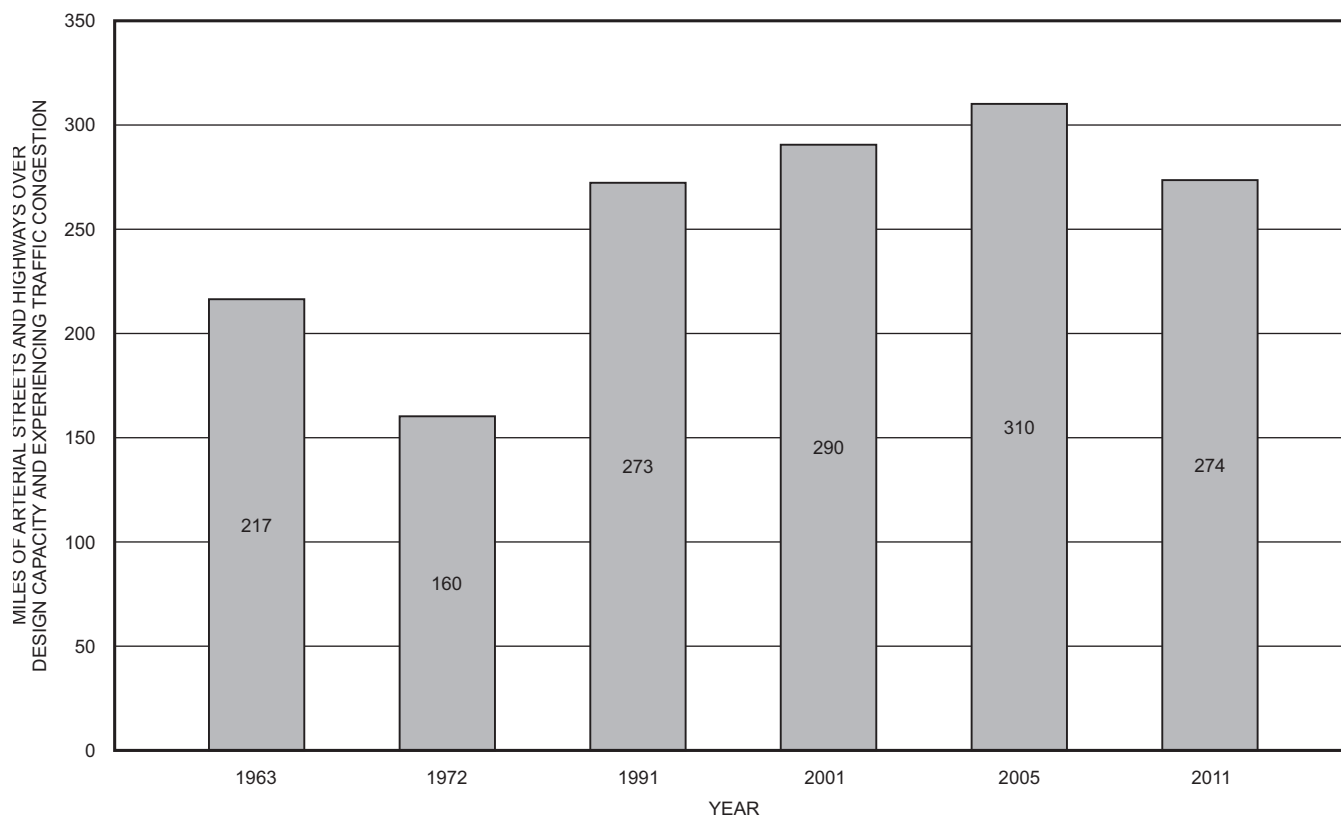
Table 27

**TRAFFIC CONGESTION ON THE ARTERIAL STREET AND
HIGHWAY SYSTEM IN THE REGION: 1963, 1972, 1991, 2001, 2005, AND 2011**

Traffic Congestion	Arterial Street and Highway Mileage					
	1963	1972	1991	2001	2005	2011
Under or At Design Capacity.....	2,971	2,959	2,986	3,002	2,993	3,049
Over Design Capacity and Experiencing Traffic Congestion.....	217	160	273	290	310	274
Total	3,188	3,119	3,259	3,292	3,303	3,323

Figure 39

**TRAFFIC CONGESTION ON THE ARTERIAL STREET AND HIGHWAY SYSTEM
IN THE REGION: 1963, 1972, 1991, 2001, 2005, AND 2011**



Arterial Highway and Transit Travel Times

The estimated peak-hour travel speeds for selected freeway and surface arterial street segments for 2001 and 2011 are shown on Map 37. Estimated peak-hour arterial street and highway travel time contours for 2001 and 2011 are shown on Map 38 for two locations: the Milwaukee central business district and the Milwaukee regional medical center. Year 2001 and 2011 arterial street and highway travel times are very similar, displaying little change.

The ratio of total overall transit travel time to automobile travel time between selected locations during the

weekday-morning peak period and midday off-peak period in 2011 is shown on Map 39. Transit travel time is longer than automobile travel time because it includes the time spent in the transit vehicle and also the time spent walking to a bus stop, waiting for a bus, transferring between routes including waiting for another bus, and walking to a destination. Much of the transit out-of-vehicle time is related to waiting time for each bus used. Automobile travel time includes the time spent in the vehicle, parking, and walking between parking location and trip origin and destination.

Figure 40

**ESTIMATED EXISTING SOUTHEASTERN WISCONSIN FREEWAY SYSTEM
TRAFFIC CONGESTION ON AN AVERAGE WEEKDAY: 1972, 1991, 2001, 2005, AND 2011**

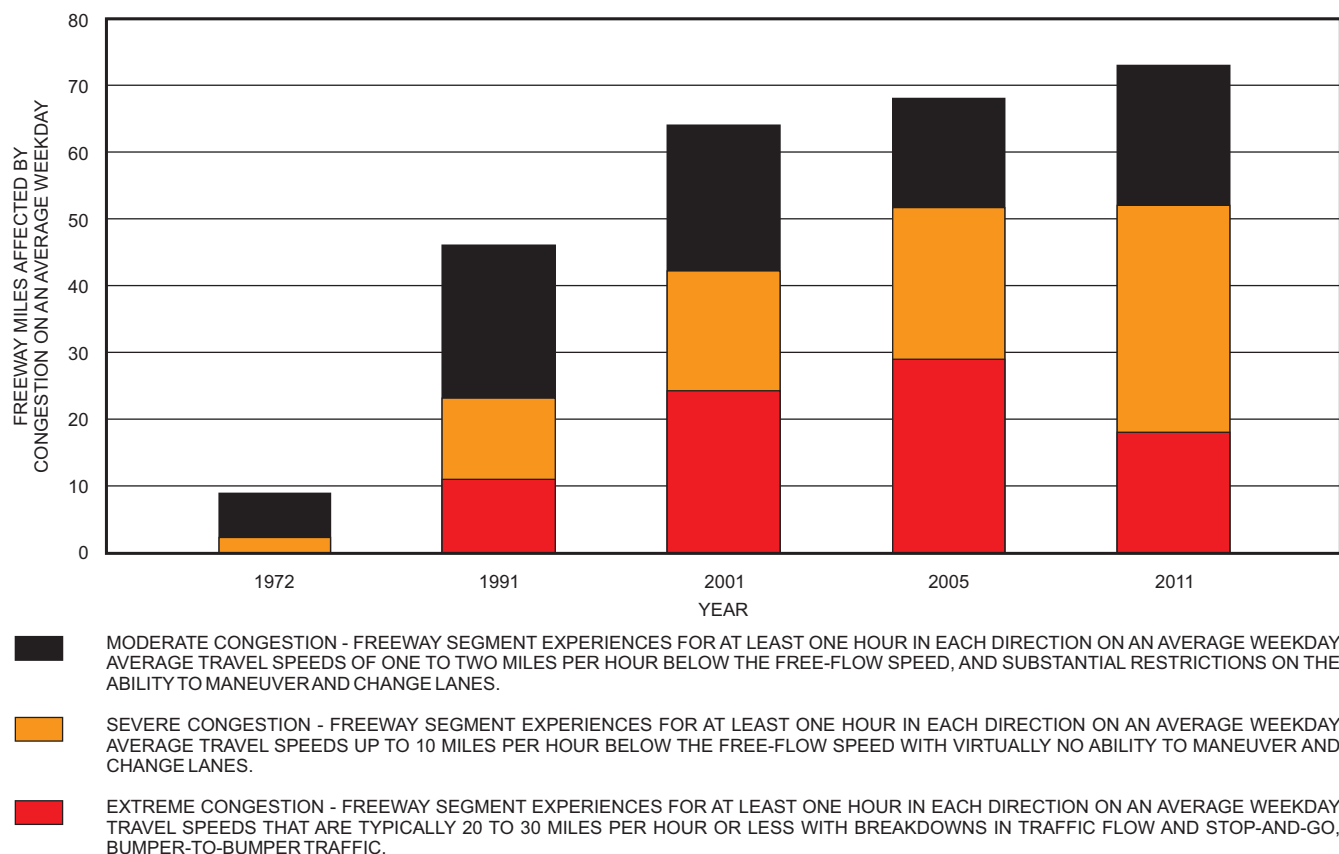


Table 28

**ESTIMATED EXISTING SOUTHEASTERN WISCONSIN FREEWAY SYSTEM
TRAFFIC CONGESTION ON AN AVERAGE WEEKDAY: 1972, 1991, 2001, 2005, AND 2011**

Year	Highest Level of Hourly Congestion Experienced	Miles of Congested Freeways		Average Hours of Congestion on an Average Weekday			
		Number	Percent of Freeway System	Extreme	Severe	Moderate	Total
2011	Extreme.....	18	6.8	1.3	2.9	3.9	8.1
	Severe.....	34	12.9	--	1.4	2.3	3.7
	Moderate.....	21	7.7	--	--	1.8	1.8
	Total	73	27.4	--	--	--	--
2005	Extreme.....	29	10.7	1.2	2.7	3.7	7.6
	Severe.....	23	8.5	--	1.2	2.3	3.5
	Moderate.....	16	6.0	--	--	2.2	2.2
	Total	68	25.2	--	--	--	--
2001	Extreme.....	24	8.9	1.4	3.3	4.4	9.1
	Severe.....	18	6.7	--	1.5	2.5	4.0
	Moderate.....	22	8.1	--	--	2.1	2.1
	Total	64	23.7	--	--	--	--
1991	Extreme.....	11	4.4	1.0	2.1	3.1	6.2
	Severe.....	12	4.8	--	1.1	2.9	4.0
	Moderate.....	23	9.1	--	--	2.3	2.3
	Total	46	18.3	--	--	--	--
1972	Extreme.....	--	--	--	--	--	--
	Severe.....	2	1.2	--	1.0	3.0	4.0
	Moderate.....	7	4.3	--	--	2.8	2.8
	Total	9	5.5	--	--	--	--

Map 35

HISTORIC TRAFFIC CONGESTION ON THE SOUTHEASTERN WISCONSIN FREEWAY SYSTEM

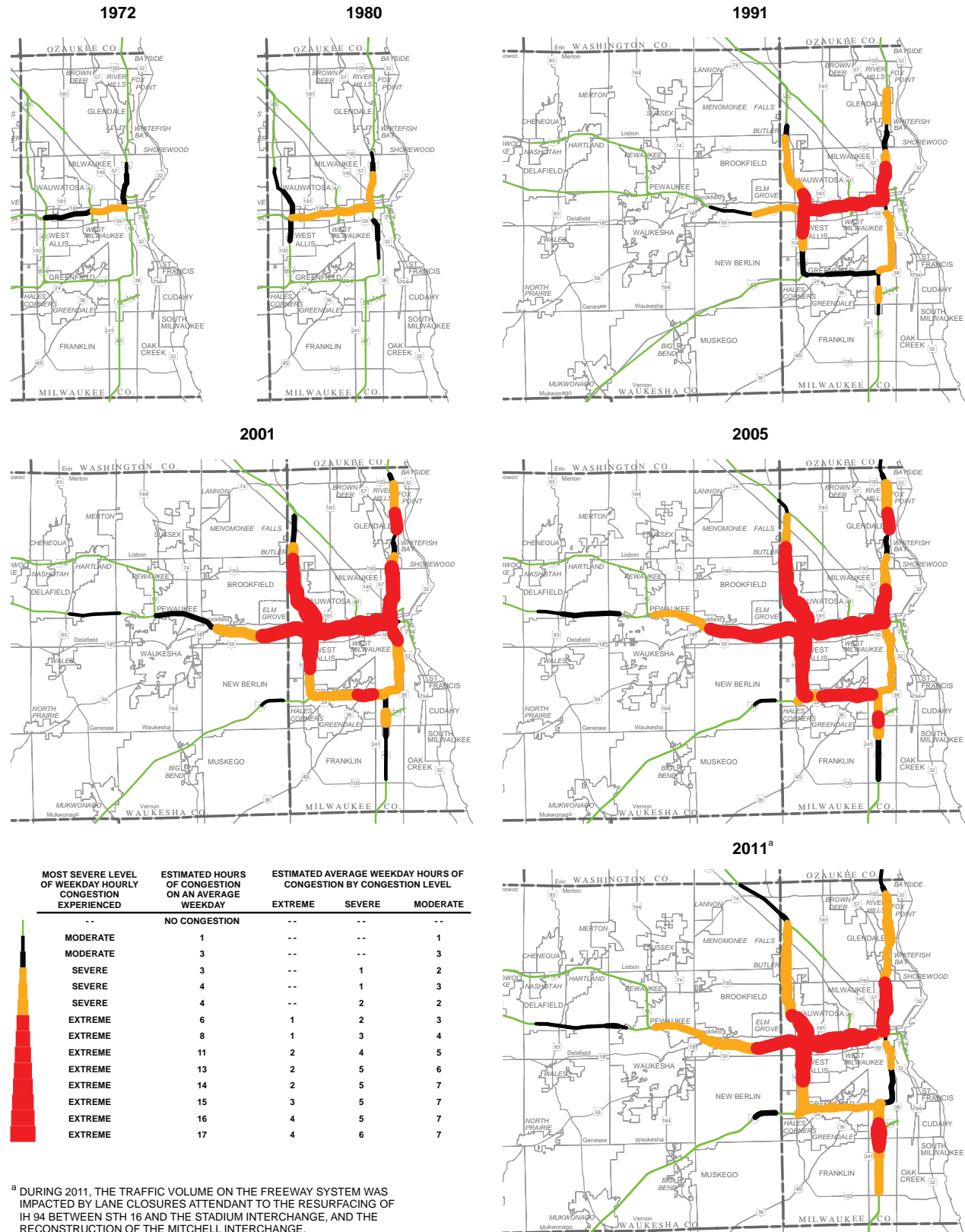


Table 29

**TRAFFIC CONGESTION ON DESIGNATED TRUCK ROUTES AND THE
NATIONAL HIGHWAY SYSTEM IN THE REGION: 2001 AND 2011**

Year	Under or At Design Capacity	Over Design Capacity			
		Moderate Congestion	Severe Congestion	Extreme Congestion	Total Mileage
2001	1,395	153	38	59	1,645
2011	1,416	124	86	34	1,660

The travel time ratios developed for travel between the selected locations indicate that the lowest ratios—and most competitive transit travel times—are for short transit trips made between areas within and adjacent to downtown Milwaukee, and the highest ratios—and least competitive transit travel times—are generally for transit trips to and from outlying portions of Milwaukee County, including locations in the northwest, southeast, and southwest portions of the Milwaukee County area. Some reduction in transit service has occurred since 2011; however, the travel time ratios from 2011 likely have not changed significantly.

Transportation Air Pollutant Emissions and Fuel Consumption

The estimated transportation system air pollutant emissions and motor fuel consumption within southeastern Wisconsin for the years 2001 and 2010 are shown in Table 30. Estimated air pollutant emissions have declined for all pollutants—particularly volatile organic compounds and nitrogen oxides—owing to cleaner, more efficient vehicles, with the exception being carbon dioxide emissions and ammonia (which are estimated to have increased from 2001 to 2010 as fuel consumption has increased during these years).

Vehicular Crashes

Number of Crashes

Though total vehicular crashes in the Region increased to 42,731 crashes in 2015, representing a nearly 7 percent increase over 2014, an analysis of the 20-year period 1996-2015 indicates that, since 1996, the number of vehicular crashes in the Region decreased by about 3 percent (see Figure 41). Crashes involving an injury or a fatality increased slightly to 13,020 crashes in 2015, representing about 30 percent of all crashes. Over the period 1996-2015, crashes involving an injury or a fatality have decreased by about 24 percent. Property-damage-only crashes

increased over the past year by about 10 percent, to 29,711 crashes, representing the remaining 70 percent of all crashes. The overall decrease in vehicular crashes since 1996 is particularly significant given the increase in annual vehicle miles traveled over a similar period of about 17 percent.

Fatal Crashes

There were 138 vehicular crashes in the Region in 2015 that resulted in 149 fatalities. As shown in Figure 42, before the decline of 21 percent between 2012 and 2013, roadway crash fatalities had increased each year since 2009. Figure 43 presents selected characteristics of vehicle crash related fatalities in the Region during 2015. About 22.5 percent of fatalities involved bicyclists and pedestrians and 21.0 percent involved motorcyclists. Alcohol was cited as a contributing factor in about 37.0 percent of all fatalities.

Serious Injury Crashes

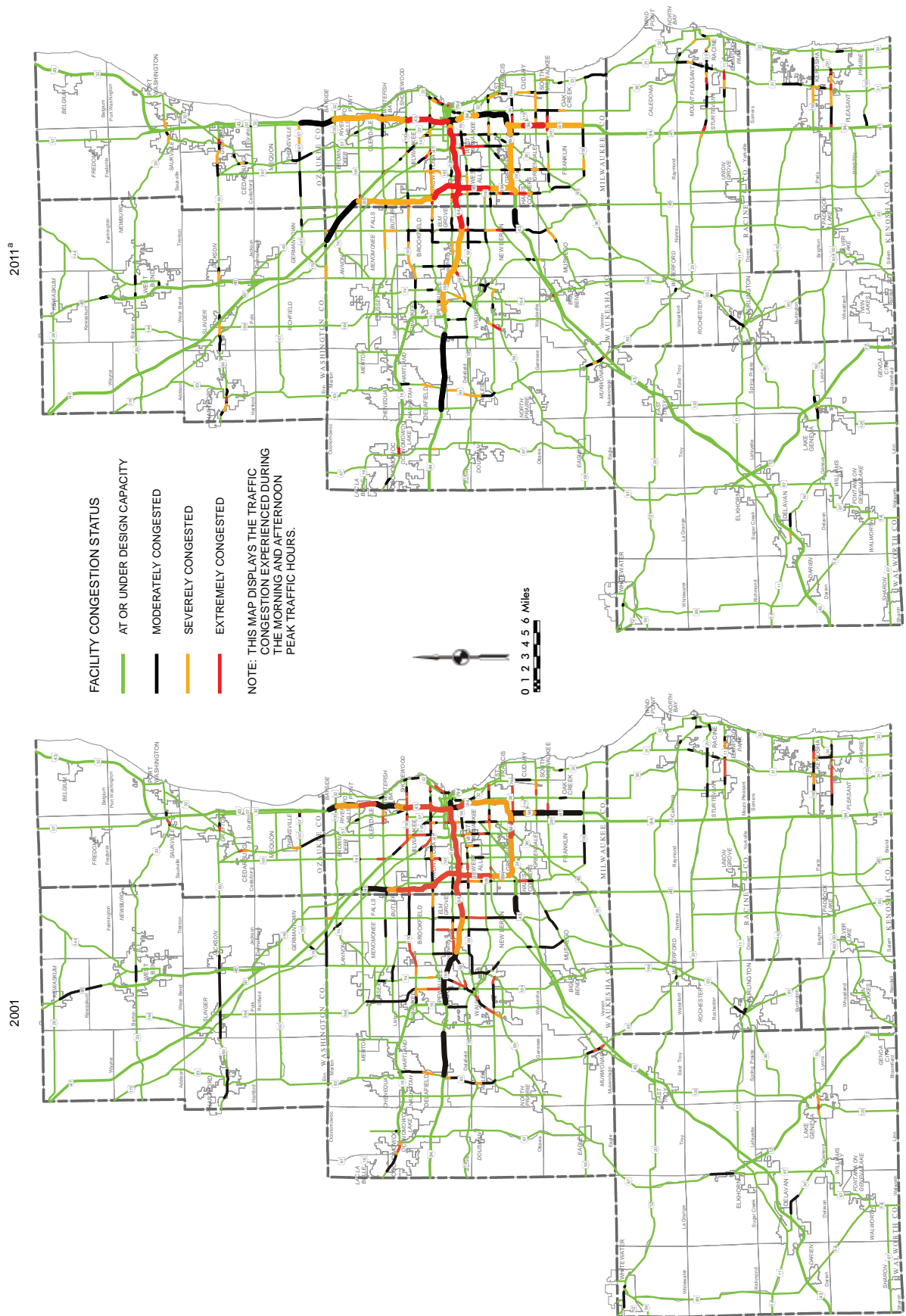
In 2015, there were 667 vehicle crashes in the Region that resulted in at least one serious injury, representing a 4 percent decrease from 2014. As shown in Figure 44, over the period 1996-2015, the number of crashes resulting in serious injury has declined significantly, by about 64 percent.

Bicycle and Pedestrian Crashes

In 2015, there were 399 vehicular crashes involving bicycles and 699 vehicular crashes involving pedestrians. Over the past 20 years, the number of bicycle and pedestrian crashes has significantly decreased by nearly 38 percent and 34 percent, respectively (see Figure 45). The number of bicycle and pedestrian crashes resulting in a fatality or serious injury has also decreased substantially over the past 20 years, as seen in Figure 46. In 2015, there were 32 bicycle crashes and 128 pedestrian crashes resulting in a fatality or serious injury.

Map 36

CONGESTION ON DESIGNATED TRUCK ROUTES AND THE NATIONAL HIGHWAY SYSTEM IN THE REGION: YEARS 2001 AND 2011

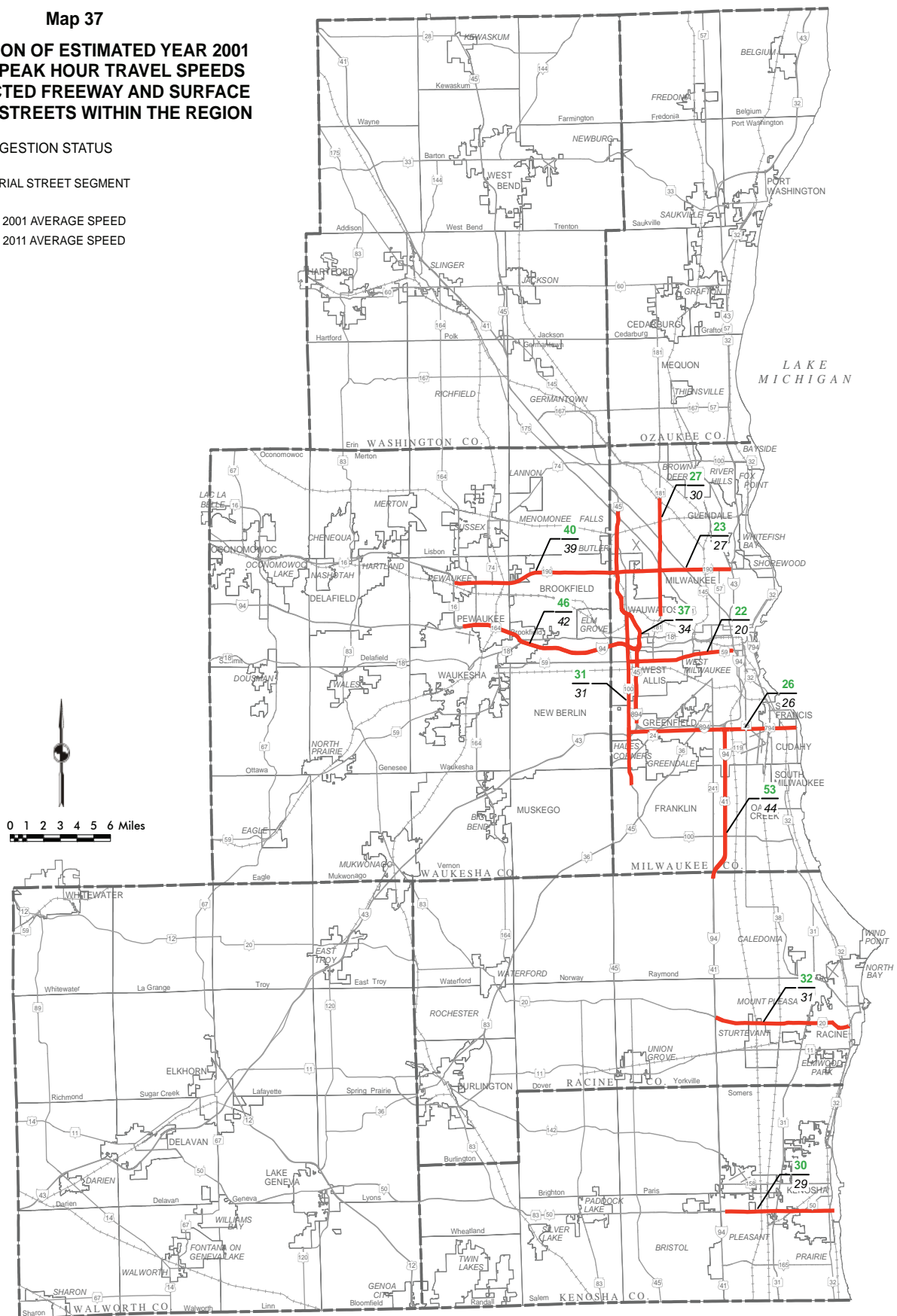


Map 37

**COMPARISON OF ESTIMATED YEAR 2001
AND 2011 PEAK HOUR TRAVEL SPEEDS
FOR SELECTED FREEWAY AND SURFACE
ARTERIAL STREETS WITHIN THE REGION**

FACILITY CONGESTION STATUS

- ARTERIAL STREET SEGMENT
- 23 YEAR 2001 AVERAGE SPEED
- 23 YEAR 2011 AVERAGE SPEED

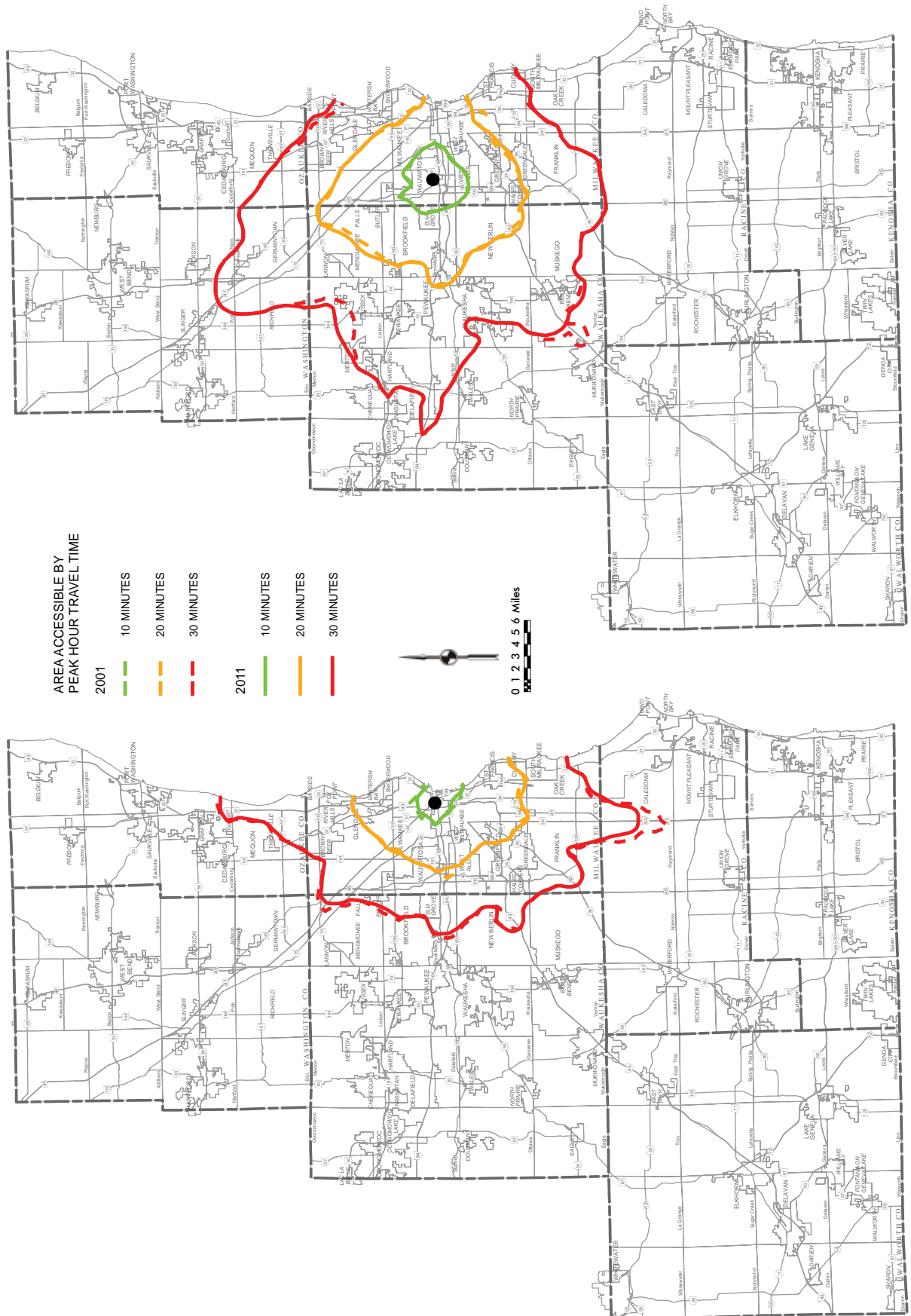


Map 38

ESTIMATED PEAK HOUR ARTERIAL STREET AND HIGHWAY TRAVEL TIME CONTOURS: YEARS 2001 AND 2011

MILWAUKEE CENTRAL BUSINESS DISTRICT

MILWAUKEE REGIONAL MEDICAL CENTER



Map 39

RATIOS OF OVERALL TRANSIT TRAVEL TIMES TO OVERALL AUTOMOBILE TRAVEL TIMES BETWEEN
SELECTED LOCATIONS IN MILWAUKEE COUNTY FOR WEEKDAY PEAK AND OFF-PEAK PERIODS: 2011

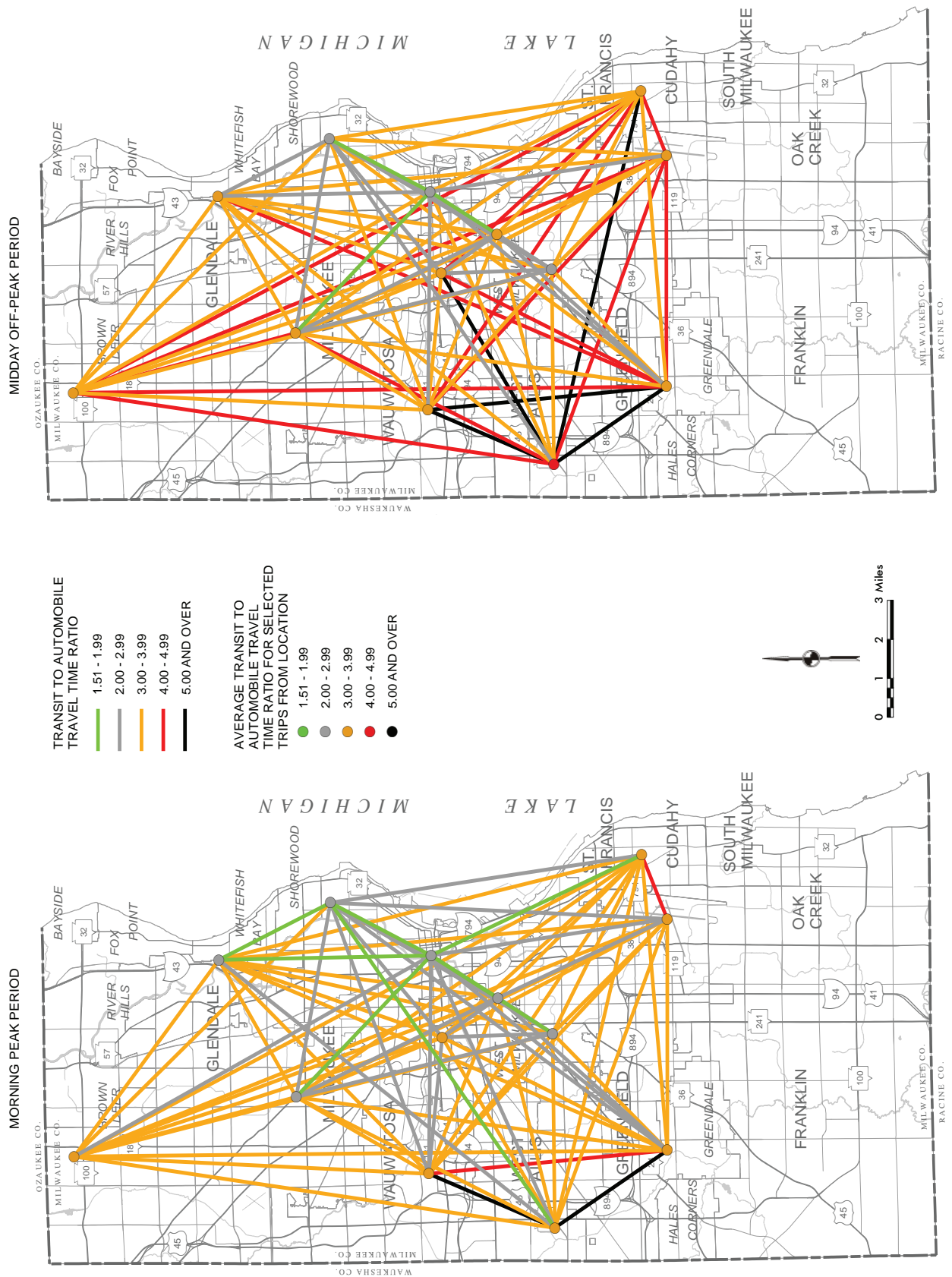


Table 30

**ESTIMATED SOUTHEASTERN WISCONSIN REGION TRANSPORTATION SYSTEM
AIR POLLUTANT EMISSION AND FUEL CONSUMPTION: 2001 AND 2010**

Year	Estimated Air Pollutant Emissions (Tons per Hot Summer Weekday)						
	Volatile Organic Compounds ^a	Nitrogen Oxides ^a	Carbon Monoxide	Carbon dioxide	Fine Particulate Matter	Sulfur Dioxide	Ammonia
2001	50.03	114.23	592.48	18,050	1.77	2.77	4.84
2010	27.30	60.92	358.29	18,500	1.18	0.51	5.62

Year	Estimated Air Pollutant Emissions (Tons per Hot Summer Weekday)					Estimated Fuel Consumption (Gallons per Average Weekday)
	Butadiene	Acetaldehyde	Acrolein	Benzene	Formaldehyde	
2001	0.20	0.43	0.03	1.40	0.63	1,805,000
2010	0.09	0.20	0.01	0.66	0.30	1,865,000

^aEstimated 1990 emissions were 154.6 tons of volatile organic compounds and 136.3 tons of nitrogen oxides. Estimated 1999 emissions were 61.3 tons of volatile organic compounds and 118.0 tons of nitrogen oxides.

Figure 41

**TOTAL, PROPERTY-DAMAGE ONLY, AND
INJURY AND FATAL VEHICULAR CRASHES
REPORTED IN THE REGION: 1996-2015**

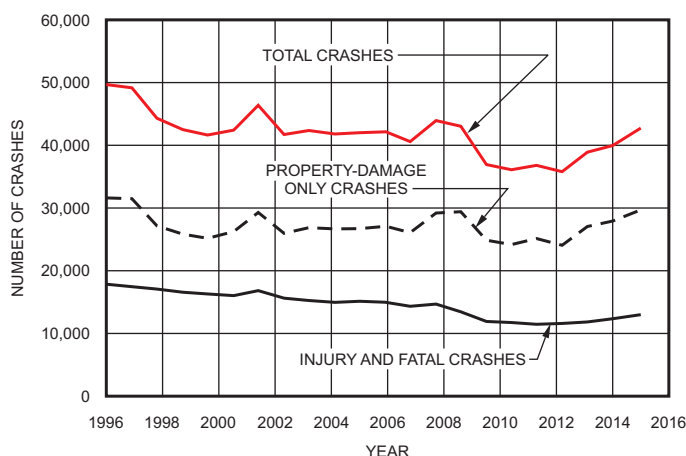
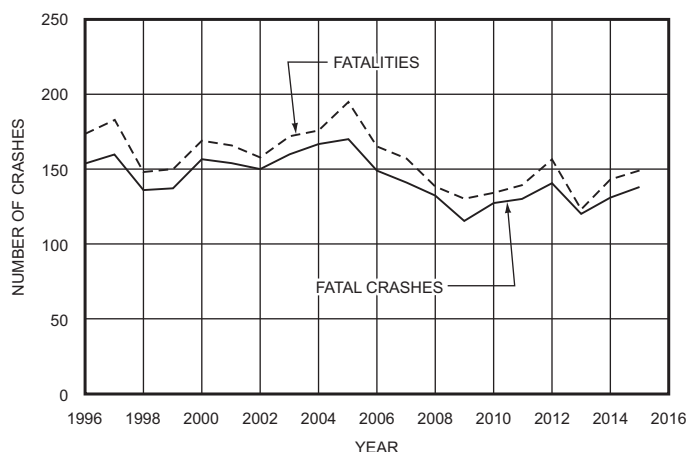


Figure 42

**FATAL VEHICULAR CRASHES
AND FATALITIES REPORTED IN
THE REGION: 1996-2015**



State Trunk Highway Vehicular Crash Rates

A summary of the five-year average annual crash rates on those freeways and standard arterials on the State Trunk Highway network in the Region is presented in Table 31 for two time periods—2005-2009 and 2010-2014. Crash rates, expressed on the basis of the number of crashes per 100 million vehicle miles driven, declined on the Region's freeway system and the State Trunk Highway portion of the Region's standard arterial system.

Aviation Activity

Change in GMIA Passenger Travel

The number of enplaning and deplaning passengers at General Mitchell International Airport (GMIA)

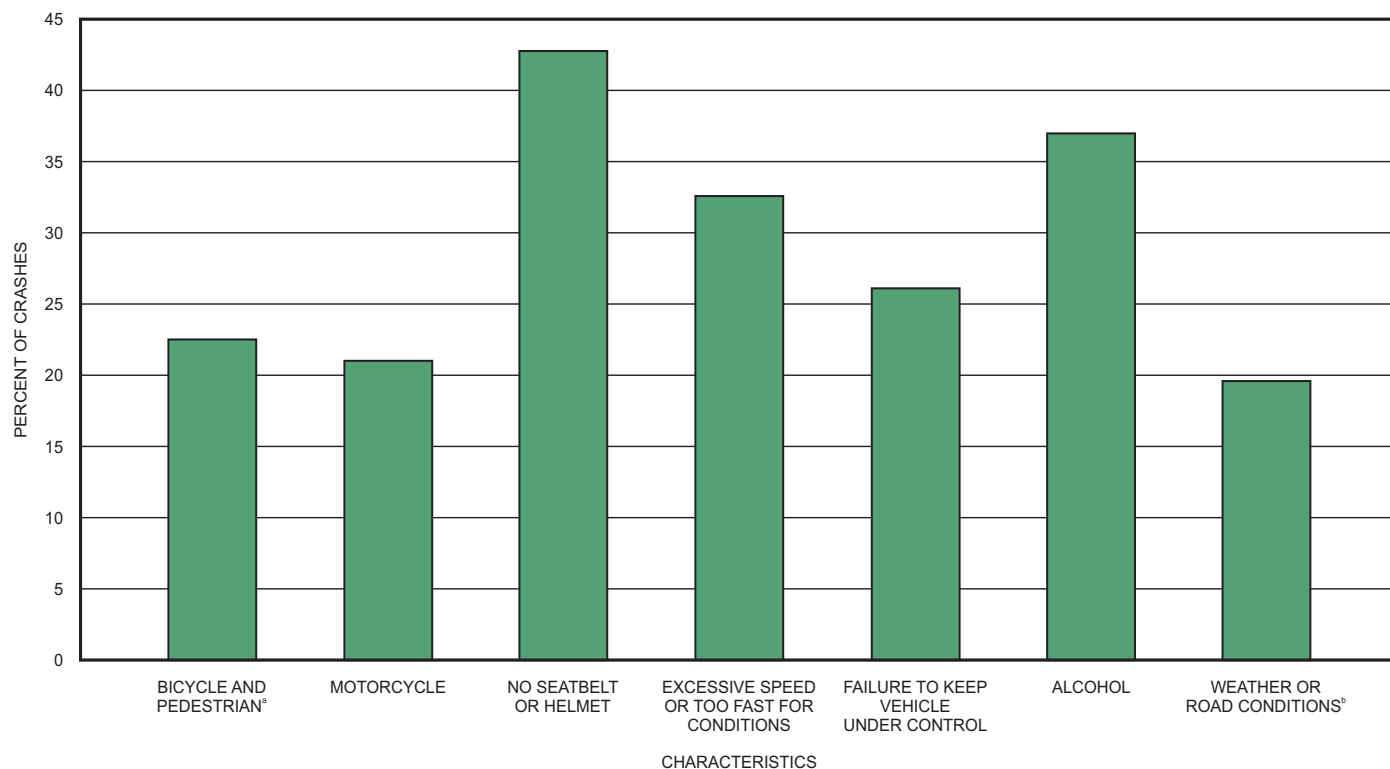
decreased significantly, by 13 percent, from 2012 to 2013, and then remained relatively steady at about 6.5 million passengers from 2013 to 2015 (see Table 32 and Figure 47). Passenger travel at GMIA peaked in 2010—at a level of about 9.8 million—but has subsequently declined by 34 percent from 2010-2015.

Change in GMIA Major Aircraft Operations

The number of scheduled air carrier and military aircraft operations (aircraft takeoffs and landings) at GMIA decreased in 2015 by about 2 percent, to a level of about 98,300 operations (see Table 33 and Figure 48). Over the 10-year period 2006-2015, scheduled air carrier and military aircraft operations at GMIA have declined nearly 46 percent.

Figure 43

SELECTED CHARACTERISTICS OF VEHICULAR CRASH-RELATED FATALITIES IN THE REGION: 2015



^aIN 2015, THERE WERE 4 BICYCLE FATALITIES (2.9 PERCENT OF TOTAL FATAL CRASHES) AND 27 PEDESTRIAN FATALITIES (19.6 PERCENT OF TOTAL FATAL CRASHES).

^bTHIS CATEGORY INCLUDES SNOWY, RAINY, AND FOGGY CONDITIONS AND SNOW-COVERED, ICY OR WET ROADS.

NOTE: FATALITIES ATTRIBUTABLE TO MULTIPLE CATEGORIES ARE COUNTED MORE THAN ONCE.

Figure 44

NUMBER OF CRASHES RESULTING IN A SERIOUS INJURY REPORTED IN THE REGION: 1996-2015

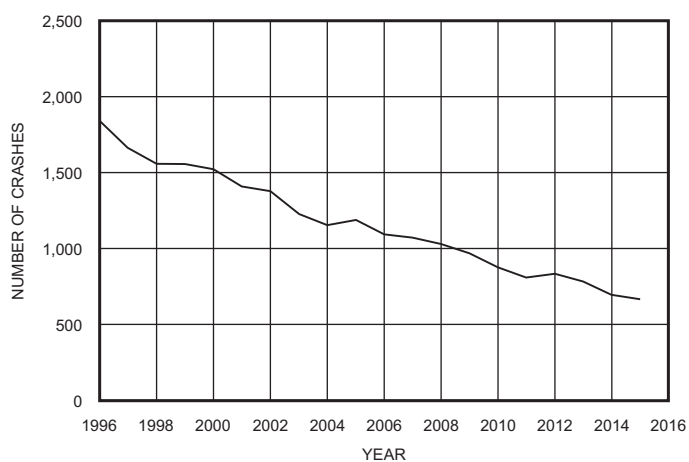


Figure 45

NUMBER OF VEHICULAR CRASHES INVOLVING BICYCLES OR PEDESTRIANS IN THE REGION: 1996-2015

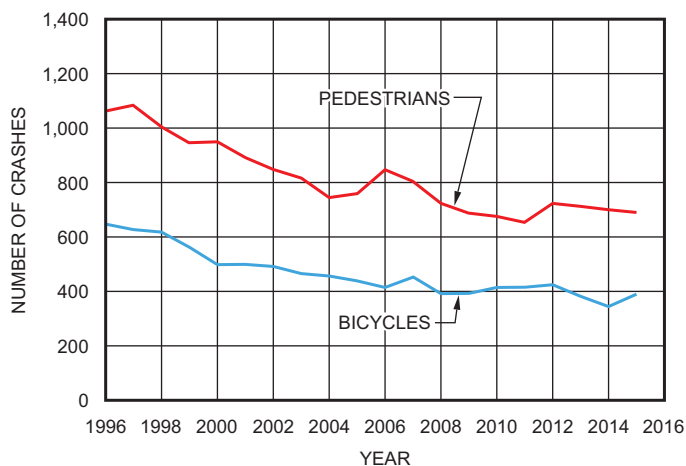


Table 31

**AVERAGE VEHICULAR CRASH RATE OF STATE TRUNK HIGHWAYS
BY ARTERIAL TYPE BY COUNTY IN SOUTHEASTERN WISCONSIN: 2005-2009 AND 2010-2014**

County	Crash Rate per 100 Million Vehicle Miles			
	Freeways		Standard Arterials	
	2005-2009	2010-2014	2005-2009	2010-2014
Kenosha.....	45.8	49.8	298.4	224.6
Milwaukee.....	126.0	115.6	408.1	376.6
Ozaukee	41.9	41.6	146.9	136.5
Racine.....	40.3	40.1	296.8	241.1
Walworth.....	42.4	31.8	151.6	135.2
Washington.....	47.9	45.8	231.5	207.2
Waukesha.....	57.1	49.7	234.1	212.7
Region	79.9	73.1	297.1	262.6

Note: Only crashes that have occurred in years since a roadway segment was last reconfigured are included in the crash rates above.

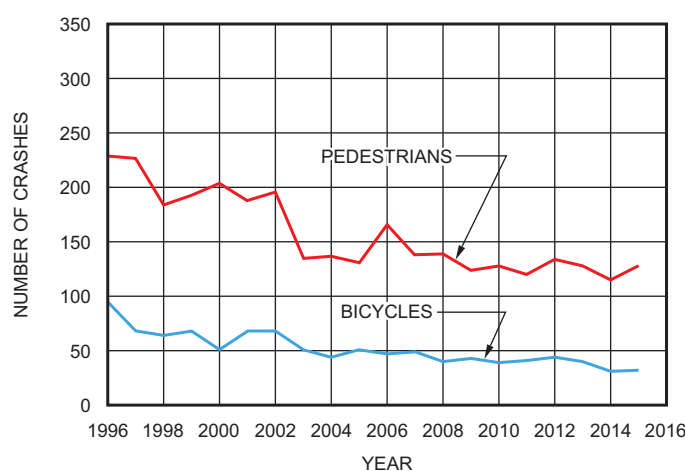
Table 32

**AIR CARRIER ENPLANING AND DEPLANING PASSENGERS
AT GENERAL MITCHELL INTERNATIONAL AIRPORT: 2006-2015**

2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Percent Change: 2014- 2015	Percent Change: 2006- 2015
7,299,300	7,713,100	7,957,000	7,946,000	9,848,000	9,522,000	7,515,000	6,525,200	6,554,200	6,549,400	-0.1	-10.3

Figure 46

**NUMBER OF VEHICULAR CRASHES RESULTING IN A
FATALITY OR SERIOUS INJURY INVOLVING BICYCLES OR
PEDESTRIANS AS REPORTED IN SOUTHEASTERN
WISCONSIN: 1996-2015**

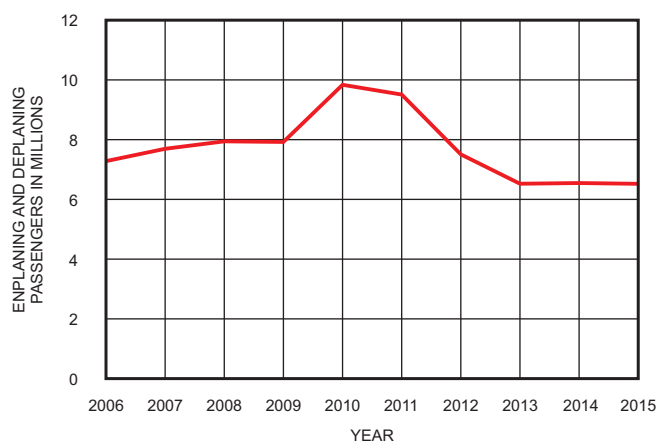


Change in General Aviation Aircraft Operations

Four airports in the Region have Federally sponsored control towers: GMIA, Waukesha County-Crites Field, Kenosha Regional Airport, and Lawrence J. Timmerman Airport. The annual numbers of general aviation aircraft operations at those four airports

Figure 47

**AIR CARRIER ENPLANING AND DEPLANING
PASSENGERS AT GENERAL MITCHELL
INTERNATIONAL AIRPORT: 2006-2015**



over the period 2006-2015 are shown in Table 34 and Figure 49. Over that 10-year period, general aviation aircraft operations at those airports have declined significantly, ranging from a decline of about 19 percent at Kenosha Regional Airport to a decline of nearly 56 percent at Lawrence J. Timmerman Airport. How-

Table 33

**AIR CARRIER AND MILITARY AIRCRAFT OPERATIONS
AT GENERAL MITCHELL INTERNATIONAL AIRPORT: 2006-2015**

2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	Percent Change: 2014-2015	Percent Change: 2006-2015
181,600	179,800	166,900	154,000	176,600	158,600	118,400	105,900	100,400	98,300	-2.1	-45.9

Table 34

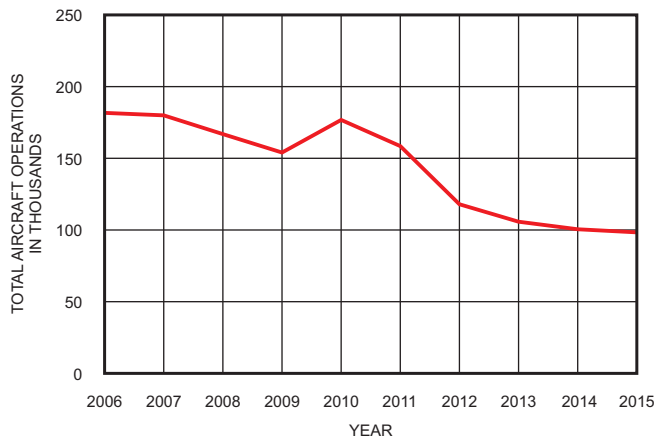
**GENERAL AVIATION AIRCRAFT OPERATIONS AT AIRPORTS IN THE
SOUTHEASTERN WISCONSIN REGION WITH CONTROL TOWERS: 2006-2015**

Airport	2006	2007	2008	2009	2010	2011
Waukesha County-Crites Field.....	59,700	58,700	62,400	59,900	58,800	56,100
Kenosha Regional Airport	65,700	61,000	55,500	54,300	52,500	47,100
Lawrence J. Timmerman Airport	53,000	44,600	44,900	35,600	32,600	27,800
General Mitchell International Airport.....	20,900	20,400	16,400	13,700	15,000	14,400

Airport	2012	2013	2014	2015	Percent Change: 2014-2015	Percent Change: 2006-2015
Waukesha County-Crites Field.....	54,800	47,200	41,700	34,200	-18.0	-42.7
Kenosha Regional Airport	52,700	56,200	48,700	53,100	9.0	-19.2
Lawrence J. Timmerman Airport	30,800	29,900	31,500	22,900	-27.3	-56.0
General Mitchell International Airport.....	15,000	13,600	12,900	13,200	2.3	-36.8

Figure 48

**AIR CARRIER AND MILITARY AIRCRAFT
OPERATIONS AT GENERAL MITCHELL
INTERNATIONAL AIRPORT: 2006-2015**



ever, during 2015, general aviation aircraft operation activity at Kenosha Regional Airport and General Mitchell International Airport increased slightly.

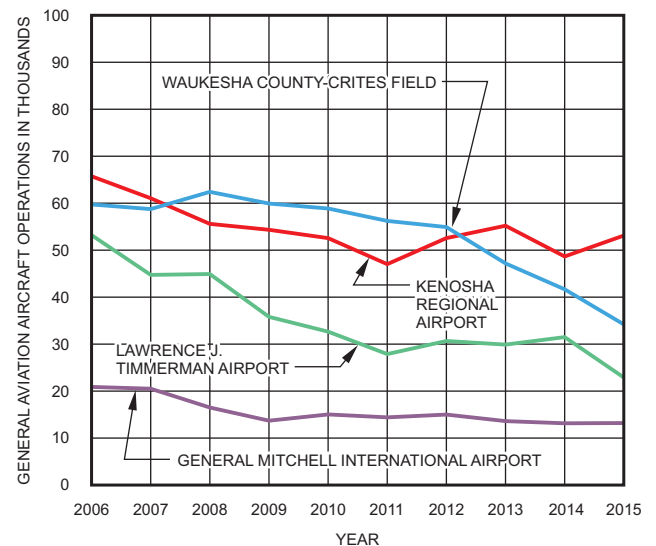
Freight Rail Lines

Active Main Lines

Freight rail service within the Southeastern Wisconsin Region is provided over a total of about 492

Figure 49

**GENERAL AVIATION AIRCRAFT OPERATIONS
AT AIRPORTS IN THE SOUTHEASTERN REGION
WITH CONTROL TOWERS: 2006-2015**

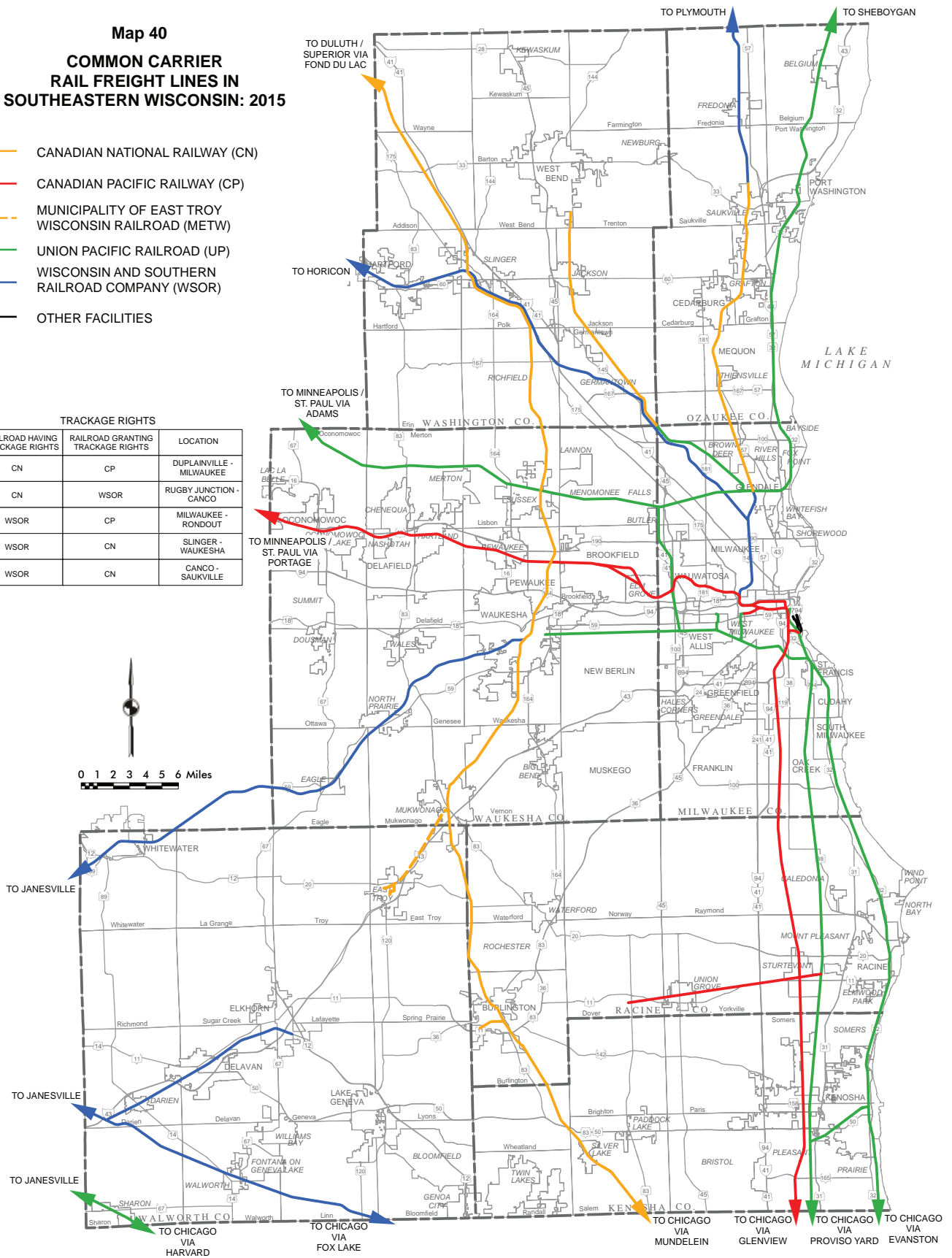


miles of active main lines (see Map 40). During 2015 there was no change to the number of miles of active freight rail lines.

Map 40
COMMON CARRIER
RAIL FREIGHT LINES IN
SOUTHEASTERN WISCONSIN: 2015

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

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



REGIONAL HOUSING PLAN IMPLEMENTATION ACTIVITY

A regional housing plan was adopted by the South-eastern Wisconsin Regional Planning Commission (SEWRPC) in early 2013. The housing plan recommends that implementation of the plan be monitored and the results reported every one, five, or 10 years, in accordance with a monitoring schedule included in the plan. The full 2015 Regional Housing Plan Implementation Report is available on the Commission website at www.sewrpc.org/housing or can be requested by contacting the Commission office. A brief summary of implementation activities associated with the regional housing plan is provided in this section.

Housing Plan Presentations

During 2015, SEWRPC staff gave presentations about the Regional Housing Plan to a class at UW-Milwaukee and to a meeting of local government planners in Waukesha County, which was organized and hosted by the County. The Waukesha County presentation focused on the job-housing balance analysis and related recommendations, and recommendations related to zoning for smaller lots, smaller home sizes, more multi-family housing, and accessory dwelling units to help increase the supply of affordable housing.

Implementation of Housing Plan Recommendations

The following paragraphs describe activities undertaken by State and Federal agencies, county and local units of government, and SEWRPC to implement regional housing plan recommendations. Monitoring results are organized according to the six general topic areas addressed by housing plan recommendations. Only those recommendations that were fully or partially implemented during 2015 are included.

Affordable Housing

Most of the measures related to implementation of affordable housing recommendations involve the extent to which sewered communities have incorporated housing plan recommendations into local regulations and plans, particularly zoning ordinances and comprehensive plans. A comprehensive review of local and county zoning and land division regulations will be conducted as part of the next update to the regional housing plan.

During 2015, one community in the Region, the Town of Belgium, adopted a 10-year update to its comprehensive plan. The Town of Belgium is a rural, agricultural community and is therefore not served by public sanitary sewers. Urban-density residential development, which provides the greatest opportunity for housing that is affordable to low- and moderate-income households, is not appropriate in areas that are not served by sanitary sewer.

Wisconsin Tax Increment Financing (TIF) legislation was amended in 2009 to allow municipalities to extend the life of a Tax Increment District (TID) for one year after paying off the TID's project costs. In that year, at least 75 percent of any tax revenue received from the value increment must be used to benefit affordable housing in the municipality and the remainder must be used to improve the municipality's housing stock. The regional housing plan encourages communities located in a subsidized housing priority sub-area and communities with a job/housing imbalance to use the TID extension provision to increase the supply of affordable housing. As of the end of 2015, no TIDs in the Region had been extended to provide for affordable housing. Although an extension has not taken place, the project plan for TID No. 7 in the City of Wauwatosa states that the City reserves the right to allow the District to remain open one additional year to finance eligible affordable housing projects and costs.

Fair Housing/Opportunity

As described in Chapter VI of the regional housing plan report, States and entitlement jurisdictions² must prepare a Consolidated Plan every five years in order to receive Community Planning and Development (CPD) block grant funding from the U.S. Department of Housing and Urban Development (HUD).

² Generally, entitlement jurisdictions are States, cities with a population of 50,000 or more residents, and counties with a population of 200,000 or more residents outside an entitlement city. Milwaukee and Waukesha Counties and the Cities of Kenosha, Milwaukee, Racine, Wauwatosa, and West Allis are entitlement jurisdictions within the Region. The City of Waukesha merged its entitlement status with Waukesha County in 1993.

CPD programs include the Community Development Block Grant (CDBG), HOME Investment Partnership (HOME), Emergency Solutions Grant (ESG), and Housing Opportunities for Persons with Aids (HOPWA) programs. The State of Wisconsin and all of the entitlement jurisdictions in the Region updated their Consolidated Plans between 2013 and 2015. The plans are summarized in the Regional Housing Plan implementation reports for 2013, 2014, and 2015.

Milwaukee County updated its Consolidated Plan in 2013 and Waukesha County updated its Consolidated Plan in 2014. In 2014 and 2015, respectively, Milwaukee County and Waukesha County developed an agreement form for communities that receive pass-through CDBG and HOME program grant funds from the County. As a condition of receiving pass-through funds, a community must agree to implement at least three of eight activities listed in the agreement intended to affirmatively further fair housing. Several of the activities were derived from the regional housing plan, including working with SEWRPC to review and revise zoning ordinances to better accommodate affordable housing. In 2015, the State of Wisconsin also began requiring CDBG recipients to agree to implement at least three fair housing actions as a grant condition for CDBG programs for non-entitlement jurisdictions administered by the Department of Administration (see options at the following website: http://doa.wi.gov/Documents/DOH/CD/Application_Materials/Potential_Fair_Housing_Actions.pdf).

Disparate Impact is a legal doctrine under the Fair Housing Act of 1968 which states that a policy may be considered discriminatory if it has a disproportionate “adverse impact” against any group based on race, national origin, color, religion, sex, familial status, or disability when there is no legitimate, non-discriminatory business need for the policy. In June 2015, the U.S. Supreme Court ruled in favor of citing disparate impact in housing cases, meaning that Federal money cannot be used to fund programs that perpetuate segregation, even unintentionally. The ruling allows the practice of using statistics and other evidence to show decisions and practices have discriminatory effects without having to prove discriminatory intent. Following the Supreme Court’s ruling, HUD released final regulations setting out a framework for county and local governments, States, and public housing

agencies that receive HUD funding to meet the fair housing obligations in their use of HUD funds.

Job/Housing Balance

Six sanitary sewer service area plan amendments were adopted by the Regional Planning Commission in 2015. Amendments were made to the plans for the City of Kenosha and the Villages of Germantown, Grafton, Hartland, Mukwonago, and Walworth. In accordance with a housing plan recommendation, information on the job/housing balance analysis conducted as part of the housing plan was provided as part of the review process for the sewer service area amendments. The intent of the recommendation is to remind local communities of the findings of the plan for their community as they propose expansion of their sewer service areas. Specifically, communities are encouraged to consider job/housing balance as part of the next major update of their comprehensive plans. The Villages of Grafton, Hartland, and Mukwonago are projected to have a shortage of housing affordable to workers holding lower-wage jobs (low-cost job/housing imbalance), and a shortage of housing affordable to workers holding moderate-wage jobs (moderate-cost job/housing imbalance). The Village of Walworth is projected to have a shortage of housing affordable to workers holding lower-wage jobs (low-cost job/housing imbalance). The Village of Germantown is projected to have a shortage of housing affordable to workers holding moderate-wage jobs (moderate-cost job/housing imbalance). The City of Kenosha is projected to have a balance between jobs and housing.

The regional housing plan recommends that communities with sanitary sewer service projected to have a job/housing imbalance (based on a general analysis of their comprehensive plan conducted as part of the housing plan) conduct their own detailed analysis based on specific conditions in their community when the comprehensive plan is updated. The Town of Belgium adopted a 10-year update of its comprehensive plan³ in 2015. The Town did not conduct a job/hous-

³ *The Wisconsin comprehensive planning law, in Section 66.1001(2)(i) of the Wisconsin Statutes, requires that comprehensive plans be updated at least once every 10 years.*

Table 35

HOUSING UNITS BY STRUCTURE TYPE IN THE SOUTHEASTERN WISCONSIN REGION: 2010^a

County	Single-Family ^b		Two-Family		Multi-Family		Total ^c	
	Housing Units	Percent of Total	Housing Units	Percent of Total	Housing Units	Percent of Total	Housing Units	Percent of Total
Kenosha	49,946	72.1	5,341	7.7	14,011	20.2	69,298	100.0
Milwaukee	216,047	51.7	72,032	17.2	129,934	31.1	418,013	100.0
Ozaukee.....	29,014	79.9	1,931	5.3	5,347	14.7	36,292	100.0
Racine.....	60,800	74.0	5,071	6.2	16,338	19.9	82,209	100.0
Walworth	39,467	76.5	2,140	4.2	9,949	19.3	51,556	100.0
Washington	42,172	77.1	2,669	4.9	9,897	18.1	54,738	100.0
Waukesha	124,212	77.2	3,959	2.5	32,778	20.4	160,949	100.0
Region	561,658	64.3	93,143	10.7	218,254	25.0	873,055	100.0

^a2010 data includes 2000 Census data plus the number of building permits issued for each type of housing unit from 2000 to January 1, 2010. Building permit data were provided by the Wisconsin Department of Administration.

^bIncludes mobile homes.

^cTotals are based on all housing units, including occupied and vacant units.

ing balance analysis as part of its comprehensive plan update; however, the Town was not included in the job/housing balance analysis conducted as part of the regional housing plan because there is no public sanitary sewer service provided in the Town.

In addition to the Town of Belgium comprehensive plan update, SEWRPC received 65 amendments to comprehensive plans adopted by 37 communities and one county in the Region during 2015. Most of the amendments were related to changes to land use plan designations pertaining to one parcel. None of the communities in the Region conducted a community-level job/housing balance analysis during 2015.

Accessible Housing

Although housing construction slowed considerably in the Region following the national recession and housing crisis in the late 2000s, construction of multi-family units has been fairly strong in recent years. As shown on Table 35, housing units in one- and two-family buildings comprised about 75 percent of the housing stock in the Region at the beginning of 2010, with housing units in multi-family buildings (three or more units) making up the remaining 25 percent. Between 2010 and the end of 2015, 55 percent of the new units constructed (10,965 units) were in

one- or two-family buildings and 45 percent (8,819 units) were in multi-family buildings (see Table 36), which is similar to the percentages of new housing structure-types constructed in 2014. Table 36 also shows the number of housing units removed from the Region's housing stock, and the net change in housing by structure type. Overall, there was a net increase of 7,337 one-family units and 6,968 multi-family units. The number of units in two-family buildings decreased by 986 units (493 duplexes), with 95 percent of the decrease occurring in Milwaukee County.

As shown in Table 37, the percentage of multi-family units increased slightly, by 0.4 percent, in the Region between 2010 and the end of 2015. The increase in the number and percentage of multi-family units in the Region helps increase the supply of accessible housing units, because many new multi-family units must be accessible to people with mobility disabilities under Fair Housing Act requirements.

Subsidized and Tax Credit Housing **Housing Vouchers**

Table 38 provides information on the number and type of housing vouchers allotted to Public Housing Agencies (PHAs) in the Region in 2015. The number of vouchers allotted in the Region increased by about

Table 36

CHANGE IN HOUSING UNITS BY STRUCTURE TYPE IN SOUTHEASTERN WISCONSIN: 2010 THROUGH 2015

County	New Housing Units				Housing Unit Losses				Net Change in Housing Units			
	Single Family	Two Family	Multi-Family	Total	Single Family	Two Family	Multi-Family	Total	Single Family	Two Family	Multi-Family	Total
Kenosha.....	941	42	463	1,446	232	36	63	331	709	6	400	1,115
Milwaukee.....	1,486	440	4,949	6,875	1,135	1,950	1,211	4,296	351	-1,510	3,738	2,579
Ozaukee	823	46	198	1,067	80	6	0	86	743	40	198	981
Racine.....	826	118	486	1,430	189	40	468	697	637	78	18	733
Walworth.....	888	40	243	1,171	326	8	30	364	562	32	213	807
Washington.....	1,317	160	472	1,949	84	6	0	90	1,233	154	472	1,859
Waukesha.....	3,588	220	2,008	5,816	486	6	79	571	3,102	214	1,929	5,245
Region	9,869	1,066	8,819	19,754	2,532	2,052	1,851	6,435	7,337	-986	6,968	13,319

NOTE: The Wisconsin Department of Administration conducts an annual survey of each local government to collect data on the current housing stock. Respondents generally use building permits and demolition permits to report changes in housing units which are reported by structure type: single family (including mobile homes), two family, and multifamily buildings. This table reports changes in the Region's housing stock from January 1, 2010, to January 1, 2016.

Table 37

HOUSING UNITS BY STRUCTURE TYPE IN THE SOUTHEASTERN WISCONSIN REGION: 2015^a

County	Single-Family ^b		Two-Family		Multi-Family		Total ^c	
	Housing Units	Percent of Total	Housing Units	Percent of Total	Housing Units	Percent of Total	Housing Units	Percent of Total
Kenosha.....	50,655	71.9	5,347	7.6	14,411	20.5	70,413	100.0
Milwaukee	216,398	51.5	70,522	16.8	133,672	31.8	420,592	100.0
Ozaukee.....	29,757	79.8	1,971	5.3	5,545	14.9	37,273	100.0
Racine.....	61,437	74.1	5,149	6.2	16,356	19.7	82,942	100.0
Walworth	40,029	76.4	2,172	4.1	10,162	19.4	52,363	100.0
Washington	43,405	76.7	2,823	5.0	10,369	18.3	56,597	100.0
Waukesha	127,314	76.6	4,173	2.5	34,707	20.9	166,194	100.0
Region	568,995	64.2	92,157	10.4	225,222	25.4	886,374	100.0

^a2015 data includes 2010 Census data plus the number of building permits issued for each type of housing unit from 2010 to January 1, 2016. Building permit data were provided by the Wisconsin Department of Administration.

^bIncludes mobile homes.

^cTotals are based on all housing units, including occupied and vacant units.

10 percent between 2011⁴ and 2015, from 13,061 to 14,353, an increase of 1,292 vouchers. The number of vouchers increased by 538 from 2014 to 2015, and included an increase of 466 vouchers in Milwaukee County and 72 vouchers to the Housing Authority of Racine County. All of the additional vouchers are

Housing Choice Vouchers. Table 38 includes the number of housing choice (or tenant-based, meaning the voucher is attached to a household rather than a housing unit) vouchers and the number of project-based vouchers, which are attached to a housing unit allotted to a PHA. All of the PHA project-based vouchers in the Region are attached to housing units managed by PHAs in Milwaukee County. The actual number of vouchers in use by each PHA may be less than the number allotted, which fluctuates based on available funding, participating households, and the funding

⁴ Data from 2011 is included in the Regional Housing Plan report.

Table 38

SECTION 8 HOUSING VOUCHERS ALLOTTED IN THE SOUTHEASTERN WISCONSIN REGION: 2015

Public Housing Agency ^a	Housing Choice Vouchers		Project-Based Vouchers		Total Vouchers	
	Number	Percent	Number	Percent	Number	Percent
Kenosha County						
City of Kenosha Housing Authority.....	1,211 ^b	9.1	0	0.0	1,211	8.4
Kenosha County Housing Authority ^c	100	0.7	0	0.0	100	0.7
County Subtotal	1,311	9.8	0	0.0	1,311	9.1
Milwaukee County						
Housing Authority of the City of Milwaukee	5,942 ^d	44.4	548	56.1	6,490	45.2
Milwaukee County Housing Division	1,660	12.4	329	33.7	1,989	13.9
West Allis Housing Authority	457 ^e	3.4	100 ^f	10.2	557	3.9
County Subtotal	8,059	60.2	977	100.0	9,036	63.0
Ozaukee County						
WHEDA.....	125	0.9	0	0.0	125	0.9
County Subtotal	125	0.9	0	0.0	125	0.9
Racine County						
The Housing Authority of Racine County	1,646 ^g	12.3	0	0.0	1,646	11.5
County Subtotal	1,646	12.3	0	0.0	1,646	11.5
Walworth County						
Walworth County Housing Authority.....	410	3.1	0	0.0	410	2.8
County Subtotal	410	3.1	0	0.0	410	2.8
Washington County						
Hartford Community Development Authority ^h	148	1.1	0	0.0	148	1.0
West Bend Housing Authority ^h	244	1.8	0	0.0	244	1.7
WHEDA.....	102	0.8	0	0.0	102	0.7
County Subtotal	494	3.7	0	0.0	494	3.4
Waukesha County ⁱ						
New Berlin Housing Authority.....	88	0.7	0	0.0	88	0.6
Housing Authorities of the City and County of Waukesha	1,243	9.3	0	0.0	1,243	8.7
County Subtotal	1,331	10.0	0	0.0	1,331	9.3
Region Total	13,376	100.0	977	100.0	14,353	100.0

^aIncludes only public housing agencies that administer housing vouchers.

^bIncludes 41 family-unification vouchers, 89 vouchers for people with disabilities, and two vouchers for Veterans Affairs Supportive Housing (VASH).

^cKenosha County Housing Authority vouchers are administered by the City of Kenosha Housing Authority.

^dIncludes 100 vouchers for people with disabilities and 258 vouchers for VASH.

^eIncludes 100 vouchers for VASH.

^fAll 100 vouchers are for the Beloit Road Senior Housing Complex. The West Allis Housing Authority does not receive any direct Federal rent-assistance funding for the Beloit Road complex.

^gIncludes 14 vouchers for VASH.

^hAll PHA voucher programs in Washington County are administered by WHEDA.

ⁱThe voucher programs for all PHAs in Waukesha County are administered by the Housing Authorities of the City and County of Waukesha.

Table 39

**PUBLIC HOUSING UNITS MANAGED BY PUBLIC HOUSING
AGENCIES (PHA) IN THE SOUTHEASTERN WISCONSIN REGION: 2015**

Public Housing Agency ^a	Family Units		Elderly/Other Units		Total Units	
	Number	Percent	Number	Percent	Number	Percent
Milwaukee County						
Housing Authority of the City of Milwaukee	2,881	93.1	1,919	81.5	4,800	88.1
South Milwaukee Housing Authority	52	1.7	8	0.3	60	1.1
West Allis Housing Authority	0	0.0	104 ^b	4.4	104 ^b	1.9
County total	2,933	94.8	2,031	86.2	4,964	91.1
Racine County						
Housing Authority of Racine County	0	0.0	24	1.0	24	0.4
County total	0	0.0	24	1.0	24	0.4
Washington County						
Slinger Housing Authority	8	0.3	41	1.7	49	0.9
West Bend Housing Authority	0	0.0	146	6.2	146	2.7
County total	8	0.3	187	7.9	195	3.6
Waukesha County						
Housing Authorities of the City and County of Waukesha	152	4.9	114	4.9	266	4.9
County total	152	4.9	114	4.9	266	4.9
Region	3,093	100.0 ^c	2,356	100.0 ^c	5,449	100.0

^aIncludes only public housing agencies that manage low-rent public housing units. Some of the units managed by PHAs may have project-based housing vouchers attached to them or may be occupied by a household with a housing choice voucher.

^bThe West Allis Housing Authority does not receive any Federal rent-assistance funding for the Beloit Road Senior Housing complex, but does receive 100 project-based vouchers for the complex.

^cAbout 57 percent of public housing units are designated to be occupied by families. The remaining 43 percent are designated for occupancy by the elderly or people with disabilities, or are supportive housing units.

level needed to make up the difference between 30 percent of a household's income and the actual rent for a housing unit.

Table 39 provides information on the number of public housing units managed by PHAs in the Region. There were 5,449 public housing units in the Region in 2015, with 88 percent of the units located in and managed by the Housing Authority of the City of Milwaukee. About 57 percent of PHA housing units were designated for families and the remaining 43 percent were designated for the elderly or persons with disabilities.

**Low-Income Housing Tax
Credit (LIHTC) Program**

Housing developed under the Low-Income Housing Tax Credit (LIHTC) program has been a major source

of new affordable housing in the Region. There were 18,594 available LIHTC units in the Region as of 2015, including 5,564 units placed in service between 2011, when data were collected for the regional housing plan, and the end of 2015. Seven projects in the Region were awarded tax credits in 2015. Six projects are intended to provide a total of 295 units to low-income families. Of these six family-occupied projects, one newly constructed project will be developed in the City of Cudahy and one in the City of Burlington. Three projects were awarded tax credits to rehabilitate existing housing units, two in the City of Milwaukee and one in the City of Racine. One family-occupied tax credit development in the City of Milwaukee will consist of both new construction and rehabilitation of existing housing. The seventh project awarded tax credits is a supportive housing project consisting of 24 low-income units the City of Milwaukee.

Choice Neighborhoods Initiative

Beginning in 2010, the City of Milwaukee and the Housing Authority of the City of Milwaukee (HACM) have been working together to redevelop the 37-acre eastern half of the Westlawn public housing development, renaming the development Westlawn Gardens. As of 2015, this redevelopment has accomplished the demolition of 332 barracks-style housing units and replaced them with 250 energy-efficient units. Amenities at Westlawn Gardens include a public safety team, internal streets, Browning Elementary School, playground, walking trail along Lincoln Creek, and community garden. Also located at Westlawn Gardens is the Silver Spring Neighborhood Center that provides a child care and development center, teen programs, youth sports programs, family programs, adult education programs, after-school programs, employment programs, emergency food pantry and clothing bank, and the UW-Milwaukee Silver Spring Community Nursing Center.

In 2015, the City of Milwaukee and HACM were awarded a \$30 million HUD Choice Neighborhoods Implementation Grant to continue redevelopment of the western portion of the Westlawn public housing development and revitalization of the surrounding Westlawn neighborhood. The Westlawn Transformation Plan includes the demolition of the remaining 394 barracks-style housing units and development of 708 new mixed-income housing units. The new units will include 394 replacement units, with 312 on the Westlawn site and the remainder in the surrounding neighborhood.

Homelessness

In 2012, HUD enacted an interim rule that established regulations for the Continuum of Care (CoC) program. The CoC program provides funding to local CoCs to assist homeless individuals and families. There are three CoCs serving the Region, including the Milwaukee CoC, the CoC for the City and County of Racine, and the Balance of State CoC. The Balance of State (BoS) CoC provides homelessness planning and coordination services to all counties in Wisconsin outside Dane, Milwaukee, and Racine Counties, and is comprised of 21 local homeless coalitions (see Table 40 and Map 41).

HUD regulations now require that each CoC implement “Coordinated Entry” of homeless individuals

and families into the service system, and encourages use of a Homeless Management Information System (HMIS). HUD, the Department of Health and Human Services, and the Department of Veterans Affairs released updated technical specifications for reporting HMIS data in 2014.

Coordinated entry is intended to connect individuals and families experiencing homelessness or potential homelessness with organizations providing housing or diversion services in a systematic and efficient manner. The HMIS is intended to collect client-level unduplicated information on homelessness and the provision of housing and services to homeless individuals, families, and people at risk of homelessness. Equally important, HMIS allows for the development, implementation, and evaluation of practices whose effectiveness can be tracked, such as how many clients are stably housed after completing a program or how many subsequently return to a shelter. Each CoC in the State worked to develop policies and standards for implementing Coordinated Entry and HMIS requirements during 2015. The Wisconsin Service Point (WISP) serves as the HMIS for the State.

In addition to developing procedures for implementing Coordinated Entry and HMIS requirements, the Milwaukee CoC updated its 10-year Plan to End Homelessness during 2015. The plan is available on the Milwaukee CoC website: <http://milwaukeeccoc.org/wp-content/uploads/2014/11/Mid-Course-Reviews-10-Year-Plan-Final.pdf>

Milwaukee County is a partner agency with the Milwaukee CoC. The County prepared a Plan to End Chronic Homelessness in 2015, which is an initiative focusing on expanding the Housing First concept that emphasizes first obtaining stable housing for chronically homeless individuals or households, and then addressing other issues affecting the household once housing is obtained. The plan proposes spending approximately \$1.8 million in rental assistance and supportive services to serve 300 chronically homeless individuals in the next three years. Funding for implementation of several of the above recommendations was included in the County budget for 2016. The plan is available on the Milwaukee County website: <http://county.milwaukee.gov/ImageLibrary/Groups/cntyExecutive/Homeless/PlantoEndChronicHomelessness.pdf>

Table 40

WISCONSIN CONTINUUM OF CARE (CoC) ORGANIZATIONS FOR HOMELESSNESS ASSISTANCE: 2015

Number on Map 1	Name	Counties Included
CoC in Balance of State Area		
1	Brown CoC	Brown
2	CAP CoC	Marquette, Portage, Waupaca, Waushara
3	Central CoC	Adams, Columbia, Dodge, Juneau, Sauk
4	Couleecap CoC	Crawford, La Crosse, Monroe, Vernon
5	Dairyland CoC	Buffalo, Eau Claire, Jackson, Trempealeau
6	Fox Cities CoC	Calumet, Outagamie
7	Indianhead CoC	Burnett, Clark, Rusk, Sawyer, Taylor, Washburn
8	Jefferson CoC	Jefferson
9	Kenosha CoC	Kenosha
10	Lakeshore CoC	Door, Kewaunee, Manitowoc, Sheboygan
11	North Central CoC	Lincoln, Marathon, Wood
12	Northeast CoC	Florence, Marinette, Menominee, Oconto, Shawano
13	Northwest CoC	Ashland, Bayfield, Douglas, Iron, Price
14	N*Wish CoC	Forest, Langlade, Oneida, Vilas
15	Ozaukee CoC	Ozaukee
16	Rock Walworth CoC	Rock, Walworth
17	Southwest CoC	Grant, Green, Iowa, Lafayette, Richland
18	Washington CoC	Washington
19	Waukesha CoC	Waukesha
20	West Central CoC	Barron, Chippewa, Dunn, Pepin, Pierce, Polk, St. Croix
21	WinnebagoLand CoC	Fond du Lac, Greek Lake, Winnebago
CoC Outside Balance of State Area		
22	Dane CoC	Dane
23	Milwaukee CoC	Milwaukee
24	Racine City and County CoC	Racine

A new Statewide nonprofit organization, the Wisconsin Coalition Against Homelessness (WCAH), was formed in 2015. The coalition endeavors to be the hub of a statewide network of homeless service providers and other concerned individuals and organizations across Wisconsin.

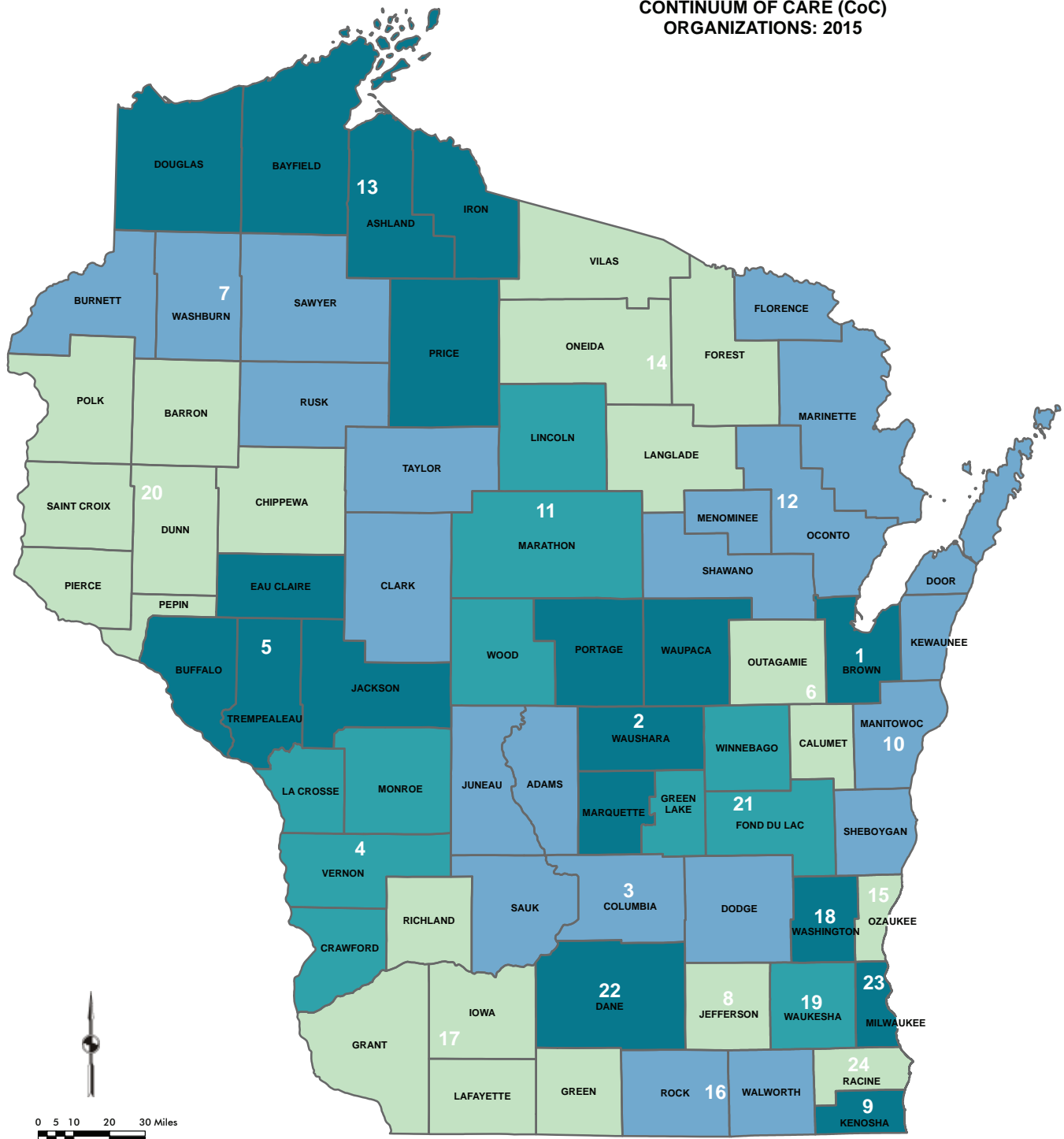
Housing Development

The housing development recommendations of the Regional Housing Plan are directed toward planning activities that local governments can undertake to encourage a variety of residential structure types and compact, mixed use neighborhoods.

The City of Wauwatosa initiated a housing needs analysis in 2015 to help plan for the housing needs of

current and potential residents. The study is intended to address the extent to which current housing stock meets the needs of current residents and employees who work in the City but live elsewhere; whether projected population and economic changes over the next five to 15 years will impact the type, tenure, and affordability of housing required; whether recent and proposed multi-family development appears to be sustainable; the ability of baby boomers and seniors to age in place in Wauwatosa; the availability of housing options for residents with disabilities; and potential policies and programs that could be utilized to ensure the City is meeting future housing needs. The study is expected to be completed in 2016.

Map 41
CONTINUUM OF CARE (CoC)
ORGANIZATIONS: 2015



Notes:
 See Table 40 for CoC names and counties included in each CoC.
 Local CoCs outside of Dane, Milwaukee, and Racine Counties together make up the Balance of State (BOS) CoC.
 Source: Institute for Community Alliances and SEWRPC.

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APPENDICES

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Appendix A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION COMMISSIONERS AND COMMITTEES: DECEMBER 2015

COMMISSIONERS

	Term Expires
KENOSHA COUNTY	
* Michael J. Skaltzky	2016
** Adelene Greene, Secretary	2016
*** Robert W. Pitts.....	2018
MILWAUKEE COUNTY	
*** William R. Drew, Treasurer.....	2020
* Brian R. Dranzik	2020
** Vacant.....	2016
OZAUKEE COUNTY	
* Jennifer K. Rothstein	2020
*** Thomas H. Buestrin.....	2018
** Gustav W. Wirth, Jr.....	2014
RACINE COUNTY	
* Mike Dawson	2020
*** David L. Eberle	2016
** Peggy L. Shumway.....	2018
WALWORTH COUNTY	
** Charles L. Colman, Vice-Chairman	2020
* Nancy L. Russell	2018
*** Linda J. Seemeyer.....	2018
WASHINGTON COUNTY	
** Daniel S. Schmidt.....	2016
* Daniel W. Stoffel	2014
*** David L. Stroik, Chairman.....	2018
WAUKESHA COUNTY	
** Michael A. Crowley	2016
*** Jose M. Delgado.....	2016
* James T. Dwyer	2018
* 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

David L. Stroik, Chairman
Charles L. Colman, Vice-Chairman
Thomas H. Buestrin
Michael A. Crowley
William R. Drew
James T. Dwyer
Adelene Greene
Nancy L. Russell
Daniel S. Schmidt
Peggy L. Shumway
Gustav W. Wirth, Jr.

ADMINISTRATIVE COMMITTEE

James T. Dwyer, Chair
Adelene Greene, Vice-Chairman
Thomas H. Buestrin
Charles L. Colman
Michael A. Crowley
William R. Drew
Nancy L. Russell
Daniel S. Schmidt
Peggy L. Shumway
David L. Stroik
Gustav W. Wirth, Jr.

INTERGOVERNMENTAL AND PUBLIC RELATIONS COMMITTEE

Michael A. Crowley, Chairman
Daniel W. Stoffel Vice-Chairman
Nancy L. Russell
Michael J. Skaltzky
David L. Stroik
Gustav W. Wirth, Jr.

PLANNING AND RESEARCH COMMITTEE

Daniel S. Schmidt, Chairman
Daniel W. Stoffel, Vice-Chairman
Charles L. Colman
Mike Dawson
Jose M. Delgado
Brian R. Dranzik
William R. Drew
David L. Eberle
Robert W. Pitts
Jennifer K. Rothstein
Nancy L. Russell
Linda J. Seemeyer
Michael J. Skaltzky
David L. Stroik

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Appendix B

COMMISSION ADVISORY COMMITTEES: 2015

KENOSHA COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

Gary A. Sipsma..... Director, Division of Highways, and
Chairman Highway Commissioner, Department of
Public Works, Kenosha County

Kenneth R. Yunker Executive Director,
Secretary Southeastern Wisconsin
Regional Planning Commission

Bill Antti..... President, Village of Genoa City

Shelly Billingsley Acting Director of Public Works/City Engineer,
City of Kenosha

Andy M. Buehler..... Director of Planning and Development,
Kenosha County

Terry Burns President, Village of Paddock Lake

Matt Fineour Village Engineer, Village of Pleasant Prairie

Jennifer Frederick..... Administrator, Village of Twin Lakes

Virgil D. Gentz Chairman, Town of Paris

William M. Glembocki..... Chairman, Town of Wheatland

Ben Harbach..... Chairperson, Town of Somers

Randall Kerkman Administrator, Village of Bristol

John Kiel..... Chairman, Town of Brighton

Dwight E. McComb..... Planning and Environmental
Manager/Team Leader,
Federal Highway Administration,
U.S. Department of Transportation

Bruce Nopenz..... President, Village of Silver Lake

Robert M. Stoll..... Chairperson, Town of Randall

George Stoner..... President, Village of Somers

Diann D. Tesar..... Chairman, Town of Salem

Brett Wallace Director, Southeast Region,
Wisconsin Department of Transportation

MILWAUKEE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

Brian Dranzik..... Commissioner, Southeastern Wisconsin
Chairman Regional Planning Commission;
Director, Department of Transportation,
Milwaukee County

Kenneth R. Yunker Executive Director,
Secretary Southeastern Wisconsin
Regional Planning Commission

Scott Brandmeier..... Director of Public Works/
Village Engineer, Village of Fox Point

Melinda K. Dejewski City Engineer/Director of Public Works,
City of St. Francis

David Eastman Assistant to City Administrator/
Director of City Services, City of Glendale

John Edlebeck..... Director of Public Works, Village of Whitefish Bay

Kim Egan..... Village Administrator,
Village of West Milwaukee

Jeffery Katz..... City Engineer, City of Greenfield

Ghassan A. Korban Commissioner of Public Works,
City of Milwaukee

Mary Jo Lange..... Director of Public Works/
City Engineer, City of Cudahy

Chris Lear Village Manager/Clerk/Treasurer,
Village of River Hills

Michael G. Lewis City Engineer/Director of Public Works,
City of West Allis

Michael J. Martin Director, Department of Public Works,
Village of Hales Corners

Dwight McComb..... Planning and Environmental
Manager/Team Leader, Wisconsin Division,
Federal Highway Administration,
U.S. Department of Transportation

Robert B. Mcfaul..... Director of Public Works, Village of Greendale

Fernando Moreno..... Zoning and Planning Specialist,
Village of Brown Deer

Glen E. Morrow..... City Engineer/ Director of Public Works,
City of Franklin

Andrew Pederson..... Village Manager, Village of Bayside

Michael C. Simmons..... City Engineer, City of Oak Creek

M. Chris Swartz Village Manager, Village of Shorewood

Kyle E. Vandercaer..... City Engineer, City of South Milwaukee

Brett Wallace Director, Southeast Region,
Wisconsin Department of Transportation

William T. Wehrley..... City Engineer, City of Wauwatosa

OZAUKEE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

Robert R. Dreblow Highway Commissioner,
Chairman Highway Department, Ozaukee County

Kenneth R. Yunker Executive Director,
Secretary Southeastern Wisconsin
Regional Planning Commission

Lester A. Bartel, Jr. Chairman, Town of Grafton

Raymond J. de Bruijn Department of Public Works/Superintendent,
Village of Saukville

Michael Denzlen..... Supervisor, Town of Saukville

Donald Dohrwardt..... President, Village of Fredonia

Kathlyn T. Geracie Chairperson, Public Works Committee,
Ozaukee County

Richard C. Howells..... President, Village of Belgium

William Janeshek..... Supervisor, Town of Belgium

Kip Kinzel..... Mayor, City of Cedarburg

Andy LaFond Director of Public Works, Village of Thiensville

Kristen B. Lundeen..... Director of Public Works/City Engineer,
City of Mequon

Dwight McComb Planning and Environmental Manager/
Team Leader Wisconsin Division,
Federal Highway Administration,
U.S. Department of Transportation

James Melichar Chairman, Town of Port Washington

Richard Mueller Chairman, Town of Fredonia

David Murphy Director of Public Works/
Village Engineer, Village of Grafton

William R. Sackett President, Village of Newburg

David Valentine..... Chairman, Town of Cedarburg

Robert Vanden Noven Director of Public Works/City Engineer,
City of Port Washington

Brett Wallace Director, Southeast Region,
Wisconsin Department of Transportation

RACINE COUNTY JURISDICTIONAL HIGHWAY PLANNING COMMITTEE

Julie A. Anderson..... Director of Public Works and
Chairman Development Services,
Racine County

Kenneth R. Yunker Executive Director,
Secretary Southeastern Wisconsin
Regional Planning Commission

Michael Aimone President, Village of Union Grove

Christopher Birkett..... Public Works Manager, Village of Rochester

Rebecca Ewald..... Administrator, Village of Waterford

Peter Hansen..... Chairperson, Town of Yorkville

Michael A. Hayek..... Village Engineer, Village of Caledonia

Tom Hincz..... Chairperson, Town of Waterford

Steven D. Jansen President, Village of Sturtevant

Gary Kastenson..... Chairman, Town of Raymond

Thomas R. Kramer Administrator/Treasurer,
Town of Norway

Thomas P. Lembecke..... Chairman, Town of Dover

Dwight McComb Planning and Environmental Manager/
Team Leader Wisconsin Division,
Federal Highway Administration,
U.S. Department of Transportation

Roger Mellem President, Village of North Bay

Robert Miller..... Mayor, City of Burlington

Brian F. O'Connell..... Director of City Development, City of Racine

Nathan Plunkett..... County Engineer, Highway
Engineering Division,
Public Works and Development
Services Department,
Racine County

David Prott..... Superintendent of Highway Division,
Public Works and Development
Services Department, Racine County

Ralph Rice Chairperson, Town of Burlington

Susan Sanabria..... Trustee, Village of Wind Point

William D. Sasse Director of Engineering, Village of Mount Pleasant

Ellis Steiner..... Village President, Village of Elmwood Park

Brett Wallace Director, Southeast Region,
Wisconsin Department of Transportation

Mark H. Yehlen Commissioner of Public Works,
City of Racine

**WALWORTH COUNTY
JURISDICTIONAL HIGHWAY
PLANNING COMMITTEE**

Kevin M. Brunner Director of Central Services,
Chairman Public Works Department, Walworth County
Kenneth R. Yunker Executive Director,
Secretary Southeastern Wisconsin
Regional Planning Commission
Joseph Abell Chairperson, Town of Walworth
Bill Antti President, Village of Genoa City
Richard Brandl Chairman, Town of Sharon
Cameron Clapper City Manager, City of Whitewater
Daniel Cooper Chairman, Town of Lafayette
David P. Duwe Chairman, Town of Sugar Creek
Lowell Hagen Chairperson, Town of Whitewater
Don Henningfeld Chairman, Town of Spring Prairie
Patrick Hoffmann Highway Commissioner, Town of La Grange
Jeffery Karbash Chairman, Town of Richmond
John Kendall Chairman, Town of Troy
Joseph Klarkowski Chairman, Town of East Troy
Joseph F. Kopecky Chairman, Town of Geneva
Cecil R. Logterman Chairperson, Town of Darien
William Mangold Chairman, Town of Lyons
Dennis Martin Administrator,
Village of Fontana on Geneva Lake
Dwight E. McComb Planning and Environmental
Manager/Team Leader,
Federal Highway Administration,
U.S. Department of Transportation
Jerry Mehring Director of Public Works,
Village of Williams Bay
Kenneth Monroe President, Village of Bloomfield
Blaine Oborn Administrator, City of Lake Geneva
Mark Ruosch President, Village of Sharon
Nancy Russell Commissioner, Southeastern Wisconsin
Regional Planning Commission;
Chair, Board of Supervisors, Walworth County
Daniel Schoonover Chairman, Town of Bloomfield
Ryan Simons Chair, Town of Delavan
Samuel E. Tapson Administrator, City of Elkhorn
Randy Timms President, Village of East Troy
Brett Wallace Director, Southeast Region,
Wisconsin Department of Transportation
Todd Waters President, Village of Walworth
James Weiss Chairman, Town of Linn
Mark E. Wendorf Director of Public Works,
City of Delavan
Frederick Winchowky President, Village of Mukwonago
Kurt Zipp President, Village of Darien

**WASHINGTON COUNTY
JURISDICTIONAL HIGHWAY PLANNING COMMITTEE**

Thomas Wondra Highway Commissioner,
Chairman Washington County
Kenneth R. Yunker Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Richard L. Bertram Chairman, Town of Barton
Robert A. Bingen Chairman, Town of Addison
Russell Brandt President, Village of Slinger
Joseph C. Dautermann Mayor, City of Hartford
Justin J. Drew City Planner, City of Hartford
Chris Elbe Chairman, Town of Farmington
Daniel R. Goetz Supervisor, Washington County
Joseph C. Gonnering Chairman, Town of Trenton
Raymond Heidtke Chairman, Town of Jackson
Matt Heiser Village Administrator,
Village of Kewaskum
Dennis E. Kenealy Chairman, Town of Erin
Carl Klemme Chairman, Town of Wayne
Max Marechal City Engineer, City of West Bend
Dwight E. McComb Planning and Environmental
Manager/Team Leader,
Federal Highway Administration,
U.S. Department of Transportation
Paul J. Metz Chairperson, Town of Germantown
Mike Otten Supervisor, Town of Kewaskum
Mark Piotrowicz City Planner/Operations Manager,
City of West Bend

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

Paul R. Rice Chairman, Town of West Bend
Adam Schmitt Department of Public Works
Supervisor, Village of Richfield
William R. Sackett President, Village of Newburg
Albert Schulteis Chairman, Town of Polk
Mike Schwab President, Village of Jackson
Jay Shambeau Administrator, Washington County
Planning and Parks Department
Maurice Strupp Chairman, Town of Hartford
Herbert J. Tennes Chairperson,
Washington County
Board of Supervisors
Brett Wallace Director, Southeast Region,
Wisconsin Department of Transportation
Dean Wolter President, Village of Germantown

**WAUKESHA COUNTY
JURISDICTIONAL HIGHWAY PLANNING COMMITTEE**

Allison M. Bussler Director, Department of Public Works,
Chairman Waukesha County
Kenneth R. Yunker Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Fred V. Abadi Director of Public Works, City of Waukesha
Tim Barbeau Town Engineer, Town of Delafield
Robert Bellin Village Trustee, Village of Chenequa
Joseph Birbaum President, Village of Oconomowoc Lake
Thomas Bird Chairman, Town of Vernon
Timothy J. Clark President, Village of Lac La Belle
Harlan E. Clinkenbeard City Planner, City of Pewaukee
David E. Cox Village Administrator, Village of Hartland
Gary Evans Highway Engineer, Division Manager,
Waukesha County
Jeffery A. Flaws President, Village of Wales
Greg Goetz President, Village of Sussex
Gary Goodchild Supervisor, Town of Ottawa
Scott Gosse Administrator, Village of Pewaukee
Tom Hafner Administrator/Public Works Director,
City of Delafield
William Hein Village Engineer, Village of Big Bend
Keith Henderson Chairman, Town of Brookfield
Robert C. Hultquist Chairman, Town of Oconomowoc
Arlyn Johnson Director of Public Works,
Village of Menomonee Falls
Gregory W. Kessler Director of Community Development,
City of New Berlin
Robert Kwiatkowski Chairman, Town of Eagle
Richard Lartz President, Village of Nashotah
Sharon L. Leair Chairman, Town of Genesee
Mark Lichte Chairman, Town of Merton
John Marek Chairman, Town of Waukesha
Dwight E. McComb Planning and Environmental
Manager/Team Leader,
Federal Highway Administration,
U.S. Department of Transportation
David Nagler President, Village of Lannon
Thomas A. Nelson Village Administrator,
Village of Merton
Gary Nickerson President, Village of North Prairie
Jack Nissen President, Village of Dousman
David Nold Mayor, City of Oconomowoc
Joe Osterman Chairman, Town of Lisbon
Neil H. Palmer President, Village of Elm Grove
Steven V. Ponto Mayor, City of Brookfield
Jack Riley President, Village of Summit
David Simpson Director of Public Works/City Engineer,
City of Muskego
Richard A. Spurrell President, Village of Eagle
Tom Stefanowski Chairperson, Town of Mukwonago
Patricia Tiarks President, Village of Butler
Brian Udovich Highway Operations Manager,
Jefferson County,
Liaison to Jefferson County
Brett Wallace Director, Southeast Region,
Wisconsin Department of Transportation
Fred Winchowky President, Village of Mukwonago

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

Julie A. Anderson Director of Public Works and
Chairman Development Services,
Racine County
Kenneth R. Yunker Executive Director,
Secretary Southeastern Wisconsin Regional
Planning Commission
Donna Brown-Martin Director, Bureau of Planning and
Economic Development, Division of
Transportation Investment Management,
Wisconsin Department of Transportation
Peter Christensen President, Village of Wind Point
Mary Cole Village Administrator, Village of Sturtevant
Tom Dieckelman President, Wisconsin Coach Lines, Inc.
Peter L. Hansen Chairman, Town of Yorkville
Michael A. Hayek Village Engineer, Village of Caledonia
Michael J. Maierle Transit and Parking System Manager,
City of Racine
R. Stewart McKenzie Community Planner,
Federal Transit
Administration-Region V,
U.S. Department of Transportation
Peter T. McMullen Program and Planning Analyst,
Bureau of Air Management,
Wisconsin Department of Natural Resources
Roger Mellem President, Village of North Bay
Cheryl L. Newton Environmental Protection Specialist,
U.S. Environmental Protection Agency, Region V
George Poirier Wisconsin Division Administrator,
Federal Highway Administration,
U.S. Department of Transportation
William D. Sasse Director of Engineering, Village of Mt. Pleasant
Ellis Steiner Village President, Village of Elmwood Park
Brett Wallace Director, Southeast Region,
Wisconsin Department of Transportation
Mark H. Yehlen Commissioner of Public Works,
City of Racine

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

Kenneth R. Yunker Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Shelly Billingsley Acting Director, Public Works/City Engineer,
City of Kenosha
Donna Brown-Martin Director, Bureau of Planning and
Economic Development, Division of
Transportation Investment Management,
Wisconsin Department of Transportation
Tom Dieckelman President, Wisconsin Coach Lines, Inc.
Matt Fineour Village Engineer,
Village of Pleasant Prairie
Virgil Gentz Chairman, Town of Paris
Ron Iwen Director, Department of Transportation,
City of Kenosha
Randall Kerkman Village Administrator,
Village of Bristol
Jeffrey B. Labahn Director, Department of Community
Development and Inspections,
City of Kenosha
R. Stewart McKenzie Community Planner,
Federal Transit Administration-
Region V, U.S. Department of Transportation
Peter T. McMullen Program and Planning Analyst,
Bureau of Air Management,
Wisconsin Department of Natural Resources
William Morris Town Administrator, Town of Somers
Cheryl L. Newton Environmental Protection Specialist,
U.S. Environmental
Protection Agency, Region V
George Poirier Wisconsin Division Administrator,
Federal Highway Administration,
U.S. Department of Transportation
Gary A. Sipsma Director, Division of Highways, and
Highway Commissioner, Department of
Public Works, Kenosha County
Brett Wallace Director, Southeast Region,
Wisconsin Department of Transportation

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

Brian Dranzik Commissioner, Southeastern Wisconsin
Chairman Regional Planning Commission;
Director of Transportation,
Department of Transportation, Milwaukee County
Fred V. Abadi Director of Public Works, City of Waukesha
Chris Abele Milwaukee County Executive
Robert J. Bauman Alderman, City of Milwaukee
Scott Brandmeier Director of Public Works and Village Engineer,
Village of Fox Point
Allison M. Bussler Director of Public Works, Waukesha County
Robert R. Dreblow Highway Commissioner,
Highway Department, Ozaukee County
Michael Einweck Director of Public Works, Village of Hartland
Gary Evans Highway Engineering Division Manager,
Department of Public Works,
Waukesha County
Jennifer Gonda Legislative Liaison Director,
City of Milwaukee
Thomas M. Grisa Director, Department of Public Works,
City of Brookfield
Ghassan A. Korban Commissioner of Public Works,
City of Milwaukee
Michael G. Lewis City Engineer/Director of Public Works,
City of West Allis
James Martin Director of Operations,
Department of Transportation,
Milwaukee County
Michael J. Martin Director, Department of Public Works,
Village of Hales Corners
Michael Mayo, Sr. 7th District Supervisor, Milwaukee County
Board of Supervisors
Jeffrey S. Polenske City Engineer, City of Milwaukee
William A. Porter Director, Department of Public Works,
City of Wauwatosa
Clark Wantoch Director of Highway Operations,
Department of Transportation,
Milwaukee County
Thomas Wondra Highway Commissioner, Washington County
Dennis Yaccarino Senior Budget and Policy Manager,
Budget and Management Division,
Department of Administration,
City of Milwaukee

Nonvoting Technical Staff Members

Kenneth R. Yunker Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Donna Brown-Martin Director, Bureau of Planning and
Economic Development, Division of
Transportation Investment Management,
Wisconsin Department of Transportation
Tom Dieckelman President, Wisconsin Coach Lines, Inc.
R. Stewart McKenzie Community Planner,
Federal Transit Administration-Region V,
U.S. Department of Transportation
Peter T. McMullen Program and Planning Analyst,
Bureau of Air Management,
Wisconsin Department of Natural Resources
George Poirier Wisconsin Division Administrator,
Federal Highway Administration,
U.S. Department of Transportation
Brian Udovich Highway Operations Manager, Jefferson County,
Liaison to Jefferson County
Brett Wallace Director, Southeast Region,
Wisconsin Department of Transportation

**ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING
AND PROGRAMMING FOR THE ROUND LAKE BEACH-MCHEN-
RY-GRAYSLAKE, IL-WI URBANIZED AREA (WISCONSIN PORTION)**

Kenneth R. Yunker Executive Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Bill Antti President, Village of Genoa City
Donna Brown-Martin Director, Bureau of Planning and
Economic Development, Division of
Transportation Investment Management,
Wisconsin Department of Transportation
Kevin M. Brunner Director of Central Services/
Public Works Department, Walworth County

**ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING
AND PROGRAMMING FOR THE ROUND LAKE BEACH-McHEN-
RY-GRAYSLAKE, IL-WI URBANIZED AREA (WISCONSIN PORTION)
(continued)**

Terry Burns President, Village of Paddock Lake
William M. Glembocki Chairman, Town of Wheatland
Randall Kerkman Administrator, Village of Bristol
John Kiel Chairman, Town of Brighton
R. Stewart McKenzie Community Planner,
Federal Transit Administration-Region V,
U.S. Department of Transportation
Peter T. McMullen Program and Planning Analyst,
Bureau of Air Management,
Wisconsin Department of Natural Resources
Kenneth Monroe President, Village of Bloomfield
Cheryl L. Newton Environmental Protection Specialist,
U.S. Environmental Protection Agency, Region V
Bruce Nopenz President, Village of Silver Lake
George Poirier Wisconsin Division Administrator,
Federal Highway Administration,
U.S. Department of Transportation
Daniel Schoonover Chairman, Town of Bloomfield
Gary A. Sipsma Director, Division of Highways, and
Highway Commissioner, Department of
Public Works, Kenosha County
Howard K. Skinner President, Village of Twin Lakes
Robert M. Stoll Chairman, Town of Randall
Diann D. Tesar Chairperson, Town of Salem
Brett Wallace Director, Southeast Region,
Wisconsin Department of Transportation

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

Thomas Wondra Highway Commissioner,
Chair
Washington County
Jessi Balcom Village Administrator, Village of Slinger
Richard L. Bertram Chairman, Town of Barton
Donna Brown-Martin Director, Bureau of Planning and
Economic Development,
Division of Transportation Investment Management,
Wisconsin Department Transportation
Joseph C. Gonnering Chairman, Town of Trenton
Raymond Heidtke Chairman, Town of Jackson
Matt Heiser Village Administrator, Village of Kewaskum
Max Marechal City Engineer, City of West Bend
R. Stewart McKenzie Community Planner,
Federal Transit Administration-Region V,
U.S. Department of Transportation
George Poirier Wisconsin Division Administrator,
Federal Highway Administration,
U.S. Department of Transportation
Paul R. Rice Chairman, Town of West Bend
Jason Schall City Engineer, Engineering Department,
City of Harford
Albert Schulteis Chairman, Town of Polk
Maurice Strupp Chairman, Town of Hartford
Brett Wallace Director, Southeast Region,
Wisconsin Department of Transportation
John Walther Village Administrator, Village of Jackson
Scott Wollner Chairperson, Town of Kewaskum

**ADVISORY COMMITTEE ON REGIONAL
TRANSPORTATION SYSTEM PLANNING**

Brian Dranzik Commissioner, Southeastern Wisconsin
Chairman
Regional Planning Commission;
Director of Transportation, Department of Transportation,
Milwaukee County
Fred Abadi Director of Public Works,
City of Waukesha
Julie A. Anderson Director of Public Works and Development Services,
Racine County
Shelly Billingsley Acting Director of Public Works and City Engineer,
City of Kenosha
Daniel Boehm Managing Director,
Milwaukee County Transit System
Scott Brandmeier Director of Public Works/Village Engineer,
Village of Fox Point

**ADVISORY COMMITTEE
ON REGIONAL
TRANSPORTATION SYSTEM PLANNING
(continued)**

Kevin M. Brunner Director of Central Services,
Department of Public Works, Walworth County
John Budzinski Secretary's Director Southeast Region, Wisconsin
Department of Natural Resources
Allison M. Bussler Director of Public Works, Waukesha County
David E. Cox Village Administrator, Village of Hartland
Robert R. Dreblow Highway Commissioner,
Highway Department, Ozaukee County
Gary Evans Highway Engineering Division Manager,
Department of Public Works, Waukesha County
Jennifer Gonda Legislative Liaison Director, City of Milwaukee
Thomas M. Grisa Director of Public Works, City of Brookfield
Don Gutkowski Director, Bureau of Planning and
Economic Development,
Division of Transportation Investment Management,
Wisconsin Department of Transportation
Susan Hedman Regional Administrator, Region V,
U.S. Environmental Protection Agency
Ghassan A. Korban Commissioner of Public Works,
City of Milwaukee
Nik Kovac Alderman, City of Milwaukee
Michael G. Lewis City Engineer/Director of Public Works,
City of West Allis
Max Marechal City Engineer, City of West Bend
Michael Mayo, Sr. 7th District Supervisor, Milwaukee County
Dwight E. McComb Planning and Environmental
Manager/Team Leader,
Federal Highway Administration,
U.S. Department of Transportation
R. Stewart McKenzie Community Planner,
Federal Transit Administration-Region V,
U.S. Department of Transportation
Jeffrey S. Polenske City Engineer, City of Milwaukee
William A. Porter Director, Department of Public Works,
City of Wauwatosa
William D. Sasse Director of Engineering,
Village of Mount Pleasant
Sheri Schmit Deputy Director,
Southeast Region, Wisconsin
Department of Transportation
Gary A. Sipsma Director, Division of Highways, and
Highway Commissioner, Department of
Public Works, Kenosha County
Bart A. Sponseller Deputy Administrator, Air Waste,
Remediation and Redevelopment Division,
Wisconsin Department of Natural Resources
Andrea Weddle-Henning Transportation Engineering
Manager, Department of
Transportation, Milwaukee County
Thomas Wondra Highway Commissioner, Washington County
Brian Udovich Highway Operations Manager, Jefferson County,
Liaison to Jefferson County
Dennis Yaccarino Senior Budget and Policy Manager,
Budget and Management Division,
Department of Administration, City of Milwaukee
Mark H. Yehlen Commissioner of Public Works,
City of Racine
Willie Wade Alderman, City of Milwaukee,
Liaison to Environmental Justice Task Force

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

Dr. Norman P. Lasca Professor (Emeritus), Department of Geological
Chairman
Sciences, University of Wisconsin-Milwaukee
John Dargle, Jr. Director, Milwaukee County
Vice-Chairman
Department of Parks,
Recreation, and Culture
Dr. Thomas M. Slawski Chief Biologist, Southeastern Wisconsin
Secretary
Regional Planning Commission
Scott Botcher Manager, Village of Fox Point
Stevan M. Keith Sustainability and Environmental Engineer,
Department of Transportation and
Public Works, Milwaukee County
Ghassan A. Korban Commissioner of Public Works, Department of
Public Works, City of Milwaukee

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

Mary Jo Lange.....Director of Public Works,
City Engineer, City of Cudahy
Tamara Mayzik City Administrator, City of South Milwaukee
Thomas Mlada.....Mayor, City of Port Washington
Chad Sampson..... County Conservationist, Racine County
Kevin L. Shafer..... Executive Director, Milwaukee
Metropolitan Sewerage District
Paul Vornholt Operations and Trade Director, Port of Milwaukee

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

Daniel S. Schmidt..... SEWRPC Commissioner
Chairman
Michael G. Hahn..... Deputy Director, Southeastern
Secretary Wisconsin Regional Planning Commission
Julie A. Anderson.....Director of Public Works and
Development Services,
Racine County
Michael J. Ballweg.....Agriculture Agent,
University of Wisconsin-Extension,
Sheboygan County
John R. Behrens.....Commissioner-Secretary, Silver Lake
Protection and Rehabilitation District
Aaron Brault.....Director, Planning and Conservation Department,
Sheboygan County
Jennifer Bolger Breceda..... Executive Director,
Milwaukee Riverkeeper
Thomas J. Bunker Representative, City of Racine
Water and Wastewater Utility
Lisa Conley.....Representative, Town and Country Resource
Conservation and Development, Inc.
Joyce A. Fiacco Director and Land Information Officer,
Land Resources and Parks Department,
Dodge County
Sharon L. Gayan Natural Resources Manager, Wisconsin
Department of Natural Resources
Shawn Graff.....Executive Director, The Ozaukee
Washington Land Trust, Inc.
Jane Harrison Social Science Outreach Specialist,
University of Wisconsin Sea Grant Institute
Kristine S. Hillmer..... Executive Director, Metropolitan Builders
Association of Greater Milwaukee
Andrew A. HolschbachDirector,
Land and Water
Management Department,
Ozaukee County
Stevan M. KeithSustainability and Environmental Engineer,
Milwaukee County Department of
Administrative Services
Ghassan Korban.....Commissioner, Department of Public Works,
City of Milwaukee
Kristen B. Lundeen..... Director of Public Works/ City Engineer,
City of Mequon
Max Marechal.....City Engineer, City of West Bend
Charles S. MelchingConsultant and Former Associate
Professor, Civil and Environmental
Engineering, Marquette University
Patrick A. Murphy State Assistant Conservationist-Partnerships,
Natural Resources Conservation Service
Jeffrey S. Nettesheim Director of Utilities,
Village of Menomonee Falls
William A. Porter.....Director of Public Works,
City of Wauwatosa
Bruce W. RammeVice-President, Environmental
Department, We Energies
Kevin L. Shafer..... Executive Director, Milwaukee
Metropolitan Sewerage District
Jay Shambeau.....Administrator, Washington County
Planning and Parks Department
Dale R. Shaver Director, Parks and
Land Use Department,
Waukesha County
Peter G. SwensonBranch Chief, Watershed and Wetlands Branch,
U.S. Environmental Protection Agency

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

Sam Tobias..... Director of Planning and Development,
Fond du Lac County
Paul Tollard..... County Conservationist,
Fond du Lac County
John Walker..... Director, Wisconsin Water Science Center,
U.S. Geological Survey
Thomas A. Wiza Director of Engineering and Public Works,
City of Cedarburg

**ADVISORY COMMITTEE ON
REGIONAL LAND USE PLANNING**

Julie A. Anderson.....Director of Public Works and
Chairman Development Services, Racine County
Jennifer Andrews..... Director of Community Development, City of Waukesha
Timothy R. Bate..... Director of Planning, Research and Sustainability,
Milwaukee Metropolitan Sewerage District
Robert J. Bauman..... Alderman, City of Milwaukee
John Budzinski.....Secretary's Director Southeast Region, Wisconsin
Department of Natural Resources
Andy M. Buehler..... Director of Planning and Development,
Kenosha County
Milwaukee Metropolitan Sewerage District
Harlan E. Clinkenbeard Planner, City of Pewaukee
Michael P. CotterDirector,
Walworth County Land Use and
Resource Management Department
Brian Dranzik..... Commissioner, Southeastern Wisconsin
Regional Planning Commission;
Director of Transportation, Department of Transportation,
Milwaukee County
Henry Elling Administrator, Village of Summit
Charles EricksonCommunity Development Manager,
City of Greenfield
Daniel F. Ertl..... Director of Community Development,
City of Brookfield
Jason Fruth..... Planning and Zoning Manager,
Waukesha County
Vanessa KosterPlanning Manager, City of Milwaukee
Department of City Development
Jeffrey B. Labahn Director, Department of
Community Development
and Inspections, City of Kenosha
Patricia T. NajeraCity Plan Commissioner, City of Milwaukee
Mark Piotrowicz City Planner/Operations Manager, City of West Bend
Brandi Richter..... District Conservationist, Kenosha- Racine-
Milwaukee Counties, U.S. Natural
Resources Conservation Service
Matthew Sadowski..... Interim Director, City of Racine
Department of City Development
Steven J. Schaer Manager of Planning and Zoning, City of West Allis
Sheri SchmitDeputy Director, Southeast Region,
Wisconsin Department of Transportation
Douglas Seymour..... Director of Community Development,
City of Oak Creek
Debora Sielski Deputy Planning and Parks
Administrator, Manager of Planning Division,
Washington County
Andrew T. Struck Director, Planning and Parks
Department, Ozaukee County
Todd Stuebe Director of Community Development,
City of Glendale
Randy L. Tetzlaff..... Director of Planning and Development,
City of Port Washington
Teig Whaley-Smith.....Director, Department of Administrative Services,
Milwaukee County

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

Andrew T. Struck Director, Planning and Parks
Chairman Department, Ozaukee County
Julie A. Anderson.....Director of Public Works and
Development Services,
Racine County

**ADVISORY COMMITTEE ON
REGIONAL POPULATION AND ECONOMIC FORECASTS
(continued)**

Andy M. Buehler.....Director of Planning and Development, Kenosha County
Michael P. Cotter Director, Land Use and
Resource Management Department, Walworth County
Joel E. Dietl Planning Manager, City of Franklin
David Egan-Robertson Demographer, Applied Population,
Laboratory, University of Wisconsin-Madison
Don Gutkowski Director, Bureau of Planning and Development Services,
Racine County
Richard Marcoux Commissioner, City of Milwaukee,
Department of City Development
Donna Brown-Martin..... Director, Bureau of Planning and
Economic Development,
Division of Transportation Investment Management,
Wisconsin Department Transportation
Bret J. Mayborne Director of Economic Research, Metropolitan
Milwaukee Association of Commerce
Reggie Newson Secretary, Wisconsin Department of
Workforce Development
Francisco Sanchez President, Waukesha-Ozaukee-
Washington Workforce Development, Inc.
John Schmid..... Project Specialist, We Energies
Dale R. Shaver Director, Waukesha County
Parks and Land Use Department
Jenny Trick Executive Director,
Economic Development Corporation, Racine County

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

Dr. Susan E. LewisProfessor of Biology, Carroll University;
Chairman Director, Greene Field Station;
Member, State of Wisconsin
Natural Areas Preservation Council
Dr. Thomas M. Slawski..... 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
Dr. Owen D. Boyle..... Species Management Section Chief,
Wisconsin Department of Natural Resources
John Dargle, Jr. Director, Milwaukee County
Department of Parks, Recreation and Culture
Gerald H. Emmerich, Jr. Member, Board of Directors,
Land Trust of Walworth County
Sharon G. Fandel Conservation Biologist,
Wisconsin Department of Natural Resources
Shawn Graff..... Executive Director, The Ozaukee
Washington Land Trust
Duane Grimm Waukesha County Park System Manager
Andrew A. Holschbach Director, Land and Water
Management Department, Ozaukee County
Jessica Jens..... Executive Director, Riveredge Nature Center
B. Martinus Johnson..... Wildlife Biologist, Wisconsin
Department of Natural Resources
Dr. Josh Kapfer..... Associate Professor, Department of Biological
Sciences, University of Wisconsin-Whitewater
Nicholas A. Miller Director of Science, Wisconsin
Chapter, The Nature Conservancy
Dr. Patricia Nagai..... Horticulture Educator,
UW-Extension Service, Racine County
Dr. Michael J. Pauers Department of Biological Sciences,
University of Wisconsin-Waukesha
Jonathan Rudie General Manager of Park Operations,
Division of Parks, Public Works Department,
Kenosha County
Kevin L. Shafer Executive Director, Milwaukee
Metropolitan Sewerage District
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
Michael G. Hahn..... Deputy Director, Southeastern Wisconsin
Secretary Regional Planning Commission

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

Julie A. Anderson.....Director of Public Works and Development Services,
Racine County
Kenneth R. Bradbury Director and State Geologist, Wisconsin
Geological and Natural History Survey
Andy M. Buehler..... Director of Planning and
Development, Kenosha County
Thomas J. Bunker Representative, Water and
Wastewater Utility, City of Racine
Douglas S. Cherkauer Professor of Hydrogeology Emeritus,
University of Wisconsin-Milwaukee
Lisa Conley.....Representative, Town and
Country Resource Conservation
and Development, Inc.
Michael P. Cotter Director, Land Use and Resource
Management Department, Walworth County
Charles A. Czarkowski..... Water Supply Specialist,
Wisconsin Department of
Natural Resources, Southeast Region
Brian Dranzik..... Commissioner, Southeastern Wisconsin
Regional Planning Commission;
Director of Transportation,
Department of Transportation, Milwaukee County
Daniel S. Duchniak General Manager,
Waukesha Water Utility,
City of Waukesha
Charles P. Dunning.....Hydrologist, U.S. Geological Survey
David Ewig.....Street Commissioner/Water Superintendent,
City of Port Washington
Thomas M. Grisa Director of Public Works,
City of Brookfield
Jeffrey A. HelmuthHydrogeologist Program Coordinator,
Wisconsin Department of
Natural Resources, Madison
John Hemaer Water Utility Manager,
City of West Bend
Kristine S. Hillmer Executive Director, Metropolitan Builders
Association of Greater Milwaukee
Andrew A. Holschbach Director
Land and Water
Management Department,
Ozaukee County
Matthew Janecke.....Administrator/Clerk, Town of Lisbon
Eric J. Kiefer Manager,
North Shore
Water Commission
Carrie M. Lewis..... Superintendent, Milwaukee Water Works,
City of Milwaukee
Mark Lurvey Agricultural Business Operator,
Lurvey Turf Nursery
Tim Nennig Utility Superintendent, Village of Grafton
Michael P. Rau..... President, City Water, LLC
Edward St. Peter General Manager,
Water Utility, City of Kenosha
Jay Shambeau..... Administrator, Washington County
Planning and Parks Department
Dale R. Shaver Director, Waukesha County
Department of Parks and Land Use
Michael J. Sullivan..... General Manager,
Water and Sewer Utility,
City of Oak Creek
James Surfus..... Senior Environmental Engineer,
MillerCoors, LLC
Daniel S. Winkler Director of Public Works and Utilities,
City of Lake Geneva

REGIONAL HOUSING PLAN ADVISORY COMMITTEE

William R. Drew Executive Director, Milwaukee County Research
Chairman Park and Commissioner, Southeastern
Wisconsin Regional Planning Commission
Julie A. Anderson.....Director of Public Works
and Development Services,
Racine County
Andy M. Buehler..... Director of Planning and
Development, Kenosha County
Michael P. Cotter Director, Land Use and
Resource Management Department,
Walworth County
Kalan R. Haywood, Sr. President, Vanguard Group, Milwaukee

**REGIONAL HOUSING PLAN ADVISORY COMMITTEE
(continued)**

Joseph G. Heck, Jr. Assistant Director (Retired),
Department of City Development, City of Racine
Rob Henken..... President, Public Policy Forum, Milwaukee
Kristine S. Hillmer Executive Director, Metropolitan Builders
Association of Greater Milwaukee
Douglas J. Koehler Planner, City of Waukesha
Jeffrey B. Labahn Director, Department of
Community Development and Inspections,
City of Kenosha
Michael J. Murphy Common Council President, City of Milwaukee
Falamak Nourzad Principal, Continuum Architects
& Planners, Milwaukee
Linda Olson Director, Aging and Disability
Resource Center, Washington County
Antonio M. Pérez Executive Director, Housing Authority,
City of Milwaukee
Brian Peters..... Community Access and Policy
Specialist, IndependenceFirst;
Milwaukee
Kim Plache Senior Community Relations Officer,
WHEDA Milwaukee Office
Maria Prioletta Redevelopment and Special Projects Manager,
Department of City Development, City of Milwaukee
Mary Kay Schleiter Associate Professor,
Department of Sociology-Anthropology,
University of Wisconsin-Parkside
Kori Schneider-Peragine Senior Administrator, Inclusive
Communities Program, Metropolitan
Milwaukee Fair Housing Council
Dale R. Shaver Director,
Department of Parks and Land Use,
Waukesha County
Michael J. Soika President, The Center for Learning Communities, LLC
Denise Stimart..... Executive Director, Housing
Authorities of the City and County of Waukesha
Andrew T. Struck Director, Planning and Parks
Department, Ozaukee County

**REGIONAL HOUSING PLAN ADVISORY COMMITTEE*
(continued)**

Marne J. Stück..... Governmental Affairs Director,
Greater Milwaukee Association of Realtors
Scott Thistle..... Principal, Halen Homes, Brookfield
Rev. James C. Thomas Retired, Board of Ezekiel Community
Development Corporation
Steve Volkert City Administrator, City of Hartford
John F. Weishan, Jr. Supervisor, Board of Supervisors,
Milwaukee County

**ENVIRONMENTAL JUSTICE
TASK FORCE**

Adelene Greene Commissioner, Southeastern Wisconsin Regional
Chair Planning Commission; Director of Workforce
Development, Kenosha County
Yolanda Adams..... President and CEO, Urban
League of Racine and Kenosha
Tyrone P. Dumas Educational Consultant,
SOS Center Garden of Hope After School Program,
Milwaukee
Ella Dunbar Program Services Manager,
Social Development
Commission, Milwaukee
N. Lynnette McNeely Legal Redress Chair,
Waukesha County—NAACP
Rodney Prunty..... President, United Way of Racine
Guadalupe "Wally" Rendon President, Hispanic
Business and Professionals
Association of Racine;
Former Racine Police Officer
Jackie Schellinger..... Indian Community Representative,
Retired Judge
Theresa Schuerman..... Walworth County Bilingual
Migrant Worker Outreach
Willie Wade..... Alderman, City of Milwaukee
Wallace White..... Principal/CEO, W2EXCEL, LLC

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Appendix C

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION STAFF: 2015

EXECUTIVE DIVISION

Kenneth R. Yunker, PE
Executive Director

Michael G. Hahn, PE, PH
Deputy Director

Debra D'Amico
Executive Secretary

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

COMMUNITY ASSISTANCE PLANNING DIVISION

Nancy M. Anderson, AICP
Chief Community
Assistance Planner

Richard R. Kania, AICP, RLA
Principal Planner

John R. Meland
Principal Specialist

Christopher D. Parisey
Robbie L. Robinson
Planners

TRANSPORTATION PLANNING DIVISION

Christopher T. Hiebert, PE
Chief Transportation
Engineer

Dr. Gom B. Ale
Robert E. Beglinger
Principal Planners

Ryan W. Hoel, PE
Eric D. Lynde
Kevin J. Muhs
Principal Engineers

Nicholas A. Koncz
Senior Engineer

Joseph M. Delmagori
Victor Helin
Ethan S. Johnson
Senior Planners

Ajibola Ayanwale
Joshua W. Depies
Engineers

Laurie B. Miller
Xylia N. Rueda
Planners

Kaleb W. Kutz
Reginald L. Mason
Research Analysts

Jeffrey Cross
Andres Orrego
Gabriel A. Rosenwald
Engineering Technicians

GEOGRAPHIC INFORMA- TION SYSTEMS DIVISION

John G. McDougall
Geographic Information
Systems Manager

Paul J. Clavette
John D. Harasha
Principal Systems
Analysts

Michael G. Gosetti
GIS Supervisor

Bradley T. Subotnik
Senior GIS
Specialist

Patricia L. Bouchard
Timothy R. Gorseigner
GIS Specialists

LAND USE PLANNING DIVISION

David A. Schilling
Chief Land
Use Planner

Benjamin R. McKay
Principal Planner

Kathryn E. Sobottke
Principal Specialist

Rochelle M. Brien
Frank G. Fierek, Jr.
James P. Siegler
Planners

Leroy Mims, Jr.
Land Use Mapping
Specialist

Joyce A. Gramz
Senior GIS
Specialist

CARTOGRAPHIC AND GRAPHIC ARTS DIVISION

Robert W. Merry, PLS
Chief Surveyor

LuAnn Sakale
Senior Planning
Draftsman

John T. Washburn, PLS
Senior Specialist–
Land Surveyor

Andrew J. Traeger
Certified Survey
Technician

Byron D. Guerra
Benjamin O. Johnson
Land Survey
Assistants

ADMINISTRATIVE SERVICES DIVISION

Elizabeth A. Larsen, SPHR
Assistant Director-
Administration

Katherine M. Davis
Secretary

Christine A. Kettner
Accounting Clerk/
Human Resource
Assistant

Robert J. Klatkiewicz
Office Clerk

Ann Dee Allen
Editor

Nancee A. Nejedlo
Receptionist

Jean C. Peters
Principal Planning
Draftsman

Richard J. Wazny
Print Shop
Supervisor

ENVIRONMENTAL PLANNING DIVISION

Laura L. Kletti, PE, CFM
Chief Environmental
Engineer

Dr. Thomas M. Slawski
Chief Specialist-
Biologist

Ronald J. Printz, PE
Principal Engineer

Dale Buser
Dr. Daniel L. Carter
Principal Specialists

Karin M. Hollister
Joshua A. Murray, PE
Senior Engineers

Dr. Joseph E. Boxhorn
Senior Planner

Christopher J. Jors
Senior Specialist

Zijia Li
Julia C. Orłowski
Engineers

Jennifer L. Dietl
Zofia Noe
Specialists

Aaron W. Owens
Planner

Megan A. Beauchaine
Michael A. Borst
Anna C. Cisar
Research Analysts

PUBLIC INVOLVEMENT AND OUTREACH DIVISION

Stephen P. Adams
Public Involvement and
Outreach Manager

Nakeisha Payne
Gary K. Korb
Public Involvement
and Outreach Specialists

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Appendix D

REPORT OF AUDIT EXAMINATION FOR YEAR ENDING 2015

**SOUTHEASTERN WISCONSIN REGIONAL PLANNING
COMMISSION
Waukesha, Wisconsin**

**FINANCIAL STATEMENTS
December 31, 2015**

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INDEPENDENT AUDITORS' REPORT

Board of Commissioners
Southeastern Wisconsin Regional Planning Commission
Waukesha, Wisconsin

Report on the Financial Statements

We have audited the accompanying statement of net position, statement of revenues, expenses and changes in net position, and cash flows of the Southeastern Wisconsin Regional Planning Commission, as of and for the year ended December 31, 2015, and the related notes to the financial statements, which collectively comprise the entity's basic financial statements as listed in the table of contents.

Management's Responsibility for the Financial Statements

Management is responsible for the preparation and fair presentation of these financial statements in accordance with accounting principles generally accepted in the United States of America; this includes the design, implementation, and maintenance of internal control relevant to the preparation and fair presentation of financial statements that are free from material misstatement, whether due to fraud or error.

Auditors' Responsibility

Our responsibility is to express opinions on these financial statements based on our audit. We conducted our audit in accordance with auditing standards generally accepted in the United States of America 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 financial statements are free from material misstatement.

An audit involves performing procedures to obtain audit evidence about the amounts and disclosures in the financial statements. The procedures selected depend on the auditors' judgment, including the assessment of the risks of material misstatement of the financial statements, whether due to fraud or error. In making those risk assessments, the auditor considers internal control relevant to the entity's preparation and fair presentation of the financial statements in order to design audit procedures that are appropriate in the circumstances, but not for the purpose of expressing an opinion on the effectiveness of the entity's internal control. Accordingly, we express no such opinion. An audit also includes evaluating the appropriateness of accounting policies used and the reasonableness of significant accounting estimates made by management, as well as evaluating the overall presentation of the financial statements.

We believe that the audit evidence we have obtained is sufficient and appropriate to provide a basis for our audit opinions.

Opinions

In our opinion, the financial statements referred to above present fairly, in all material respects, the financial position of the Southeastern Wisconsin Regional Planning Commission as of December 31, 2015, and the respective changes in financial position and, where applicable, cash flows thereof for the year then ended in accordance with accounting principles generally accepted in the United States of America.

Emphasis of Matter

Change in Accounting Principle

As discussed in Note 8 to the financial statements, in 2015, the Southeastern Wisconsin Regional Planning Commission adopted new accounting guidance, GASB Statement No. 68 Accounting and Financial Reporting for Pensions – an Amendment of GASB Statement No. 27, and GASB Statement No. 71 Pension Transition for Contributions Made Subsequent to the Measurement Date – an Amendment of GASB Statement No. 68. As a result of the implementation, the Southeastern Wisconsin Regional Planning Commission reported a restatement for the change in accounting principle. Our opinion is not modified with respect to this matter.

As described in Note 8 to the financial statements, in 2015, the Southeastern Wisconsin Regional Planning Commission corrected the financial statement presentation to properly report as an enterprise fund presented on the full accrual basis. As a result of the change in presentation, restatements were recorded to present capital assets and recognize earned revenue in beginning net position consistent with the basis of presentation, as described in Note 1 to the financial statements. Our opinion is not modified with respect to this matter.

Other Matters

Required Supplementary Information

Accounting principles generally accepted in the United States of America require that the required supplementary information, as presented in the table of contents, be presented to supplement the basic financial statements. Such information, although not a part of the basic financial statements, is required by the Governmental Accounting Standards Board who considers it to be an essential part of financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. We have applied certain limited procedures to the required supplementary information in accordance with auditing standards generally accepted in the United States of America, which consisted of inquiries of management about the methods of preparing the information and comparing the information for consistency with management's responses to our inquiries, the basic financial statements, and other knowledge we obtained during our audit of the basic financial statements. We do not express an opinion or provide any assurance on the information because the limited procedures do not provide us with sufficient evidence to express an opinion or provide any assurance.

The Southeastern Wisconsin Regional Planning Commission has not presented the management's discussion and analysis that accounting principles generally accepted in the United States of America require to be presented to supplement the basic financial statements, is required by the Governmental Accounting Standards Board, who consider it to be an essential part of the financial reporting for placing the basic financial statements in an appropriate operational, economic, or historical context. Our opinion is not affected by the missing information.

Board of Commissioners
Southeastern Wisconsin Regional Planning Commission

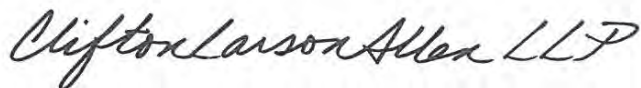
Other Information

Our audit was conducted for the purpose of forming opinions on the financial statements that collectively comprise the Southeastern Wisconsin Regional Planning Commission's basic financial statements. The Statement of Revenues, Expenses, and Changes in Net Position - Budget to Actual is presented for purposes of additional analysis and is not a required part of the basic financial statements. The schedule of expenditures of federal and state awards, as required by Title 2 U.S. Code of Federal Regulations Part 200, Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards, and the *State Single Audit Guidelines* is also presented for purposes of additional analysis and is not a required part of the basic financial statements.

The Statement of Revenues, Expenses, and Changes in Net Position - Budget to Actual and the schedule of expenditures of federal and state awards are the responsibility of management and were derived from and relate directly to the underlying accounting and other records used to prepare the basic financial statements. Such information has been subjected to the auditing procedures applied in the audit of the basic financial statements and certain additional procedures, including comparing and reconciling such information directly to the underlying accounting and other records used to prepare the basic financial statements or to the basic financial statements themselves, and other additional procedures in accordance with auditing standards generally accepted in the United States of America. In our opinion, the information is fairly stated, in all material respects, in relation to the basic financial statements as a whole.

Other Reporting Required by Government Auditing Standards

In accordance with *Government Auditing Standards*, we have also issued our report dated November 17, 2016, on our consideration of the Southeastern Wisconsin Regional Planning Commission's internal control over financial reporting and on our tests of its compliance with certain provisions of laws, regulations, contracts, and grant agreements and other matters. The purpose of that report is to describe the scope of our testing of internal control over financial reporting and compliance and the result of that testing, and not to provide an opinion on internal control over financial reporting or on compliance. That report is an integral part of an audit performed in accordance with *Government Auditing Standards* in considering Southeastern Wisconsin Regional Planning Commission's internal control over financial reporting and compliance.



CliftonLarsonAllen LLP

Milwaukee, Wisconsin
November 17, 2016

BASIC FINANCIAL STATEMENTS

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
STATEMENT OF NET POSITION
December 31, 2015

ASSETS	
CURRENT ASSETS	
Cash and cash equivalents	\$ 5,198,668
Receivables	1,222,987
Prepaid expenses	124,055
Total current assets	<u>6,545,710</u>
NONCURRENT ASSETS	
Pension asset	677,739
Capital assets, not being depreciated	335,300
Capital assets, net of accumulated depreciation	2,374,332
Total noncurrent assets	<u>3,387,371</u>
Total assets	<u>9,933,081</u>
DEFERRED OUTFLOWS OF RESOURCES	
Pension activity	708,712
Total deferred outflows of resources	<u>708,712</u>
LIABILITIES	
CURRENT LIABILITIES	
Accounts payable	211,627
Accrued liabilities	268,638
Deposits	333
Unearned revenues	440,249
Total current liabilities	<u>920,847</u>
NONCURRENT LIABILITIES	
Compensated absences	743,778
Total noncurrent liabilities	<u>743,778</u>
Total liabilities	<u>1,664,625</u>
DEFERRED INFLOWS OF RESOURCES	
Pension activity	
Total deferred outflows of resources	<u>20,301</u>
NET POSITION	
Net investment in capital assets	2,709,632
Restricted	677,739
Unrestricted	5,569,496
Total net position	<u>\$ 8,956,867</u>

The accompanying notes are an integral part of the basic financial statements.

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
STATEMENT OF REVENUES, EXPENSES, AND
CHANGES IN NET POSITION
Year Ended December 31, 2015

OPERATING REVENUES

Intergovernmental:	
Charges for services	\$ 1,500,916
Grants:	
Federal	3,284,780
State	313,360
Local	336,927
Contributions	2,370,245
Miscellaneous	563
Total operating revenues	<u>7,806,791</u>

OPERATING EXPENSES

Salaries and fringe benefits	5,896,264
Technical consultants	909,089
Office supplies	61,815
Insurance, audit, legal fees	56,715
Library acquisition and dues	38,347
Printing and graphic supplies	27,947
Postage expenses	19,028
Travel expenses	85,032
Telephone expenses	25,065
Building usage	24,310
Building maintenance	141,764
Other operating expenses	42,412
Software and equipment maintenance	89,922
Capital outlay	112,723
Depreciation	146,655
Total operating expenditures	<u>7,677,088</u>
Operating income	<u>129,703</u>

NONOPERATING REVENUES (EXPENSES)

Rental income	71,518
Investment income	9,205
Total nonoperating revenues (expenses)	<u>80,723</u>

Change in net position

	210,426
Fund balance - beginning, restated	<u>8,746,441</u>
Fund balance - ending	<u>\$ 8,956,867</u>

The accompanying notes are an integral part of the basic financial statements.

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
STATEMENT OF CASH FLOWS
Year Ended December 31, 2015

CASH FLOWS FROM OPERATING ACTIVITIES

Collection from intergovernmental activities and other sources	\$ 7,728,796
Payments made to suppliers	(1,639,541)
Payments made to employees	<u>(5,702,942)</u>
Net cash provided by operating activities	<u>386,313</u>

CASH FLOWS FROM CAPITAL AND RELATED FINANCING

Acquisition and construction of capital assets	<u>(38,876)</u>
Net cash used in capital and related financing activities	<u>(38,876)</u>

CASH FLOWS FROM INVESTING ACTIVITIES

Collection of rents	68,518
Interest on investments	<u>9,205</u>
Net cash provided by investing activities	<u>77,723</u>

NET INCREASE (DECREASE) IN CASH AND CASH EQUIVALENTS 425,160

CASH AND CASH EQUIVALENTS, BEGINNING OF YEAR 4,773,508

CASH AND CASH EQUIVALENTS, END OF YEAR \$ 5,198,668

**RECONCILIATION OF OPERATING INCOME TO NET
CASH PROVIDED BY OPERATING ACTIVITIES**

Operating income	\$ 129,703
Adjustments to reconcile operating income to net cash provided by operating activities:	
Depreciation	146,655
(Gain) loss on disposal of capital assets	-
Effects on changes in operating assets and liabilities:	
Receivables	(60,528)
Prepaid expenses	3,719
Pension asset	135,073
Deferred outflows for pension contributions	-
Accounts payable and other liabilities	21,028
Unearned revenues	(17,467)
Compensated absences	<u>28,130</u>
NET CASH PROVIDED BY OPERATING ACTIVITIES	<u>\$ 386,313</u>

The accompanying notes are an integral part of the basic financial statements.

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
NOTES TO THE FINANCIAL STATEMENTS
December 31, 2015

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES

The accompanying financial statements have been prepared in conformity with generally accepted accounting principles as applied to governmental units. The Governmental Accounting Standards Board (GASB) is the accepted standard-setting body for establishing governmental accounting and financial reporting principles. The following is a summary of the significant accounting policies utilized by the Southeastern Wisconsin Regional Planning Commission (the Commission).

A. Reporting Entity

The Southeastern Wisconsin Regional Planning Commission (SEWRPC) was established in 1960 as the official area-wide planning agency for the southeastern region of the State of Wisconsin. SEWRPC serves the seven counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha.

The Commission was created to provide objective information and professional planning initiatives to help solve problems and to focus regional attention on key issues of regional consequence. Regional planning provides a meaningful technical approach to the proper planning and design of public works systems.

SEWRPC board of commissioners consists of 21 members, three from each of the seven member counties. One Commissioner from each County is appointed, or confirmed by the county board in those counties where a county executive appoints, 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.

B. Measurement Focus, Basis of Accounting, and Financial Statement Presentation

All activities of the Commission are accounted for within a single proprietary (enterprise fund) using the full accrual basis of accounting whereby revenues are recognized when earned and expenses, including depreciation, are recorded when incurred. Proprietary funds are used to account for operations that are (a) financed and operated in a manner similar to private business enterprises where the intent of the governing body is that the cost (expenses, including depreciation) of providing goods or services to the general public on a continuing basis be financed or recovered primarily through user charges; or (b) where the governing body has decided that periodic determination of revenues earned, expenses incurred, and/or net income is appropriate for capital maintenance, public policy, management control, accountability, or other purposes.

The preparation of financial statements in conformity with generally accepted accounting principles requires management to make estimates and assumptions that affect the reported amounts of assets and liabilities and disclosure of contingent assets and liabilities at the date of the financial statements and the reported amounts of revenues, expenses, gains, losses, and other changes in net position during the reporting period. Actual results could differ from those estimates.

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
NOTES TO THE FINANCIAL STATEMENTS
December 31, 2015

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

C. Assets, Deferred Outflows of Resources, Liabilities, Deferred Inflows of Resources, and Net Position

1. Cash and cash equivalents

The Commission's cash and cash equivalents are considered to be cash on hand, demand deposits, and short-term investments with original maturities of three months or less from the date of acquisition.

2. Prepaid items

Certain payments to vendors reflect costs applicable to future accounting periods and are recorded as prepaid items in the statement of net position. The cost of prepaid items is recorded as expenses when consumed rather than when purchased.

3. Capital assets

Capital assets, which include property, plant, and equipment assets are reported in the statement of net position. Capital assets are defined by the government as assets with an initial, individual cost of more than \$5,000 and an estimated useful life in excess of one year.

As the Commission constructs or acquires additional capital assets each period they are capitalized and reported at historical cost. The reported value excludes normal maintenance and repairs which are amounts spent in relation to capital assets that do not increase the capacity or efficiency of the item or increase its estimated useful life. Donated capital assets are recorded at their estimated fair value at the date of donation.

Interest incurred during the construction phase of capital assets of enterprise funds is included as part of the capitalized value of the assets constructed. The amount of interest capitalized depends on the specific circumstances.

Land and construction in progress are not depreciated. The other property, plant, and equipment of the Commission are depreciated using the straight line method over the following estimated useful lives:

<u>Capital asset classes</u>	<u>Lives</u>
Land improvements	20 years
Buildings and improvements	40 years
Office furniture	7 years
Computers and related equipment	3 years
Office equipment	5 years
Automobiles	5 years
Field equipment	5 years

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
NOTES TO THE FINANCIAL STATEMENTS
December 31, 2015

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

C. Assets, Deferred Outflows of Resources, Liabilities, Deferred Inflows of Resources, and Net Position (continued)

4. Deferred outflows of resources

In addition to assets, the statement of net position reports a separate section for deferred outflows of resources. This separate financial statement element, deferred outflows of resources, represents a consumption of net position that applies to a future period(s) and so will not be recognized as an outflow of resources (expense) until then. The Commission only has one item that qualifies for reporting in the statement of net position. Activity related to the Commission's participation in the Wisconsin Retirement System for the purpose of administering the defined benefit pension plan of the eligible employees. Further disclosure regarding these items can be identified in Note 5.

5. Pensions

For purposes of measuring the net pension liability (asset), deferred outflows of resources and deferred inflows of resources related to pensions, and pension expense, information about the fiduciary net position of the Wisconsin Retirement System (WRS) and additions to/deductions from WRS' fiduciary net position have been determined on the same basis as they are reported by WRS. For this purpose, benefit payments (including refunds of employee contributions) are recognized when due and payable in accordance with the benefit terms.

6. Compensated absences

It is the Commission's policy to permit employees to accumulate earned but unused vacation, casual time and sick pay benefits. The Commission pays partial amounts of accumulated sick leave and casual time when employees separate from services, and a liability is recorded for this amount. All vacation pay is accrued when incurred in the financial statements. Payments for accumulated vacation will be made at rates in effect when the benefits are used or paid out upon separation.

7. Net position

Equity is classified as net position and displayed in three components:

- a. Invested in capital assets – Consists of capital assets including restricted capital assets, net of accumulated depreciation.

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
NOTES TO THE FINANCIAL STATEMENTS
December 31, 2015

NOTE 1 – SUMMARY OF SIGNIFICANT ACCOUNTING POLICIES (continued)

C. Assets, Deferred Outflows of Resources, Liabilities, Deferred Inflows of Resources, and Net Position (continued)

- b. Restricted net position – Consists of restricted assets reduced by liabilities and deferred inflows of resources related to those assets. Generally, a liability relates to restricted assets if the asset results from a resources flow that also results in the recognition of a liability or if the liability will be liquidated with the restricted assets reported
- c. Unrestricted net position – The net amount of the assets, deferred outflows of resources, and liabilities that are not included in the determination of net investment in capital assets or the restricted components of net position.

Sometimes the Commission will fund outlays for a particular purpose from both restricted and unrestricted resources. In order to calculate the amounts to report as restricted net position and unrestricted net position in the statement of net position must be made about the order in which the resources are considered to be applied.

When both restricted and unrestricted resources are available for use, it is the Commission's policy to use restricted resources first, then unrestricted resources as they are needed.

8. Revenues and Expenses

The Commission distinguishes operating revenues and expenses from nonoperating items. Operating revenues and expenses generally result from providing services in connection with the principal ongoing operations. The principal operating revenues of the Commission are federal, state and local grants, and services charged to local government for services. Operating expenses for enterprise funds include the cost of sales and services, administrative expenses and depreciation on capital assets. All revenues and expenses not meeting this definition are reported as nonoperating revenues and expenses.

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
NOTES TO THE FINANCIAL STATEMENTS
December 31, 2015

NOTE 2 – CASH AND CASH EQUIVALENTS

The Commission had the following deposits as of December 31, 2015:

	<u>Carrying Value</u>	<u>Financial Institution Balances</u>
Governmental Activities		
Petty cash	\$ 100	\$ -
Deposits		
Demand deposits	376,793	381,157
Time and savings deposits	1,082,601	1,082,601
Total deposits	<u>1,459,394</u>	<u>1,463,758</u>
Investments		
Local Government Investment Pool (LGIP)	3,739,174	3,739,174
Total investments	<u>3,739,174</u>	<u>3,739,174</u>
Total deposits and investments	<u>\$ 5,198,668</u>	<u>\$ 5,202,932</u>

Deposits in each local bank are insured by the FDIC in the amount of \$250,000 for demand deposits and \$250,000 for time and savings deposits. Bank accounts are also insured by the State Deposit Guarantee Fund in the amount of \$400,000. However, due to the relatively small size of the Guarantee Fund in relationship to the total deposits covered and other legal implications, recovery of material principal losses may not be significant to individual governmental agencies. This coverage has not been considered in computing the custodial credit risk.

Custodial credit risk

Custodial credit risk for deposits is the risk that in the event of the failure of a depository financial institution, the Commission's deposits may not be returned. The Commission does not have a policy related to custodial credit risk. As of December 31, 2015, \$153,588 of the Commission's total bank balance of \$1,463,758 was uninsured and uncollateralized.

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
NOTES TO THE FINANCIAL STATEMENTS
December 31, 2015

NOTE 2 – CASH AND CASH EQUIVALENTS (continued)

Interest Rate Risk

Interest rate risk is the risk that changes in market interest rates will adversely affect the fair value of an investment. In general, the longer the maturity of an investment, the greater the sensitivity of its fair value to changes in market interest rates. The Commission does not have a formal investment policy that limits investment maturities as a means of managing its exposure to fair value losses arising from increasing interest rates. The Commission held amounts in LGIP which has a weighted average maturity of 1.6 months as of December 31, 2015.

Credit Risk

Credit risk is the risk that an issuer or other counterparty to an investment will not fulfill its obligation. The Commission has no investment policy which minimizes credit risk by limiting investments to specific types of securities, other than state laws and regulations. The Commission held amounts in LGIP which is not rated.

NOTE 3 – RECEIVABLES

The Commission has the following receivables outstanding as of December 31, 2015:

Intergovernmental receivables:	
State of Wisconsin	\$ 852,705
Local governments	361,200
Accounts receivable	<u>9,083</u>
Receivables, total	<u>\$ 1,222,988</u>

All receivables are expected to be collected within one year; as such, no long-term receivables have been recorded as of December 31, 2015.

As of December 31, 2015, the Commission has not established an allowance for doubtful accounts. During the year 2015, the Commission did not record any bad debt related to the outstanding receivables.

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
NOTES TO THE FINANCIAL STATEMENTS
December 31, 2015

NOTE 4 – CAPITAL ASSETS

Capital assets activity for the year ended December 31, 2015, was as follows:

	Beginning Balance (As Restated)	Additions	Deletions	Ending Balance
Capital assets not being depreciated				
Land	\$ 335,300	\$ -	\$ -	\$ 335,300
Total capital assets, not being depreciated	<u>335,300</u>	<u>-</u>	<u>-</u>	<u>335,300</u>
Capital assets being depreciated				
Land improvements	213,655	-	-	213,655
Buildings and improvements	3,415,990	-	-	3,415,990
Computers and related equipment	51,537	38,876	-	90,413
Office equipment	245,186	-	38,849	206,337
Automobiles	168,225	-	-	168,225
Field equipment	43,650	-	-	43,650
Total capital assets being depreciated	<u>4,138,243</u>	<u>38,876</u>	<u>38,849</u>	<u>4,138,270</u>
Accumulated depreciation				
Land improvements	144,220	10,683	-	154,903
Buildings and improvements	1,152,900	85,400	-	1,238,300
Computers and related equipment	33,151	8,385	-	41,536
Office equipment	177,476	19,906	38,849	158,533
Automobiles	110,790	18,281	-	129,071
Field equipment	37,595	4,000	-	41,595
Total accumulated depreciation	<u>1,656,132</u>	<u>146,655</u>	<u>38,849</u>	<u>1,763,938</u>
Net capital assets being depreciated	<u>2,482,111</u>	<u>(107,779)</u>	<u>-</u>	<u>2,374,332</u>
Total Governmental Activities capital assets, net of accumulated depreciation	<u>\$ 2,817,411</u>	<u>\$ (107,779)</u>	<u>\$ -</u>	<u>\$ 2,709,632</u>

NOTE 5 – DEFINED BENEFIT PENSION PLAN

General Information about the Pension Plan

Plan description. The Wisconsin Retirement System (WRS) is a cost-sharing multiple employer defined benefit pension plan. WRS benefits and other plan provisions are established by Chapter 40 of the Wisconsin Statutes. Benefit terms may only be modified by the legislature. The retirement system is administered by the Wisconsin Department of Employee Trust Funds (ETF). The system provides coverage to all eligible State of Wisconsin, local government and other public employees. All employees, initially employed by a participating WRS employer on or after July 1, 2011 and expected to work at least 1200 hours a year (880 hours for teachers and school district educational support employees) and expected to be employed for at least one year from employee's date of hire are eligible to participate in the WRS.

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
NOTES TO THE FINANCIAL STATEMENTS
December 31, 2015

NOTE 5 – DEFINED BENEFIT PENSION PLAN (continued)

General Information about the Pension Plan (continued)

Vesting. For employees beginning participation on or after January 1, 1990, and no longer actively employed on or after April 24, 1998, 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, and prior to July 1, 2011, are immediately vested. Participants who initially became WRS eligible on or after July 1, 2011, must have five years of creditable service to be vested.

Benefits provided. Employees who retire at or after age 65 (54 for protective occupation employees, 62 for elected officials and State executive participants) are entitled to receive an unreduced retirement benefit. The factors influencing the benefit are: (1) final average earnings, (2) years of creditable service, and (3) a formula factor.

Final average earnings is the average of the participant's three highest years' earnings. Creditable service is the creditable current and prior services expressed in years or decimal equivalents of partial years for which a participant receives earnings and makes contributions are required. The formula factor is a standard percentage based on employment category.

Employees may retire at age 55 (50 for protective occupation employees) and receive reduced benefits. Employees terminating covered employment before becoming eligible for a retirement benefit may withdraw their contributions and forfeit all rights to any subsequent benefits.

The WRS also provides death and disability benefits for employees.

Post-retirement adjustments. The Employee Trust Funds Board may periodically adjust annuity payments from the retirement system based on annual investment performance in accordance with s. 40.27, Wis. Stat. An increase (or decrease) in annuity payments may result when investment gains (losses), together with other actuarial experience factors, create a surplus (shortfall) in the reserves, as determined by the system's consulting actuary. Annuity increases are not based on cost of living or other similar factors. For Core annuities, decreases may be applied only to previously granted increases. By law, Core annuities cannot be reduced to an amount below the original, guaranteed amount (the "floor") set at retirement. The Core and Variable annuity adjustments granted during recent years are as follows:

<u>Year</u>	<u>Core Fund Adjustment</u>	<u>Variable Fund Adjustment</u>
2005	2.6%	7.0%
2006	0.8%	3.0%
2007	3.0%	10.0%
2008	6.6%	0.0%
2009	(2.1)%	(42.0)%
2010	(1.3)%	(22.0)%
2011	(1.2)%	11.0%
2012	(7.0)%	(7.0)%
2013	(9.6)%	9.0%
2014	4.7%	25.0%

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
NOTES TO THE FINANCIAL STATEMENTS
December 31, 2015

NOTE 5 – DEFINED BENEFIT PENSION PLAN (continued)

General Information about the Pension Plan (continued)

Contributions. Required contributions are determined by an annual actuarial valuation in accordance with Chapter 40 of the Wisconsin Statutes. The employee required contribution is one-half of the actuarially determined contribution rate for general category employees, including teachers, and Executives and Elected Officials. Required contributions for protective employees are the same rate as general employees. Employers are required to contribute the remainder of the actuarially determined contribution rate. The employer may not pay the employee required contribution unless provided for by an existing collective bargaining agreement.

During the reporting period, the WRS recognized \$282,267 in contributions from the employer. Contribution rates as of December 31, 2015 are:

<u>Employee Category</u>	<u>Employee</u>	<u>Employer</u>
General (including teachers)	6.8%	6.8%
Executives & Elected Officials	7.7%	7.7%
Protective with Social Security	6.8%	9.5%
Protective without Social Security	6.8%	13.1%

At December 31, 2015, the Commission reported a liability (asset) of (\$677,739) for its proportional share of the net pension liability (asset). The net pension liability (asset) was measured as of December 31, 2014, and the total pension liability used to calculate the net pension liability (asset) was determined by an actuarial valuation as of December 31, 2013 rolled forward to December 31, 2014. No material changes in assumptions or benefit terms occurred between the actuarial valuation date and the measurement date. The Commission's proportion of the net pension liability (asset) was based on the Commission's share of contributions to the pension plan relative to the contributions of all participating employers. At December 31, 2014, the Commission's proportion was 0.02759216%, which was an increase of 0.00069784% from its proportion measured as of December 31, 2013.

For the year ended December 31, 2015, the Commission recognized pension expense of \$261,330.

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
NOTES TO THE FINANCIAL STATEMENTS
December 31, 2015

NOTE 5 – DEFINED BENEFIT PENSION PLAN (continued)

General Information about the Pension Plan (continued)

At December 31, 2015, the Commission reported deferred outflows of resources and deferred inflows of resources related to pensions from the following sources:

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Difference between expected and actual experience	\$ 98,251	\$ -
Changes in assumptions	-	-
Net differences between projected and actual earnings on pension plan investments	328,194	-
Changes in proportion and differences between employer contributions and proportionate share of contributions	-	20,301
Employer contributions subsequent to the measurement date	<u>282,267</u>	<u>-</u>
	<u>\$ 708,712</u>	<u>\$ 20,301</u>

\$282,267 reported as deferred outflows related to pension resulting from the WRS Employer's contributions subsequent to the measurement date will be recognized as a reduction of the net pension liability (asset) in the year ended December 31, 2016. Other amounts reported as deferred outflows of resources and deferred inflows of resources related to pension will be recognized in pension expense as follows:

	<u>Deferred Outflows of Resources</u>	<u>Deferred Inflows of Resources</u>
Year ended December 31:		
2016	\$ 83,880	\$ 3,769
2017	83,880	3,769
2018	83,880	3,769
2019	83,880	3,769
2020	83,880	3,769
Thereafter	<u>7,045</u>	<u>1,456</u>
	<u>\$ 426,445</u>	<u>\$ 20,301</u>

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
NOTES TO THE FINANCIAL STATEMENTS
December 31, 2015

NOTE 5 – DEFINED BENEFIT PENSION PLAN (continued)

Actuarial assumptions. The total pension liability (asset) in the December 31, 2014, actuarial valuation was determined using the following actuarial assumptions, applied to all periods included in the measurement:

Actuarial Valuation Date:	December 31, 2013
Measurement Date of Net Pension Liability (Asset):	December 31, 2014
Actuarial Cost Method:	Entry Age
Asset Valuation Method:	Fair Market Value
Long-Term Expected Rate of Return:	7.2%
Discount Rate:	7.2%
Salary Increases	
Inflation:	3.2%
Seniority\Merit	0.2% - 5.8%
Mortality:	Wisconsin 2012 Mortality Table
Post-retirement Adjustments*	2.1%

*No post-retirement adjustment is guaranteed. Actual adjustments are based on recognized investment return, actuarial experience and other factors. 2.1% is the assumed annual adjustment based on the investment return assumption and the post-retirement discount rate.

Actuarial assumptions are based upon an experience study conducted in 2012 using experience from 2009 – 2011. The total pension liability (asset) for December 31, 2014 is based upon a roll-forward of the liability (asset) calculated from the December 31, 2013 actuarial valuation.

Long-term expected return on plan assets. The long-term expected rate of return on pension plan investments was determined using a building-block method in which best-estimate ranges of expected future real rates of return (expected returns, net of pension plan investment expense and inflation) are developed for each major asset class. These ranges are combined to produce the long-term expected rate of return by weighting the expected future real rates of return by the target asset allocation percentage and by adding expected inflation. The target allocation and best estimates of arithmetic real rates of return for each major asset class are summarized in the following table:

<u>Asset Class</u>	<u>Long-Term Real Rate of Return</u>	<u>Target Allocation</u>
US Equities	5.3%	21.0%
International Equities	5.7	23.0
Fixed Income	1.7	36.0
Inflation Sensitive Assets	2.3	20.0
Real Estate	4.2	7.0
Private Equity/Debt	6.9	7.0
Multi-Asset	3.9	6.0
Multi-Asset	0.9	(20.0%)

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
NOTES TO THE FINANCIAL STATEMENTS
December 31, 2015

NOTE 5 – DEFINED BENEFIT PENSION PLAN (continued)

Single discount rate. A single discount rate of 7.20% was used to measure the total pension liability (asset). This single discount rate was based on the expected rate of return on pension plan investments of 7.20% and a long-term bond rate of 3.56%. Because of the unique structure of WRS, the 7.20% expected rate of return implies that a dividend of approximately 2.1% will always be paid. For purposes of the single discount rate, it was assumed that the dividend will always be paid. The projection of cash flows used to determine this single discount rate assumed that plan member contributions will be made at the current contribution rate and that employer contributions will be made at rates equal to the difference between actuarially determined contribution rates and the member rate. Based on these assumptions, the pension plan's fiduciary net position was projected to be available to make all projected future benefit payments (including expected dividends) of current plan members. Therefore, the long-term expected rate of return on pension plan investments was applied to all periods of projected benefit payments to determine the total pension liability.

Sensitivity of the Commission's proportionate share of the net pension liability (asset) to changes in the discount rate. The following presents the Commission's proportionate share of the net pension liability (asset) calculated using the discount rate of 7.2 percent, as well as what the Commission's proportionate share of the net pension liability (asset) would be if it were calculated using a discount rate that is 1-percentage-point lower (6.20 percent) or 1-percentage-point higher (8.20 percent) than the current rate:

	1% Decrease to Discount Rate (6.20%)	Current Discount Rate (7.20%)	1% Increase to Discount Rate (8.20%)
The Commission's proportionate share of the net pension liability (asset)	\$1,912,018	(\$677,739)	(\$2,723,024)

Pension plan fiduciary net position. Detailed information about the pension plan's fiduciary net position is available in separately issued financial statements available at <http://legis.wisconsin.gov/lab/> and reference report 15-11.

NOTE 6 – COMMITMENTS AND CONTINGENCIES

From time to time, the Commission becomes party to claims and legal proceedings. Although the outcome of such matters cannot be forecasted with certainty, it is the opinion of management and the Commission's legal counsel that the likelihood is remote that most of such claims or proceedings will not have a material adverse effect on the Commission's financial position.

The Commission has received federal grants for specific purposes that are subject to review and audit by the grantor agencies. Such audits could lead to requests for reimbursements to the grantor agency for expenditures disallowed under terms of the grants. Management believes such disallowances, if any, would be immaterial.

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
NOTES TO THE FINANCIAL STATEMENTS
December 31, 2015

NOTE 7 – NET POSITION

Net position reported on the statement of net position is comprised of the following:

Net investment in capital assets	
Land	\$ 335,300
Other capital assets, net of accumulated depreciation	<u>2,374,332</u>
Total net investment in capital assets	<u>2,709,632</u>
 Restricted	
Pension asset	<u>677,739</u>
 Unrestricted	<u>5,569,496</u>
 Total net position	<u>\$ 8,956,867</u>

NOTE 8 – RESTATEMENT

The Commission adopted GASB Statement No. 68 Accounting and Financial Reporting for Pensions and the related GASB Statement No. 71 Pension Transition for Contributions Made Subsequent to the Measurement Date – an amendment of GASB Statement No. 68 as of January 1, 2015. The standard revises and establishes new financial reporting requirements for most government that provide their employees with pension benefits.

The Commission reported capital assets on the governmental fund financial statements that should not be reported as governmental fund assets. As of January 1, 2015, the Commission implemented a change in the presentation of the financial statements from a governmental fund presentation to an enterprise fund presentation. As a result, the beginning of the year balance of deferred revenues was recognized as part of net position, as the amounts had been earned. In addition, the beginning of the year balance of capital assets was restated to reflect the Commission's capitalization policy practice implemented as of January 1, 2015.

As a result, the Commission's beginning of the year net position has been restated as follows:

Net position, December 31, 2014, as previously reported	\$ 7,252,766
Adjustment to recognize the beginning balance of Net Pension Asset and Deferred Outflow of Resources	1,332,486
Revenues earned in the prior periods reported as unearned in the December 31, 2014 financial statements	168,737
Capital asset activity not recorded as of December 31, 2014	<u>(7,548)</u>
Net position, December 31, 2014, as restated	<u>\$ 8,746,441</u>

REQUIRED SUPPLEMENTARY INFORMATION

**SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
REQUIRED SUPPLEMENTARY INFORMATION
December 31, 2015**

**SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
SCHEDULE OF THE COMMISSION'S PROPORTIONATE SHARE
OF THE NET PENSION LIABILITY (ASSET)
Wisconsin Retirement System
Last 10 Fiscal Years*
For the Year Ended December 31, 2015**

	2015
The Authority's proportion of the net pension liability (asset)	0.02759216%
The Authority's proportionate share of the net pension liability (asset)	\$ (677,739)
The Authority's covered-employee payroll	\$ 3,886,202
Plan fiduciary net position as a percentage of the total pension liability (asset)	102.74%

**SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
SCHEDULE OF THE COMMISSION'S PENSION CONTRIBUTIONS
Wisconsin Retirement System
Last 10 Fiscal Years*
For the Year Ended December 31, 2015**

	2015
Contractually required contributions	\$ 272,178
Contributions in relation to the contractually required contributions	\$ (272,178)
Contribution deficiency (excess)	\$ -
The Authority's covered-employee payroll	\$ 3,886,202
Contributions as a percentage of covered-employee payroll	7.00%

*The amounts presented for each fiscal year were determined as of the calendar year-end that occurred within the fiscal year.

Notes to the Required Supplementary Pension Information

Changes of Benefit Terms – There were no changes of benefit terms for any participating employer in WRS.

Change of Assumptions – There were no changes in the assumptions.

SUPPLEMENTARY INFORMATION

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
STATEMENT OF REVENUES, EXPENSES, AND CHANGES IN
NET POSITION – BUDGET TO ACTUAL
December 31, 2015

	<u>Original and Final Budget</u>	<u>Actual</u>	<u>Variance with Final Budget</u>
OPERATING REVENUES			
Intergovernmental:			
Charges for services	\$ 1,651,350	\$ 1,500,916	\$ (150,434)
Grants:			
Federal	3,093,607	3,284,780	191,173
State	378,901	313,360	(65,541)
Local	-	336,927	336,927
Contributions	2,370,245	2,370,245	-
Miscellaneous	-	563	563
Total operating revenues	<u>7,494,103</u>	<u>7,806,791</u>	<u>312,688</u>
OPERATING EXPENSES			
Salaries	6,252,961	5,896,264	356,697
Technical consultants	258,400	909,089	(650,689)
Office supplies	50,000	61,815	(11,815)
Insurance, audit, legal fees	79,500	56,715	22,785
Library acquisition and dues	35,000	38,347	(3,347)
Printing and graphic supplies	50,000	27,947	22,053
Postage expenses	25,000	19,028	5,972
Travel expenses	45,000	85,032	(40,032)
Telephone expenses	30,000	25,065	4,935
Building usage	20,000	24,310	(4,310)
Building maintenance	170,500	141,764	28,736
Other operating expenses	30,000	42,412	(12,412)
Software and equipment maintenance	162,000	89,922	72,078
Capital outlay	185,000	112,723	72,277
Depreciation	172,260	146,655	25,605
Total operating expenditures	<u>7,565,621</u>	<u>7,677,088</u>	<u>(111,467)</u>
Operating loss	<u>(71,518)</u>	<u>129,703</u>	<u>201,221</u>
NONOPERATING REVENUES (EXPENSES)			
Rental income	71,518	71,518	-
Investment income	-	9,205	9,205
Total nonoperating revenues (expenses)	<u>71,518</u>	<u>80,723</u>	<u>9,205</u>
Change in net position	<u>\$ -</u>	<u>210,426</u>	<u>\$ 210,426</u>
Fund balance - beginning, restated		<u>8,746,441</u>	
Fund balance - ending		<u>\$ 8,956,867</u>	

Appendix E

PUBLICATIONS OF THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION: 1962-2015

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

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- No. 10 - A Comprehensive Plan for the Kenosha Planning District
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- No. 30 - A Regional Water Quality Management Plan for Southeastern Wisconsin: 2000
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- No. 80 - A Lake Michigan Public Access Study for Racine County, Wisconsin, September 1982*
- No. 81 - Hartford Area Traffic Management Plan, June 1983*
- No. 82 - A Central Transfer Site Location and Design Analysis for the City of Waukesha Transit System, December 1982
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- No. 17 - A Public Transit Program for Handicapped Persons—City of Waukesha Transit System Utility, May 1987*
- No. 18 - A Central Public Works Facility Building Program, Site Location Analysis, and Site Development Plan for the City of New Berlin, May 1987
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- No. 20 - CTH N Traffic Study, City of Cedarburg, Ozaukee County, Wisconsin, February 1987
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- No. 25 - Traffic Impact Study of Proposed Development along Paradise Drive between the USH 45 Bypass and S. Main Street, City of West Bend, Washington County, Wisconsin, September 1987*
- No. 26 - Official Map, City of Burlington, Racine County, Wisconsin, December 1987
- No. 27 - Village of Mukwonago Industrial Park Development Plan, Waukesha County, Wisconsin, March 1988
- No. 28 - Streams and Watercourses for Which the Milwaukee Metropolitan Sewerage District Has Assumed Jurisdiction for Drainage and Flood Control Purposes, August 1987*
- No. 29 - A Plan for the Abatement of Through Traffic Problems in the Village of West Milwaukee, March 1988
- No. 30 - Overall Economic Development Program Plan, City of South Milwaukee, Milwaukee County, Wisconsin, March 1988

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- No. 32 - Traffic Engineering Study of West and North Beach Roads in the Village of Oconomowoc Lake, Waukesha County, Wisconsin, January 1991
- No. 33 - Traffic Engineering Study of Robinhood Drive in the Village of Menomonee Falls, Waukesha County, Wisconsin, December 1989
- No. 34 - Overall Economic Development Program Plan, City of West Allis, Milwaukee County, Wisconsin, September 1988
- No. 35 - A Stormwater Management Plan for the Crayfish Creek Subwatershed, City of Oak Creek, Milwaukee County, Wisconsin, June 1988
- No. 36 - Traffic Engineering Study of Milwaukee Avenue (STH 36) between the Central Business District and the Northern Corporate Limits of the City of Burlington, Racine County, Wisconsin, August 1988
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- No. 39 - A Flood Control Plan for a Portion of the Menomonee River Estuary Area, June 1989
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- No. 43 - Amtrak Milwaukee-Chicago Passenger Survey Findings: May 1989, August 1989
- No. 44 - Town of Lisbon Southeast Area Quarry Operations—Environmental Impact Evaluation, September 1990*
- No. 45 - Overall Economic Development Program Plan, Village of Slinger, Washington County, Wisconsin, October 1989
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- No. 47 - Economic Development Fact Book, City of West Allis, Milwaukee County, Wisconsin, October 1989*
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- No. 49 - Overall Economic Development Program Plan, City of Brookfield, Waukesha County, Wisconsin, December 1989
- No. 50 - Traffic Engineering Study of County Line Road (CTH Q) between the Intersection with Appleton Avenue (STH 175) and USH 41/45, December 1990
- No. 51 - Traffic Study of W. Fond du Lac Avenue in the Village of Menomonee Falls between N. 124th Street (STH 145) and W. Main Street (STH 74), Waukesha County, Wisconsin, January 1991
- No. 52 - Traffic Impact Study of the Alpine Valley Music Theatre in the Town of LaFayette, January 1991
- No. 53 - A Stormwater Drainage and Flood Control System Plan for Grantosa Creek, Cities of Milwaukee and Wauwatosa, Milwaukee County, Wisconsin, February 1992
- No. 54 - Traffic Engineering Study of E. Birch Avenue in the Village of Whitefish Bay, January 1991
- No. 55 - Traffic Engineering Study of Keup Road between Columbia Road (STH 57) and STH 60 in the City and Town of Cedarburg and the Village of Grafton, Ozaukee County, Wisconsin, May 1995

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- No. 55 - 2nd Edition, Traffic Engineering Study of Keup Road between Columbia Road and STH 60 in the City and Town of Cedarburg and the Village of Grafton, Ozaukee County, Wisconsin, November 2000*
- No. 56 - A Lakefront Recreational Use and Waterway Protection Plan for the Village of Pewaukee, Waukesha County, Wisconsin, March 1996*
- No. 57 - Amtrak Milwaukee-Chicago Passenger Survey Findings: June 1991, January 1993
- No. 58 - A Paratransit Service Plan for Disabled Persons—Milwaukee County Transit System, January 1992
- No. 59 - A Paratransit Service Plan for Disabled Persons—City of Kenosha Transit System, January 1992
- 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*
- 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
- No. 73 - A Paratransit Service Plan for Disabled Persons: 1993 Update/Milwaukee County Transit System, January 1993*
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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*

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- No. 82 - A Lake Protection Plan for Silver Lake, Waukesha County, Wisconsin, July 1993*
- No. 83 - City of Cudahy Economic Development Fact Book, Milwaukee County, Wisconsin, August 1993
- 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*
- No. 88 - A Paratransit Service Plan for Disabled Persons: 1994 Update/Milwaukee County Transit System, January 1994*
- No. 89 - A Paratransit Service Plan for Disabled Persons: 1994 Update/City of Kenosha Transit System, January 1994*
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- No. 91 - A Paratransit Service Plan for Disabled Persons: 1994 Update/City of Waukesha Transit System Utility, January 1994*
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- No. 93 - A Regional Water Quality Management Plan for Southeastern Wisconsin: An Update and Status Report, March 1995*
- No. 94 - A Recommended Public Boating Access and Waterway Protection Plan for Big Muskego Lake, Waukesha County, Wisconsin, July 1994
- No. 95 - Traffic Engineering Study of W. Bender Road between Milwaukee River Parkway and Jean-Nicolet Road in the City of Glendale, Milwaukee County, Wisconsin, August 1994
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- No. 101 - Upper Nemahbin Lake Watershed Inventory Findings, Waukesha County, Wisconsin, May 1995
- No. 102 - Water Level Control Plan for the Waterford-Vernon Area of the Middle Fox River Watershed, Racine and Waukesha Counties, Wisconsin, March 1995
- No. 103 - Assessment of Conformity of the Year 2010 Regional Transportation System Plan and the 1995-1997 Transportation Improvement Program with Respect to the State of Wisconsin Air Quality Implementation Plan, December 1994
- No. 104 - Incorporation of the Federally Required Congestion Management System within the Year 2010 Regional Transportation System Plan and the Continuing Transportation System Planning Process, December 1994

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- No. 105- Traffic Study of the Intersection of Barker Road (CTH Y) and Watertown Road, Town of Brookfield, Waukesha County, Wisconsin, March 1995
- No. 106- A Paratransit Service Plan for Disabled Persons: 1996 Update/Milwaukee County Transit System, January 1996
- No. 107- A Paratransit Service Plan for Disabled Persons: 1996 Update/City of Kenosha Transit System, January 1996
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- No. 111- Waukesha County Greenway Corridor Study, Towns of Waukesha and Vernon, May 1996
- No. 112- An Aquatic Plant Management Plan for Crooked Lake, Waukesha County, Wisconsin, April 2000
- No. 113- Traffic Study of the Intersection of N. Port Washington Road (CTH W) and W. Highland Road for the City of Mequon: June 1995, Following Opening of St. Mary's Hospital, City of Mequon, Ozaukee County, Wisconsin, September 1996
- No. 114- Traffic Control Study for the Village of Fox Point, Village of Fox Point, Milwaukee County, Wisconsin, August 1996
- No. 115- Traffic Safety Study of the Segment of CTH BB between Brink Road and Hillside Road, Town of Linn, Walworth County, Wisconsin, September 1996
- No. 116- Assessment of Conformity of the 1997-1999 Transportation Improvement Program with Respect to the State of Wisconsin Air Quality Implementation Plan, October 1996
- No. 117- Traffic Study of Selected Intersections in the Village of Hartland, Waukesha County, Wisconsin, November 1996
- No. 118- Traffic Study of the Intersections of N. Berkeley Boulevard and E. Silver Spring Drive and N. Diversey Boulevard, N. Consaul Place and E. Silver Spring Drive in the Village of Whitefish Bay, Milwaukee County, Wisconsin, November 1996
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- No. 121- Traffic Engineering Study of N. 68th Street in the Village of Brown Deer, Milwaukee County, Wisconsin, December 1996
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- No. 125- Assessment of Conformity of the Year 2020 Regional Transportation System Plan and the 1998-2000 Transportation Improvement Program with Respect to the State of Wisconsin Air Quality Implementation Plan, December 1997

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- No. 126- Traffic Engineering Study of Selected Intersections along Fond du Lac Avenue (USH 45) in the Village of Kewaskum: 1997, Washington County, Wisconsin, July 1998
- No. 127- A Transportation Study for the Core Area of the City of Delafield, Waukesha County, Wisconsin, November 1998
- No. 128- Assessment of Travel through the Neighborhood Bounded by W. Silver Spring Drive, N. Port Washington Road, N. Lydell Avenue, and W. Henry Clay Street in the City of Glendale: 1997, Milwaukee County, Wisconsin, April 1998
- No. 129- Inventory of Fire Protection and Emergency Medical Services for Western Racine County, December 1998
- No. 130- A Lake and Watershed Inventory for Nagawicka Lake, Waukesha County, Wisconsin, March 1999*
- No. 131- Environmental Analysis of the Lands at the Headwaters of Gilbert Lake and Big Cedar Lake, Washington County, Wisconsin, March 1999
- No. 132- Highway Maintenance Facility Location Study, Washington County, Wisconsin, December 1998
- No. 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, Volume I – Inventory Findings, Water Quality Analyses, and Recommended Management Measures, August 2001
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- 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
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- 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 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
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- 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 with Respect to the State of Wisconsin Air Quality Implementation 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

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- No. 166- Sectoral Cellular Wireless Network Plan, Towns of Addison and Wayne, Washington County, Wisconsin, April 2006
- No. 167- Simulation of Shallow Groundwater Flow in the Vicinity of the Village of Eagle, Waukesha County, Wisconsin, June 2006
- No. 168- Sectoral Cellular Wireless Network Plan Milwaukee North Shore Communities, August 2006
- No. 169- An Aquatic Plant Management Plan for Friess Lake, Washington County, Wisconsin, May 2008
- 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. 172- A Watercourse System Plan for the Milwaukee River in Milwaukee County Upstream of the Milwaukee Harbor Estuary, December 2010
- No. 173- An Aquatic Plant Management Plan for Pine and Beaver Lakes, Waukesha County, Wisconsin, October 2008
- No. 174 -An Aquatic Plant Management Plan for Pleasant Lake, Walworth County, Wisconsin, December 2009
- No. 175 -An Aquatic Plant Management Plan for Lake Wandawega, Walworth County, Wisconsin, April 2009
- No. 176 -A Lake Protection Plan for Upper Nemahbin Lake, Waukesha County, Wisconsin, December 2009
- No. 177 -An Aquatic Plant Management Plan for Whitewater and Rice Lakes, Walworth County, Wisconsin, March 2010
- 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
- No. 185 - Community Based Wireless Plan Implementation: Town of Wayne, Washington County, Wisconsin, January 2009
- No. 186 - Assessment of Conformity of the Year 2035 Regional Transportation System Plan and the Year 2009-2012 Transportation Improvement Program with Respect to the State of Wisconsin Air Quality Implementation Plan—Six County Southeastern Wisconsin Ozone Non-attainment Area, March 2009
- No. 187 - Regional Wireless Plan Implementation Broadband Public Safety Communications Demonstration Project, Kenosha County, Wisconsin, May 2009
- No. 188 - Troy Bedrock Valley Aquifer Model, Waukesha and Walworth Counties, Wisconsin, November 2009
- No. 189- Proposed North Lake Boat Launch Site Wetland Delineation, Waukesha County, Wisconsin, July 2009
- No. 190 - An Aquatic Plant Management Plan for Delavan Lake, Walworth County, Wisconsin, May 2011
- No. 191- A Lake Protection Plan for Cravath and Trippe Lakes, Walworth County, Wisconsin, April 2011

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- No. 192- An Aquatic Plant Management Plan for Lake Shangrila and Benet Lake, Kenosha County, Wisconsin, March 2010
- No. 193- A Lake Protection Plan for Powers Lake, Kenosha and Walworth Counties, Wisconsin, November 2011
- No. 194- Stream Habitat Conditions and Biological Assessment of the Kinnickinnic and Menomonee River Watersheds: 2000-2009, January 2010
- No. 196- Assessment of Conformity of the Year 2035 Regional Transportation Plan and the Year 2009-2012 Transportation Improvement Program with Respect to the State of Wisconsin Air Quality Implementation Plan—Six County Southeastern Wisconsin Ozone Nonattainment Area and Three County Fine Particulate (PM_{2.5}) Nonattainment Area, June 2010
- No. 197- Review, Update, and Reaffirmation of the Year 2035 Regional Transportation Plan, December 2010
- No. 199- Southeastern Wisconsin Fox River Commission Implementation Plan: 2011-2020, September 2011
- No. 200- Comparison of the Relationship of Alternative 2010 Orthophotographs for Milwaukee County to National Map Accuracy Standards, June 2011
- No. 201- Study of a Lake Parkway (STH 794) Extension from Edgerton Avenue to STH 100 in Milwaukee County, April 2012
- No. 202- Comparison of the Relationship of Alternative 2010 Orthophotographs for Milwaukee County to National Map Accuracy Standards, June 2011
- No. 203- Regional Transportation Operations Plan for Southeastern Wisconsin: 2012-2016, May 2012
- No. 204- Development of a Framework for a Watershed-Based Municipal Stormwater Permit for the Menomonee River Watershed, January 2013
- No. 205- Assessment of Conformity of the Year 2035 Regional Transportation Plan and the Year 2013-2016 Transportation Improvement Program for the 1997 and 2008 Eight-Hour Ozone and 2006 24-Hour Fine Particulate National Ambient Air Quality Standards, October 2012
- No. 206- Estimate of the Costs of Converting the Foundational Elements of the Land Information and Public Works Management Systems in Southeastern Wisconsin from Legacy to New Datums, October 2012
- No. 206- Revised Estimate of the Costs of Converting the Legacy Datums within the Region to National Datums, Addendum to Memorandum Report No. 206, August 2015
- No. 207- Public Transit–Human Services Transportation Coordination Plan for Kenosha County: 2012, February 2013
- No. 208- Public Transit–Human Services Transportation Coordination Plan for Milwaukee County: 2012, February 2013
- No. 209- Public Transit–Human Services Transportation Coordination Plan for Ozaukee County: 2012, February 2013
- No. 210- Public Transit–Human Services Transportation Coordination Plan for Racine County: 2012, February 2013
- No. 211- Public Transit–Human Services Transportation Coordination Plan for Walworth County: 2012, February 2013
- No. 212- Public Transit–Human Services Transportation Coordination Plan for Washington County: 2012, February 2013
- No. 213- Public Transit–Human Services Transportation Coordination Plan for Waukesha County: 2012, February 2013
- No. 214- An Aquatic Plant Management Plan for Saratoga Lake, Waukesha County, Wisconsin, February 2014
- No. 215- Review and Update of the Year 2035 Regional Transportation Plan, June 2014

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No. 217- Assessment of Conformity of the Year 2035 Regional Transportation Plan and the Year 2013-2016 Transportation Improvement Program for the 2008 Eight-Hour Ozone and 2006 24-Hour Fine Particulate National Ambient Air Quality Standards, June 2014

No. 218- Traffic Study for North Lincoln Street within the City of Elkhorn, May 2014

No. 220- Supplemental Information Developed for the Root River Watershed Restoration Plan, April 2015

No. 221- A Comparison of the Milwaukee Metropolitan Area to its Peers, May 2015

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 Germantown	Village of Menomonee Falls
City of Wauwatosa	Village of Sturtevant	Village of Jackson	Village of Mukwonago
City of West Allis	Village of Union Grove	Village of Kewaskum	Village of Pewaukee
Village of Brown Deer	Village of Waterford	Village of Slinger	Village of Sussex
Village of Hales Corners	Town of Caledonia		
Village of West Milwaukee	Town of Mt. Pleasant		
	Town of Yorkville		

LAKE USE REPORTS-FOX RIVER WATERSHED

<p>Kenosha County</p> <p>No. FX-40, Benedict Lake</p> <p>No. FX-12, Camp Lake</p> <p>No. FX-27, Center Lake</p> <p>No. FX-35, Cross Lake</p> <p>No. FX-45, Dyer Lake*</p> <p>No. FX-7, Elizabeth Lake</p>	<p>No. FX-34, Lilly Lake*</p> <p>No. FX-17, Marie Lake*</p> <p>No. FX-13, Powers Lake*</p> <p>No. FX-11, Silver Lake*</p> <p>No. FX-45, Voltz Lake</p>
<p>Racine County</p> <p>No. FX-25, Bohner Lake</p> <p>No. FX-15, Browns Lake</p> <p>No. FX-9, Eagle Lake</p> <p>No. FX-42, Echo Lake*</p> <p>No. FX-32, Kee Nong Go-Mong Lake</p>	<p>No. FX-29, Long Lake*</p> <p>No. FX-6, Waterford-Tichigan Lakes*</p> <p>No. FX-26, Waubeesee Lake</p> <p>No. FX-5, Wind Lake*</p>
<p>Walworth County</p> <p>No. FX-41, Army Lake</p> <p>No. FX-40, Benedict Lake</p> <p>No. FX-7, Beulah Lake</p> <p>No. FX-31, Booth Lake</p> <p>No. FX-4, Como Lake*</p> <p>No. FX-1, Lake Geneva</p> <p>No. FX-Lauderdale Lakes*</p> <p>(17, Green Lake,</p> <p>20, Middle Lake,</p> <p>18, Mill Lake)</p>	<p>No. FX-39, Lulu Lake</p> <p>No. FX-21, North Lake</p> <p>No. FX-37, Pell Lake</p> <p>No. FX-43, Peters Lake*</p> <p>No. FX-25, Pleasant Lake</p> <p>No. FX-24, Potters Lake*</p> <p>No. FX-38, Silver Lake</p> <p>No. FX-30, Wandawega Lake</p>
<p>Waukesha County</p> <p>No. FX-3, Big Muskego Lake*</p> <p>No. FX-23, Denoon Lake</p> <p>No. FX-19, Eagle Spring Lake*</p> <p>No. FX-10, Little Muskego Lake*</p>	<p>No. FX-14, Lower Phantom Lake</p> <p>No. FX-2, Pewaukee Lake*</p> <p>No. FX-34, Spring Lake</p> <p>No. FX-33, Upper Phantom Lake</p>

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