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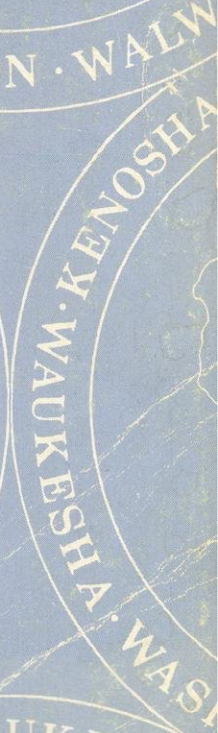
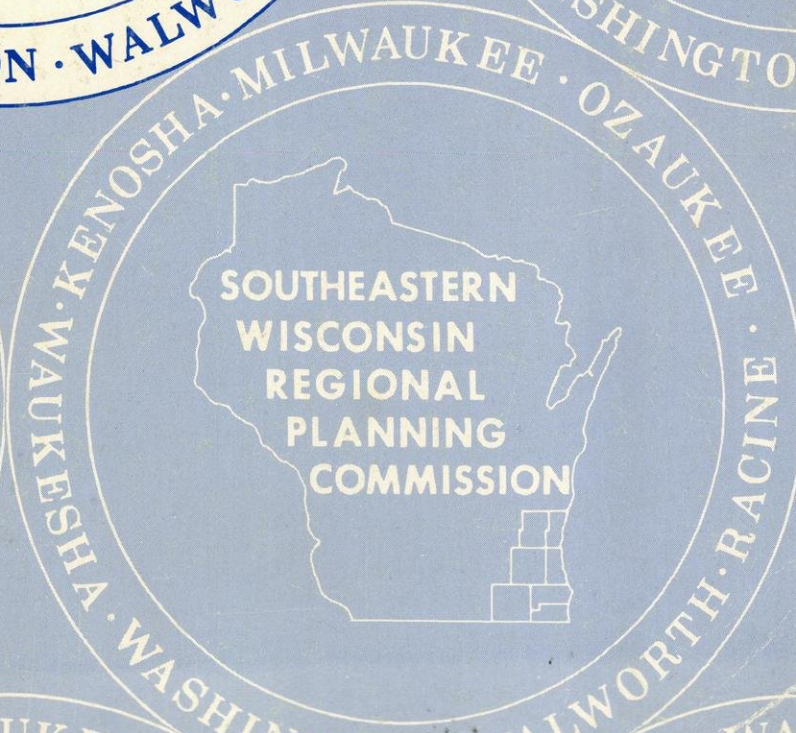
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1975 ANNUAL REPORT



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FIFTEENTH ANNUAL REPORT

Southeastern Wisconsin Regional Planning Commission

**P. O. Box 769
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916 N. East Avenue
Waukesha, Wisconsin 53186**

The preparation of this publication was financed in part through a joint planning grant from the Wisconsin Department of Transportation; the Wisconsin Department of Local Affairs and Development; the U. S. Department of Transportation, Federal Highway and Urban Mass Transportation Administrations; and the U. S. Department of Housing and Urban Development.

June 1976

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Serving the Counties of: KENOSHA
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June 5, 1976

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

In accordance with the requirements of Section 66.945(8)(b) of the Wisconsin Statutes, the Commission each calendar year prepares, publishes, and certifies an Annual Report to the State Legislature of Wisconsin and to the legislative bodies of the constituent county and local units of government within the Region. This, the 15th Annual Report of the Commission, summarizes the accomplishments of the Commission for the calendar year 1975 and contains a statement of financial position of the Commission as certified by an independent auditor.

The Commission Annual Report is intended to serve a number of functions in addition to meeting the specific legislative requirement noted above. As a publication documenting activities conducted during the year under the continuing regional land use-transportation study, it serves as an Annual Report to the federal and state Departments of Transportation. In addition, the Annual Report is intended to meet certain requirements of the U. S. Department of Housing and Urban Development, including a yearly account of progress and planning for the resolution of housing problems in the Region. Most importantly, however, the Commission Annual Report is intended to provide county and local public officials and interested citizens with a comprehensive overview of current and proposed Commission activities and thereby to provide a focal point for the promotion of regional plan preparation and implementation. Consequently, the Commission Annual Report is lengthy in comparison to the annual reports of other planning agencies in the state and the nation, being intended to serve as a permanent working reference document concerning the activities of the Commission rather than as a document to be perused and discarded. As in past years the reader's attention is directed particularly to the summary section, "Regional Planning Overview-1975," included in the beginning of the report. This summary includes all of the major actions taken by the Commission and by implementing agencies during 1975.

Six new regional plan elements were adopted by the Commission during 1975: jurisdictional highway system plans for Kenosha, Racine, Washington, and Waukesha Counties; a comprehensive plan for the Racine Urban Planning District; and a regional housing plan. In addition the Commission adopted an important amendment to the Fox River watershed plan dealing with recommendations for the resolution of agricultural flooding and drainage problems in the Waterford-Rochester-Wind Lake area of that watershed. During the year the Commission also began an important new water quality planning program to fulfill the areawide planning requirement set forth in Section 208 of the Federal Water Pollution Control Act as amended in 1972. Significant progress also was made during the year in preparation of a regional air quality maintenance plan for the Region. The major reevaluation of the adopted regional land use and transportation plan continued during 1975 with publication of a major planning report documenting the inventory findings resulting from that reevaluation.

Surveillance activities conducted by the Commission during the year indicated that, disappointingly, mass transit use in the Region, after remaining nearly constant during 1974, declined significantly again in 1975 by about 10 percent. With respect to land use implementation, the most significant action during 1975 was ratification of the new comprehensive zoning ordinance for Walworth County by 14 of the 16 Town Boards in that County. The adoption and ratification of the new Walworth County Zoning Ordinance stands as the singularly most significant land use plan implementation action in the Region.

The Commission believes that significant progress has been made in gathering and maintaining in a current form the planning and engineering data required to make sound areawide development decisions within the Region, in cooperatively preparing and adopting key elements of the comprehensive plan for the development of the Region, and in working toward the implementation of those plan elements to create a better environment for working and living within the Region. The progress achieved to date reflects a strong commitment in southeastern Wisconsin toward a voluntary system of cooperative, areawide, intergovernmental planning.

Respectfully submitted,

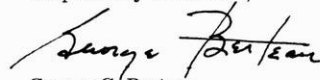

George C. Berteau
Chairman

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REGIONAL PLANNING OVERVIEW

1975

The Commission's 1975 work program again was extremely varied. It included major work elements under each of the principal regional planning functions of inventory, plan design, and the promotion of plan implementation activities by the units and agencies of government and private interests concerned. The following is a summary of the major elements of that work program as well as a summary of key indicators of regional growth and change.

LAND USE AND TRANSPORTATION PLANNING

(See pages 9 to 75)

- New aerial photography of the entire 2,689-square-mile Region at two different flight altitudes was obtained in the spring of 1975. The low altitude photography, taken at about 9,600 feet, was used to prepare a new series of 1" = 400' large-scale aerial photograph enlargements. The high altitude photography, taken at about 21,000 feet, was used to prepare a new series of 1" = 2000' small-scale aerial photograph enlargements. Prints of SEWRPC aerial photography have proven to be extremely useful to local units of government, private enterprise, and many individuals throughout the Region. The Commission has sold over 42,000 prints of aerial photography obtained prior to 1975.
- The population of the Region grew by only about 7,100 persons from 1974 to 1975, reaching a level of about 1.79 million persons. The average annual population increase in the Region since the 1970 census has declined to about 7,200 persons annually, significantly below the average annual increase of about 18,250 persons during the 1960-1970 decade and of about 33,000 persons during the 1950-1960 decade. Milwaukee County continues to show an absolute population decline, with the remaining six counties in the Region registering population gains during the year.
- The number of jobs in the Region averaged 779,000 in 1975, a decrease of about 18,500 jobs, or about 2 percent, over the 1974 level. At the same time the number of unemployed persons in the Region in 1975 averaged about 62,200 persons, or about 7.4 percent of the work force, compared with about 35,000 persons, or about 4.2 percent of the work force, in 1974. This level of unemployment was the highest recorded in the Region since 1960 and reflects the relatively poor state of the regional and national economy during the year. Employment declines have been particularly significant in those major industry groups which provide the economic base of the Region, including the electrical machinery and equipment, transportation equipment, construction, and printing, publishing and allied products industry groups.
- Residential land subdivision activities in the Region during 1975 continued to reflect a relatively heavy commitment to highly diffused, low density, unsewered urban development. Of the 114 subdivision plats filed in the Region during 1975, 50, or about 44 percent, were designed to be served by private onsite septic tank sewage disposal systems. The 114 plats produced a total of 2,774 lots. Of this total, 1,042 lots, or nearly 38 percent, were produced by nonsewered plats. About 420 of these nonsewered lots were created in Waukesha County alone.
- Mass transit ridership continued to decline in 1975 in the Milwaukee urbanized area, from about 50.3 million revenue passengers in 1974 to about 45.3 million revenue passengers in 1975, or by about 5.0 million passengers or about 10 percent. For the first time in the 11-year history of the Freeway Flyer service, revenue ridership declined during 1975 from the previous year even though one new Flyer route began service during 1975. Revenue ridership on the Freeway Flyers in 1975 totaled about 791,000, representing a decline of nearly 4 percent from 827,000 passengers carried in 1974. All Freeway Flyer routes but those operating from Hales Corners, Goerke's Corners, and Northridge lost ridership during 1975. Transit ridership also declined in the Racine urbanized area by about 3 percent, from 650,000 revenue passengers in 1974 to 632,000 revenue passengers in 1975. This decline, however, may be attributed largely to a 26-day strike which shut down the entire Racine transit system for most of the month of October. Mass transit ridership in the Kenosha urban area increased from 688,000 revenue passengers in 1974 to nearly 767,000 revenue passengers in 1975 or by about 11 percent.
- Major changes occurred in the ownership of the mass transit systems in the Region, with Milwaukee County and the City of Racine assuming ownership and operation of the transit systems during the year. The City of Kenosha had previously assumed ownership and operation of the Kenosha transit system. The year 1975 thus marked the first year in which public operating subsidies for mass transit service became signifi-

cant in the Region. Altogether about \$3.6 million in public operating assistance for such service was provided in the Region, with about \$3.1 million provided in support of the operation of the Milwaukee County transit system. The average public subsidy per transit ride during 1975 for the Region as a whole was 12.6c. The subsidy per ride on the entire Milwaukee County transit system was 11.2c. The special Milwaukee downtown shuttle service required a subsidy per ride of 55.7c, while a special demonstration transit service between Waukesha and Milwaukee required a subsidy per ride of 94.1c. In the Racine area the subsidy per ride was 30.7c, while in the Kenosha area the subsidy per ride was 30.8c.

- The number of automobiles available to residents in the Region declined in 1975 for the first time since World War II. This decline may be attributed in large part to the growing preference for use of light trucks and vans as passenger vehicles. There were about 742,000 automobiles available in 1975, a decrease of about 4,000, or about one-half of one percent, from 1974. This decrease, however, was more than offset by an estimated increase in light truck availability of nearly 9,400.
- County jurisdictional highway system plans were completed and adopted during 1975 for the Counties of Kenosha, Racine, Washington, and Waukesha.
- The comprehensive rezoning process in Walworth County was nearly completed during 1975 as the new County zoning ordinance, designed to carry out the recommended regional land use plan, was ratified by 14 of the 16 towns in Walworth County by the end of 1975.
- During 1975, 18.2 miles of freeway were opened to traffic in the Region, consisting of 17.2 miles of the North-South Freeway (IH 43) in Ozaukee County and one mile of the West Bend Freeway (USH 45) in Washington County. In addition, facility construction began on 5.9 miles of proposed freeways, including segments of the Lake Freeway (IH 794) and the Rock Freeway (STH 15).
- During 1975 the Commission continued extensive efforts toward completing a major reevaluation of the adopted 1990 regional land use and transportation plan. Such efforts were concentrated in completing documentation of the results of the extensive reinventories of population, economic activity, public finance, land use development, natural resource base, community plans and zoning, transportation facilities, and travel characteristics and taking initial steps toward preparation of new alternative regional land use and transportation plans for a new plan design year of 2000. The Commission completed and published during 1975 a benchmark inventory report entitled SEWRPC Planning Report No. 25,

A Regional Land Use Plan and Regional Transportation Plan for Southeastern Wisconsin—2000, Volume 1, Inventory Findings. The major findings presented in this planning report provide the basis for preparation of the new year 2000 regional land use and transportation plan.

- During 1975 all technical work relating to the preparation of the regional airport system plan was completed. A series of public hearings, informational meetings, and intergovernmental meetings was held during the year to finalize the airport plan recommendations. The plan includes 14 public use airports and does not envision the development of any new public airports within the Region over the next 20 to 25 years. The plan recommends that public airport facility development, operation, and maintenance be handled at the county level of government.
- Initial steps were taken toward strengthening the short-range transportation planning and programming efforts of the Commission in 1975. An interim transportation improvement program for 1976 was prepared and adopted, and steps were taken to establish a formal transportation systems management planning process to make more efficient use of the highway and transit systems already in place through minor capital investment projects and new policy initiatives.

HOUSING PLANNING

(See pages 77 to 85)

- The Commission adopted in 1975 a regional housing plan consisting of two major elements. The first element is a strategy for disbursing publicly subsidized housing throughout the Region. Under this strategy about 17,500 housing units would be provided throughout the Region over the six-year period 1976 through 1980. Under this strategy the needed publicly subsidized housing units are assigned to subareas of the Region on the basis of housing need within the subarea, on the suitability of the subarea for accommodating new urban development, and on the basis of past performance of local units of government in the subarea in accommodating such housing. Recommendations are made both with respect to the construction of new housing units and to substantial rehabilitation of existing substandard housing units. The second element of the plan consists of a series of recommendations which are aimed at reducing the constraints on availability of low cost housing and thereby assist in making such housing more readily and widely available to households in need.
- Under the Commission's housing outreach effort in 1975, assistance was provided in the planning of the Walnut Area Improvement Council's housing development project in the City of Milwaukee. In addition, guidance and advice were provided

to other housing-related agencies including the Wisconsin Co-op Housing Foundation, the Housing Social Services Committee of the Community Relations-Social Development Commission in Milwaukee County, and the Housing Committee of the Milwaukee County Commission on Aging. In addition, staff assistance was provided to Racine County in preparation for an indepth housing study of the particular housing needs for that portion of Racine County west of IH 94.

COMMUNITY FACILITY PLANNING

(See page 87)

- Acting on a recommendation of the Technical Advisory Committee on Regional Library Planning, the Commission dissolved that Committee and suggested that the State Division for Library Services and the Southeast Wisconsin Regional Library Conference monitor library system development and encourage implementation of the adopted regional library facilities and services plan. The Commission indicated, however, that it would remain on call over the years should the State Division for Library Services require assistance during the plan implementation period.
- During 1975 the Commission completed the data collection phase of the regional park and open space planning program. At the request of the Milwaukee County Plan Commission a special land value study concerning the effect of park and open space land on the value of surrounding residential development was completed. In addition, a special recreational use survey was conducted to obtain information on the frequency and types of outdoor recreation activity on the population of the Region.

ENVIRONMENTAL PLANNING

(See pages 89 to 106)

- Local units of government took many steps during 1975 to implement the regional sanitary sewerage system plan. These included both facility construction and detailed facility planning and design. Major sewerage construction projects during the year included the Menomonee River Parkway trunk sewer in the City of Wauwatosa, a portion of the northeast side relief sewer system in the City of Milwaukee, phosphorus removal facilities at the City of Cedarburg sewage treatment plant, additions to the City of Racine sewage treatment plant, a new sewage treatment plant to serve the southwestern portion of the Town of Pleasant Prairie, phosphorus removal facilities at the City of Waukesha sewage treatment plant, phosphorus removal and post-chlorination facilities at the City of Lake Geneva sewage treatment plant, a new Oconomowoc sewage treatment plant, and a major addition to the North Park Sanitary District sewage treatment plant.

- During 1975 the Commission began a major new water quality planning program designed to update and refine the regional sanitary sewerage system plan; to prepare a plan element for eliminating pollution from nonpoint sources, primarily rainfall runoff from urban and rural lands; to prepare a plan element for the handling, recycling, and disposal of sewage sludge; and to prepare a plan element for water quality management, including the designation of land use and wastewater treatment agencies. This program is known as the Section 208 water quality management planning program, since it is funded under Section 208 of the Federal Water Pollution Control Act as amended in 1972.
- The Commission continued its participation in two major water quality research efforts. One, the International Joint Commission Menomonee River Watershed Pilot Study, is to determine the precise impact of urban land uses on Great Lakes water quality. The other, the Washington County sediment and erosion control study, is to develop and apply a model sediment control ordinance on a county-wide basis.
- The regional air quality maintenance planning program being conducted in cooperation with the Wisconsin Departments of Natural Resources and Transportation continued during 1975. All inventory, analysis, and forecast work leading toward the application of an atmospheric simulation model to test the alternative regional land use and transportation plans being prepared under the continuing regional land use and transportation study for air quality impacts were completed during the year.
- At the request of the Common Councils of the Cities of Greenfield and West Allis, the Commission during 1975 again reevaluated the Root River watershed plan recommendation to resolve the longstanding flooding problems in the City of Greenfield. The results of this reanalysis concluded once again that the best solution to the problem is one involving selected land acquisition and structure removal. Not only would the channelization alternatives be far more costly than the structure removal alternatives, but construction of an artificial concrete line channel in this reach of the Root River would significantly destroy the natural environment.
- A special study designed to provide recommendations to resolve agricultural drainage and flooding problems in the Waterford-Rochester-Wind Lake Area of the Lower Fox River watershed was completed and adopted by the Commission as an amendment to the Fox River watershed plan. Among other things, this plan amendment recommends the installation of gates at the Waterford Dam and the establishment of an integrated water

level control system that would, through remote sensing devices, operate the Waterford, Rochester, and Wind Lake Dams in a coordinated manner to reduce the duration of major flooding and thus permit farmers in the affected areas to work their low-lying fields earlier in the spring.

COMMUNITY ASSISTANCE PLANNING

(See pages 107 to 109)

- A study was completed concerning a uniform countywide street naming and property numbering system for Racine County. The proposed system for Racine County would eliminate duplication in street names and the confusion caused by the current situation involving 13 individual, uncoordinated street naming and property numbering systems in the County.
- A special floodland information report was completed during the year for the City of Hartford and environs. The report, which sets forth basic information concerning the 10- and 100-year recurrence interval floods on the Rubicon River through the City of Hartford, was used by the City of Hartford in the adoption of sound floodland zoning regulations.
- Resident staff services continued to be provided in 1975 under contracts to the City of West Bend, Washington County; the City of Cedarburg, Ozaukee County; the Village of Sussex, Waukesha County; the City of Franklin, Milwaukee County; the City of Burlington, Racine County; the City of Hartford, Washington County; and the City of Delavan, Walworth County.
- Data processing services were provided in 1975 to local units and agencies of government in the Region, including the processing of payrolls for 22 school districts, for Washington County, and for the City of Waukesha. Property assessment rolls and tax bills were prepared and processed for 48 communities. Special data processing services were provided to the Waukesha County Treasurer's Office, the City of Waukesha, the City of Brookfield, the Town of Lisbon, the Washington County Auditor's Office, the Washington County Treasurer's Office, the Washington County Welfare Department, the Racine County Welfare Department, the Racine County Treasurer's Office, the Town of Raymond, and the Comprehensive Health Planning Agency of Southeastern Wisconsin, Inc.
- Commission assistance was provided to the Waukesha Joint School District No. 1 and the West Bend Joint School District No. 1 in completing the annual school censuses. This assistance included the preparation of a list of all household addresses within the school district, the provision of preprinted school census forms,

the keypunching of all pertinent completed data, the editing and checking of the data, and the preparation of selected reports.

- The comprehensive plan for the Racine Urban Planning District was adopted by the Commission during 1975 and certified to the local units of government concerned.

OTHER ACTIVITIES

(See pages 111 to 138)

- As the Metropolitan A-95 Clearinghouse for review of applications for federal and state loans, grants, and mortgage guarantees, the Commission during 1975 reviewed 373 requests for nearly \$155 million in state and federal aids.
- Over 5,000 copies of Commission publications, including prospectuses, study designs, planning reports, planning guides, technical reports, community assistance planning reports, technical records, lake use reports, annual reports, and conference proceedings, were distributed on request during 1975. More than 6,000 prints of aerial photographs of the Region were also provided, along with about 200 prints of soil maps and 1,500 prints of base maps of all types.

PROSPECTIVE WORK PROGRAM

(See pages 139 to 149)

- During 1975 negotiations were undertaken with the Wisconsin Department of Natural Resources and the U. S. Department of Housing and Urban Development to secure the needed state and federal funds to conduct the Kinnickinnic River watershed study. While Milwaukee County and the U. S. Department of Urban Development provided the funds necessary to conduct the study in 1975, the Wisconsin Department of Natural Resources had not, at year's end, provided its share of the necessary funding.
- The Commission received a formal request from the Waukesha County Board of Supervisors to undertake a comprehensive study of the Bark and Oconomowoc River watersheds. The Commission directed that, following longstanding Commission practice, an Oconomowoc-Bark River Watershed Committee be created to prepare a prospectus that would outline the scope and content of the necessary study and recommend a means for financing the study. Tentatively, the study has been placed on the work program of the Commission with a starting date of January 1978.
- The Commission during 1975 received a formal request from Milwaukee County Transit Board to undertake a study of the specialized transportation needs of the elderly and the handicapped. The Commission directed that the study be

undertaken as a special subelement of the continuing regional land use-transportation study. Funding for this special study is to be provided by the U. S. Department of Transportation, Urban Mass Transportation Administration, and Milwaukee County. The Commission further directed that, as appropriate, one or more advisory committees be created to guide the conduct of the study and that a study design be prepared early in 1976.

- During the five-year period 1976-1980, the Commission proposes to conduct nine major work programs aimed at the preparation of additional regional and subregional plan elements. Five of the nine programs—the Menomonee River watershed study, the regional park and open space planning program, the regional air quality maintenance planning program, the coastal zone management planning program, and the areawide water quality management planning program—were either nearing completion or significantly underway in 1975. The

remaining four programs—the Kinnickinnic River watershed study, the Milwaukee Harbor estuary study, the Oconomowoc-Bark River watershed study, and the elderly/handicapped transportation study—are to be mounted and completed by 1980. In addition the Commission proposes to conduct the following three major continuing work programs designed to maintain and reappraise already completed planning programs: continuing regional land use-transportation study, continuing housing study, and continuing environmental engineering planning program. Finally, the Commission proposes to conduct or participate in the following four major work programs which are not designed to prepare or reappraise plan elements but which will materially contribute to sound community development and environmental protection in southeastern Wisconsin: continuing community assistance program, sandstone aquifer simulation modeling program, International Joint Commission Menomonee River watershed pilot study, and Washington County sediment and erosion control program.

INTRODUCTION

ABOUT THE COMMISSION

The Southeastern Wisconsin Regional Planning Commission was established in 1960 under provisions of Section 66.945 of the Wisconsin Statutes and upon the petition of the seven county boards concerned. The Commission serves as a forum for the discussion of intergovernmental problems and represents an attempt to provide the basic information and planning services necessary to solve areawide problems on a voluntary, cooperative basis. It attempts to identify a desirable general pattern of future development in the Region and to plan the systems needed to serve that development.

Area Served

The Region includes the seven southeastern Wisconsin counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha, which together comprise the urban and industrial heart of Wisconsin. These seven counties have an area of 2,689 square miles, or about 5 percent of the total area of the state, and contain nearly 1.8 million persons, or about 39 percent of the total population of the State. The Region is organized into 102 public school districts and 154 general-purpose local units of government, of which all but three are participating in the work of the Commission. The three nonparticipating local units of government are the Village of West Milwaukee in Milwaukee County, the Town of Vernon in Waukesha County, and the Town of Saukville in Ozaukee County. The participating units represent 97.4 percent of the area of the Region and 99.5 percent of the population.

The seven counties provide an estimated 779,000 jobs, or about 40 percent of the total employment of the State, and they contain about \$24 billion of equalized valuation, or over 40 percent of all of the tangible wealth of the State, as measured by such valuation.

Organization

The authority of the Commission rests with its 21 members—three from each county—who serve without pay. One Commissioner from each county is appointed by the county board; and two from each county are appointed by the Governor, with one such appointee being from a list certified by the county board to the Governor.

The full Commission meets not fewer than four times a year, and is responsible for establishing overall policy, adopting the Commission budget, and adopting all regional plan elements. The Executive, Administrative, and Planning and Research Committees meet once

a month to conduct the day-to-day work of the agency; and the Intergovernmental and Public Relations Committee meets on call to consider important policy matters. The full Commission and Committee rosters are set forth in Appendix A.

The Commission is assisted in its work by a full-time staff and by 29 technical, citizen, and intergovernmental coordinating and advisory committees. The coordinating and advisory committees include both public officials and interested private citizens with expert knowledge in Commission work areas, who provide major input to both the formulation and execution of the Commission work programs. The advisory committee membership is set forth in Appendix B.

Funding for the Commission programs is provided by county contributions apportioned among the member counties on the basis of equalized assessed valuation, supplemented by State and federal funds for specific work projects. The county contributions to the total work program account for about 21 percent of total funding.

Functions

As conceived by the Commission, regional planning has three principal functions:

1. Inventory—the collection, analysis, and dissemination of basic planning and engineering data on a uniform, areawide basis so that, by using such data, the various levels and agencies of government and private investors operating within the Region can better make decisions concerning both area-wide and local development.
2. Plan Design—the preparation of a framework of long-range, areawide plans for the physical development of the Region. To this end, the Commission is charged by law with the function and duty of “making and adopting a master plan for the physical development of the Region.” The permissible scope and content of this plan, as outlined in the State enabling legislation, broadly extends to all phases of regional development, emphasizing, however, the preparation of alternative spatial designs for land use and supporting transportation and utility facilities.
3. Plan Implementation—the promotion of regional plan implementation by providing a center for the coordination of the day-to-day planning and plan implementation activities of the various levels and agencies of government in the Region.

Policies

The Commission has adopted certain formal policy statements in order to supply a framework within which its functions can be properly carried out. Among these are a work program initiation procedure deferring all major work programs requiring local funding until a detailed prospectus is prepared and county board approval is obtained; a community assistance policy whereby technical assistance on local planning problems is provided to local units and agencies of government upon request; and a federal grant and loan application review policy whereby all such applications are reviewed on the basis of their relationship to adopted regional plan elements. In addition, the Commission has consistently followed a policy of attempting to actively involve local units of government in the regional planning process, largely through an extensive advisory committee structure, interagency staff assignments, public informational meetings and public hearings, and through the Commission community assistance program. The Commission has also, as a matter of policy, operated within the legislative framework in which it was created and has not sought any changes in that framework. Finally, the Commission has never, as a matter of policy, requested funds from the constituent counties in excess of 0.003 percent of the equalized assessed valuation, although State Statutes permit—upon the approval of the member counties—requests in excess of this amount.

Concepts Underlying Regional Planning

In recent years, regional planning has become increasingly accepted as a necessary governmental function in most of the large urban areas of the United States. This tendency reflects growing awareness that certain pressing problems of physical and economic development and of environmental deterioration transcend the geographic limits, as well as the fiscal capabilities, of local units of government and require the cooperation of all units and agencies of government concerned for sound resolution.

The term region, as it is used in this context, applies to an area larger than a county but smaller than a state, united by economic interests and geography and by common problems brought about by rapid urbanization and changing regional settlement patterns. A regional basis is unquestionably necessary to provide a meaningful technical approach to the sound development of such areawide systems of public works as highway and transit, sewerage and water supply, and park and related open space facilities. A regional basis is also necessary to a sound approach to the resolution of such areawide problems as flooding, air and water pollution, deterioration or destruction of the natural resource base, and rapidly changing land use.

State, community, and private interests all are vitally affected by such 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 solve these areawide problems. Such decisions can better come from a consensus of the various levels and agencies of government and private interests concerned, based on a common interest in the welfare of the entire Region. Regional planning is imperative for promoting such a consensus and the necessary cooperation between urban and rural, local and state, and private and public interests.

The Commission does not regard regional planning as a substitute for federal, state, and local public planning or for private planning but rather as a vital supplement to such planning. Because the work of the Commission is strictly advisory, the regional planning program has emphasized the promotion of close cooperation among the various governmental agencies concerned with land use development and with the design, construction, operation, and maintenance of supporting public works facilities. The Commission believes that the highest form of areawide planning associates high-quality technical work and valid and accurate data with cooperative, active participation by public and private agencies for the formation of development decisions that lead not only to more efficient physical development but also help ensure a more desirable regional environment in which to live and work.

LAND USE AND TRANSPORTATION PLANNING

Planning for land use and supporting transportation facility development is basic to the entire structure of regional planning in southeastern Wisconsin. Accordingly, the first major work program undertaken by the Commission and directed toward the preparation of an advisory plan for the physical development of the Region was the regional land use-transportation study initiated January 1963. This study resulted in the preparation of two important components of a comprehensive plan for the development of the Region: a regional land use and a regional transportation (highway and mass transit) plan. Together, these two plan elements provide the basic framework for sound and more fully coordinated state and local planning and development efforts within the Region, as well as for the preparation of additional regional plan elements, such as utility and public facility plans, and of subregional plan elements, such as comprehensive watershed and urban planning district plans.

The recommended regional land use and transportation plans were adopted by the Commission on December 1, 1966, after intensive public review and evaluation. The adopted plans were subsequently certified to all local units of government in the Region and to local, state, and federal agencies concerned with land use and transportation system development. Since then the plans have been widely adopted by key plan implementation agencies within the Region.

The adopted plans provided for the first time in southeastern Wisconsin a medium through which land use and transportation system development could be guided and shaped in the public interest on an areawide basis through the cooperative actions of the local, state, and federal units and agencies of government concerned. The adopted plans provide the basis for the formulation of action programs which can serve to abate the most pressing land use and transportation problems in the Region. The plans also provide a valuable framework for the extension of planning assistance by the Commission to local, state, and federal units and agencies of government and to private enterprise. The plans serve as an essential basis for Commission review of applications for federal grants in support of the construction of transportation facilities, the acquisition and improvement of major park and outdoor recreation areas, and the construction of basic sewerage and water supply facilities as they relate to areawide land use development. In addition, the plans serve, together with the adopted regional housing plan, as a basis for Commission review of major federally aided housing development projects submitted to the U. S. Department of Housing and Urban Development by public agencies and private developers. Intelligent review of such applications and projects would be impossible at the regional level without the adopted plans and the data and knowledge of the Region assembled during plan preparation.

Since completing the initial regional land use and transportation study in 1966, the Commission has carried on a continuing regional land use-transportation study as an integral part of its overall regional program. In addition, the Commission in 1971 mounted a regional airport system planning program designed to prepare a regional air transportation system plan element to complement the surface transportation plan element prepared earlier. Discussion of the activities during 1975 under the continuing regional land use-transportation study and the regional airport system planning program follows.

CONTINUING REGIONAL LAND USE-TRANSPORTATION STUDY

Even before the initial regional land use-transportation study was completed, the Commission, its constituent local units of government, and affected state and federal agencies considered the need for establishing a continuing regional land use-transportation study. The prospectus for such a study was subsequently approved and published and necessary funding was obtained. The continuing study, which began in 1967, is being conducted in accordance with a series of study designs, the latest of which constitutes a five-year work program for the period January 1, 1972, through December 31, 1976. This study design provides for a major reappraisal of the initial regional land use and transportation plans upon completion of major surveillance activities, including reinventories of land use development and travel habits and patterns in the Region. The data collection and processing phases of these two major reinventories were completed in 1973. Major plan reappraisal efforts were initiated during 1974 and continued throughout 1975.

The continuing regional land use-transportation study, which is a basic part of the overall regional planning program for southeastern Wisconsin, has five specific objectives:

1. To meet the planning requirements of the Federal Aid Highway Act and the Federal Urban Mass Transportation Act in order to qualify constituent state and local units and agencies of government for federal aid for the development of highway and transit facilities in the Region, and to assist the Commission in meeting the areawide planning and grant review requirements of U. S. Office of Management and Budget Circular A-95. With the completion of the regional airport system plan during 1975, the continuing land use-transportation study also is being utilized to meet the continuing planning requirements of the Airport and Airway Development Act of 1970.

The 1962 Federal Aid Highway Act directly affects 58 cities, villages, and towns in the Kenosha, Milwaukee, and Racine urbanized areas as delineated by the U. S. Bureau of the Census, as well as six counties (see Map 1), and the Wisconsin Department of Transportation. All but 10 of the cities, villages, towns, and counties affected have formally agreed to cooperate in conducting continuing transportation planning with the Wisconsin Department of Transportation and the SEWRPC utilizing the continuing regional land use-transportation study as the vehicle for such planning. Of these, nine—Washington County; the Villages of Germantown, North Bay, Sturtevant, and Big Bend; and the Towns of Grafton, Germantown, Pewaukee, and Vernon—became directly affected by the Act through the redelineation of the Milwaukee and Racine urbanized areas after the 1970 census. The remaining community not formally cooperating in the transportation planning process is the Village of West Milwaukee in Milwaukee County. Under the terms of the Act, the State Highway Commission of Wisconsin is responsible for securing maximum possible participation in the continuing transportation planning process through the execution of formal interagency agreements.

2. To update and revise the basic planning and engineering data collected in, and the forecasts prepared under, the initial regional land use-transportation study so that the full value of these data and forecasts can be realized and development decisions within the Region can be made intelligently, based upon current factual information.
3. To periodically update and revise the plans prepared under the initial study effort in light of changing public values and conditions within the Region.
4. To provide for the continued integration of land use and transportation planning efforts within the Region and other elements of the comprehensive planning effort, including the preparation of watershed development, sewerage and water supply, park and open space, housing, water quality, and air quality management plan elements.
5. To continue to convert the plans prepared under the initial study and maintained current under the continuing study into action programs for plan implementation.

Through the continuing regional land use-transportation study and other major planning efforts carried out by the Commission, the regional land use and transportation plan recommendations initially adopted in 1966 have been refined, reevaluated, and amended through adoption of other major planning reports by the Commission. These additional plan elements subsequently have been certified to the appropriate units of government and state and federal agencies for adoption and implementation.

The plan elements comprising the adopted regional plan for southeastern Wisconsin as of December 31, 1975, are summarized in Table 1. Six new plan elements were added in 1975, including jurisdictional highway system plans for Kenosha, Racine, Washington, and Waukesha Counties; a regional housing plan; and a comprehensive plan for the Racine Urban Planning District. In addition, an amendment to the Fox River watershed plan was adopted in 1975 dealing with water level and agricultural drainage problems in the Waterford-Rochester-Wind Lake area of the watershed. The evolving comprehensive plan for the physical development of the Southeastern Wisconsin Region now consists of 19 individual regional or sub-regional plan elements, together with various amendments thereto. Several additional plan elements were under preparation at the end of 1975 which would further refine, detail, and amend the regional plan. These include a regional airport system plan, a regional air quality maintenance plan, an areawide water quality management plan, a regional park and open space plan, and a comprehensive plan for the Menomonee River watershed.

The continuing regional land use-transportation study also seeks to maintain the close working relationships established under the initial study between the Commission and those agencies of government and private organizations responsible for land use and transportation system development in the Region. Moreover, the data collected, the plans prepared, and the plan implementation policies recommended in the initial and continuing planning efforts must be extended as the basis for making development decisions on a day-to-day basis. Because the regional plans are solely advisory, it is particularly important that they be fully understood at each level of implementation. Toward this end, one of the most important aspects of the continuing regional land use-transportation effort involves the interpretation of the adopted plan to the federal, state, and local implementing units and agencies of government.

To meet the foregoing objectives, the continuing regional land use-transportation study must perform five basic functions: surveillance, reappraisal, service and plan implementation, procedural development, and documentation. Work progress on the continuing study during 1975 is reported for each of these functions, with the surveillance and reappraisal work effort reported together as appropriate.

Surveillance and Reappraisal


Under the surveillance function, regional development is carefully monitored in relation to the adopted regional land use and transportation plans and amendments thereto. Definitive data are collected on the amount and spatial location of changes in population and economic activity, land use development, automobile and truck availability, trip generation, mode of transportation utilized, local land use and transportation plan development, and plan implementation actions within the Region. These changes, once identified and quantified, must be analyzed to determine whether the forecasts


Map 1

COMMUNITIES IN THE REGION AFFECTED BY THE FEDERAL AID HIGHWAY ACT OF 1962


LEGEND


UNITS OF GOVERNMENT FORMALLY
AGREEING TO COOPERATE IN
CONTINUING REGIONAL LAND USE
TRANSPORTATION STUDY

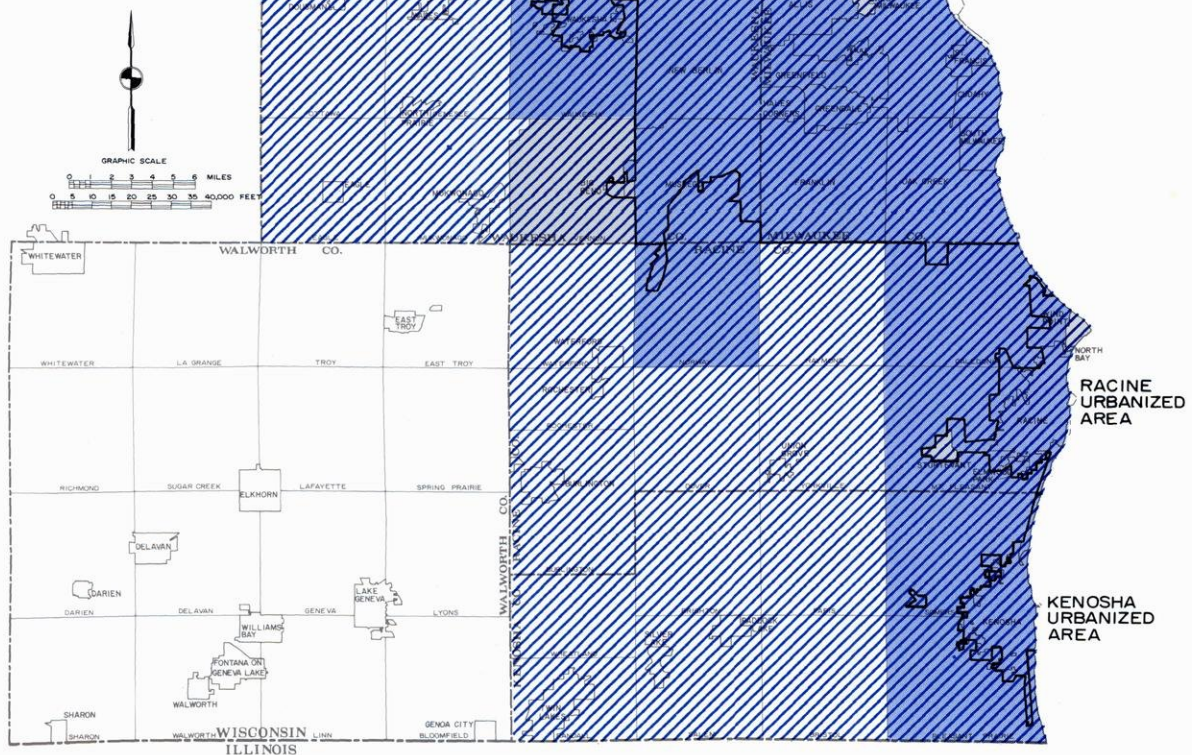
 COUNTY

 CITY, VILLAGE,
OR TOWN

UNITS OF GOVERNMENT NOT YET
FORMALLY AGREEING TO COOPERATE
IN CONTINUING REGIONAL LAND USE-
TRANSPORTATION

 COUNTY

 CITY, VILLAGE,
OR TOWN



Continuing, comprehensive areawide transportation planning must be carried on in all urbanized areas of the United States in order to maintain the eligibility of state and local units of government for federal aid in support of new highway and transit facility construction. The 1962 Federal Aid Highway Act and the 1964 Federal Urban Mass Transportation Act require that this continuing planning process must be carried on cooperatively by all units and agencies of government concerned. A total of 58 municipalities in the three urbanized areas of the Region—Kenosha, Milwaukee, and Racine—are directly affected by this requirement. To date, all but 10 of the cities, villages, towns, and counties directly affected by the Acts have formally agreed to cooperate in conducting the continuing transportation planning process, utilizing the Commission's continuing regional land use-transportation study as the vehicle for such planning.

Source: Wisconsin Department of Transportation and SEWRPC.

Table 1

**PLAN ELEMENTS COMPRISING THE ADOPTED REGIONAL PLAN FOR SOUTHEASTERN WISCONSIN
December 31, 1975**

Adopted Plan Element	Planning Document	Date of SEWRPC Adoption
Root River Watershed Plan	SEWRPC Planning Report No. 9, <u>A Comprehensive Plan for the Root River Watershed</u>	September 22, 1966
Regional Land Use Plan and Regional Transportation Plan	SEWRPC Planning Report No. 7, <u>The Regional Land Use-Transportation Study, Volume One, Inventory Findings—1963, Volume Two, Forecasts and Alternative Plans—1990, Volume Three, Recommended Regional Land Use-Transportation Plans—1990</u>	December 1, 1966
Milwaukee County Jurisdictional Highway System Plan	SEWRPC Planning Report No. 11, <u>A Jurisdictional Highway System Plan for Milwaukee County</u>	June 4, 1970
Fox River Watershed Plan	SEWRPC Planning Report No. 12, <u>A Comprehensive Plan for the Fox River Watershed, Volume One, Inventory Findings and Forecasts, Volume Two, Alternative Plans and Recommended Plan</u>	June 4, 1970
Amendment—Water Pollution Control Time Schedule	<u>Amendment to the Comprehensive Plan for the Fox River Watershed</u>	September 13, 1973
Amendment—Lower Watershed Drainage Plan	SEWRPC Community Assistance Planning Report No. 5, <u>Drainage and Water Level Control Plan for the Waterford-Rochester-Wind Lake Area of the Lower Fox River Watershed</u>	June 5, 1975
Milwaukee River Watershed Plan	SEWRPC Planning Report No. 13, <u>A Comprehensive Plan for the Milwaukee River Watershed, Volume One, Inventory Findings and Forecasts, Volume Two, Alternative Plans and Recommended Plan</u>	March 2, 1972
Milwaukee Area Transit Plan	<u>Milwaukee Area Transit Plan</u>	March 2, 1972
Kenosha Planning District Comprehensive Plan	SEWRPC Planning Report No. 10, <u>A Comprehensive Plan for the Kenosha Planning District, Volumes One and Two</u>	June 1, 1972
Walworth County Jurisdictional Highway System Plan	SEWRPC Planning Report No. 15, <u>A Jurisdictional Highway System Plan for Walworth County</u>	March 1, 1973
Ozaukee County Jurisdictional Highway System Plan	SEWRPC Planning Report No. 17, <u>A Jurisdictional Highway System Plan for Ozaukee County</u>	March 7, 1974
Regional Sanitary Sewerage System Plan	SEWRPC Planning Report No. 16, <u>A Regional Sanitary Sewerage System Plan for Southeastern Wisconsin</u>	May 13, 1974
Racine Area Transit Development Plan	SEWRPC Community Assistance Planning Report No. 3, <u>Racine Area Transit Development Program, 1975-1979</u>	September 12, 1974
Library Facilities and Services Plan	SEWRPC Planning Report No. 19, <u>A Library Facilities and Services Plan for Southeastern Wisconsin</u>	September 12, 1974
Waukesha County Jurisdictional Highway System Plan	SEWRPC Planning Report No. 18, <u>A Jurisdictional Highway System Plan for Waukesha County</u>	June 5, 1975
Regional Housing Plan	SEWRPC Planning Report No. 20, <u>A Regional Housing Plan for Southeastern Wisconsin</u>	June 5, 1975
Racine Urban Planning District Comprehensive Plan	SEWRPC Planning Report No. 14, <u>A Comprehensive Plan for the Racine Urban Planning District, Volume One, Inventory Findings and Forecasts, Volume Two, The Recommended Comprehensive Plan, Volume Three, Model Plan Implementation Ordinance</u>	June 5, 1975
Kenosha County Jurisdictional Highway System Plan	SEWRPC Planning Report No. 24, <u>A Jurisdictional Highway System Plan for Kenosha County</u>	September 11, 1975
Washington County Jurisdictional Highway System Plan	SEWRPC Planning Report No. 23, <u>A Jurisdictional Highway System Plan for Washington County</u>	September 11, 1975
Racine County Jurisdictional Highway System Plan	SEWRPC Planning Report No. 22, <u>A Jurisdictional Highway System Plan for Racine County</u>	December 4, 1975

Source: SEWRPC.

and assumptions underlying the recommended plans are holding over time and whether the plans remain valid or must be changed.

Not all aspects of regional development are monitored under the continuing study in any given calendar year. Some aspects, such as changes in land use, in the natural resource base, and in community plans and zoning ordinances are intended to be fully updated at five-year intervals. Other aspects, such as current population and employment estimates and automobile and truck availability, are updated on an annual basis. Other surveillance activities are coordinated with the biennial national transportation studies, including definitive descriptions of existing transportation facilities and measures of the use of these facilities as determined by traffic counts and computation of vehicle miles of travel.

Under the appraisal function, the adopted regional land use and transportation plans and the forecasts and assumptions on which they are based are to be reappraised in light of changes in regional development as revealed by the surveillance function. A comprehensive, in-depth analysis of the trends in regional development was completed in 1975 based on the results of the 1970 census and the detailed land use and travel inventories completed in 1973. This major plan reappraisal included a careful analysis of the inventory findings and a determination of the implications with respect to the continued validity of the adopted 1990 plans, the regional development objectives and standards upon which the plans are based, and the policies and programs for plan implementation. The results of this major plan reappraisal effort are set forth in a later section of this report entitled "Major Plan Reevaluation."

The following discussion reports the specific surveillance and related reappraisal activities conducted under the continuing regional land use-transportation study during 1975.

Base Mapping and Aerial Photography (3.1)¹

Current high quality aerial photographs are an important regional planning tool. Accordingly, the Commission obtained in the spring of 1975 new aerial photography of the entire 2,689-square mile Region at two different flight altitudes. The low altitude photography, taken at about 9,600 feet, was used to prepare a new series of 1" = 400' large-scale aerial photograph enlargements. Rectified enlargements were obtained for 168 of the 692 aerial photographs covering the Region using survey control data previously obtained by the Commission, the

Wisconsin Department of Transportation, and by county and local units of government in the Region. Rectified enlargements were obtained for the remaining 524 aerial photographs using the Commission's 1" = 2000' scale base maps for control. The high altitude photography, taken at about 21,000 feet, was used to prepare a new series of 1" = 2000' small-scale rectified aerial photograph enlargements to be utilized primarily to update the Commission's series of planning base maps. Each large-scale aerial photograph enlargement covers four U. S. Public Land Survey sections, or four square miles, and is centered over the common section corner. Tick marks indicate the location of the section and quarter section corners on the enlargement. Each small-scale aerial photograph enlargement covers an entire 36-square-mile U. S. Public Land Survey township and is centered over the township.

All photography was taken during the spring of 1975 when the Region was free of snow cover but before the trees leafed out. All physical features, such as roads, buildings, and structures; lakes, streams, and water courses; wetland and woodland areas; and certain land ownership lines and land forms, are clearly delineated on the photographs. The Commission first obtained aerial photography in the spring of 1963 and again in the springs of 1967 and 1970. Since the previous aerial photographs were similarly produced, a direct, precise comparison of the development and features of the geographic areas covered at four points in time over 12 years can now be readily made (see Figure 1). Thus, the new photographs will be very useful to the Commission as it performs its continuing function of planning for, and monitoring the growth and development of, the seven-county Region.

As in past years, the current 1975 aerial photography should prove to be extremely useful to the local units of government, private enterprise, and the many individuals throughout the Region. The Commission has sold over 13,500 prints of the 1963, over 23,000 prints of the 1967, and over 31,000 prints of the 1970 aerial photography of the Region; and orders for the photography have come from all areas of the Region and all sectors of the economy. Local units of government have utilized the photos extensively to update local base maps and to prepare detailed land use and zoning district maps and in the review of proposed land subdivision plats, zoning changes, and annexation petitions. Many communities have prepared a mosaic of the photographs covering their corporate limits and environs to provide a convenient reference during council, board, or committee meetings. Private individuals concerned with building and land development have also used the photographs for investigation, site selection, and preliminary design. Commercial and industrial firms, in particular, have used the photographs as an aid in site selection and market analyses.

As an aid in carrying out certain regional land use and transportation plan implementation recommendations, the Commission and constituent local units of government prepare from time to time 1" = 100' and 1" = 200' scale, 2' and 2'-4' contour interval topographic maps

¹ The numbers contained in parentheses in this subsection of the 1975 Annual Report refer to subelements of the continuing regional land use-transportation study as set forth in detail in the SEWRPC Study Design for the Continuing Land Use-Transportation Study, 1972-1976, December 1971, and are provided to expedite the required federal and state agency review of this report.

Figure 1

TYPICAL AERIAL PHOTOGRAPHS: 1963, 1967, 1970, and 1975

1963



1967



1970



1975



One of the primary uses of the large-scale aerial photograph enlargements is to record land use changes on a uniform basis in the Region over time. The above photographs illustrate how significant these changes can be as an urbanizing area expands even over a relatively short period of time. In the areas shown, a portion of the City of Waukesha, many significant changes can be seen to have taken place since 1963, including the development of a new circumferential highway, a new public school, a new regional park, significant retail and service land use development, and many new residential land subdivisions. High quality aerial photographs, such as these, enable land uses to be efficiently identified and accurate measurements made of the area devoted to the various uses, thus permitting the quantification of changes in land use over time.

Source: SEWRPC.

based on a Commission-recommended monumented control survey network relating the U. S. Public Land Survey system to the state plane coordinate system. All of the horizontal and vertical control survey data collected under the large-scale mapping efforts of the Commission under the initial and continuing regional land use-transportation studies and under its watershed and water quality management studies, as well as such data collected by the Wisconsin Department of Transportation and by county and local units of government under large-scale mapping and control survey efforts carried out to Commission-recommended specifications are compiled by the Commission staff. The Commission thus serves as a center for the collection, collation, and coordination of horizontal and vertical control survey data throughout the entire Region.

During 1975, new large-scale topographic maps were prepared for 67.5 square miles, and 324 U. S. Public Land Survey corners were relocated, monumented, and located on the state plane coordinate system under programs conducted to Commission specifications by the Wisconsin Department of Transportation; Racine County; the Cities of Brookfield, Greenfield, and Lake Geneva; and the Village of Hales Corners. The status of large-scale topographic mapping and survey control for the Region is summarized in Table 2 and on Map 2.

During 1975 horizontal and vertical control survey data collected by county and local units of government were collated and prepared for publication by the Commission. New control survey summary diagrams presenting data on the location, state plane coordinates, and Mean Sea Level elevation of U. S. Public Land Survey corners; on the grid lengths and bearings of quarter section lines; and on the areas of quarter sections were prepared for the Caledonia, Mt. Pleasant, and Raymond areas in Racine County; the City of Delavan in Walworth County; and the Village of Sussex in Waukesha County. The utility of the control survey data is indicated by the fact that the Commission received approximately 260 inquiries regarding such data during 1975.

Demographic Studies and Census Coordination (3.2.5, 4.2.1, and 4.3.1)

Information concerning changes in the size, composition, and spatial distribution of the population in southeastern Wisconsin is essential to the continuing regional land use-transportation study, as well as to all other Commission work programs. During 1975 work continued on the compilation and analysis of the various data required to monitor recent changes in the size, composition, and distribution of the resident population and corresponding changes in urban development in the Region.

As part of the surveillance activities relating to population growth, the Commission reviewed during 1975 a current population estimate prepared by the Wisconsin Department of Administration; maintained the regional street address coding guide; and continued the update phase of the U. S. Census Bureau's correction, update, and extension (CUE) program for the Milwaukee, Racine,

and Kenosha geographic base (DIME) files. In addition, the Commission compiled from secondary sources data pertaining to school enrollment in the Region. Finally, as part of the reappraisal activities relating to population, the Commission compared the 1975 population estimate for the Region with the 1975 stage of the year 2000 population forecasts presented in the 1974 Annual Report to determine the conformance or departure of the estimated population levels from forecast levels.

Current Population Estimates

The preparation of annual population estimates is a difficult task, one which in the absence of a census must be based on indicators of population change. The Commission must rely primarily on secondary data sources for the preparation of such current population estimates. The Wisconsin Department of Administration has the responsibility under state law for preparing annual estimates of civil division populations, which estimates are used as the basis for distributing state shared taxes to local units of government. These estimates are revised from time-to-time for past years by the Department in order to take into account the results of special population censuses, as well as changes in the level of the state population as estimated by the U. S. Bureau of the Census.

The population of the Region as of April 1975 was estimated by the Department of Administration at 1,791,900 persons (see Table 3). This estimate is based upon symptomatic indicators of population change available on a statewide basis, and in particular the number of automobiles registered, the number of persons filing income tax returns, and the dollar value of the exemptions for dependents on those income tax returns. The 1975 regional population estimate represents an increase of about 7,100 persons, or about 0.4 percent, over the estimated April 1974 level of 1,784,800 persons.² The estimate also represents an increase of about 36,000 persons over the 1970 census level of 1,756,086 persons, an increase of about 2 percent. The average annual population increase in the Region since the 1970 census has declined to about 7,200 persons annually, significantly below the average annual increase of about 18,250 persons during the 1960-1970 decade and about 33,300 persons during the 1950-1960 decade.

As shown in Table 3, the most significant change at the county level in population has occurred in Milwaukee County, where the estimated April 1975 population of 1,009,400 represents a decrease of 13,200 persons from the estimated April 1974 population level of 1,022,600 persons. This represents a decline in a one-year period

²The 1974 regional population estimate presented in the 1974 Commission Annual Report was 1,798,781. The 1,784,800 figure represents a revised estimate recently made available by the Department of Administration. Revised estimates for the years 1971, 1972, and 1973 are currently (July 1976) under preparation by the Department.

of about 1.3 percent. In the remaining six counties of the Region, population gains were registered during the year, ranging from a low of about 1,000 persons in Walworth County to a high of about 9,000 persons in Waukesha County.

Population Forecasts

Under the reappraisal function, the population forecasts and attendant assumptions upon which the adopted regional plans are in part based are reappraised in light

of the changes in population size, composition, and distribution as revealed by the surveillance function. Although the preparation of population forecasts is not planning, the preparation of all physical development plans must begin with such forecasts. In any planning program, forecasts are required of all future events and conditions which lie outside the scope of the plan, but which will affect plan design and implementation. Control of changes in population levels lies largely outside the scope of governmental activity at the regional and local levels and outside the scope of the physical planning

Table 2

STATUS OF LARGE-SCALE TOPOGRAPHIC MAPPING AND RELOCATION, MONUMENTATION, AND COORDINATION OF U. S. PUBLIC LAND SURVEY CORNERS IN THE REGION BY COUNTY: DECEMBER 31, 1975

County	Total Area (Square Miles)	Large-Scale Topographic Mapping ^a														
		Completed					Under Preparation					Total				
		Area (Square Miles)				Percent	Area (Square Miles)				Percent	Area (Square Miles)				
		Wisconsin Department of Transportation	SEWRPC	Local ^b	Total		Wisconsin Department of Transportation	SEWRPC	Local ^b	Total		Wisconsin Department of Transportation	SEWRPC	Local ^b	Total	
Kenosha	278	--	20.50	13.25	33.75	12.14	--	7.25	1.50	8.75	3.15	--	27.75	14.75	42.50	15.29
Milwaukee . . .	242	--	11.00	71.00	82.00	33.88	--	--	3.75	3.75	1.55	--	11.00	74.75	85.75	35.43
Ozaukee	234	26.75	19.50	2.00	48.25	20.62	--	0.50	--	0.50	0.21	26.75	20.00	2.00	48.75	20.83
Racine	340	--	25.50	197.00	222.50	65.44	--	--	117.50	117.50	34.56	--	25.50	314.50	340.00	100.00
Walworth	578	30.25	--	18.50	48.75	8.43	--	--	--	--	--	30.25	--	18.50	48.75	8.43
Washington . . .	436	1.50	9.00	66.75	77.25	17.72	1.25	13.75	8.25	23.25	5.33	2.75	22.75	75.00	100.50	23.05
Waukesha	581	1.25	46.50 ^c	88.50	136.25 ^c	23.45 ^c	--	32.25	1.75	34.00	5.85	1.25	78.75 ^c	90.25	170.25 ^c	29.30 ^c
Region	2,689	59.75	132.00 ^c	457.00	648.75 ^c	24.13 ^c	1.25	53.75	132.75	187.75	6.98	61.00	185.75 ^c	589.75	836.50 ^c	31.11 ^c

Relocation, Monumentation, and Coordination																
County	Estimated Total Corners	U. S. Public Land Survey Corners														
		Completed					Under Preparation					Total				
		Number				Percent	Number				Percent	Number				Percent
		Wisconsin Department of Transportation	SEWRPC	Local ^b	Total		Wisconsin Department of Transportation	SEWRPC	Local ^b	Total		Wisconsin Department of Transportation	SEWRPC	Local ^b	Total	
Kenosha	1,183	--	138	66	204	17.24	--	36	18	54	4.56	--	174	84	258	21.81
Milwaukee . . .	1,084	--	47	428	475	43.82	--	--	--	--	--	--	47	428	475	43.82
Ozaukee	1,070	104	143	4	251	23.46	80	3	--	83	7.76	184	146	4	334	31.21
Racine	1,523	--	172	1,177	1,349	88.58	--	--	174	174	11.42	--	172	1,351	1,523	100.00
Walworth	2,521	157	87	244	408	16.18	74	--	74	29.4	231	--	--	87	318	12.61
Washington . . .	1,811	108	72	361	541	29.87	14	81	38	133	7.34	122	153	399	674	37.22
Waukesha	2,577	63	325 ^c	491	879 ^c	34.11 ^c	69	162	10	241	9.35	132	487 ^c	501	1,120 ^c	43.76 ^c
Region	11,769	432	897 ^c	2,614	3,943 ^c	33.50 ^c	237	282	240	759	6.45	669	1,179 ^c	2,854	4,702 ^c	39.95 ^c

County	Total Area (Square Miles)	Area (Square Miles)														
		Completed					Under Preparation					Total				
		Area				Percent	Area				Percent	Area				Percent
		Wisconsin Department of Transportation	SEWRPC	Local ^b	Total		Wisconsin Department of Transportation	SEWRPC	Local ^b	Total		Wisconsin Department of Transportation	SEWRPC	Local ^b	Total	
Kenosha	278	--	20.50	13.50	34.00	12.23	--	7.00	2.25	9.25	3.33	--	27.50	15.75	43.25	15.56
Milwaukee . . .	242	--	9.75	88.25	98.00	40.50	--	--	--	--	--	--	9.75	88.25	98.00	40.50
Ozaukee	234	12.75	24.50	--	37.25	15.92	12.75	0.50	--	13.25	5.66	25.50	25.00	--	50.50	21.58
Racine	340	--	23.25	269.75	293.00	86.18	--	--	47.00	47.00	13.82	--	23.25	316.75	340.00	100.00
Walworth	578	15.25	--	15.00	30.25	5.23	10.00	--	--	10.00	1.73	25.25	--	15.00	40.25	6.96
Washington . . .	436	12.25	8.75	67.75	88.75	20.36	2.25	13.75	7.75	23.75	5.45	14.50	22.50	75.50	112.50	25.80
Waukesha	581	8.75	46.50 ^c	96.00	151.25 ^c	26.03 ^c	9.00	31.50	1.75	42.25	7.27	17.75	78.00 ^c	97.75	193.50 ^c	33.30 ^c
Region	2,689	49.00	133.25 ^c	550.25	732.50 ^c	27.24 ^c	34.00	52.75	58.75	145.50	5.41	83.00	186.00 ^c	609.00	878.00 ^c	32.65 ^c

^a Includes only those areas of the Region for which large-scale topographic maps have been or are being prepared and throughout which U. S. Public Land Survey corners have been or are being relocated, monumented, and coordinated utilizing SEWRPC recommended procedures.

^b Includes the Counties of Kenosha, Racine, and Waukesha; the Cities of Brookfield, Delavan, Franklin, Greenfield, Hartford, Kenosha, Lake Geneva, Mequon, Muskego, New Berlin, Oak Creek, South Milwaukee, West Allis, and West Bend; the Villages of Brown Deer, East Troy, Germantown, Hales Corners, Hartland, Jackson, Kewaskum, Menomonee Falls, Pewaukee, River Hills, and Sussex; and the Town of Somers.

^c Includes Oconomowoc bypass mapping in Jefferson County. This constitutes an area of 12 U. S. Public Land Survey one quarter sections within which 13 of a total of 20 U. S. Public Land Survey corners have been located, monumented, and coordinated; and of which 1.5 square miles have been mapped.

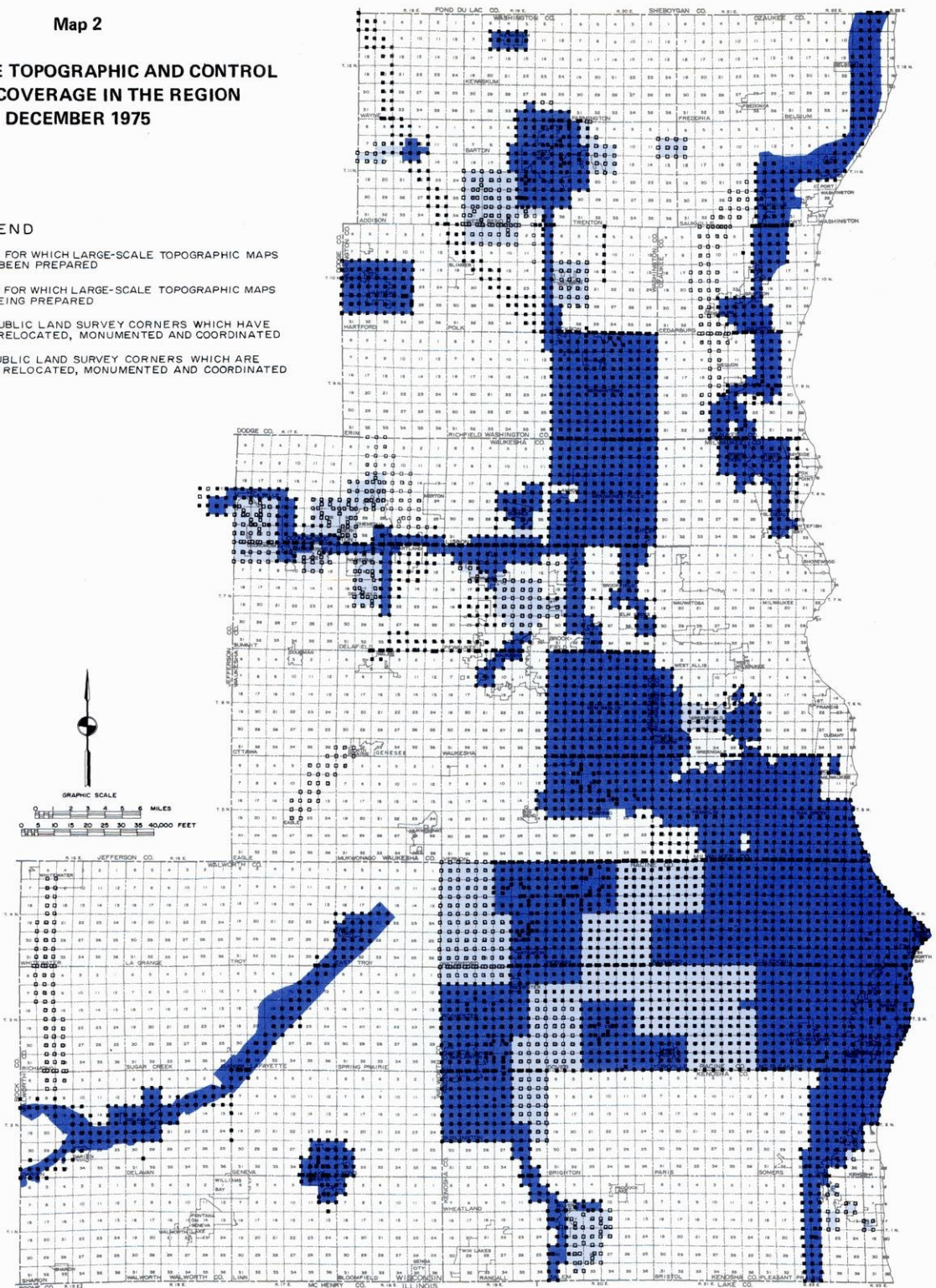
Source: SEWRPC.

Map 2

LARGE-SCALE TOPOGRAPHIC AND CONTROL SURVEY COVERAGE IN THE REGION DECEMBER 1975

LEGEND

- AREAS FOR WHICH LARGE-SCALE TOPOGRAPHIC MAPS HAVE BEEN PREPARED
- AREAS FOR WHICH LARGE-SCALE TOPOGRAPHIC MAPS ARE BEING PREPARED
- U. S. PUBLIC LAND SURVEY CORNERS WHICH HAVE BEEN RELOCATED, MONUMENTED AND COORDINATED
- ◻ U. S. PUBLIC LAND SURVEY CORNERS WHICH ARE BEING RELOCATED, MONUMENTED AND COORDINATED



A total of 3,943 U. S. Public Land Survey corners have been relocated, monumented, and coordinated and large-scale topographic maps prepared for a total of 649 square miles under surveying and mapping programs carried out by various local units of government; the Wisconsin Department of Transportation, Division of Highways; and the Regional Planning Commission as of December 31, 1975. In addition, work was underway to relocate, monument, and obtain state plane coordinates for an additional 759 corners and to map an additional 188 square miles of area. All of this control survey mapping work has been and is being done in accordance with specifications prepared and recommended by the Commission.

Source: SEWRPC.

Table 3

POPULATION OF THE REGION BY COUNTY: 1970, 1974, and 1975

County	Population			Population Change			
				April 1970 to April 1975		April 1974 to April 1975	
	April 1970 ^a	April 1974 ^b	April 1975 ^b	Number	Percent	Number	Percent
Kenosha	117,917	124,500	127,400	9,483	8.0	2,900	2.3
Milwaukee	1,054,249	1,022,600	1,009,400	- 44,849	- 4.3	- 13,200	- 1.3
Ozaukee	54,461	63,300	65,500	11,039	20.3	2,200	3.5
Racine	170,838	176,400	179,800	8,962	5.2	3,400	1.9
Walworth	63,444	66,800	67,800	4,356	6.9	1,000	1.5
Washington	63,839	75,200	77,000	13,161	20.6	1,800	2.4
Waukesha	231,338	256,000	265,000	33,662	14.6	9,000	3.5
Region	1,756,086	1,784,800	1,791,900	35,814	2.0	7,100	0.4

^a Actual 1970 U. S. Census of Population and Housing counts.

^b Wisconsin Department of Administration estimates.

Source: U. S. Bureau of the Census, Wisconsin Department of Administration, and SEWRPC.

process. Future population levels, therefore, just be forecast. These levels, in turn, together with other factors, determine the aggregate demand for land and supporting transportation and utility systems.

As reported in the 1974 annual report, the Commission during 1974 prepared new year 2000 population forecasts for use in the preparation of the new year 2000 regional land use and regional transportation plans. According to the year 2000 forecast, the population level of the Region should approximate 1,807,300 persons. Since, as noted above, the 1975 population level of the Region is estimated at 1,791,900 persons, the 1975 population level is about 15,400 persons, or about 1 percent, lower than the 1975 forecast level (see Table 4 and Figure 2). Figures 3 through 9 set forth the current population estimates and population forecasts for each of the seven counties in the Region. The greatest absolute variance occurred in Milwaukee County, where the current population level is about 18,900 persons below the forecast level. This difference also represents the greatest relative variance—about 1.9 percent. In Kenosha, Walworth, and Washington Counties the current population levels are slightly below the forecast levels, whereas in Ozaukee, Racine, and Waukesha Counties the current population levels are slightly above the forecast levels.

Street Address Coding Guide

In a work program related to its demographic studies, the Commission during 1975 continued the maintenance of the street address coding guide (ACG). The guide enables machine identification of the geographic location, such as civil division, census tract and block, traffic analysis zone, and U. S. Public Land Survey quarter sec-

Table 4

COMPARISON OF THE FORECAST AND
ESTIMATED POPULATION LEVELS
FOR THE REGION BY COUNTY: 1975

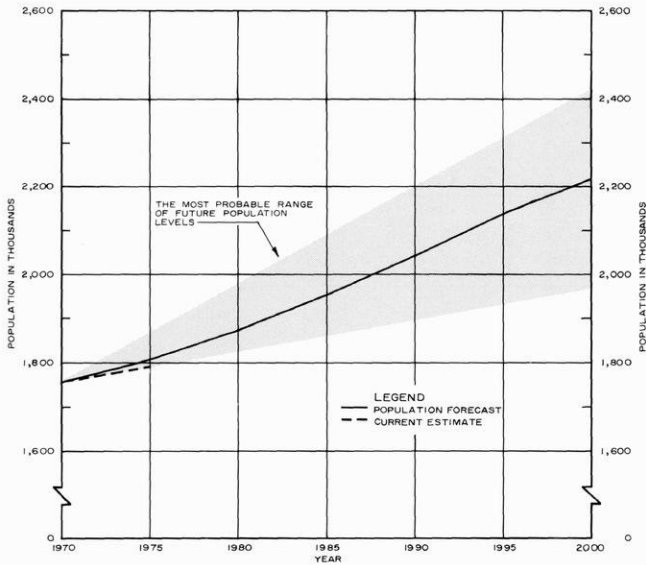
County	Forecast	Estimated	Estimate Minus Forecast	
			Number	Percent
Kenosha	127,800	127,400	- 400	- 0.3
Milwaukee	1,028,300	1,009,400	- 18,900	- 1.9
Ozaukee	65,300	65,500	200	0.3
Racine	177,400	179,800	2,400	1.3
Walworth	69,000	67,800	- 1,200	- 1.8
Washington	77,300	77,000	- 300	- 0.4
Waukesha	262,200	265,000	2,800	1.1
Region	1,807,300	1,791,900	- 15,400	- 0.9

Source: Wisconsin Department of Administration and SEWRPC.

tion, of specific street addresses. The guide was developed under the initial regional land use-transportation study to enable the compilation of planning and engineering data by U. S. Public Land Survey one-quarter section within the three urbanized areas of the Region. In preparation for the 1970 Census of Population and Housing, the guide was refined and detailed to facilitate the collation of census data by block face under a cooperative program with the U. S. Bureau of the Census. The coding guide was updated for the urbanized areas of the Region in 1970 with the addition of segments of the urban street network developed since initial preparation of the guide.

Figure 2

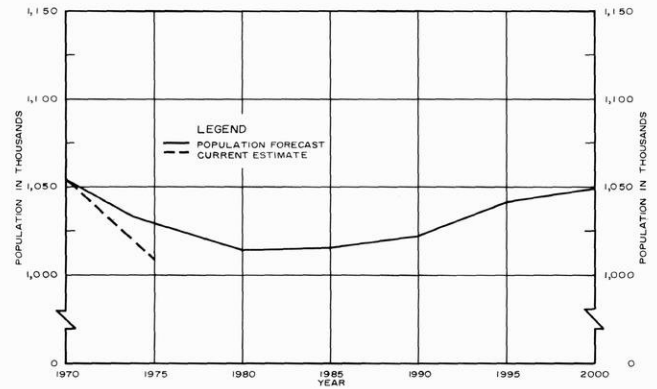
**POPULATION FORECAST AND CURRENT
POPULATION ESTIMATE FOR THE REGION
1970-2000**



Source: U. S. Bureau of the Census, Wisconsin Department of Administration, and SEWRPC.

Figure 4

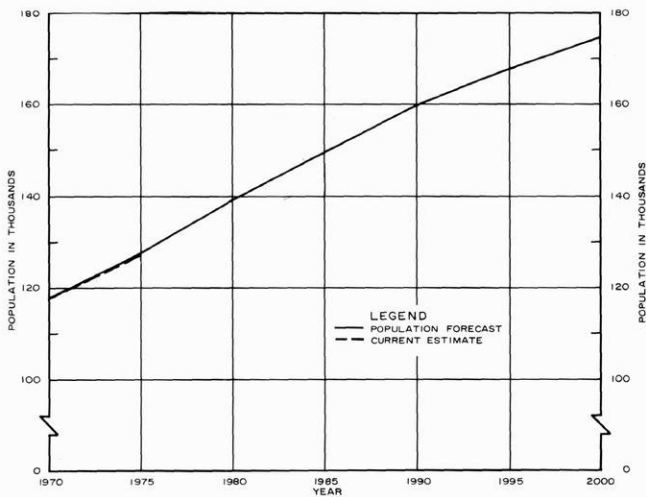
**POPULATION ESTIMATE AND CURRENT
POPULATION ESTIMATE FOR MILWAUKEE COUNTY
1970-2000**



Source: U. S. Bureau of the Census, Wisconsin Department of Administration, and SEWRPC.

Figure 3

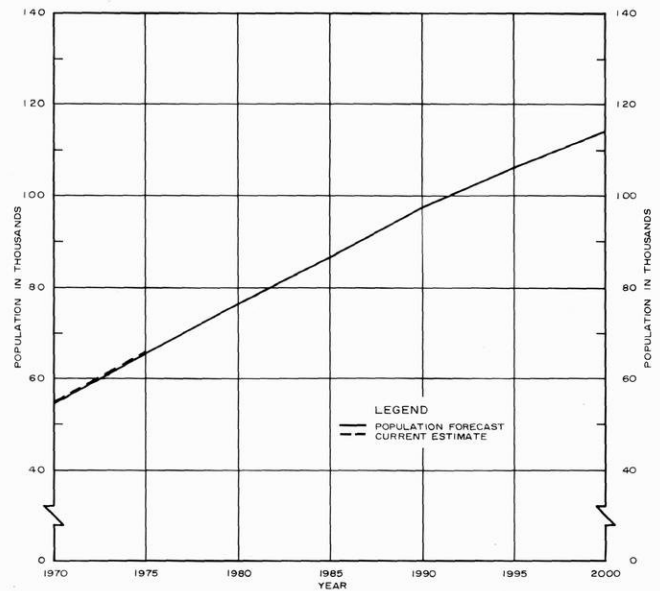
**POPULATION FORECAST AND CURRENT
POPULATION ESTIMATE FOR KENOSHA COUNTY
1970-2000**



Source: U. S. Bureau of the Census, Wisconsin Department of Administration, and SEWRPC.

Figure 5

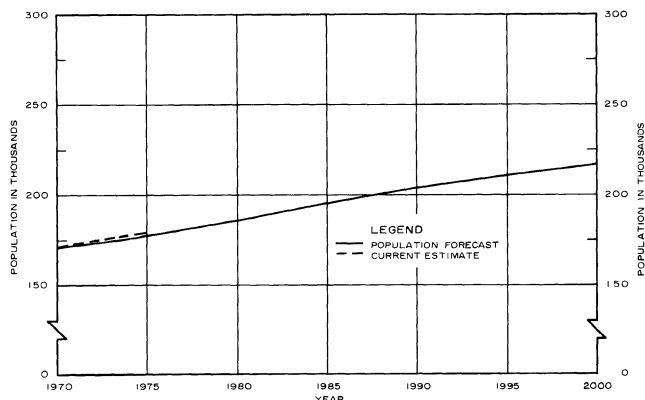
**POPULATION FORECAST AND CURRENT
POPULATION ESTIMATE FOR OZAUKEE COUNTY
1970-2000**



Source: U. S. Bureau of the Census, Wisconsin Department of Administration, and SEWRPC.

Figure 6

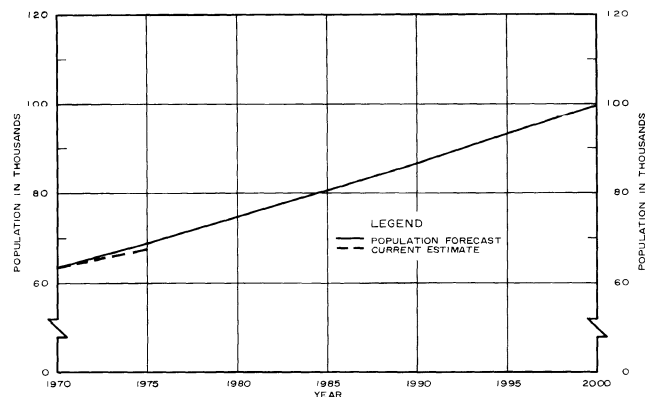
**POPULATION FORECAST AND CURRENT
POPULATION ESTIMATE FOR RACINE COUNTY
1970-2000**



Source: U. S. Bureau of the Census, Wisconsin Department of Administration, and SEWRPC.

Figure 7

**POPULATION FORECAST AND CURRENT
POPULATION ESTIMATE FOR WALWORTH COUNTY
1970-2000**

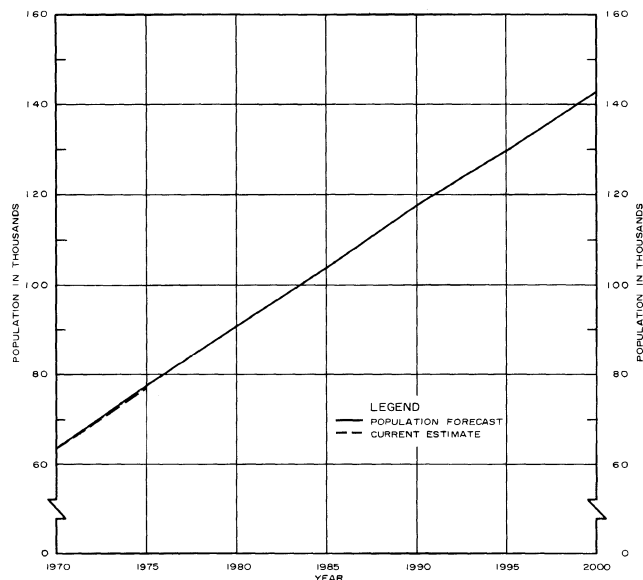


Source: U. S. Bureau of the Census, Wisconsin Department of Administration, and SEWRPC.

Additional refinement in the address coding guide has been undertaken to facilitate the coding of data to the block face level throughout the entire Region. The coding guide was updated for the three urbanized areas with the addition of segments of the urban street network in 40 cities, villages, and towns through December 1972. Block face address range data has been collected and partially processed for 83 additional cities, villages, and towns (see Map 3).

Figure 8

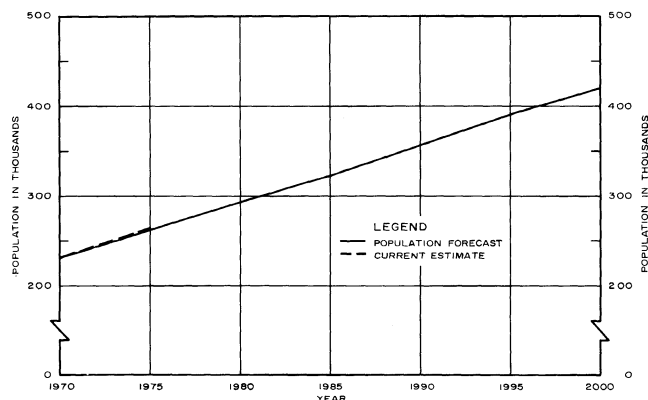
**POPULATION FORECAST AND CURRENT
POPULATION ESTIMATE FOR WASHINGTON COUNTY
1970-2000**



Source: U. S. Bureau of the Census, Wisconsin Department of Administration, and SEWRPC.

Figure 9

**POPULATION FORECAST AND CURRENT
POPULATION ESTIMATE FOR WAUKESHA COUNTY
1970-2000**



Source: U. S. Bureau of the Census, Wisconsin Department of Administration, and SEWRPC.

Geographic Base (DIME) File

In a work program related to the street address coding guide, the Commission, in cooperation with the U. S. Bureau of the Census, has developed a geographic base

Map 3

**STREET ADDRESS CODING
GUIDE COMPLETION STATUS
1975**

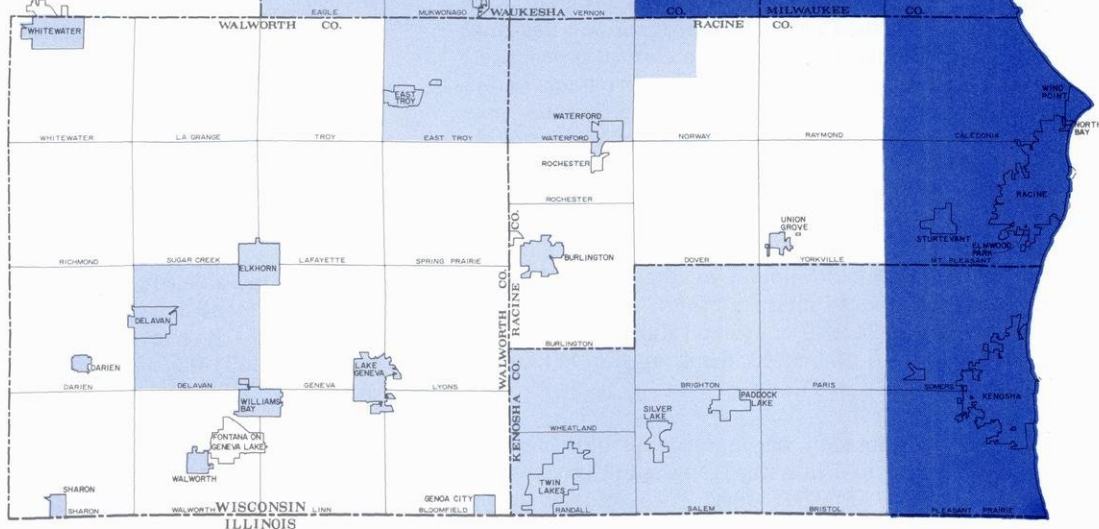
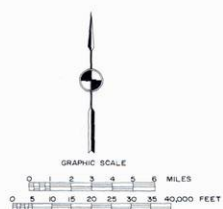
LEGEND

BLOCK FACE ADDRESS DATA

- COMPLETED AND IN DATA PROCESSING FORM
- DATA CODED
- NO COVERAGE AT THIS TIME DUE TO LACK OF AN OFFICIAL STREET ADDRESS SYSTEM

NOTE:

SOME AREAS OF THE REGION IDENTIFIED AS COMPLETED AND IN DATA PROCESSING FORM IN THE 1974 ANNUAL REPORT HAVE REVERTED TO THE "DATA CODED" CATEGORY BECAUSE OF THE AVAILABILITY OF ADDITIONAL INFORMATION.



A street address coding guide, through machine data processing, enables rapid identification of the geographic location, such as civil division, census tract and block, traffic analysis zone, or U. S. Public Land Survey quarter section, of a specific street address. The guide was initially developed by the Commission in 1963 for transportation planning purposes, and was extremely useful in enabling the collation of transportation planning data by U. S. Public Land Survey quarter section and traffic analysis zone. In addition, the guide has been useful in collating 1970 census data by block face level.

Source: SEWRPC.

file which is a description, in computer readable form, of the geographic coordinates of the street intersections and address ranges of an area. This file provides additional ability to relate the urban data collected by the Census Bureau and the Commission to the geographic area from which it was collected by machine data processing equipment.

The first phase of this program, begun in 1967, included the preparation of an up-to-date set of metropolitan map series (MMS) maps at a scale of 1" = 800' covering the Milwaukee, Racine, and Kenosha urbanized areas. From these maps, the geographic base files (GBF) for these urbanized areas were created using the dual independent map encoding (DIME) system, which resulted in a computer image of the metropolitan maps designed to relate various physical features, such as street intersection, rail crossings, and stream crossings, on these maps to X and Y geographic coordinates based on the Wisconsin State Plane Coordinate Grid and the longitude-latitude reference system. This initial phase was completed in 1969, prior to the 1970 census, and was used in the conduct of that census.

The second phase in the development of the geographic base file, begun in 1973, is aimed at the correction and update of the initial geographic base (DIME) files and the extension of these files beyond the urbanized areas to cover the entire Region. This will allow for the expanded use of the geographic base (DIME) files in conducting future censuses, and will enable the Commission to facilitate its data analysis at various levels of geographic detail through use of a computer.

In 1973, the Commission entered into a cooperative correction, update, and extension (CUE) program with the U. S. Bureau of the Census. This program was designed by the Census Bureau to provide the clerical procedures, processing methodology, and computer programs necessary to correct and update the existing geographic base (DIME) files and extend coverage of these files to include the entire Region. During 1974, the Commission completed the correction phase of the CUE program. This involved the correction of any errors or omissions on the existing geographic base (DIME) files as revealed by the various edit programs developed by the Census Bureau. In addition, the update phase of the CUE program was initiated during 1974 and continued during 1975 in the form of updates to the MMS maps in the Milwaukee urbanized area (see Map 4).

In 1975 the Commission began machine plotting each individual MMS map using the geographic coordinates contained in the GBF/DIME files. These plotted maps, when overlaid on the original MMS base maps, permitted a visual check on the geographic accuracy of the information coded on the file and serve to identify those features that were either incorrectly coded or not coded at all.

In October 1975 the Commission entered into a Joint Statistical Agreement with the Bureau of the Census. Under the terms of this agreement, the Commission has secured from local sources the geographic and address

reference materials needed for the correction and update of the files and maps for over 80 percent of those areas that have been coded in the GBF/DIME files for the SMSA's of Kenosha, Milwaukee, and Racine, and has incorporated over one-half of the collected address reference information into the files. Additionally, the Commission has completed the updating of all MMS maps. The updated information from these maps is to be subsequently coded and incorporated into the files.

Census Tract Boundary Review

In preparation for the 1980 federal census, the Commission during 1975, as the designated census coordinator for the Southeastern Wisconsin Region, began the process of reviewing proposed census tract boundary changes. Census tracts are small, permanently established, geographic areas into which large urban areas have been divided for statistical purposes. Tract boundaries generally follow physical features such as roads, railroads, or water courses, and are initially selected by a local committee—the census statistical areas committee for a given county—and ultimately approved by the U. S. Bureau of the Census. While it is highly desirable that tract boundaries remain constant so that statistical comparisons can be made over time, it is sometimes necessary to modify boundaries in response to physical changes, such as street or road vacations, or to split tracts which have undergone significant population growth into two or more parts. The Commission's function in this respect is one of assisting each of the census tract committees in the seven counties of the Region in evaluating proposed changes prior to their submission to the Census Bureau for approval. This process began during 1975 and will be continued in 1976.

Inventory of Special Purpose Districts (3.2.5.2)

During 1975 work continued on the collection of data concerning public and nonpublic elementary and secondary schools and public school districts of the Region. Such data are important to both land use and transportation facility planning and provide another measure of population growth and change.

As shown in Table 5, public school enrollment declined by about 4 percent during 1975, by about 15,300 students, from a 1974 level of about 374,700 students to a 1975 level of 359,400 students. Nonpublic school enrollment was also down, by about 1 percent, or nearly 600 students, from a 1974 level of about 77,500 to a 1975 level of about 76,900. In total, school enrollment declined by about 3 percent during the year, or by about 15,800 students. These declines appear to be consistent with recent declines in the birth rate and in regional population levels.

The total number of public schools in the Region declined by less than 1 percent, from 627 in the 1973-1974 school year to 623 in 1975-1976. The number of nonpublic schools increased by about 1 percent, from 308 in the 1973-1974 school year to 312 in the 1975-1976 school year.

Map 4

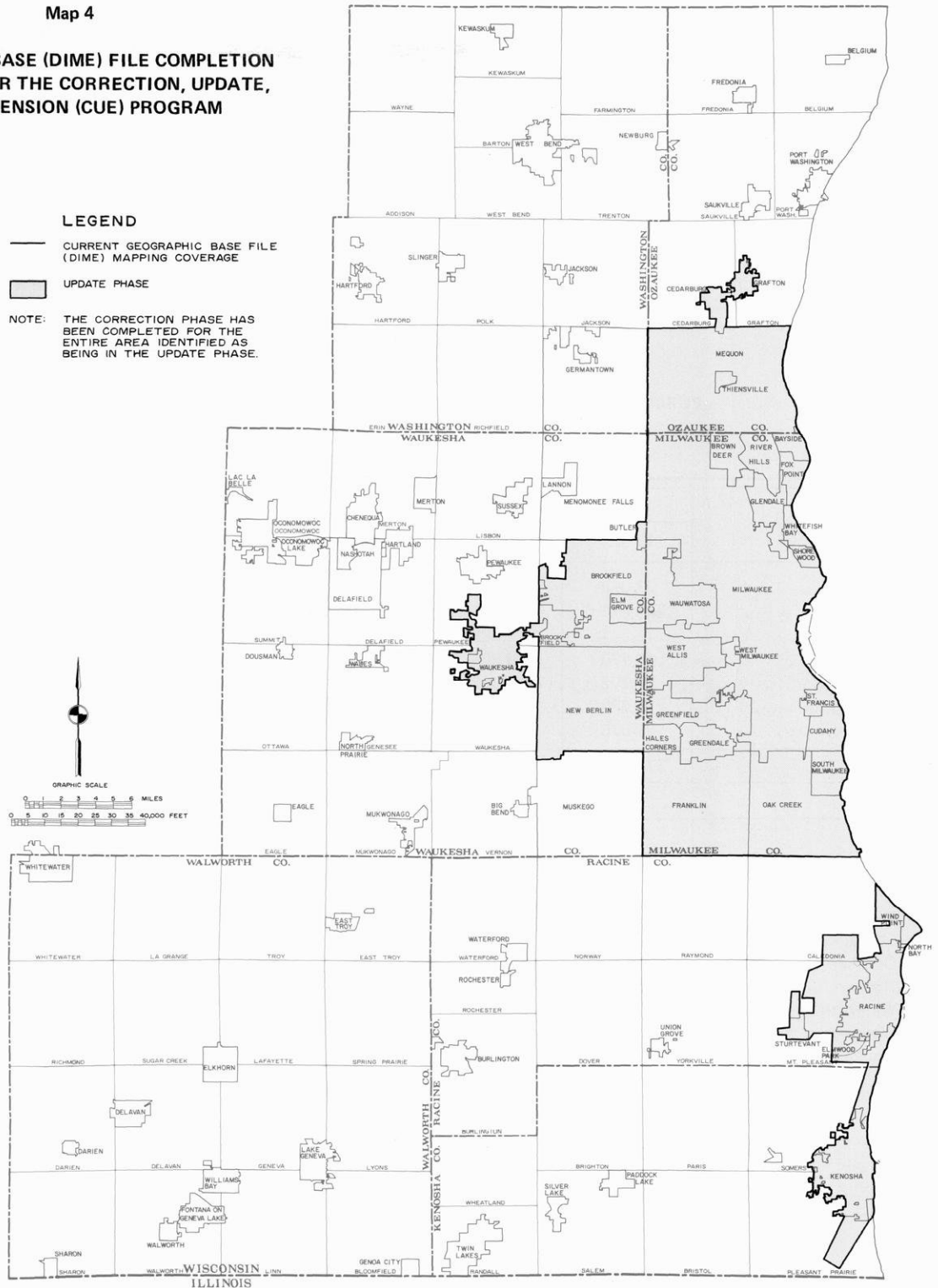
**GEOGRAPHIC BASE (DIME) FILE COMPLETION
STATUS UNDER THE CORRECTION, UPDATE,
AND EXTENSION (CUE) PROGRAM**

LEGEND

— CURRENT GEOGRAPHIC BASE FILE
(DIME) MAPPING COVERAGE

□ UPDATE PHASE

NOTE: THE CORRECTION PHASE HAS
BEEN COMPLETED FOR THE
ENTIRE AREA IDENTIFIED AS
BEING IN THE UPDATE PHASE.



During 1973 the Commission entered into a cooperative correction, update, and extension (CUE) program with the U. S. Bureau of the Census. This program is necessary to maintain in a ready, current status the existing geographic base (DIME) file. This file is a description, in computer readable form, of the geographic coordinates of the street intersections and address ranges of an area, and is useful in quickly relating census and other data to the geographic area from which it was collected. During 1974, the Commission completed the correction phase of the CUE program. During 1975, the update phase of the program was continued, primarily in the form of updates to the metropolitan map series maps in the Kenosha, Milwaukee, and Racine urbanized areas.

Source: U. S. Bureau of the Census and SEWRPC.

The operation and maintenance of public schools during the 1974-1975 school year was provided by 102 public school districts. Of these, 47 are districts in which only kindergarten through 8th grade (K-8) are operated, 10 are union high school districts in which only grades 9-12 are operated, and 45 are districts in which kindergarten through 12th grade (K-12) are operated.

Economic Activity (3.2.5, 4.2.2, and 4.3.2)

Economic data, like population data, are essential to sound regional planning. Economic growth and structural change influence the size, composition, and spatial distribution of the population and the demand for land use and supporting transportation and utility facilities. The kind and levels of economic activity also influence the availability of public financial resources necessary to provide the services and facilities needed to serve the existing and anticipated future resident population levels and to abate environmental problems.

Collection and dissemination of information pertaining to the changing size, composition, and spatial distribution of the regional work force continued in 1975. Through the cooperative efforts of the Wisconsin Department of Industry, Labor, and Human Relations and various

Table 5

PUBLIC AND NONPUBLIC SCHOOL ENROLLMENT IN THE REGION BY COUNTY 1970, 1974, and 1975

County	Public School Enrollment			Change 1970-1975		Change 1974-1975	
	1970	1974	1975	Number	Percent	Number	Percent
Kenosha	27,056	27,392	26,336	- 720	- 2.7	- 1,056	- 3.9
Milwaukee	206,877	195,616	182,914	- 23,963	- 11.6	- 12,702	- 6.5
Ozaukee	13,244	14,985	15,212	1,968	14.9	227	1.5
Racine	40,170	39,801	37,728	- 2,442	- 6.1	- 2,073	- 5.2
Walworth	14,202	14,522	14,444	242	1.7	- 78	- 0.5
Washington	15,723	18,347	18,859	3,136	19.9	512	2.8
Waukesha	61,676	64,042	63,924	2,248	3.6	- 118	- 0.2
Region	378,948	374,705	359,417	- 19,531	- 5.2	- 15,228	- 4.1

County	Non-Public School Enrollment			Change 1970-1975		Change 1974-1975	
	1970	1974	1975	Number	Percent	Number	Percent
Kenosha	5,276	4,465	4,428	- 848	- 16.1	- 37	- 0.8
Milwaukee	61,052	47,582	46,823	- 14,229	- 23.3	- 759	- 1.6
Ozaukee	2,632	2,463	2,415	- 217	- 8.2	- 48	- 2.0
Racine	8,427	8,039	8,321	- 106	- 1.3	282	3.5
Walworth	1,368	1,087	1,066	- 302	- 22.1	- 21	- 1.9
Washington	3,446	3,398	3,408	- 38	- 1.1	10	0.3
Waukesha	11,401	10,450	10,464	- 937	- 8.2	14	0.1
Region	93,602	77,484	76,925	- 16,677	- 17.8	- 559	- 0.7

County	Total School Enrollment			Change 1970-1975		Change 1974-1975	
	1970	1974	1975	Number	Percent	Number	Percent
Kenosha	32,332	31,857	30,764	- 1,568	- 4.8	- 1,093	- 3.4
Milwaukee	267,929	243,198	229,737	- 38,192	- 14.3	- 13,461	- 5.5
Ozaukee	15,876	17,448	17,627	1,751	11.0	179	1.0
Racine	48,597	47,840	46,049	- 2,548	- 5.2	- 1,791	- 3.7
Walworth	15,570	15,609	15,510	- 60	- 0.4	- 99	- 0.6
Washington	19,169	21,745	22,267	3,098	16.2	522	2.4
Waukesha	73,077	74,492	74,388	1,311	1.8	- 104	- 0.1
Region	472,550	452,189	436,342	- 36,208	- 7.7	- 15,847	- 3.5

Source: Wisconsin Department of Public Instruction and SEWRPC.

employment data user oriented organizations in the State, including the Commission, an improved data series has been established enumerating employment by place of work on a monthly basis through an industry reporting system. Historical and current data relating to the average annual levels of labor force, work force, number of employed workers, number of unemployed workers, and unemployment rates in the Region are presented in Table 6.

Current Employment Estimate

In cooperation with the Wisconsin Department of Industry, Labor, and Human Relations, the Commission annually prepares current estimates of the labor force,

work force, employment, and unemployment within the Region. The term "labor force" is defined as the number of workers within the Region enumerated by place of residence, and includes those who are employed and those known to be actively seeking employment. The labor force will include those residents of the Region who work outside of the Region and will exclude those nonregional residents who work within the Region. The term "work force" is defined as the number of workers within the Region as enumerated by place of work. The work force differs from the labor force in that it double counts persons holding two jobs, includes persons who live outside the Region but work inside the Region, and excludes those living inside the Region but working outside the Region. The term "employment" refers to

Table 6

AVERAGE LABOR FORCE, WORK FORCE, EMPLOYMENT, AND UNEMPLOYMENT IN THE REGION: 1960-1975

Year	Labor Force ^a	Work Force ^b	Employed ^c	Unemployed ^d	
				Number	Percent of Work Force
1960	638,700	673,200	647,900	25,300	3.8
1961	633,600	669,800	632,600	37,200	5.6
1962	627,700	663,500	638,600	24,900	3.8
1963	634,100	670,300	646,100	24,200	3.6
1964	644,700	681,500	658,300	23,200	3.4
1965	668,100	706,200	685,900	20,300	2.9
1966	682,900	721,900	702,000	19,900	2.8
1967	693,800	733,400	709,100	24,300	3.3
1968	704,200	744,400	722,400	22,000	3.0
1969	721,100	762,300	740,200	22,100	2.9
1970	744,500	776,200	741,600	34,600	4.5
1971	737,900	764,700	725,000	39,700	5.2
1972	751,300	785,400	748,800	36,600	4.7
1973	781,000	800,900	770,000	30,900	3.8
1974	822,200	832,500	797,500	35,000	4.2
1975	831,500	841,200	779,000	62,200	7.4

^a The term "labor force" is defined as the number of workers within the Region enumerated by place of residence. It includes all persons 14 years of age or older who were at work, that is, those who worked for pay or profit; with a job but not at work, that is, those persons who were temporarily absent from their job; and not at work but known to be actively seeking work. The 1960 and 1970 levels are taken from the 1960 and 1970 census, and the levels from 1961 through 1969 and 1971 through 1975 are estimates based on observed relationships between the labor force and work force estimates prepared by the Wisconsin Department of Industry, Labor, and Human Relations.

^b The term "work force" is defined as the number of workers within the Region enumerated by place of work. It includes all persons 14 years of age and older who were at work, that is, those who worked for pay or profit; workers absent from a job or business and not seeking work because of vacation, illness, bad weather, temporary layoff, or labor dispute; and not at work but actively seeking work. These data are provided by the Wisconsin Department of Industry, Labor, and Human Relations on a monthly basis through an industry reporting system. It should be noted that work force tabulations will double count persons holding two jobs, will include those persons who live outside the Region but work within the Region, and exclude those persons living within, but working outside of, the Region.

^c The term "employed" refers to the members of the work force actually at work. The number of persons employed is derived by subtracting the number of unemployed workers from the number of persons in the work force.

^d The term "unemployed" refers to those members of the work force who report weekly that they are available and looking for work during all of the previous week but did not work during that week.

Source: U. S. Bureau of the Census; Wisconsin Department of Industry, Labor, and Human Relations; and SEWRPC.

those members of the work force actually at work, and is derived by subtracting the number of unemployed workers from the number of persons in the work force. "Employment" is, then, the number of jobs in the Region. The term "unemployment" refers to those members of the work force currently without a job.

In 1975 the regional work force averaged about 841,200 persons, an increase of about 1 percent over the 1974 level of 832,500 persons. The regional labor force in 1975 averaged about 831,500 persons, compared with 822,200 persons in 1974, representing an increase of 9,300 persons, or about 1 percent over the one-year period. The number of employed members of the work force, representing the number of jobs in the Region, averaged 779,000 in 1975, a decrease of 18,500 jobs, or about 2 percent, over the 1974 level of 797,500. Concomitantly, the number of unemployed persons in the Region in 1975 averaged 62,200 persons, or about 7.4 percent of the work force, compared with about 35,000 persons, or about 4.2 percent of the work force, in 1974. This level of unemployment was the highest recorded in the Region since 1960 and reflects the relatively poor state of the regional and national economy during the year.

A more detailed analysis of the spatial distribution of the jobs in the Region in 1975 indicates that the largest concentration of jobs continues to remain in Milwaukee County (see Table 7). Over 66 percent of all regional jobs were located in this County in 1975. Since 1960, the trend in job distribution in the Region has been toward a decreasing concentration of jobs in Milwaukee County and an increasing concentration in the remaining six counties. The Milwaukee County proportion of total regional jobs decreased from 66.6 percent to 66.2 percent from 1974 to 1975, continuing a downward trend from about 75 percent in 1960.

Employment levels in the Region's major industry groups increased from about 484,600 persons in 1970 to 522,800 persons in 1975, an increase of 38,200 persons, or about 8 percent (see Table 8). However, employment levels in these major industry groups have decreased by about 14,700 persons, or about 3 percent, since 1974. Decreases are particularly significant in the electrical machinery and equipment; transportation equipment; construction; and printing, publishing, and allied products industry groups. Between 1970 and 1975 the governmental and educational services group showed the largest absolute and relative increase in employment, from 78,700 persons to 94,200 persons, an increase of 15,500 persons, or 20 percent. Other industry groups showing significant increases over this period include retail trade; wholesale trade; finance, insurance, and real estate services; and transportation equipment. Since 1974 the largest relative increase in employment, about 3.9 percent, was shown in the wholesale trade industry, which increased by about 1,300 persons.

Employment Forecast

The new year 2000 regional employment forecast prepared by the Commission in 1972 indicated that the 1975 regional employment level should approximate

797,800. The 1975 employment level of the Region was estimated at 779,000 persons. Accordingly, the actual employment level was approximately 18,800 jobs, or about 2.4 percent, lower than the estimate (see Table 9 and Figure 10). In this respect it should be noted that the Commission's forecast employment levels are intended to be indicative of long-term economic growth in the regional economy, and, as such, are not intended to measure the shorter "cyclical" patterns of economic change in the Region which have been observed historically—as for example the downturn in the economy in 1975—and which are expected to continue to occur in the future. The largest absolute and relative variance of the forecast from estimated current employment levels occurred in Milwaukee County, where the actual level was 15,400 persons, or about 3 percent, lower than the forecast level, due principally to the great increase in the number of unemployed persons within Milwaukee County during 1975. The smallest relative variance between the 1975 estimate and the forecast stage, about 0.9 percent, occurred in Racine County.

Industrial Development Impact Study

In cooperation with the Wisconsin Department of Revenue, the Metropolitan Milwaukee Association of Commerce, and the Wisconsin Electric Power Company, the Commission completed during 1975 a study of the impact of changes in the business and industrial tax structure in Wisconsin on industrial development in terms of cost and revenues to local communities. In 1973 the Wisconsin Legislature repealed the personal property tax on manufacturing machinery and equipment which industry paid to the local municipality. One of the major objectives of the cost-revenue study was to determine the effects of this action on municipal costs and revenues associated with new industrial development. In addition, the study was also intended to provide local officials with a method of determining the potential impact of proposed industrial development on local costs and revenues.

In order to analyze the tax structure change impact, plans for hypothetical 500-acre industrial park development were prepared at three different densities using various site design standards. These hypothetical industrial parks were assumed to be located in five regional communities—Milwaukee, Oak Creek, New Berlin, Menomonee Falls, and Delavan. Major findings of the study include the following:

- Revenue-to-cost ratios were greater than one in all cases. The annual revenues which a municipality can expect from industrial park development ranged from \$3.80 for each dollar spent by New Berlin to service a low-density, low standard of development industrial park to \$10.40 for every dollar spent by Milwaukee to service a high-density, high standard of development industrial park.
- The highest density industrial park development can be expected to produce the highest revenue-to-cost ratios.

Table 7

DISTRIBUTION OF EMPLOYMENT IN THE REGION BY COUNTY: 1960-1975

County	Distribution of Employment (In Thousands)															
	1960		1961		1962		1963		1964		1965		1966		1967	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
Kenosha . . .	40.1	6.2	36.2	5.7	38.8	6.1	41.9	6.5	40.5	6.2	42.1	6.1	37.3	5.3	35.4	5.0
Milwaukee . .	486.2	75.0	473.5	74.9	469.5	73.6	469.1	72.6	472.7	71.8	487.4	71.0	498.9	71.1	501.1	70.7
Ozaukee . . .	9.5	1.5	9.5	1.5	10.6	1.6	11.2	1.7	12.1	1.8	13.6	2.0	14.6	2.1	15.9	2.2
Racine	48.5	7.5	49.0	7.8	51.2	8.0	52.9	8.2	55.4	8.4	58.9	8.6	60.1	8.5	60.5	8.5
Walworth . . .	18.3	2.8	19.1	3.0	19.8	3.1	20.0	3.1	21.3	3.2	22.0	3.2	22.6	3.2	22.8	3.2
Washington . .	14.5	2.2	14.1	2.2	14.9	2.3	15.5	2.4	17.0	2.6	18.3	2.7	18.9	2.7	19.1	2.7
Waukesha . . .	30.8	4.8	31.2	4.9	33.8	5.3	35.5	5.5	39.3	6.0	43.6	6.4	49.6	7.1	54.3	7.7
Region	647.9	100.0	632.6	100.0	638.6	100.0	646.1	100.0	658.3	100.0	685.9	100.0	702.0	100.0	709.1	100.0

County	Distribution of Employment (In Thousands)															
	1968		1969		1970		1971		1972		1973		1974		1975	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total
Kenosha . . .	36.7	5.1	36.9	5.0	39.2	5.3	38.7	5.3	40.6	5.4	44.4	5.7	47.0	5.9	46.7	6.0
Milwaukee . .	506.3	70.1	515.5	69.6	510.9	68.9	498.1	68.7	509.0	68.0	519.6	67.5	531.4	66.6	515.7	66.2
Ozaukee . . .	16.2	2.2	17.3	2.3	17.9	2.4	18.1	2.5	19.2	2.6	19.6	2.5	20.7	2.6	20.2	2.6
Racine	60.5	8.4	62.5	8.5	61.9	8.3	59.4	8.2	63.5	8.5	66.2	8.6	69.1	8.7	68.6	8.8
Walworth . . .	23.7	3.3	24.3	3.3	24.2	3.3	23.9	3.3	24.0	3.2	25.8	3.4	25.4	3.2	25.7	3.3
Washington . .	20.1	2.8	20.2	2.7	20.3	2.7	19.9	2.8	21.1	2.8	21.5	2.8	23.1	2.9	22.6	2.9
Waukesha . . .	58.9	8.1	63.5	8.6	67.2	9.1	66.9	9.2	71.4	9.5	72.9	9.5	80.8	10.1	79.5	10.2
Region	722.4	100.0	740.2	100.0	741.6	100.0	725.0	100.0	748.8	100.0	770.0	100.0	797.5	100.0	779.0	100.0

Source: Wisconsin Department of Industry, Labor, and Human Relations and SEWRPC.

Table 8

LEVELS OF EMPLOYMENT IN THE REGION BY SELECTED MAJOR INDUSTRY GROUP: 1975

Industry Group	Levels of Employment (In Thousands)					
	Number	Percent of Regional Employment	Change			
			1974-1975		1970-1975	
			Number	Percent	Number	Percent
Nonelectrical Machinery	68.4	8.8	- 2.9	- 4.1	0.3	0.4
Electrical Machinery and Equipment	35.5	4.6	- 5.7	- 13.8	- 1.0	- 2.7
Retail Trade	125.6	16.1	3.3	2.7	14.4	13.0
Wholesale Trade	35.0	4.5	1.3	3.9	3.0	9.4
Finance, Insurance, and Real Estate	35.2	4.5	0.8	2.3	4.0	12.8
Fabricated Metals	24.9	3.2	- 0.7	- 2.7	0.3	1.2
Primary Metals	22.6	2.9	- 0.9	- 3.8	0.1	0.4
Transportation Equipment	25.0	3.2	- 1.7	- 6.4	3.0	13.6
Food and Related Products	19.1	2.4	0.2	1.1	0.2	1.1
Governmental and Educational Services	94.2	12.1	- 3.5	- 3.6	15.5	19.7
Construction	23.2	3.0	- 3.6	- 13.4	- 0.8	- 3.3
Printing, Publishing, and Allied Products	14.1	1.8	- 1.3	- 8.4	- 0.8	- 5.4
Subtotal	522.8	67.1	- 14.7	- 2.7	38.2	7.9
Other Employment	256.2	32.9	- 3.8	- 1.5	- 0.8	- 0.3
Total	779.0	100.0	- 18.5	- 2.3	37.4	5.0

Source: Wisconsin Department of Industry, Labor, and Human Relations and SEWRPC.

- If the developer is to recover all land and improvement costs, the selling price per acre of developed land for industrial use would have to range from a low of \$17,749 in Delavan under low-density and a low standard of development to \$35,396 in Milwaukee under high-density and a high standard of development. The price includes only recovery of development costs, with no margin for "profit."
- The number of new jobs created by development of a 500-acre industrial park ranges from 4,300 under low-density development to 8,600 under high-density development.

The study concluded that industrial park development generally can be expected to be financially beneficial to local units of government in the Region despite changes in the business and industrial tax structure. The annual revenue gains for the municipalities analyzed in this study were indicated to be significantly greater than the actual cost of providing municipal services to industrial development even given the losses in local revenues due to the exemption of manufacturing machinery and equipment from taxation. The study results were fully documented in SEWRPC Technical Report No. 14, *An Industrial Park Cost-Revenue Analysis in Southeastern Wisconsin—1975*, published in June 1975.

Land Use Activity (3.2.3 and 4.3.4)

Land use planning activities during 1975 under the continuing regional land use-transportation study were concentrated in four major work areas. Three of these areas—an environmental corridor preservation inventory, a prime agricultural land preservation inventory, and an inventory of land subdivision activity—relate to the surveillance function and are discussed immediately below. The fourth major work area consisted of the preparation of two new alternative land use plans for the year 2000, and relates to the plan reappraisal function. This latter work effort is reported below under the section entitled "Major Plan Reevaluation."

Table 9

COMPARISON OF THE 1975
FORECAST AND ESTIMATED EMPLOYMENT LEVELS
FOR THE REGION BY COUNTY

County	SEWRPC Forecast July 1, 1975	Estimate July 1, 1975	Difference Estimate Minus Forecast	
			Number	Difference
Kenosha . . .	40,400	46,700	6,300	13.5
Milwaukee . .	531,100	515,700	- 15,400	- 3.0
Ozaukee . . .	21,500	20,200	- 1,300	- 6.4
Racine	69,200	68,600	- 600	- 0.9
Walworth . . .	28,500	25,700	- 2,800	- 10.9
Washington . .	23,500	22,600	- 900	- 4.0
Waukesha . . .	83,600	79,500	- 4,100	- 5.2
Region	797,800	779,000	- 18,800	- 2.4

Source: Wisconsin Department of Industry, Labor, and Human Relations, and SEWRPC.

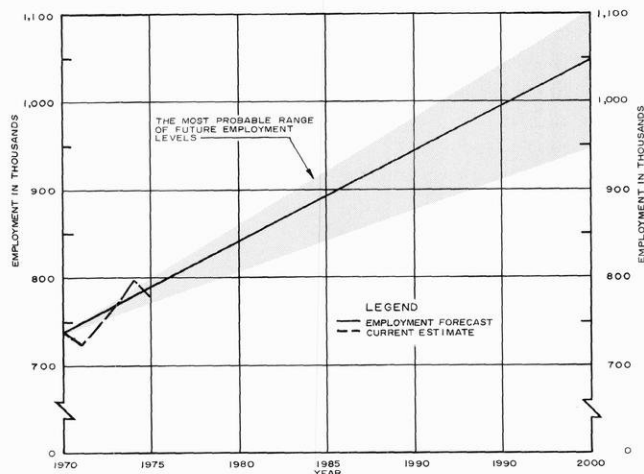
Environmental Corridor Preservation Inventory

One of the most important work programs completed under the initial regional land use planning effort was the identification and delineation of those areas of the Region containing significant concentrations of natural resource elements and associated scenic, recreational, and cultural resources, the protection and preservation of which are essential to maintaining both the ecological balance and natural beauty of the Region. The natural resource elements involved include major woodlands, wetlands, and wildlife habitat areas; lakes, rivers, and streams and their associated undeveloped shorelands and floodlands; areas covered by organic soils; major ground-water recharge areas; and areas of scenic, scientific, or cultural value. These areas were found to occur in essentially linear patterns on the landscape, with significant concentrations lying along major stream valleys, surrounding major lakes, and in the Kettle Moraine area of the Region. These areas have been termed primary environmental corridors by the Commission and encompass about 341,500 acres, or approximately 20 percent of the total area of the Region. The adopted regional land use plan recommends that these areas be preserved in essentially natural open uses through protection from incompatible urban and rural development.

An inventory was conducted during 1975 of the amount of land within these primary environmental corridors that has been preserved or protected in accordance with the adopted regional land use plan recommendations. Primary environmental corridor lands were considered permanently preserved if they had been placed in publicly owned park, outdoor recreation, or related open space lands; if they were protected from filling and development under a joint state-local floodland zoning ordinance; or if they were publicly leased for park or

Figure 10

EMPLOYMENT FORECAST AND CURRENT
EMPLOYMENT ESTIMATE FOR THE REGION
1970-2000



Source: Wisconsin Department of Industry, Labor, and Human Relations, and SEWRPC.

open space use for a period of at least 25 years. The lands within the corridors were considered at least temporarily preserved if protected through a locally enacted conservancy zoning ordinance, were part of a private park or outdoor recreation area, if protected through a locally enacted public or private park or outdoor recreation zoning ordinance, or if protected through exclusive agriculture or country estate type zoning providing a minimum residential lot size of at least five acres per dwelling unit.

The results of this inventory are summarized in Table 10. About 129,500 acres, or 38 percent of the gross primary environmental corridor area of the Region, had been permanently preserved as of 1973. The majority of this area, about 83,400 acres, was preserved through floodland zoning. About 47,000 acres, or 14 percent of the gross corridor acre area, had been temporarily preserved, with the majority of this area, or about 24,000 acres, being protected through conservancy zoning. In total, then, about 176,500 acres, or 52 percent of the gross primary environmental corridors in the Region, were either permanently or temporarily preserved as of the end of 1973.

Prime Agricultural Lands Preservation Inventory

One of the major recommendations contained in the adopted regional land use plan is the preservation in rural agricultural use of most of the remaining prime agricultural lands in the Region. Prime agricultural lands are defined by the Commission as those areas generally covered by soils rated as good or very good for agriculture, that occur in concentrated areas of five square miles or more in extent, that have consistently provided higher than average crop yields, and that generally have had a significant capital investment made in agricultural improvements such as drainage and irrigation systems.

To determine the extent to which the prime agricultural lands of the Region have been preserved through appropriate local exclusive agricultural zoning, all local zoning ordinances in the Region were reviewed for the use of an exclusive agricultural zoning or similarly protective zoning district. Once identified, all areas so zoned were mapped and compared with the delineated prime agricultural areas in the adopted regional land use plan. The results of this analysis are summarized in Table 11.

The analyses indicated that local communities have placed about 65,800 acres of prime agricultural lands, or about 14 percent of the total prime agricultural land area recommended to be preserved, into zoning districts which properly protect the underlying resource base. On a county basis, prime agricultural land preservation was largely concentrated in Kenosha, Ozaukee, and Washington Counties, where from 13,000-to-20,000 acres of such land each have been protected, representing from 23-to-26 percent of county prime agricultural land. As noted later in this report under the section entitled "Service and Plan Implementation," significant action preserving prime agricultural lands has occurred since the conduct of the inventory in Walworth County through the adoption of a new countywide comprehensive zoning ordinance emphasizing the protection of agricultural lands.

Inventory of Land Subdivision Activity (3.2.3)

Data pertaining to land subdivision activity provides an important means of monitoring land use development trends within the Region. An initial study conducted in 1969 included an analysis of the quantity, character, rate, and geographic location of land subdivision activity within the Region from 1920 through 1969. This study culminated in the publication of SEWRPC Technical Report No. 9, Residential Land Subdivision in South-eastern Wisconsin. The data presented in that report are

Table 10

PRESERVATION OF PRIMARY ENVIRONMENTAL CORRIDOR IN THE REGION: 1970

County	1970 Gross Primary Environmental Corridor (Acres)	Primary Environmental Corridor Preserved													
		Permanent Preservation				Temporary Preservation							Total		
		Public Parks Owned (Acres)	Floodland Zoning (Acres)	Subtotal		Conservancy Zoning (Acres)	Private Recreation (Acres)	Park Zoning (Acres)	Exclusive Agriculture Zoning (Acres)	Country Estate Zoning (Acres)	Subtotal				
				Acres	Percent of Gross Corridor						Acres	Percent of Gross Acres	Acres	Percent of Gross Corridor	
Kenosha	29,490	3,173	6,126	9,299	31.5	243	1,162	0	581	0	1,986	6.7	11,285	38.2	
Milwaukee . . .	14,779	8,470	1,072	9,542	64.6	62	581	7	0	85	735	5.0	10,277	69.6	
Ozaukee	24,648	2,166	7,624	9,790	39.7	3,145	566	54	3,337	0	7,102	28.8	16,892	68.5	
Racine.	33,750	4,112	13,803	17,915	53.1	751	260	76	2,604	0	3,691	10.9	21,606	64.0	
Walworth	88,527	7,408	23,005	30,413	34.4	2,076	5,719	2	0	0	7,797	8.8	38,210	43.2	
Washington . .	56,286	7,102	62	7,164	12.7	4,502	1,949	22	3,288	0	9,761	17.3	16,925	30.0	
Waukesha. . . .	94,051	13,674	31,659	45,333	48.2	13,195	1,712	7	612	471	15,997	17.0	61,330	65.2	
Region	341,531	46,105	83,351	129,456	37.9	23,974	11,949	168	10,422	556	47,069	13.8	176,525	51.7	

Source: SEWRPC.

Table 11

**PRIME AGRICULTURAL LANDS PROPERLY
PROTECTED THROUGH LOCAL ZONING
IN THE REGION BY COUNTY: 1972**

County	Recommended 1990 Prime Agricultural Lands ^a to be Preserved		Prime Agricultural Lands Properly Protected Through Local Zoning: 1972	
	Acres	Percent of Total	Acres	Percent
Kenosha	71,677	16.1	18,702	26
Milwaukee . . .	4,513	1.0	--	--
Ozaukee	42,989	9.6	19,844	46
Racine.	75,246	16.9	2,364	3
Walworth. . . .	122,154	27.4	--	--
Washington . .	55,570	12.4	12,644	23
Waukesha. . . .	74,311	16.6	6,986	9
Region	446,460	100.0	60,540	14

^aGross prime agricultural lands.

Source: SEWRPC.

updated and maintained current annually with the cooperation of the Wisconsin Department of Local Affairs and Development.

The 1975 inventory revealed that 114 residential subdivision plats were recorded in the Region during the past year. These plats encompassed about 2,700 acres of land and averaged about 24 acres each. As shown in Table 12 nearly one-half of the total platted residential acreage occurred in Waukesha County. Of that acreage in Waukesha County more than one-half, or approximately one-quarter of all acres platted in the Region in 1975, was not served by public sanitary sewers, reflecting the continued trend toward large lot, unsewered subdivision development in that County.

As shown on Map 5 the historically observed patterns of highly dispersed residential land development continued through 1975. A total of 50 of the 114 plats, encompassing 1,595 of the 2,697 acres platted during the year and located primarily in Walworth, Washington, and Waukesha Counties, were served by private onsite septic tank sewage disposal systems. These 50 plats, therefore, were not in conformance with the adopted regional land use plan and the development standard incorporated in that plan pertaining to the provision of centralized public sanitary service to all new urban residential development. These nonsewered plats created a total of 1,042 new residential building sites with a corresponding need for 1,042 new septic tank installations when fully developed.

Transportation Facilities (3.2.1 and 4.3)

Transportation facilities are among the most critical elements influencing travel characteristics and shaping the spatial distribution of rural and urban development

within an area. The presence or lack of a transportation facility will influence both the path and the mode, as well as the frequency of personal travel. In addition, the accessibility a transportation facility provides will influence the intensity and type of land use development which takes place in an area. To clarify these important relationships, it is essential that the continuing regional land use-transportation study include an evaluation of both the supply of, and the demand for, existing transportation facilities. An evaluation of the supply of transportation facilities is achieved by taking inventory of the location and capacity of the existing transportation system, while an evaluation of the demand served is achieved by analyzing inventories of travel habits and patterns.

Highway Facilities and Service Levels (3.2.1)

The Commission, as part of the 1963 regional transportation study, conducted a complete inventory of the location and capacity of the existing arterial streets and highway systems in the Region. The data collected under this inventory included, for each link in the system, the facility type; jurisdictional system designation; federal aid category; node location by state plane coordinate; link location and length by zone, district, and county; right-of-way width; pavement width; number of traffic lanes, turning lanes, and parking lanes; vertical alignment; link capacity; speed limit; and average running speed.

In addition, characteristics indicative of the level of service provided by the arterial street and highway system were collected and subsequently monitored. Included were such characteristics as volume-to-capacity ratios, accident rates, and peak and off-peak hour operating speed. To maintain current the extensive planning and engineering data on the arterial street and highway system collected during the initial study, major reinventories were completed in 1967, 1970, and 1972. The results of these reinventories were reported in the Commission's annual reports for each of these years.

Because of the 1972 reinventory, it was not considered necessary to conduct a similar reinventory during 1975. The Commission, however, maintained current the inventory of the physical characteristics affecting the capacity of the arterial street and highway system by utilizing secondary data sources, including the capital improvement project completion reports from the public works departments of the Cities of Kenosha, Milwaukee, Racine, West Allis, Wauwatosa, and Waukesha; the state trunk highway log; the state highway mileage data summary; and the state urban log. These sources provide accurate, current data on the physical characteristics on all reconstructed or newly constructed arterial street and highway facilities in major urban areas, as well as the rural areas of the Region. In addition, the Commission continued to collate traffic volume data collected by various agencies and units of government in the Region in order to provide a basis for continuing surveillance of the use of the existing arterial street and highway system.

Table 12

RESIDENTIAL SUBDIVISION PLATTING ACTIVITY IN THE REGION: 1975

County	Subdivisions Platted					
	Number	Percent of Total	Served by Public Sanitary Sewer		Not Served by Public Sanitary Sewer	
			Number	Percent of Total Subdivisions in Region	Number	Percent of Total Subdivisions in Region
Kenosha	6	5.3	4	3.5	2	1.8
Milwaukee	20	17.5	20	17.5	0	0.0
Ozaukee	8	7.0	6	5.3	2	1.8
Racine	10	8.8	6	5.3	4	3.5
Walworth	17	14.9	4	3.5	13	11.4
Washington	17	14.9	5	4.4	12	10.5
Waukesha	36	31.6	19	16.6	17	14.9
Region	114	100.0	64	56.1	50	43.9

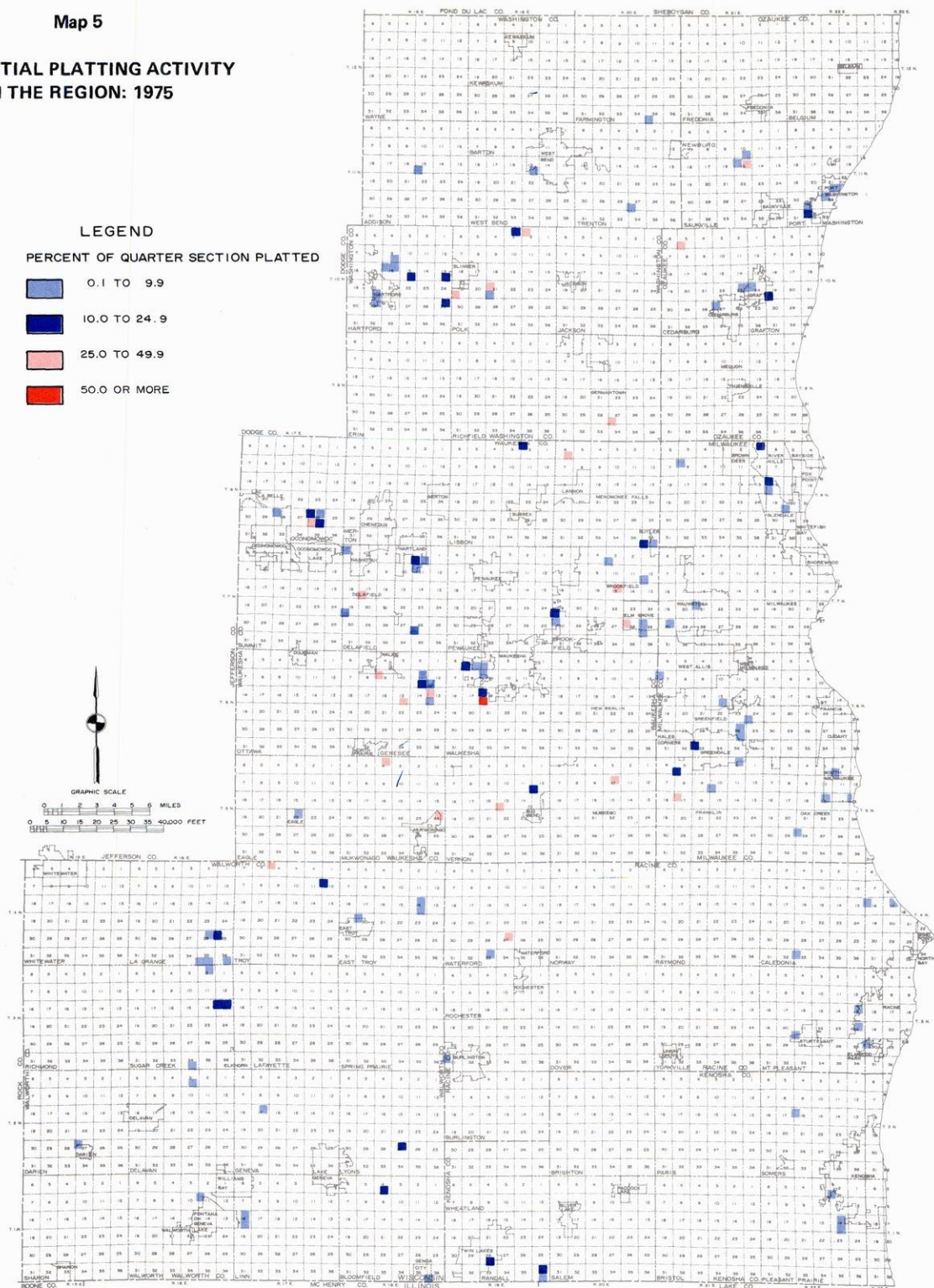
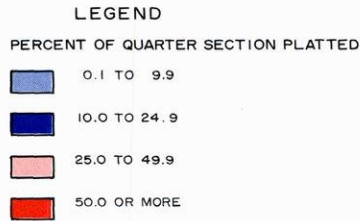
County	Acres Platted					
	Number	Percent of Total	Served by Public Sanitary Sewer		Not Served by Public Sanitary Sewer	
			Acres	Percent of Total Area Platted in Region	Acres	Percent of Total Area Platted in Region
Kenosha	74.76	2.77	51.16	1.90	23.60	0.87
Milwaukee	239.42	8.88	239.42	8.88	0.00	0.00
Ozaukee	208.59	7.73	82.81	3.07	125.78	4.66
Racine	102.66	3.81	37.41	1.39	65.25	2.42
Walworth	334.19	12.39	13.57	0.50	320.62	11.89
Washington	495.72	18.38	99.73	3.70	395.99	14.68
Waukesha	1,241.81	46.04	578.59	21.45	663.22	24.59
Region	2,697.15	100.00	1,102.69	40.89	1,594.46	59.11

County	Lots Platted					
	Number	Percent of Total	Served by Public Sanitary Sewer		Not Served by Public Sanitary Sewer	
			Number	Percent of Total Lots Platted in Region	Number	Percent of Total Lots Platted in Region
Kenosha	144	5.2	118	4.25	26	0.94
Milwaukee	423	15.2	423	15.25	0	0.00
Ozaukee	242	8.7	182	6.56	60	2.16
Racine	121	4.4	64	2.31	57	2.05
Walworth	263	9.5	22	0.80	241	8.69
Washington	432	15.6	196	7.06	236	8.51
Waukesha	1,149	41.4	727	26.21	422	15.21
Region	2,774	100.0	1,732	62.44	1,042	37.56

Source: Wisconsin Department of Local Affairs and Development and SEWRPC.

Map 5

RESIDENTIAL PLATTING ACTIVITY IN THE REGION: 1975



A total of 114 residential subdivision plats were recorded in the Region during 1975. These subdivision plats encompassed about 2,700 acres of land and averaged about 24 acres per plat. Nearly one-half of the total platted residential acreage was located in Waukesha County. Of the 114 plats recorded during the year, 50 plats covering nearly 1,600 acres were designed to be served by private onsite septic tank sewage disposal systems and thus represent development not in conformance with the adopted regional development standard that calls for the provision of centralized public sanitary sewer service to all new urban residential development.

Source: Wisconsin Department of Local Affairs and Development and SEWRPC.

Transit Facilities and Service Levels (3.2.1.2 and 4.4.6)

Comprehensive regional transportation planning must consider all modes of travel, with particular emphasis on how such modes may interact to affect the overall use of each mode. If a balanced regional transportation system is to be developed in which each mode of transportation is assigned that portion of the total travel demand which it is best able to carry, then careful attention must be given to the interaction between public and private modes of transportation for the movement of persons and goods.

The principal emphasis in such attention at the regional level must be on a determination of the major mass transit facilities which are needed and which must be designed as integral parts of the total regional transportation system. Such facilities consist of both interregional and intraregional mass transit systems. These systems must be inventoried in the regional transportation planning effort since they carry a portion of the total person trips within certain subareas of the Region and between the Region and other parts of the State and Nation, and therefore affect any evaluation of modal split.

Mass transportation may be defined as the transportation of relatively large groups of people by relatively large, generally publicly or quasi-publicly owned vehicles routed between or along significant concentrations of related trip origins and destinations. Mass transportation may be divided into two subcategories: fixed route and nonfixed route. Fixed route mass transportation is defined as the provision of service to the general public or special subgroups of the general public by relatively large vehicles operated on regular schedules over prescribed routes. Nonfixed route mass transportation is defined as the provision of service to the general public or to special subgroups of the public on a demand responsive basis. The operation of fixed route mass transportation can be readily simulated by the mathematical models developed and maintained by the Commission for this purpose under the regional land use-transportation study. Accordingly, fixed route mass transportation is explicitly considered in the regional transportation planning process. The operations of the nonfixed route category cannot, however, be readily simulated by the models developed by the Commission. Accordingly, nonfixed route mass transportation is only implicitly considered in the regional transportation planning process through assumptions relating to the level of service in given subareas of the Region as these levels of service would affect modal choice.

Fixed and nonfixed route mass transportation service may be further subdivided into several subcategories, as shown on Figure 11. Of particular importance to regional transportation planning are the subcategories identified as fixed route common carrier mass transportation service provided to the general public, which is further subdivided into primary, secondary, and tertiary levels of service; fixed route special carrier service; and nonfixed route special carrier service.

A complete inventory of the supply of fixed route mass transportation service was conducted under the initial regional land use-transportation planning effort. The data collected under this inventory included, for each line in the transit network, the route or line number; the type, hours, and frequency and regularity of service; line capacity; and line passenger volumes. These data files have been updated annually to assure an accurate, current description of the major form of mass transit facilities and service levels within the Region. In addition, the following data are maintained current for each transit system in the Region: revenue passengers carried, route descriptions, fare structure, operating cost, and accident incidences.

The following discussion summarizes for each urbanized area in the Region the status in 1975 of fixed route mass transit facilities and service levels. In addition, data are presented pertaining to important indicators of transit service, such as number of routes and ridership levels, as well as direct operating subsidy levels.

Intraregional Mass Transit

During 1975, fixed route intraregional mass transit service was provided in the Milwaukee, Racine, and Kenosha urbanized areas. Significant changes occurred during the year in the management of the mass transit systems, including the conversion from private to public ownership of the major mass transit systems in Milwaukee and Racine and the complete restructuring of the publicly owned transit system in Kenosha. Total fixed route intraregional mass transit ridership in the Region by urbanized area and type of service for the years 1974 and 1975 is shown in Table 13, while historic mass transit ridership in each of the three urbanized areas is set forth in Figures 12, 13, and 14.

On an overall basis, fixed route mass transit ridership was down significantly in the Milwaukee urbanized area, from about 50.3 million revenue passengers in 1974 to about 45.3 million revenue passengers in 1975, a decline of 5.0 million passengers or 10 percent. As shown in Table 13, this decline was reflected on all of the transit systems and service types operated in the Milwaukee urbanized area except for the fixed route special carrier service provided to the University of Wisconsin-Milwaukee campus and the primary service operated by Wisconsin Coach Lines, Inc. between Milwaukee and Waukesha. Ridership on the tertiary or local routes of the Milwaukee County transit system declined from about 47.9 million revenue passengers in 1974 to 43.3 million revenue passengers in 1975, a decline of nearly 10 percent. This decline is the largest to occur since 1972 and represents a much sharper rate of decline than the 1 percent decline registered during 1974. Review of the ridership data during the year indicates, however, that ridership losses were significantly lower in the second half of the year after public ownership and operation of the system on July 1, 1975. The adult cash base fare was reduced during the year from 60¢ to 50¢. The price of a weekly pass was reduced from \$6.00 to \$5.00, while the 5¢ per zone fare for rides to outlying areas remained unchanged.

Other ridership declines registered in the Milwaukee urbanized area included the secondary or express service operated by Wisconsin Coach Lines, Inc. throughout the Milwaukee urbanized area to and including points beyond that area; local or tertiary service operated by Wisconsin Coach Lines, Inc. in the City of Waukesha, where ridership declined by 37 percent and the adult cash fare was raised from 40¢ to 50¢; the collection, circulation, and distribution (shuttle) service operated in the Milwaukee central business district, the use of which declined by about 50 percent from use of the service provided during the previous year by the Midland National Bank; and the special carrier school "tripper" service provided by the Wisconsin Coach Lines, Inc. in the City of Waukesha, the use of which declined by about 29 percent.

In addition, for the first time in the 11-year history of the primary or freeway flyer type service, revenue ridership declined during 1975 from the previous year even though one new flyer route began service during 1975. In 1975 revenue ridership on the primary system totalled about 791,100, representing a decline of about 3.9 percent from the 826,600 passengers carried in 1974. All Freeway Flyer routes but those operating from Hales Corners, Goerke's Corners, and Northridge-Treasure

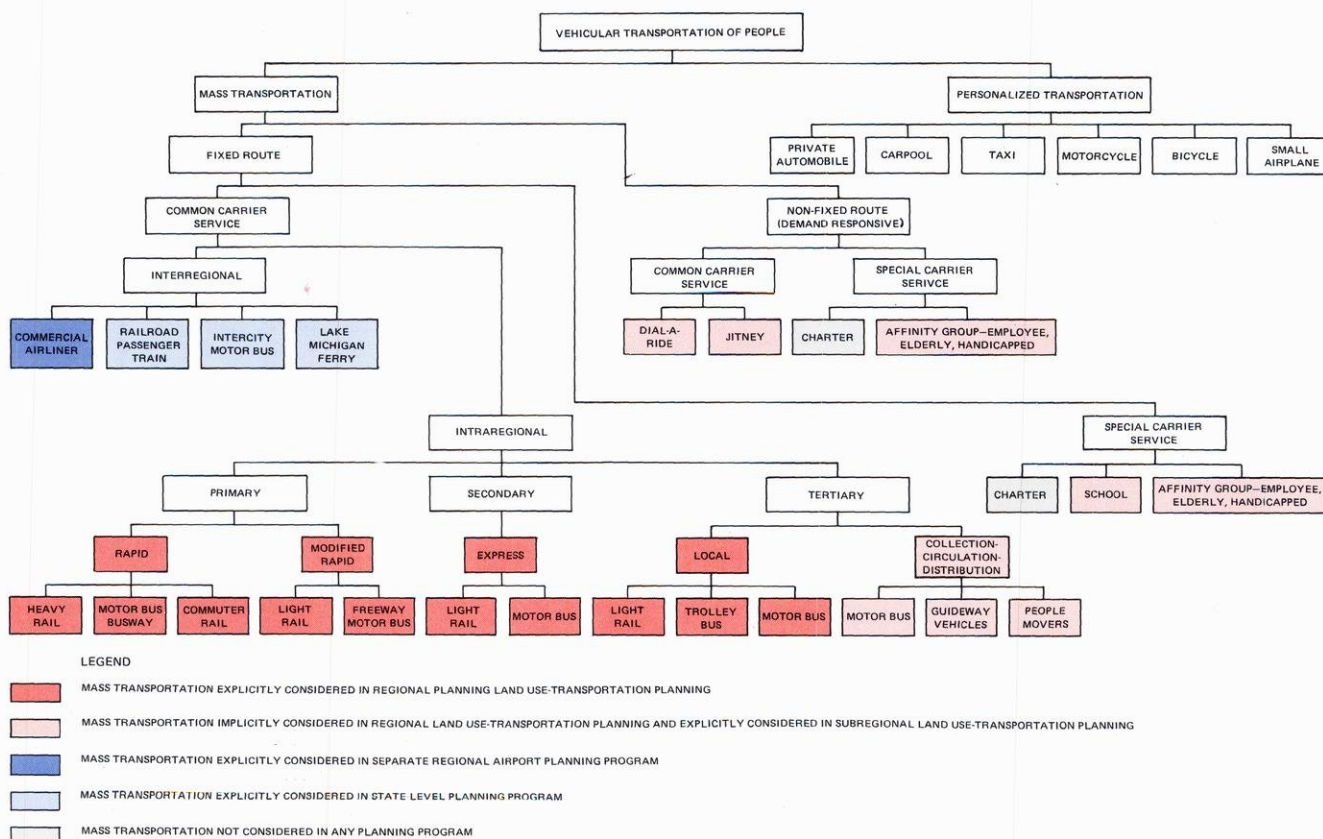
Island lost ridership during 1975. One new Freeway Flyer route was added in 1975, that to the Milwaukee central business district via IH 94 from a new public transit station located at the interchange of W. College Avenue and IH 94. Selected data pertaining to each Freeway Flyer route in the Milwaukee urbanized area are shown in Table 14 and on Figure 15.

The special carrier service provided to the University of Wisconsin-Milwaukee campus registered an increase in use during 1975. This service, which consisted at the end of 1975 of two special routes serving the University of Wisconsin-Milwaukee students and staff, increased from 385,000 revenue passengers in 1974 to 394,000 in 1975, an increase of slightly over 2 percent. This figure does not include ridership on a free shuttle bus provided by the University of Wisconsin-Milwaukee from a new commuter parking lot near the intersection of E. Capitol Drive and N. Humboldt Boulevard to the UWM campus which carried in 1975 an estimated 160,000 riders.

In the Kenosha urbanized area, transit service was provided in 1975 by the City of Kenosha Transit-Parking Commission. The transit system was completely revised in August 1975 after receipt of 24 new buses made

Figure 11

CLASSIFICATION OF THE VEHICULAR TRANSPORTATION OF PEOPLE



Source: SEWRPC.

Table 13

FIXED ROUTE INTRAREGIONAL MASS TRANSIT RIDERSHIP IN THE REGION BY URBANIZED AREA: 1974 and 1975

Urbanized Area	Transit Service Type and Carrier	Number of Routes		Revenue Passengers		
		1974	1975	1974	1975	Percent Change
Milwaukee	General Carrier—Primary					
	Milwaukee County Transit System ^a . . .	9	10	800,900	747,600	- 6.7
	Wisconsin Coach Lines, Inc.	1	1	22,700	43,500	91.6
	Subtotal	10	11	823,600	791,100	- 3.9
	General Carrier-Secondary					
	Milwaukee County Transit System ^a . . .	2	2	.. ^c	.. ^c	--
	Wisconsin Coach Lines, Inc. ^b	5	4	433,800	362,800	- 16.4
	Subtotal	7	6	433,800	362,800	- 16.4
	General Carrier-Tertiary (Local)					
	Milwaukee County Transit System ^a . . .	45	47	47,937,800	43,272,900	- 9.7
	Wisconsin Coach Lines, Inc.	3	2	36,400	22,800	- 37.4
	Subtotal	48	49	47,974,200	43,295,700	- 9.8
	General Carrier-Tertiary (Collection-Circulation-Distribution)					
	Milwaukee County Transit System ^d . . .	1	1	435,000	217,300	- 50.0
	Subtotal	1	1	435,000	217,300	- 50.0
	Special Carrier-School ^e					
	Milwaukee County Transit System ^a . . .	11	11	.. ^c	.. ^c	--
	Wisconsin Coach Lines, Inc.	17	13	249,100	176,400	- 29.2
	Subtotal	28	24	249,100	176,400	- 29.2
	Special Carrier-Affinity Group ^f					
	Milwaukee County Transit System ^a . . .	4	3	385,000	433,600	12.6
	Subtotal	4	3	385,000	433,600	12.6
	Total—General and Special Carrier	98	94	50,300,700	45,276,900	- 10.0
Kenosha	General Carrier-Tertiary (Local)					
	Kenosha Transit-Parking Commission . .	12	5	688,100	766,800	11.4
	Special Carrier-School ^d					
	Kenosha Transit-Parking Commission . .	5	5	.. ^c	.. ^c	--
	Special Carrier-Affinity Group					
Racine	UW-Parkside Shuttle	2	2	N/A	N/A	--
	Total—General and Special Carrier	19	12	688,100	766,800	11.4
	General Carrier-Tertiary (Local)					
	Racine Transit Commission ^g	10	10	649,700	631,900	- 2.7
Special Carrier-Affinity Group	UW-Parkside Vets Club	1	1	N/A	N/A	--
	Total—General and Special Carrier	11	11	649,700	631,900	- 2.7
Region Total	General Carrier	88	82	51,004,400	46,065,500	- 9.7
	Special Carrier	40	35	634,100	610,000	- 3.8
	Total	128	117	51,638,500	46,675,600	- 9.6

^a Service operated by Milwaukee and Suburban Transport Corporation until July 1, 1975.

^b Includes all "suburban-commuter" routes operated by Wisconsin Coach Lines, Inc. in the Region except the primary service operating from the Goerkes Corners Public Transit Station.

^c Ridership data included in general carrier-tertiary for urbanized area.

^d Consists of Milwaukee central business district shuttle service; includes shuttle service operated by the Midland National Bank during 1974 and continuing through January 15, 1975.

^e Does not include "yellow" school bus service.

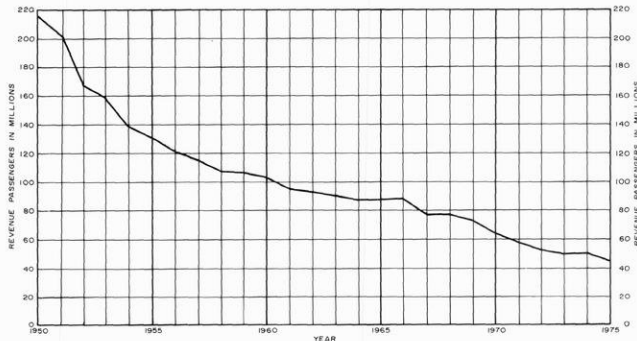
^f Consists of U-BUS service to the UW-Milwaukee campus.

^g Service operated by Flash City Transit Company until July 1, 1975.

Source: Milwaukee County Transit System; Wisconsin Coach Lines, Inc.; Kenosha Transit-Parking Commission; Racine Transit Commission; and SEWRPC.

Figure 12

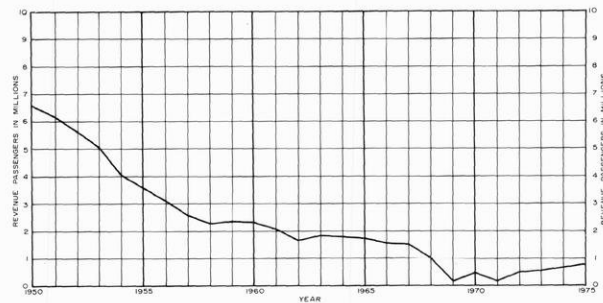
**FIXED ROUTE INTRAREGIONAL MASS TRANSIT REVENUE
PASSENGERS IN THE MILWAUKEE URBANIZED AREA
1950-1975**



Source: Wisconsin Public Service Commission and SEWRPC.

Figure 13

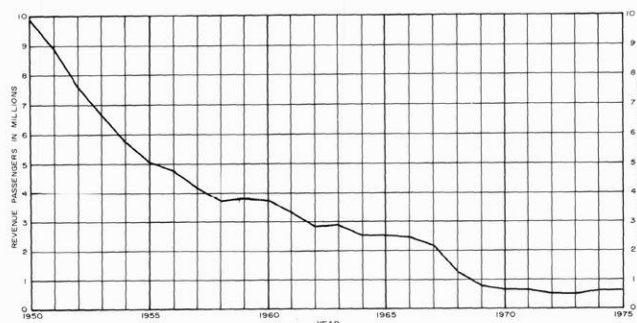
**FIXED ROUTE INTRAREGIONAL MASS TRANSIT REVENUE
PASSENGERS IN THE KENOSHA URBANIZED AREA
1950-1975**



Source: Wisconsin Public Service Commission and SEWRPC.

Figure 14

**FIXED ROUTE INTRAREGIONAL MASS TRANSIT REVENUE
PASSENGERS IN THE RACINE URBANIZED AREA
1950-1975**



Source: Wisconsin Public Service Commission and SEWRPC.

additional service possible. The new system, which was recommended in the transit development program for Kenosha, consists of five crosstown routes and five special routes serving schools, as compared to six loop routes and six special school routes in 1974. Transit ridership in the Kenosha urbanized area was up significantly in 1975, from about 688,000 revenue passengers in 1974 to nearly 767,000 revenue passengers in 1975, an increase of about 11 percent. As shown in Figure 13, this increase continues a trend toward increasing ridership in Kenosha where the Kenosha mass transit system was reestablished as a publicly owned and operated system in September 1971. The basic fare for all transit service in Kenosha remained in 1975 at 25¢, with an offpeak hour elderly and handicapped fare of 10¢ established in July 1975.

In the Racine urbanized area, the transit system became publicly owned on July 1, 1975, when the Flash City Transit Company was purchased by the City of Racine and renamed the Belle Urban System (BUS). Ridership during the year declined by nearly 3 percent, from about 650,000 revenue passengers in 1974 to about 632,000 revenue passengers in 1975. This decline may be attributed largely to a 26-day strike which shut down the entire transit system for most of the month of October 1975. A basic cash fare of 40¢ and a 10¢ transfer charge remained unchanged during 1975. However, a 10¢ elderly and handicapped fare during offpeak hours took effect after October 1, 1975.

On an overall regional basis, then, fixed route mass transit ridership declined during 1975 by about 9 percent, from about 51.6 million in 1974 to about 46.8 million in 1975. Significant losses occurred on all transit systems in 1975 except in Kenosha. Thus, the long-term downward trend in transit revenue passengers which had appeared to have leveled off in 1974 has been reestablished (see Figure 15).

The year 1975 marked the first year in which public operating subsidies for fixed route mass transit service became significant in the Region. In total, as shown in Table 15, \$3.6 million in public operating assistance for fixed route mass transit service was provided in the Region. Of this total, about \$3.1 million was provided in support of the operation of the Milwaukee County transit system. The average subsidy per ride during 1975 for the Region as a whole was 12.6¢. The subsidy per ride on the entire Milwaukee County transit system was 11.2¢. The special Milwaukee downtown shuttle service required a subsidy per ride of 55.7¢, while the special demonstration transit service between Waukesha and Milwaukee required a subsidy per ride of 94.1¢. In the Racine area the subsidy per ride was 30.7¢, while in the Kenosha area the subsidy per ride was 38.8¢.

Nonfixed route special carrier mass transit service continued to expand during 1975 as more agencies provided transit service to special groups, such as the elderly and handicapped. At least 60 social service agencies provided demand responsive specialized mass transit service to the elderly and handicapped of the Region during 1975. At the present time it is not possible to determine the

annual ridership carried on transit vehicles operated by these agencies, since in most cases no fares are charged and the agencies do not maintain daily ridership records. As discussed later in this report, the Commission will begin during 1976 a special study of the transportation needs of the elderly and handicapped. It is envisioned that out of this study will come recommendations for more uniform data collection procedures in order that in future years reliable estimates of annual ridership on this growing form of mass transit service can be prepared.

Interregional Rail and Bus Service

Railroad passenger service in the Region at the end of 1975 was provided over about 89 miles of rail line by two privately owned railroads—the Chicago and North Western Transportation Company (C & NW) and the Chicago, Milwaukee, St. Paul, and Pacific Railroad Company (Milwaukee Road)—and by the quasi-public National Railroad Passenger Corporation (Amtrak). This total compares with 97 miles of rail passenger line in 1974. Weekday passenger service provided by the C & NW consisted of nine trains in each direction between the Cities of Kenosha and Chicago. Service provided by the Milwaukee Road consisted of one train in each direction between the Village of Walworth and the City of Chicago. Service between the Cities of Lake Geneva and Chicago

was discontinued by the C & NW in August 1975. The discontinuation of this service over eight miles of track between the City of Lake Geneva and the Wisconsin-Illinois State Line accounts for the fewer miles of rail passenger line in 1975.

Amtrak service at the end of 1975 included two trains daily in each direction between the Cities of Chicago and Minneapolis. Both trains make a stop in Milwaukee. One of these trains also operated west of Minneapolis on a daily basis to and from the City of Seattle, while the other train operated to and from Seattle three times per week, except during the peak summer travel season and holiday periods when it also operated daily. Amtrak also began operation in 1975 of one through train in each direction in the Milwaukee-Chicago-Detroit corridor. An additional three trains in each direction also operated between Chicago and Milwaukee, for a total of six trains daily in each direction in this corridor. Four of the six trains also stop in the Village of Sturtevant. The schedule of Milwaukee-Chicago service was altered to better fit travel demands between the two cities, even though one train each way was dropped in 1975. Amtrak service was improved in 1975 with the provision of new, light weight, French designed and manufactured, turbine-powered trains in the Milwaukee-Chicago corridor.

Table 14

SELECTED CHARACTERISTICS OF FIXED ROUTE GENERAL CARRIER PRIMARY TRANSIT ROUTES IN THE REGION: 1975

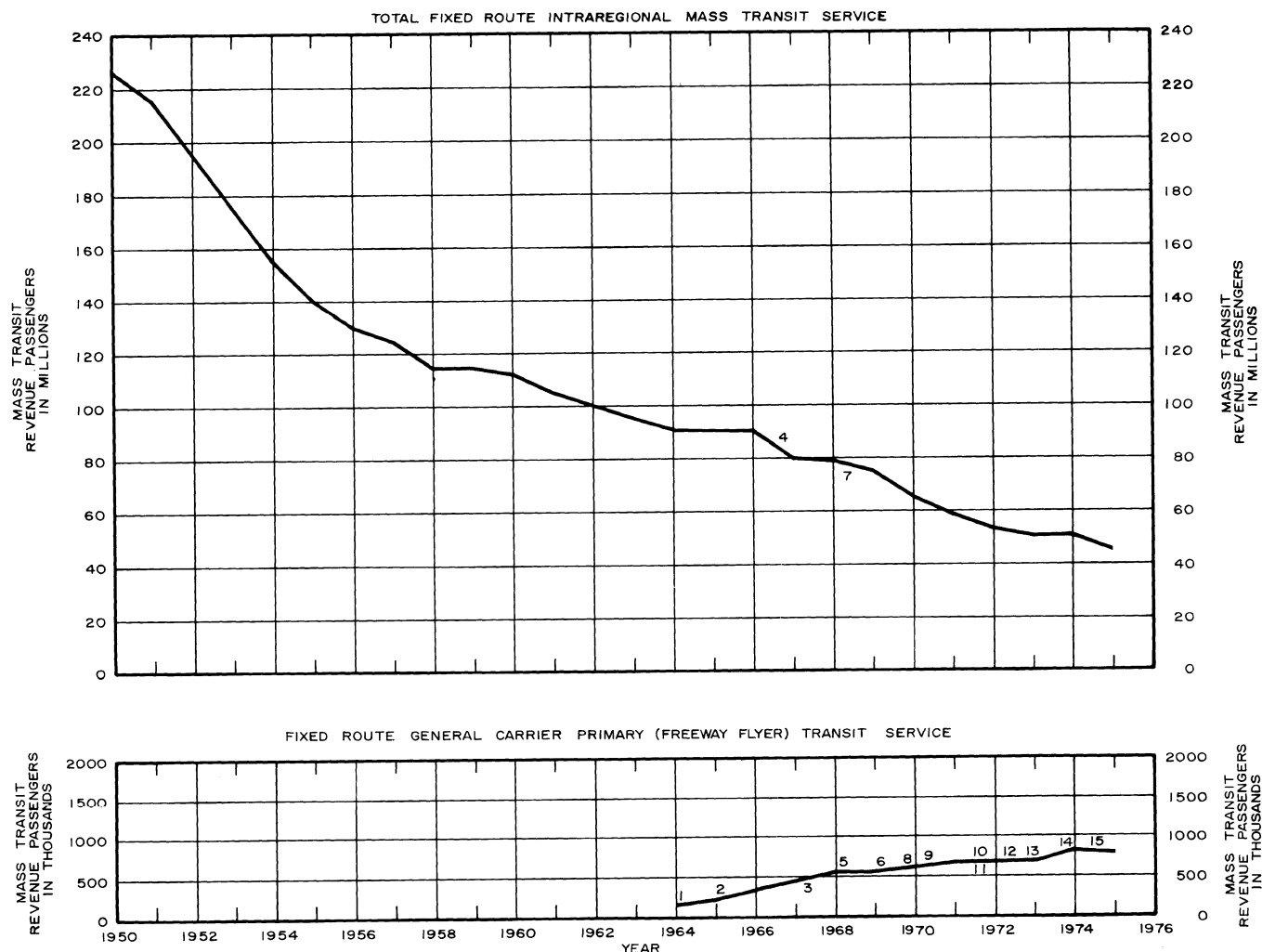
Name of Route	Date Route Established	Route Description		Length of Route (One-Way Miles)	Average Weekday Passenger Volume			
					Initial Year of Operation	Peak Year	1974	1975
Mayfair	03/30/64	N. Mayfair Road and W. Center Street, City of Wauwatosa	Milwaukee CBD	10.2	416	955	673	558
Bay Shore ^a	11/29/65	N. Port Washington Road and Silver Spring Drive, City of Glendale	Milwaukee CBD	7.1	351	645	--	--
Treasure Island-West Allis . . .	11/06/67	S. 108th Street and W. Cleveland Avenue, City of West Allis	Milwaukee CBD	9.5	204	445	414	375
Treasure Island-Capitol Drive . .	04/22/68	N. 124th Street and W. Capitol Drive, City of Brookfield	Milwaukee CBD	12.5	142	256	256	218
Hales Corners	04/14/69	S. Lovers Lane Road and W. Abbot Avenue, Village of Hales Corners	Milwaukee CBD	14.7	200	312	294	308
Spring Mall	07/06/70	S. 76th Street and W. Cold Spring Road, City of Greenfield	Milwaukee CBD	11.3	178	463	463	421
S. 27th Street-Target	05/17/71	S. 27th Street and W. Layton Avenue, City of Greenfield	Milwaukee CBD	9.3	141	276	276	237
Northland-Teutonia	08/14/72	6200 Block of N. Teutonia Avenue, City of Milwaukee	Milwaukee CBD	9.0	418	418	223	186
North Shore	01/02/73	N. Port Washington Road and Silver Spring Drive, City of Glendale	Milwaukee CBD	6.7	358	462	462	379
Goerkes Corners	10/29/73	IH 94, Blue Mound Road, and N. Barker Road, Town of Brookfield	Milwaukee CBD	13.6	60	89	89	171
Northridge-Treasure Island . . .	08/26/74	N. 76th Street and W. Brown Deer Road, City of Milwaukee	Milwaukee CBD	17.0	193	232	193	232
College Avenue	12/01/75	IH 94 and W. College Avenue, City of Milwaukee	Milwaukee CBD	9.9	153	153	--	153

^a Discontinued after August 11, 1972. For the remainder of 1972, the Bay Shore route was partially replaced by the Northland-Teutonia route, and in 1973 was permanently replaced by the North Shore route.

Source: Milwaukee County Transit System and Wisconsin Coach Lines, Inc.

Figure 15

**FIXED ROUTE INTRAREGIONAL MASS TRANSIT
REVENUE PASSENGERS IN THE REGION
1950-1975**



1. INAUGURATION OF MODIFIED RAPID TRANSIT SERVICE AT MAYFAIR SHOPPING CENTER—MARCH 1964.
2. INAUGURATION OF MODIFIED RAPID TRANSIT SERVICE AT BAY SHORE SHOPPING CENTER—NOVEMBER 1965.
3. INAUGURATION OF MODIFIED RAPID TRANSIT SERVICE AT TREASURE ISLAND (CITY OF WEST ALLIS)—NOVEMBER 1967.
4. INCLUDES PERIODS OF TRANSIT STRIKES AND LOCAL CIVIL DISORDERS.
5. INAUGURATION OF MODIFIED RAPID TRANSIT SERVICE AT TREASURE ISLAND (CAPITOL DRIVE)—APRIL 1968.
6. INAUGURATION OF MODIFIED RAPID TRANSIT SERVICE AT COUNTRY FAIR SHOPPING CENTER (VILLAGE OF HALES CORNERS)—APRIL 1969.
7. DOES NOT INCLUDE REVENUE PASSENGERS CARRIED BY LAKESHORE TRANSIT—KFNOSHA, INC., DURING JANUARY AND FEBRUARY 1969. SERVICE WAS DISCONTINUED AT THE END OF FEBRUARY 1969. DATA ON RIDERSHIP FOR JANUARY AND FEBRUARY ARE NOT AVAILABLE.
8. INAUGURATION OF MODIFIED RAPID TRANSIT SERVICE AT SPRING MALL SHOPPING CENTER (CITY OF GREENFIELD)—JULY 6, 1970.
9. INAUGURATION OF MODIFIED RAPID TRANSIT SERVICE AT TARGET SHOPPING CENTER (CITY OF MILWAUKEE)—MAY 17, 1971.
10. DISCONTINUANCE OF MODIFIED RAPID TRANSIT SERVICE AT BAY SHORE SHOPPING CENTER DUE TO LACK OF PARKING FACILITIES—AUGUST 11, 1972.
11. INAUGURATION OF MODIFIED RAPID TRANSIT SERVICE AT NORTHLAND SHOPPING CENTER (CITY OF MILWAUKEE)—AUGUST 14, 1972.
12. INAUGURATION OF MODIFIED RAPID TRANSIT SERVICE AT NORTHSORE "PARK N' RIDE" LOT (CITY OF GLENDALE)—JANUARY 1973.
13. INAUGURATION OF MODIFIED RAPID TRANSIT SERVICE AT GOERKES CORNERS PUBLIC TRANSIT STATION (TOWN OF BROOKFIELD)—OCTOBER 29, 1973.
14. INAUGURATION OF MODIFIED RAPID TRANSIT SERVICE AT NORTHRIDGE SHOPPING CENTER (CITY OF MILWAUKEE) AND TREASURE ISLAND-BROWN DEER (VILLAGE OF BROWN DEER)—AUGUST 1974 AND AT BROWN DEER-EAST PUBLIC TRANSIT STATION (VILLAGE OF RIVER HILLS)—NOVEMBER 1974.
15. INAUGURATION OF MODIFIED RAPID TRANSIT SERVICE BETWEEN THE COLLEGE AVENUE TRANSIT STATION AND THE CITY OF MILWAUKEE—DECEMBER 1, 1975.

Source: Milwaukee County Transit System; Racine Transit Commission; Wisconsin Coach Lines, Inc.; City of Kenosha Transit-Parking Commission; Wisconsin Public Service Commission; and SEWRPC.

Table 15

**PUBLIC OPERATING SUBSIDIES FOR FIXED ROUTE MASS TRANSIT SERVICE
IN THE REGION BY URBANIZED AREA AND TRANSIT CARRIER: 1975**

Urbanized Area	Transit Carrier	Operating Assistance	Ridership (Revenue Passengers)	Subsidy Per Ride
Milwaukee	Milwaukee County Transit System			
	Primary, Secondary, and Tertiary (Local) Service	\$2,948,202 ^a	27,062,500 ^a	10.9¢
	Tertiary (Collection-Circulation-Distribution) Service	112,585	202,300	55.7¢
	Total	\$3,060,787	27,264,800	11.2¢
	Wisconsin Coach Lines, Inc. Primary and Secondary Service ^b	\$ 57,959	61,600	94.1¢
Racine	Racine Transit Commission Tertiary (Local) Service	\$ 194,125	631,900	30.7¢
Kenosha	Kenosha Transit and Parking Commission Tertiary (Local) Service	\$ 297,794	766,800	38.8¢
Regional Average	--	\$3,610,665	28,725,100	12.6¢

^a Includes ridership data from May 16, 1975, to December 31, 1975.

^b Includes ridership data from September 8, 1975, to December 31, 1975. Does not include ridership on the Watertown-Oconomowoc-Waukesha-Milwaukee secondary express service.

Source: SEWRPC.

Interregional bus service was provided by nine private companies in the Region: Badger Coaches, Inc.; Blue Jay Coaches, Inc.; Central-West Motor Stages, Inc.; Greyhound Lines-West; Peoria-Rockford Bus Company; Scholastic Transit Company and its subsidiary, North American Coach Company; Tri-State Coach Lines, Inc.; Wisconsin Coach Lines, Inc.; and Wisconsin-Michigan Coaches, Inc. During 1975, these companies operated interregional bus lines over approximately 600 miles of streets and highways, about the same as in 1974.

Transportation Terminal Facilities (3.2.1.3)

Transportation terminal facilities constitute an important element of any transportation system since they directly affect system utilization, operation, and efficiency. On a regional level, transportation terminals, such as parking and truck terminal facilities, interact significantly with the highway and transit elements of the regional transportation system and must, therefore, be considered in regional transportation system plan preparation and implementation. The parking facilities considered as integral parts of the existing regional transportation system include those automobile parking facilities provided in the central business districts of the three major urbanized areas in the Region and those provided as change-of-mode facilities for the existing primary (Free-way Flyer) transit service operating within the Region.

An inventory and analysis of the parking facilities provided in the central business districts was reported in the 1974 Annual Report. In 1975 an inventory of parking supply and demand at all mass transit park-and-ride terminals was conducted in order to establish the current capabilities and deficiencies of these parking facilities. The number of available parking spaces and the demand for these parking spaces on an average weekday in 1975 are summarized in Table 16. A comparison of the supply of these facilities to the demand indicates that on an average weekday, approximately 42 percent of the parking facilities provided at major change-of-mode locations were utilized. At the Hales Corners, Treasure Island-West Allis, and Spring Mall park-and-ride terminals, the number of change-of-mode parkers exceeded the spaces provided, indicating that such parkers were "spilling over" into areas assigned for other parkers at these shopping center locations.

Automobile and Truck Availability (3.2.1.4, 4.2.5, and 4.3.5)

A current inventory of automobile and truck availability is essential to the continuing regional transportation planning process. As an indicator of highway facility use, such an inventory not only helps to quantify existing traffic demand but is also used to derive future demand through its inclusion in transportation simulation models.

In order to maintain current estimates of availability, the Commission annually obtains and analyzes motor vehicle registration data collected by the Wisconsin Department of Transportation. Automobile and truck availability estimates are then derived for each county utilizing this data.

The number of automobiles available to residents of the Region declined in 1975 for the first time since World War II, a result probably due in large part to a growing preference for the utilization of light trucks and vans as

passenger vehicles. There were 742,350 automobiles available in 1975, a decrease of 4,035, or about one-half of 1 percent, from 1974. This decrease, however, was more than offset by an estimated increase in light truck availability of nearly 9,400. As shown in Table 17, the only county actually exhibiting a decline in the total number of autos available was Milwaukee County, with a decrease of 2 percent, while the other six counties exhibited gains. Even in Milwaukee County, however, the decrease in autos available was nearly offset by the increase in available light trucks.

Table 16

**PARKING SUPPLY AND DEMAND AT PRIMARY TRANSIT
(FREEWAY FLYER) TERMINALS IN THE REGION: DECEMBER 1975**

Parking Terminal Location	Parking Spaces Available	Autos Parked December 1, 1975	Percent of Spaces Utilized	Average Number of Passengers Carried—Two Way—December 1975
W. College Avenue Public Transit Station (Milwaukee) . .	300	19	6	153
Mayfair Shopping Center (Wauwatosa)	200	127	64	565
Northshore Public Transit Station (Glendale)	190	76	40	407
County Fair Shopping Center (Hales Corners)	50	53	106	345
Treasure Island Shopping Center (West Allis)	100	109	109 ^a	917
Treasure Island Shopping Center (Brookfield)	100	93	93	243
Spring Mall Shopping Center (Greenfield)	100	101	101	490
S. 27th Street Target Shopping Center (Milwaukee)	100	49	49	249
Northland-Teutonia (Milwaukee)	100	26	26	175
Northridge Shopping Center (Milwaukee)	200	19	10	305 ^b
Treasure Island Shopping Center (Brown Deer)	125	23	18	
Brown Deer Public Transit Station (River Hills)	250	44	18	336
Goerkes Corners Public Transit Station (Brookfield) . . .	200	103	52	
Total	2,015	842	42	--

^a Indicates that transit parking has "spilled over" into nondesignated parking areas.

^b A single route serves the Northridge, Treasure Island-Brown Deer, and River Hills parking terminals.

Source: Milwaukee County Transit System, Wisconsin Department of Transportation, and Wisconsin Coach Lines, Inc.

Table 17

**AUTOMOBILE AVAILABILITY AND PERSONS PER AUTO
FOR THE REGION BY COUNTY: 1963, 1974, and 1975**

County	1963		1974		1975	
	Auto Availability	Persons Per Auto	Auto Availability	Persons Per Auto	Auto Availability	Persons Per Auto
Kenosha	35,162	3.03	51,781	2.43	52,657	2.41
Milwaukee	304,123	3.57	418,007	2.47	410,880	2.46
Ozaukee	14,319	2.90	27,896	2.28	28,303	2.29
Racine	47,583	3.16	74,272	2.37	74,696	2.40
Walworth	19,437	2.86	28,973	2.35	29,229	2.31
Washington	16,235	3.05	31,111	2.42	31,499	2.43
Waukesha	61,889	2.98	114,345	2.24	115,086	2.28
Region	498,758	3.36	746,385	2.41	742,350	2.41

Source: SEWRPC.

The number of available trucks of all types in the Region increased during 1975 to a total of 96,822, approximately 4 percent higher than the 1974 level. As shown in Table 18, all counties experienced a gain in truck availability during 1975. On a regionwide basis, the gains in the light trucks available more than offset losses in medium and heavy duty truck availability.

Comparisons between the 1975 auto and truck availability estimates and Commission forecast levels prepared in 1963 as part of the initial regional land use-transportation study are shown in Table 19 and Figures 16 and 17.

Table 18

**TRUCK AVAILABILITY FOR THE REGION BY COUNTY
1963, 1974, and 1975**

County	1963	1974	1975
Kenosha	4,855	8,270	8,950
Milwaukee	25,867	38,079	39,004
Ozaukee	2,286	3,845	3,982
Racine	6,201	10,837	11,495
Walworth	4,490	7,419	7,785
Washington	3,413	6,418	6,734
Waukesha	8,283	18,053	18,872
Region	55,395	92,921	96,822

Source: SEWRPC.

Despite the rather phenomenal growth in the use of light duty trucks for passenger purposes, the number of autos available in 1975 was about 3 percent greater than the forecast regional level, with the largest relative variation occurring in Washington County. Because of the light-duty truck phenomenon, the number of trucks available on a regionwide basis was about 24 percent above the forecast level, with the largest relative variation occurring in Waukesha County.

Closely related to automobile availability is the ratio of persons per automobile. As shown in Table 17, the ratio of persons per automobile in 1975 remained the same for the Region as for 1974—2.41 persons per auto. If light duty trucks were to be added to the automobile total, the ratio of persons per passenger vehicle would have decreased somewhat. Slight increases in the ratio were experienced in Ozaukee, Racine, Washington, and Waukesha Counties, while slight decreases were observed in Kenosha, Milwaukee, and Walworth Counties. Figure 18 illustrates the historic decline in this ratio and compares the actual ratio with Commission forecasts.

Transportation Movement—Travel Habits and Patterns (3.2.2, 4.2.6, 4.3.6)

Essential to the formulation of sound development planning is a body of accurate, factual information utilized as the basis for both the preparation of rational forecasts

Table 19

**COMPARISON OF THE FORECAST AND ESTIMATED AUTOMOBILE
AND TRUCK AVAILABILITY LEVELS FOR THE REGION BY COUNTY: 1975**

County	Automobiles		Trucks		Percent Difference Estimate Minus Forecast	
	Forecast ^a	Estimate ^b	Forecast ^a	Estimate ^c	Automobiles	Trucks
Kenosha	51,300	52,657	6,900	8,950	- 2.6	- 22.9
Milwaukee	409,100	410,880	31,100	39,004	- 0.4	- 20.3
Ozaukee	24,400	28,303	3,100	3,982	- 13.8	- 22.1
Racine	73,900	74,696	8,800	11,495	- 1.1	- 23.4
Walworth	26,800	29,229	6,100	7,785	- 8.3	- 21.6
Washington	25,800	31,499	4,900	6,734	- 18.1	- 27.2
Waukesha	110,800	115,086	12,600	18,872	- 3.7	- 33.2
Region	722,100	742,350	73,500	96,822	- 2.7	- 24.1

^a Based upon automobile and truck availability forecasts for the fiscal year 1975 as shown in SEWRPC Planning Report No. 7, Volume Two, Forecasts and Alternative Plans—1990, 1966.

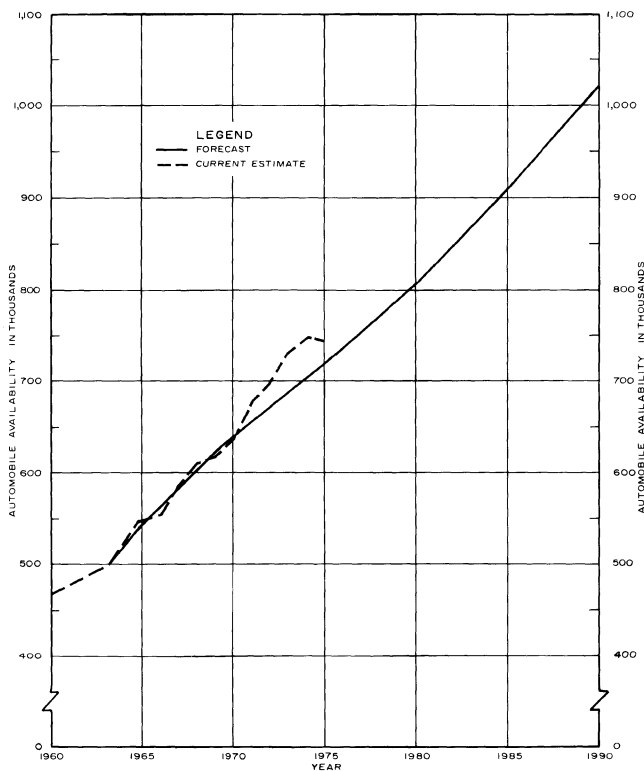
^b Based upon Wisconsin Department of Transportation motor vehicle registration data for the fiscal year ending June 30, 1975. Automobile availability estimates are based on the assumption that 10 percent of the registered automobiles are not in use either because the vehicles have been removed from the state or because they are in salvage yards, used car lots, or in similar storage.

^c Based upon Wisconsin Department of Transportation motor vehicle registration data. Truck availability estimates are based on the assumption that 6 percent of the registered trucks are not in use either because the trucks are now registered in another state or because they are in salvage.

Source: SEWRPC.

Figure 16

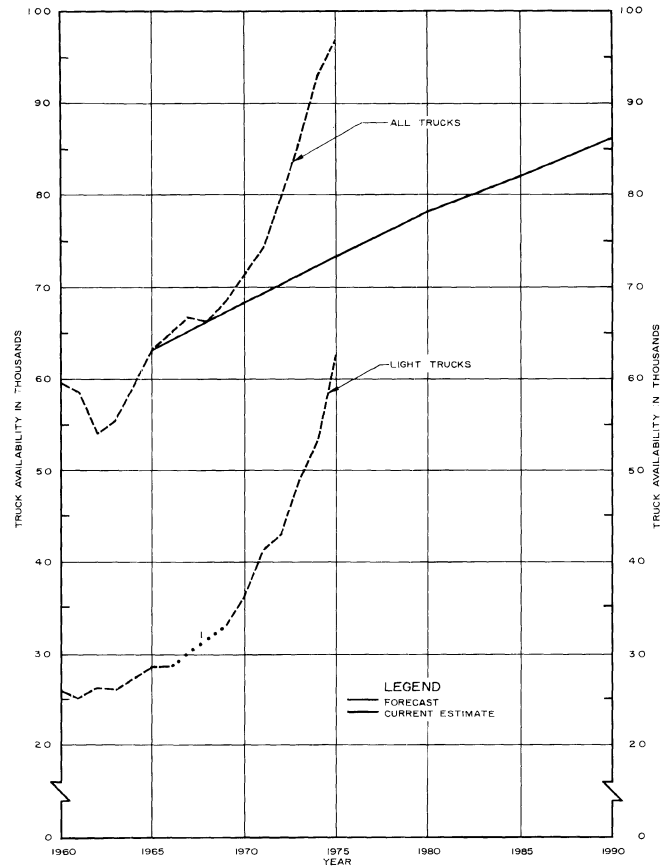
AUTOMOBILE AVAILABILITY FORECAST AND CURRENT ESTIMATE FOR THE REGION 1960-1990



Source: SEWRPC.

Figure 17

TRUCK AVAILABILITY AND CURRENT ESTIMATE FOR THE REGION: 1960-1990



1 TRUCK AVAILABILITY BY TYPE NOT AVAILABLE

Source: Wisconsin Department of Transportation, Division of Motor Vehicles, and SEWRPC.

and the selection of alternative courses of action. Under the continuing regional land use-transportation study, and as a part of the major plan reevaluation begun by the Commission in 1972, the Commission conducted a major reinventory of travel which provided this necessary factual base, as well as creating a complementary reference point for data collected in similar surveys in 1963.

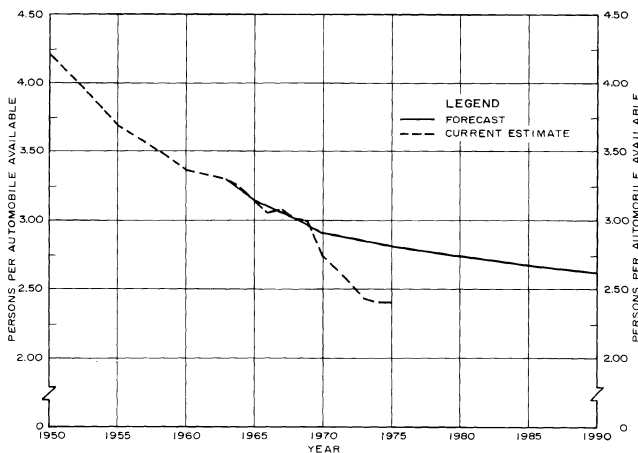
In the 1974 Annual Report summary findings were set forth with respect to the home interview survey: truck and taxi survey; the external cordon survey; the mass transit user survey; the mass transit nonuser survey; the major traffic generator survey; the interregional motor bus, rail, and car ferry survey; and the public opinion survey. During 1975 analysis was completed of the data collected in the remaining surveys, namely, the weekend travel home interview survey and the weekend truck and taxi survey. A summary of the major findings of these two surveys, together with a discussion of a new energy use survey begun in 1975, are presented in the following discussion.

Weekend Travel Surveys

Two weekend surveys were conducted—a weekend travel home interview survey and a weekend truck and taxi survey. The principal purposes of these surveys were to determine the characteristics of the average daily weekend travel and the differences in such characteristics between average daily weekend and average daily week day travel, and to determine what effect these differences may have on the demand for transportation facilities and services. The findings of these surveys indicated that total daily and peak hour travel demands on weekend days are generally substantially less than those occurring on an average week day. Traffic counts along the Milwaukee screenline and within the City of Milwaukee indicated average weekend day travel to constitute about 70 percent of average week day travel. Weekend traffic counts on certain facilities at the boundary of the Region, however, indicate that average weekend day travel exceeds average week day travel by about 36 percent. The hourly distributional patterns of weekend travel showed striking

Figure 18

**FORECAST AND CURRENT ESTIMATE OF PERSONS
PER AUTOMOBILE AVAILABLE FOR THE REGION
1950-1990**



Source: SEWRPC.

differences from the patterns of week day travel. The sharp early morning and mid-afternoon peaks observed in week day travel were not present on a weekend day, due primarily to the relatively small number of trips made on weekend days to and from work. The more evenly distributed travel to social-recreational activities and for personal business—including trips to religious services—are a prominent influence on the weekend travel pattern. The peak travel period of the weekend day occurs at about 11:00 a.m., with a secondary peak occurring about 4:00 p.m.

The findings of the weekend travel survey indicated that weekend travel should not influence transportation system design, since weekend travel can largely be accommodated on transportation facilities designed to serve week day travel demands. Weekend day travel may, however, influence the design of certain transportation facilities, primarily those providing access to recreational areas in the Region and those serving major travel demands through the Region. Accordingly, it was concluded from these special surveys that weekend travel should be examined with respect to the specific design and traffic management of certain facilities, including IH 94, USH 41, and USH 141 through the Region, and other surface arterial facilities crossing the Wisconsin-Illinois State line and providing service to recreational areas in Kenosha and Walworth Counties.

Energy Use Transportation Survey

Since the conduct of the major reinventory of travel in 1972, two developments have emerged: shortages in gasoline supply and substantial increases in the price

of gasoline. As a result, questions have been raised about the effects of such developments on travel demand and travel habits. In an effort to provide answers to these questions, the Commission and the University of Wisconsin-Milwaukee jointly instituted during 1975 an energy use transportation survey (EUTS). The purpose of this survey is to investigate the decision-making strategies that have been, or may be, adopted by households in the Region in the face of real and potential shortages of, and higher prices for, motor fuel. The objectives of this survey are:

- To determine what changes have occurred in regional travel behavior with the rapid increases in gasoline prices that began in late 1973.
- To determine the ways in which regional households intend to change their travel behavior in response to further increases in gasoline prices.
- To determine the way in which regional households intend to change their travel behavior in response to potential restrictions in motor fuel availability.
- To determine the attitudes of regional households toward regional policies on existing or prospective transportation facilities and costs.

The energy utilization transportation survey utilized a mail-back technique consisting of sending a questionnaire to a random sampling of nearly 9,900 households in the Region. The questionnaire, which was mailed in late November to the sample households, was designed to obtain information relative to: current travel and changes in such travel which accompanied the increases in gasoline prices since 1973; the household response to a hypothetical future situation generated by even higher gasoline prices; the household response to a hypothetical future situation generated by restricted availability of gasoline; the attitudes of the household toward certain transportation costs and policies; and the socio-economic characteristics of the household. At the end of 1975, approximately 1,400 completed questionnaires had been returned, representing 14 percent of those originally mailed out. Further data collection and analysis, as well as publication of the survey findings, are expected to be completed during 1976. Data developed under the energy utilization transportation survey will be utilized by the Commission in conducting sensitivity analyses with respect to the new recommended regional land use and transportation plans.

Data Conversion, Filing, and Retrieval (4.1)

The Commission maintains a master file of regional planning information on over 4,500 reels of magnetic tape. More than 1,500 new data files were added to the data base during 1975. This magnetic tape data base permits the efficient conversion, filing, and retrieval of planning and engineering data essential for areawide comprehensive planning. The file, while based primarily on U. S. Public Land Survey quarter sections as the unit of

geographic reference, is organized to permit ready collection of data for various geographic units, such as civil divisions, census tracts, blocks and block faces, traffic analysis zones, and watersheds.

In August 1975 the Commission upgraded its computer system from an IBM system 370 model 125 to an IBM system 370 model 135. This new system has 512,000 bytes of main memory storage and has twice the speed of the model 125. The peripheral equipment attached to this system includes six magnetic tape drives, an 1,100 line per minute printer, and four magnetic disc drives that provide for 280 million characters of on-line data storage. During 1975 more than 700 requests for data retrieval were processed, resulting in the preparation of over 2,500 data reports for use in both public and private planning efforts and related development programs. In addition, extensive computer simulation modeling was done in the areas of transportation and water resources planning. The computer installation also provided special data processing services upon request to many local general and special purpose units and agencies of government within the Region.

Service and Plan Implementation

Under the service and plan implementation function, the adopted regional land use and transportation plans and the data and forecasts underlying them are extended to the sponsoring agencies and to the constituent local units of government as a basis for day-to-day development decision-making, thereby promoting integration of federal, state, and local planning and plan implementation efforts. This extension is expected to be accomplished primarily through continued compliance with requests by local units of government, private citizens, and service groups for such information and assistance, and through an expanded community assistance program. It should be emphasized that the Commission considers this function to be extremely important because the adopted plan elements, to be of use, require almost constant interpretation; because the information collected in the planning process needs to be disseminated on a continuous, "on demand" basis; and because the process of local planning, which can best proceed within the framework of adopted regional plans, requires accurate, current, and uniform information. The following paragraphs document the emphasis placed upon this function by the Commission during 1975.

Plan Adoption

As noted earlier in this report, the regional land use and surface transportation plans were formally adopted by the Commission in December 1966. In March 1967 these plans were certified to the local units of government within the Region and to the various state and federal agencies concerned with the development of the Region. All seven county boards adopted the recommended regional transportation plan in 1967. All but the Ozaukee County Board adopted the recommended regional land use plan in 1967. Since then, the plan has been adopted or endorsed by the governing bodies of 11 of the 28 cities,

13 of the 54 villages, and 14 of the 65 towns in the Region. The plans have also been adopted or endorsed by numerous agencies of local, state, and federal government since 1967, including the State Highway Commission of Wisconsin, the Federal Highway Administration, and the Milwaukee County Expressway and Transportation Commission.

Land Use Plan Implementation (8.0)

Implementation of the adopted regional land use plan is particularly difficult to monitor because of the scope and complexity of the plan, the dynamic nature of development, and the great diffusion of decision-making power concerning land use development within the Region. During 1975 the Commission, as part of the major regional land use-transportation plan reevaluation effort, completed analyses of land use changes in the Region based upon aerial photography obtained in the spring of 1970. The following discussion summarizes the results of that reinventory, as well as a similar reinventory of community plans and zoning, as such inventories relate to regional land use plan implementation. The adopted 1990 regional land use plan is shown on Map 6.

Land Use Development Patterns and Densities

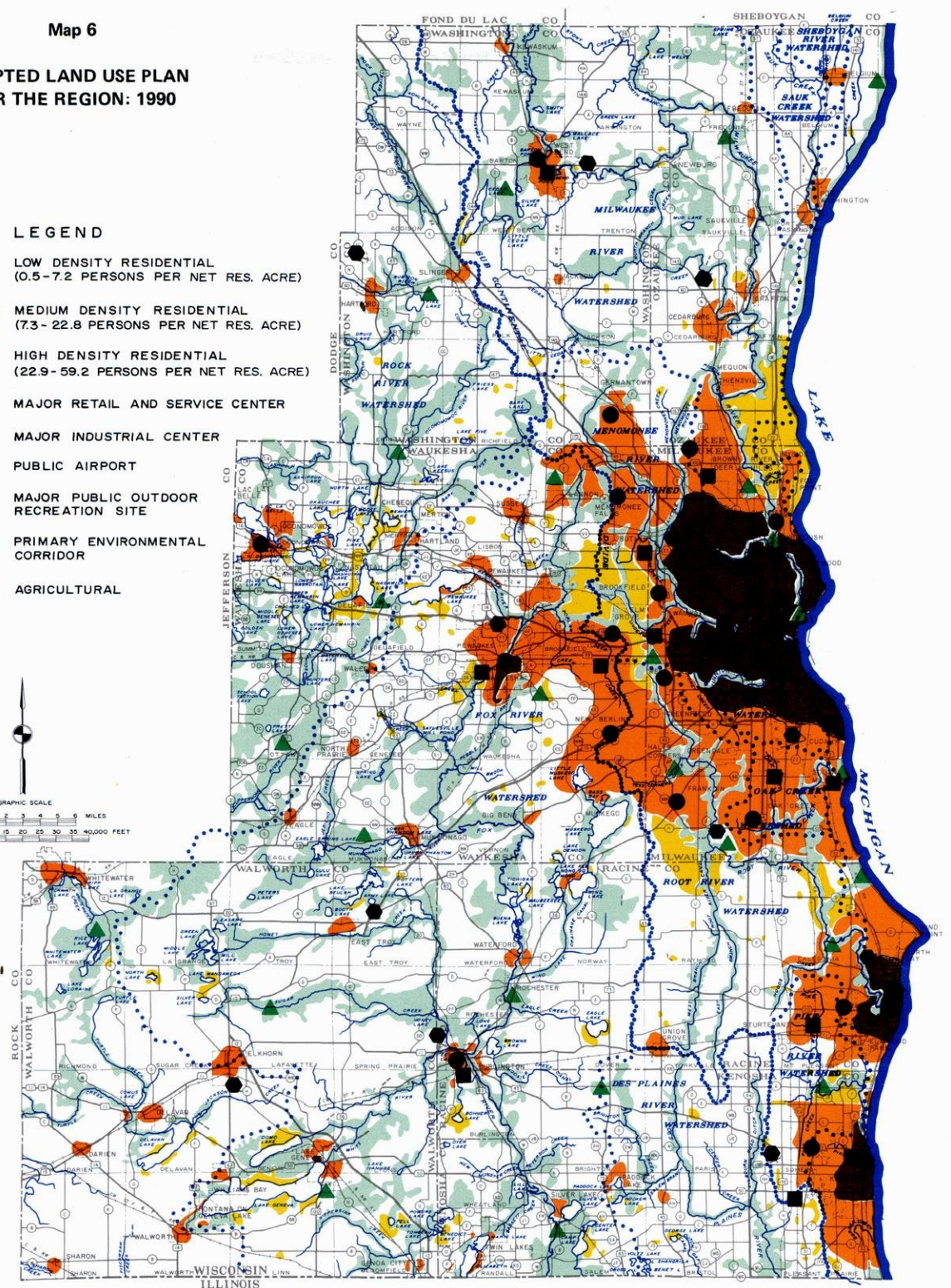
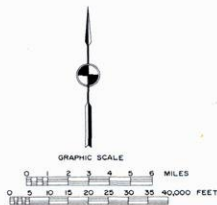
The highly diffused pattern of urban development that first became evident in the Region during the period 1950-1963 continued from 1963 to 1970 when a 6 percent increase in urban resident population was accompanied by a 17 percent increase in the land devoted to urban use. The areawide spread of urban development within the Region has been accompanied by marked reductions in urban population densities, which have declined steadily since 1920 from 11,300 persons per square mile of developed urban area in that year, to about 8,500 persons per square mile in 1950, 4,800 persons per square mile in 1963, and 4,400 persons per square mile in 1970. Urban population density declined at a considerably faster rate between 1950 and 1963, however, than between 1963 and 1970. The adopted regional land use plan anticipated that urban population densities would continue to decline but at a much slower rate, so that the overall urban population density would approximate 4,400 persons per square mile by 1990. By 1970 that density had already been reached.

Urban land uses within the Region increased from about 340 square miles in 1963, representing about 13 percent of the total area of the Region, to about 397 square miles in 1970, or about 15 percent of the total area of the Region. From 1950 to 1963 about 16 square miles per year were converted to urban use. From 1963 to 1970 the rate of conversion approximated 8 square miles per year. Between 1963 and 1970 the amount of residential land in the Region increased by nearly 27,000 acres, or by about 21 percent. This increase was considerably greater than that proposed in the adopted regional land use plan. The plan proposed that by 1970 there would be about 140,000 acres of land in residential use in the Region, about 16,000 acres, or nearly 10 percent, less than that which existed in 1970. Moreover, the plan

Map 6

**ADOPTED LAND USE PLAN
FOR THE REGION: 1990**

- LEGEND**
- LOW DENSITY RESIDENTIAL
(0.5-7.2 PERSONS PER NET RES. ACRE)
 - MEDIUM DENSITY RESIDENTIAL
(7.3-22.8 PERSONS PER NET RES. ACRE)
 - HIGH DENSITY RESIDENTIAL
(22.9-59.2 PERSONS PER NET RES. ACRE)
 - MAJOR RETAIL AND SERVICE CENTER
 - MAJOR INDUSTRIAL CENTER
 - PUBLIC AIRPORT
 - MAJOR PUBLIC OUTDOOR RECREATION SITE
 - PRIMARY ENVIRONMENTAL CORRIDOR
 - AGRICULTURAL



The recommended regional land use plan places heavy emphasis on the continued effect of the urban land market in determining the location, intensity, and character of development. In so doing, however, it seeks to modify the effect of this market on regional development by attempting to guide new urban development into those areas of the Region most suitable for such development. Most importantly, the plan seeks to prevent urban development from intruding on the primary environmental corridors of the Region, which contain all of the lakes and streams and associated undeveloped shorelands and floodlands; the best remaining woodlands, wetlands, and wildlife habitat; and the best remaining potential park and open space sites within the Region, as well as the recharge areas for the deep aquifer underlying the Region.

Source: SEWRPC.

recommended that nearly all new residential development be served with public sanitary sewers; yet, only 40 percent of the residential land created from 1963 to 1970 was so served.

The conversion of land from rural to residential use at a faster rate than proposed under the adopted plan, in spite of less than anticipated population growth, and the continued creation of unsewered residential land reflects the continued proliferation of diffused, low-density residential development. Such development has become a preferred lifestyle for many of the Region's residents, as evidenced by both actual land use development within the Region and the results of the Commission's attitudinal surveys.

Major Centers

Substantial progress has been made toward the preservation and development of land within the major regional activity centers identified on the adopted regional land use plan—the major outdoor recreation and park sites, the major retail and service centers, and the major industrial areas. By 1975, 10 of the 12 recommended new regional park sites had been fully or partially acquired by public agencies, with 7 of the sites open for public use. Four of the 10 new retail and service centers proposed under the adopted plan have been developed and are in operation, with one of the four developed at a site not recommended in the plan. All six industrial areas have been reserved for future industrial development through local zoning and are under some stage of development.

Community Plans and Zoning

The results of the reinventories of community plans and zoning documents generally show an intent by local communities in the Region to continue the low-density urban development pattern prevalent in the Region since 1950. Communities in the Region historically have grossly overzoned for future residential development. However, the amount of land zoned for residential use increased only slightly between 1964 and 1972 despite an increase of about 30,000 acres in the amount of land actually used for residential purposes. The relatively stable nature of residential use zoning during this period may be largely attributed to the imposition of exclusive agricultural land use and conservancy districts which have in recent years replaced improperly applied residential zoning districts.

Significant achievements have been made in the area of floodland zoning. Collectively, the floodland zoning ordinances based upon Commission recommendations fully protect the undeveloped floodlands along about 416 miles of perennial stream channel, or about 36 percent of the total perennial stream channel in the Region. In addition, as noted earlier in this report, local units of government in the Region have begun to take steps toward properly zoning agricultural lands. While no communities had enacted an exclusive agricultural use district in 1964, 17 communities in the Region had enacted such districts by 1972 and collectively applied proper agricultural zoning to about 236 square miles of agricultural land.

In 1975 significant additional steps were taken in the comprehensive rezoning process for the unincorporated areas of Walworth County. The new Walworth County comprehensive and shoreland zoning ordinances, which contain a number of exclusive agricultural and resource-oriented conservation districts and which were adopted late in 1974 by the Walworth County Board of Supervisors, were ratified by 14 of the 16 towns in Walworth County by the end of 1975. When this ratification process is complete, nearly all of the prime agricultural lands in Walworth County, totaling about 122,000 acres, will be properly zoned in accordance with regional plan recommendations.

Transportation Plan Implementation (8.0)

Implementation of the adopted regional transportation plan is less difficult to monitor than implementation of the regional land use plan because fewer decision-making agencies are concerned with transportation facility development. The Commission annually monitors progress in implementation of freeway and mass transit components of the plan. Implementation of the standard arterial component of the plan involves many more miles of facilities and more implementing agencies and is therefore monitored less frequently.

The following discussion summarizes the most important activities during 1975 which are considered relevant to implementation of the proposals contained in the adopted regional transportation plan.

Freeways

The regional transportation plan recommended development of 291 miles of new freeway facilities within the Region by 1990. Commission adoption of jurisdictional highway system plans for Milwaukee County on June 4, 1970; for Walworth County on March 1, 1973; for Ozaukee County on March 7, 1974; for Waukesha County on June 5, 1975; for Kenosha and Washington Counties on September 11, 1975; and for Racine County on December 4, 1975, amended the adopted regional transportation plan and reduced the total number of planned new freeway facilities to 283 miles. The decreased mileage represents the net result of adding the 1.4-mile Airport Spur Freeway in Milwaukee County, removing the 4.7-mile Janesville Spur Freeway in Walworth County, removing a 9.1-mile segment of the Stadium Freeway north of the Saukville interchange in Ozaukee County, removing a 0.9-mile segment of the Oconomowoc Bypass in Waukesha County, and adding a 4.9-mile segment to the Racine Loop Freeway in Racine County. It should be noted that adoption in 1975 of the Racine County jurisdictional highway system plan amended the regional transportation plan to provide that the proposed Racine Loop facility be constructed as either a freeway with full control of access and full grade separation of intersections, an expressway with partial control of access and partial grade separation of intersections, or as a standard arterial with minimum control of access and no grade separation of intersections.

As shown on Map 7 and in Table 20, all but 6.7 miles of the approximately 283 miles of proposed freeway were in various stages of implementation during 1975, with 80.8 miles actually open to traffic. The 6.7-mile section is part of the Bay Freeway in Milwaukee County, where plan implementation work has been suspended by the Milwaukee County Board pending regional transportation plan reevaluation.

During 1975, 18.2 miles of freeway were opened to traffic, consisting of 17.2 miles of the North-South Freeway (IH 43) in Ozaukee County and one mile of the West Bend Freeway (USH 45) in Washington County. In addition, facility construction began on 5.9 miles of proposed freeways, including segments of the Lake Freeway (IH 794) and the Rock Freeway (STH 15).

As shown in Table 21, there were 436 miles of existing, programmed, and planned freeways in the Region at the end of 1975. Of this total, 210 miles were open to traffic at the close of 1975.

Standard Arterial Streets and Highways

In addition to the system of freeways recommended in the adopted regional transportation plan, as amended by subsequent adoption of the seven-county jurisdictional highway system plans, the plan recommends the improvement for traffic capacity purposes of 696 miles of existing arterial streets and highways and the construction of 197 miles of new arterial facilities. During 1975, data was collected from all of the agencies responsible for highway construction in order to determine the extent to which this portion of the regional transportation plan has been carried out.

As of September 1975, 182 miles of existing arterials, or 26 percent of the total recommended, had been fully or partially reconstructed in accordance with the plan recommendations (see Map 8 and Table 22). Similarly, 35 miles of new arterials, or 18 percent of the 197 miles of new arterials recommended, had been fully or partially constructed in accordance with the plan. The latter includes such important facilities as the Moorland-Pilgrim Road connection in eastern Waukesha County, the CTH A bypass facility around the City of Waukesha, the construction of CTH F South in Waukesha County, the CTH E connection to STH 32 in Kenosha County, the extension of Good Hope Road across the Milwaukee River in Milwaukee County, and the construction of STH 36 in Racine County.

Mass Transit

The adopted regional transportation plan recommended that an improved and expanded mass transit system be developed to serve the rapidly urbanizing Region in an effort to reverse downward trends in transit ridership. The extent to which the mass transit element of the regional transportation plan has been implemented can be approximated by comparing the historical trends in mass transit ridership with the Commission's alternative forecasts of total transit ridership to 1990 (see Figure 19).

Each of the forecasts is based upon a separate set of assumptions concerning the action or lack of action during the forecast period to promote and encourage transit use. These forecasts range from a high of 150 million revenue passengers per year to a low of 27 million per year. The forecast high was believed possible if vigorous public action is taken to fully implement the recentralization recommendations in the adopted general land use plan and the transit service improvement recommendations in the adopted regional transportation plan, as well as expansion of, and refinement to, those recommendations formulated under the Milwaukee County mass transit technical planning study. All these recommendations are intended to reverse the downward trend in ridership. The forecast low could occur under a policy of little or no positive public action toward implementation of those recommendations.

As shown in Figure 19, forecast 1975 transit use, based on implementation of the adopted regional land use and transportation plans, was 105 million revenue passengers. The actual total of about 47 million, however, was less than half of the forecast level. The difference may be attributed in part to declining population in the transit service area and in part to the fact that certain major improvements in transit service recommended under the adopted transportation plan have not occurred. At the end of 1975, limited modified rapid transit service in the form of Freeway Flyer service was being provided to 10 of the 39 loading and unloading points recommended in the adopted regional transportation plan, while full modified rapid transit service was being provided to two additional points; the North Shore and Goerke's Corners public transit stations.

The Commission in 1972 adopted the Milwaukee area transit plan as a refinement of, and amendment to, the adopted regional transportation plan. This plan, as set forth on Map 9, reaffirmed original Commission findings that a flexible, rubber tire mass transit system is the best means for providing a high level of rapid transit service in the Milwaukee urbanized area. In 1973 the Ozaukee County Board became the first of the four affected counties to formally adopt the plan. The Milwaukee County Board also adopted the plan in 1973 but with several major modifications, including a proposed study of 14 specified alternatives to construction of the proposed transitway in the East-West travel corridor. A design for the alternative study was formulated by Milwaukee County during 1974 but on March 25, 1975, the Milwaukee County Board of Supervisors directed that the County staff prepare and submit to the U. S. Department of Transportation, Federal Highway Administration, a schedule of construction of the East-West transitway so as to comply with the requirements of the 1973 Federal Aid Highway Act, and that such a schedule be considered as an amendment to the Milwaukee area transit plan. Efforts toward preparation of the required environmental impact statement for the proposed transitway were, however, halted when the County Board failed to include in its 1976 budget funds for consultant fees to prepare the statement. The statement was to have included consideration of light rail transit at the request of the State Highway Commission of Wisconsin.

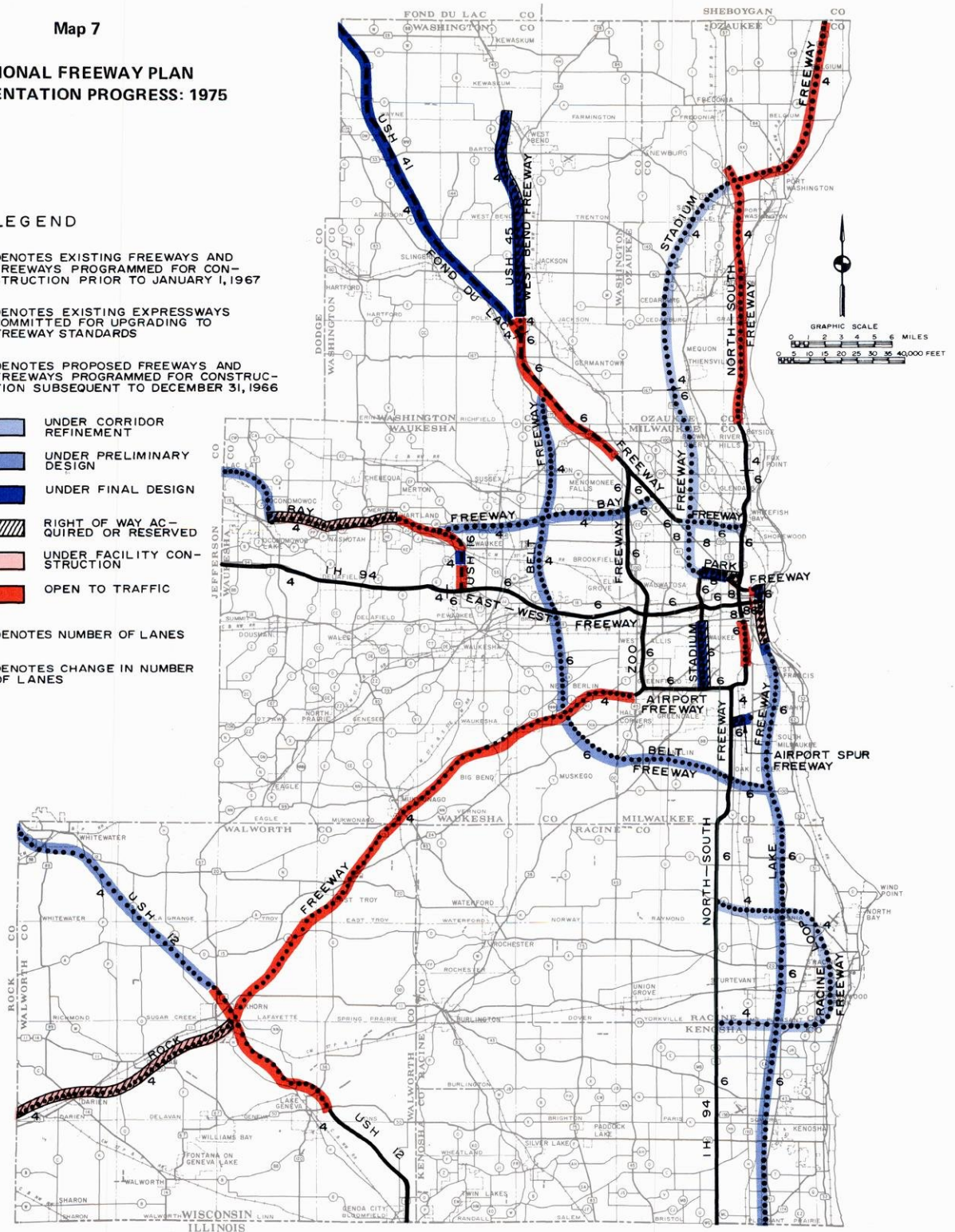
REGIONAL FREEWAY PLAN IMPLEMENTATION PROGRESS: 1975

LEGEND

- DENOTES EXISTING FREEWAYS AND
 FREEWAYS PROGRAMMED FOR CON-
 STRUCTION PRIOR TO JANUARY 1, 1967
- DENOTES EXISTING EXPRESSWAYS
 COMMITTED FOR UPGRADING TO
 FREEWAY STANDARDS
- DENOTES PROPOSED FREEWAYS AND
 FREEWAYS PROGRAMMED FOR CONSTRUCTION
 SUBSEQUENT TO DECEMBER 31, 1966

- | | |
|---|--|
|  | UNDER CORRIDOR
REFINEMENT |
|  | UNDER PRELIMINARY
DESIGN |
|  | UNDER FINAL DESIGN |
|  | RIGHT OF WAY AC-
QUIRED OR RESERVED |
|  | UNDER FACILITY CON-
STRUCTION |
|  | OPEN TO TRAFFIC |

- 8 DENOTES NUMBER OF LANES
- 6 8 DENOTES CHANGE IN NUMBER OF LANES



Of the 283 miles of new freeway recommended in the adopted regional transportation plan—as amended by the seven adopted county jurisdictional highway system plans—all but about seven miles were in various stages of implementation by the end of 1975, with 81 miles actually open to traffic. The seven miles not under current implementation comprise the proposed Bay Freeway from the North-South Freeway to the Zoo Freeway in Milwaukee County. Altogether, right-of-way has been acquired or reserved for about 125 miles of the 279 miles of planned freeways.

Source: SEWRPC.

Table 20

STATUS OF PLANNED FREEWAY FACILITIES IN THE REGION: DECEMBER 31, 1975

Airport Facility	Development Stage (Miles)						Right-of-Way Acquisition or Reservation ^a (Miles)
	Corridor Refinement	Preliminary Design	Final Design	Facility Construction	Open to Traffic	Total	
Lake	--	35.0	1.9	2.3	--	39.2	3.4
Stadium	26.2 ^b	--	4.0	--	--	30.2 ^c	4.0
North-South	--	--	--	--	30.5	30.5	30.5
Bay	6.7 ^d	16.0	--	6.4	4.3	33.4 ^e	10.7
Park	--	--	2.4	1.6	0.4	4.4	4.4
East-West	--	--	--	0.2	0.9	1.1	1.1
Belt	--	34.4	--	--	--	34.4	--
Rock	--	--	--	14.4	33.7	48.1 ^f	48.1
Loop	20.6	--	--	--	--	20.6 ^g	--
USH 12	--	16.7	--	--	10.0	26.7	10.0
West Bend	--	--	11.6	--	1.0	12.6	12.6
Airport Spur	--	--	1.4	--	--	1.4 ^h	0.6
Total	53.5	102.1	21.3	24.9	80.8	282.6	125.4

^a Includes the right-of-way for facilities in final design, under construction, or open to traffic.

^b All planning was halted for the approximately 26 miles of Stadium Freeway-North located in Milwaukee and Ozaukee Counties following an agreement between Governor Patrick J. Lucey, Milwaukee County Executive John L. Doyne, and City of Milwaukee Mayor Henry W. Maier entered into on July 28, 1971.

^c Excludes 9.1 miles for the Stadium North Freeway removed from the proposed freeway system when the Ozaukee County jurisdictional highway system plan was adopted by the Commission on March 7, 1974, as an amendment to the adopted regional transportation plan.

^d On December 23, 1969, the Milwaukee County Expressway and Transportation Commission adopted a resolution terminating corridor refinement work on that portion of the Bay Freeway lying within Milwaukee County and extending from the Zoo Freeway to the North-South Freeway, totaling 6.7 miles, and requested the Regional Planning Commission to review and reevaluate the need for this facility and consider appropriate modifications to the regional transportation plan. The Regional Planning Commission has determined that this reevaluation should follow completion of the major inventory of travel initiated in 1972. The 6.7-mile section of the proposed Bay Freeway is shown in this table under "corridor refinement."

^e Excludes 0.9 mile for the STH 67 bypass of the City of Oconomowoc removed from the proposed freeway system when the Waukesha County jurisdictional highway system plan was adopted by the Commission on June 5, 1975, as an amendment to the adopted regional transportation plan.

^f Excludes 4.7 miles for the Janesville Spur removed from the proposed freeway system when the Walworth County jurisdictional highway system plan was adopted by the Commission on March 1, 1973, as an amendment to the adopted regional transportation plan.

^g Includes 4.9 miles for the Racine Loop arterial facility added to the proposed freeway system when the Racine County jurisdictional highway system plan was adopted by the Commission on December 4, 1975, as an amendment to the adopted regional transportation plan. The Racine Loop is proposed to be either a freeway with full control of access and grade separation, an expressway with partial control of access and grade separation, or a standard arterial street with minimum control of access and grade separation. This proposed facility, no matter which of the foregoing three design types it may take, can be constructed on a right-of-way as narrow as 130 feet.

^h Includes 1.4 miles for the Airport Spur Freeway added to the proposed freeway system when the Milwaukee County jurisdictional highway system plan was adopted by the Commission on June 4, 1970, as an amendment to the adopted regional transportation plan.

Source: Wisconsin Department of Transportation and SEWRPC.

Table 21

STATUS OF ALL EXISTING, PROGRAMMED, AND PLANNED FREEWAYS IN THE REGION: DECEMBER 31, 1975

Freeway Facility	Number of Miles Opened to Traffic						Number of Miles Scheduled to be Opened		System Mileage		
	Open Prior to January 1, 1975		Opened During 1975		Total						
	Existing and Programmed ^a	Planned ^b	Existing and Programmed ^a	Planned ^b	Existing and Programmed ^a	Planned ^b	Existing and Programmed ^a	Planned ^b	Existing and Programmed ^a	Planned ^b	Mileage
Lake	0.0	0.0	0.0	0.0	0.0	0.0	0.0	39.2	0.0	39.2	39.2
East-West. . . .	32.4	0.9	0.0	0.0	32.4	0.9	0.0	0.2	32.4	1.1	33.5
Zoo	14.4	0.0	0.0	0.0	14.4	0.0	0.0	0.0	14.4	0.0	14.4
Fond du Lac. . .	4.5	0.0	0.0	0.0	4.5	0.0	0.0	0.0	4.5	0.0	4.5
Airport.	5.1	0.0	0.0	0.0	5.1	0.0	0.0	0.0	5.1	0.0	5.1
Stadium	2.7	0.0	0.0	0.0	2.7	0.0	0.2	30.2	2.9	30.2 ^c	33.1
Park.	0.6	0.4	0.0	0.0	0.6	0.4	0.0	4.0	0.6	4.4	5.0
North-South . .	46.5	13.3	0.0	17.2	46.5	30.5	0.0	0.0	46.5	30.5	77.0
Rock	1.0	33.7	0.0	0.0	1.0	33.7	0.0	14.4	1.0	48.1 ^d	49.1
Belt.	0.0	0.0	0.0	0.0	0.0	0.0	0.0	34.4	0.0	34.4	34.4
Bay	0.0	4.3	0.0	0.0	0.0	4.3	0.0	29.1	0.0	33.4 ^e	33.4
Loop	0.0	0.0	0.0	0.0	0.0	0.0	0.0	20.6	0.0	20.6 ^f	20.6
USH 12.	9.1	10.0	0.0	0.0	9.1	10.0	0.0	16.7	9.1	26.7	35.8
West Bend . . .	0.0	0.0	0.0	1.0	0.0	1.0	0.0	11.6	0.0	12.6	12.6
USH 41.	11.3	0.0	0.0	0.0	11.3	0.0	20.9	0.0	32.2	0.0	32.2
USH 16.	1.6	0.0	0.0	0.0	1.6	0.0	3.1	0.0	4.7	0.0 ^g	4.7
Airport Spur. .	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4	0.0	1.4	1.4
Total	129.2	62.6	0.0	18.2	129.2	80.8	24.2	201.8	153.4	282.6	436.0

^a Includes freeways existing on January 1, 1967, and freeways programmed for construction prior to January 1, 1967.

^b Includes freeways programmed for construction subsequent to December 31, 1966, and all newly proposed freeways contained in the adopted regional transportation and Milwaukee County jurisdictional highway system plans.

^c See footnotes b and c, Table 20 of this report.

^d See footnote f, Table 20 of this report.

^e See footnotes d and e, Table 20 of this report.

^f See footnote g, Table 20 of this report.

^g See footnote h, Table 20 of this report.

Source: Wisconsin Department of Transportation, Milwaukee County Expressway and Transportation Commission, and SEWRPC.

Other actions taken during 1975 contributed to implementation of remaining components of the transit plan and to improved transit service in the Kenosha and Racine urbanized areas. The Milwaukee County Board of Supervisors acted to purchase the Milwaukee and Suburban Transport Corporation on July 1, 1975, an interim action recommended in the adopted Milwaukee area transit plan pending creation of a larger areawide transit authority. In addition, a public transit station and park-and-ride lot was established in 1975 near the IH 94 and W. College Avenue interchange in the City of Milwaukee to serve to Freeway Flyer bus routes and commuter carpoolers. This public transit station, built with interstate highway and state highway funds, is the fourth specially constructed parking lot for Freeway Flyer bus and carpool users to be built in the Milwaukee urbanized area.

Transit system improvements recommended in short-range transit development programs were implemented in all three urbanized areas within the Region during 1975. In Kenosha the construction of a new bus storage garage and maintenance facility neared completion; this

facility will serve 24 new buses purchased by the City in April 1975. Work on a comprehensive short-range transit development program for the Kenosha Urban Planning District for the years 1976-1980 was undertaken by the Commission during 1975.

During 1975 Milwaukee County received a mass transit demonstration grant from the Wisconsin Department of Transportation to demonstrate the feasibility of a shuttle bus operation in the Milwaukee central business district. Another demonstration project concerning the University of Wisconsin-Milwaukee (UWM) UBUS system was completed in 1975. The project concluded that improved user-oriented direct and express bussing to this major trip generator had a significant impact on removing automobiles from the streets around the UWM campus. The project resulted in major shifts in travel patterns to UWM. Mass transit riding to the campus nearly doubled, from 12.3 percent to 21.3 percent of all trips, while automobile use dropped from 70.1 percent to 61.0 percent of all trips. The project was responsible for eliminating approximately 1,000 automobiles from the UWM area, and it increased off-street parking space avail-

Map 8

STANDARD ARTERIAL STREET AND HIGHWAY IMPLEMENTATION PROGRESS 1975

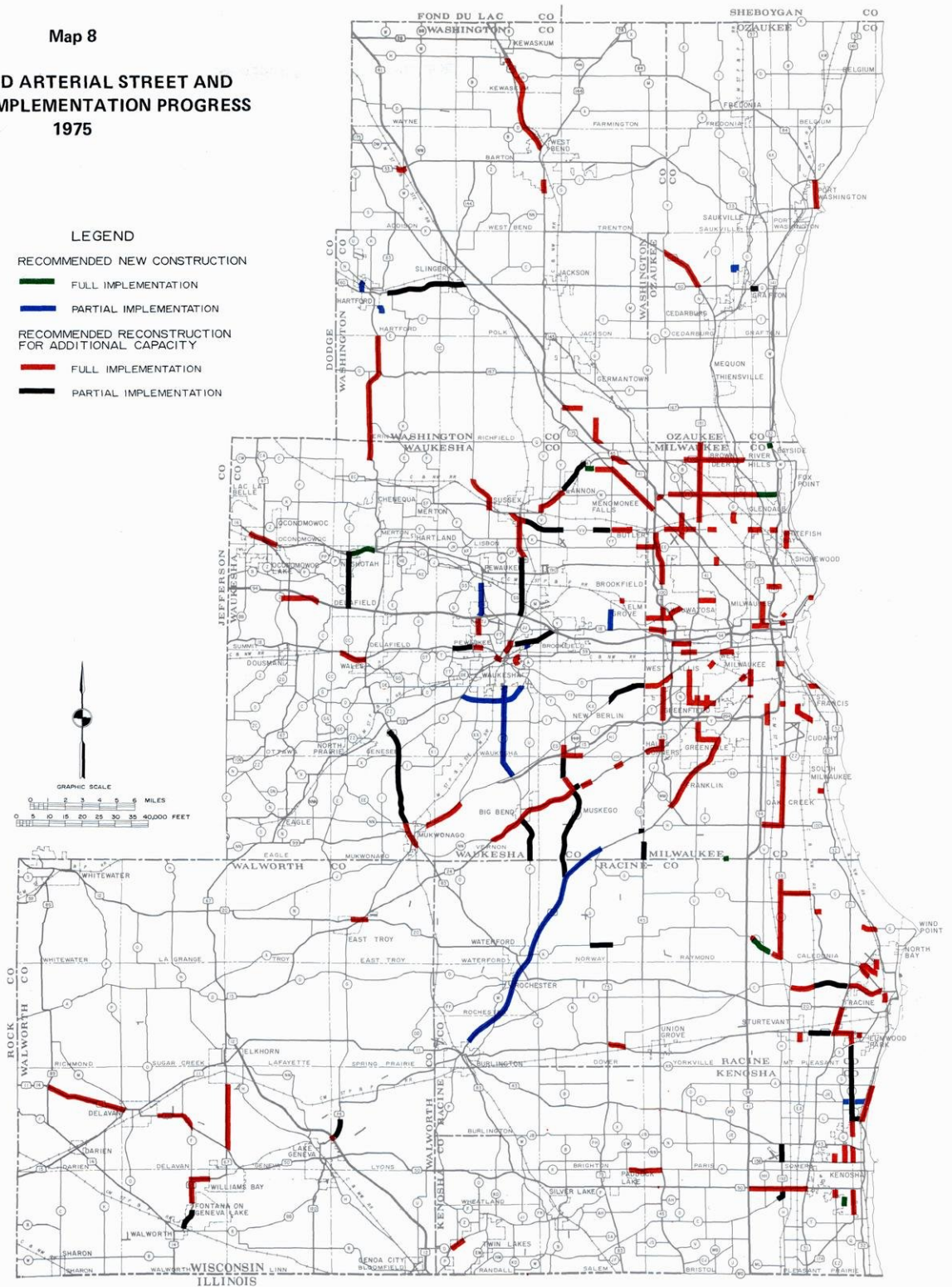
LEGEND

RECOMMENDED NEW CONSTRUCTION

- FULL IMPLEMENTATION
- PARTIAL IMPLEMENTATION

RECOMMENDED RECONSTRUCTION FOR ADDITIONAL CAPACITY

- FULL IMPLEMENTATION
- PARTIAL IMPLEMENTATION



Of the 197 miles of new standard arterial street and highways recommended in the plan, 35 miles, or 18 percent, have been partially or fully constructed, including such important facilities as the Moorland-Pilgrim Road connection in Waukesha County, the CTH A Bypass facility around the City of Waukesha, and the CTH E connection to STH 32 in Kenosha County. Of the 696 miles of existing standard arterial streets and highways recommended in the plan to be reconstructed for additional capacity, 182 miles, or 26 percent, have been fully or partially constructed.

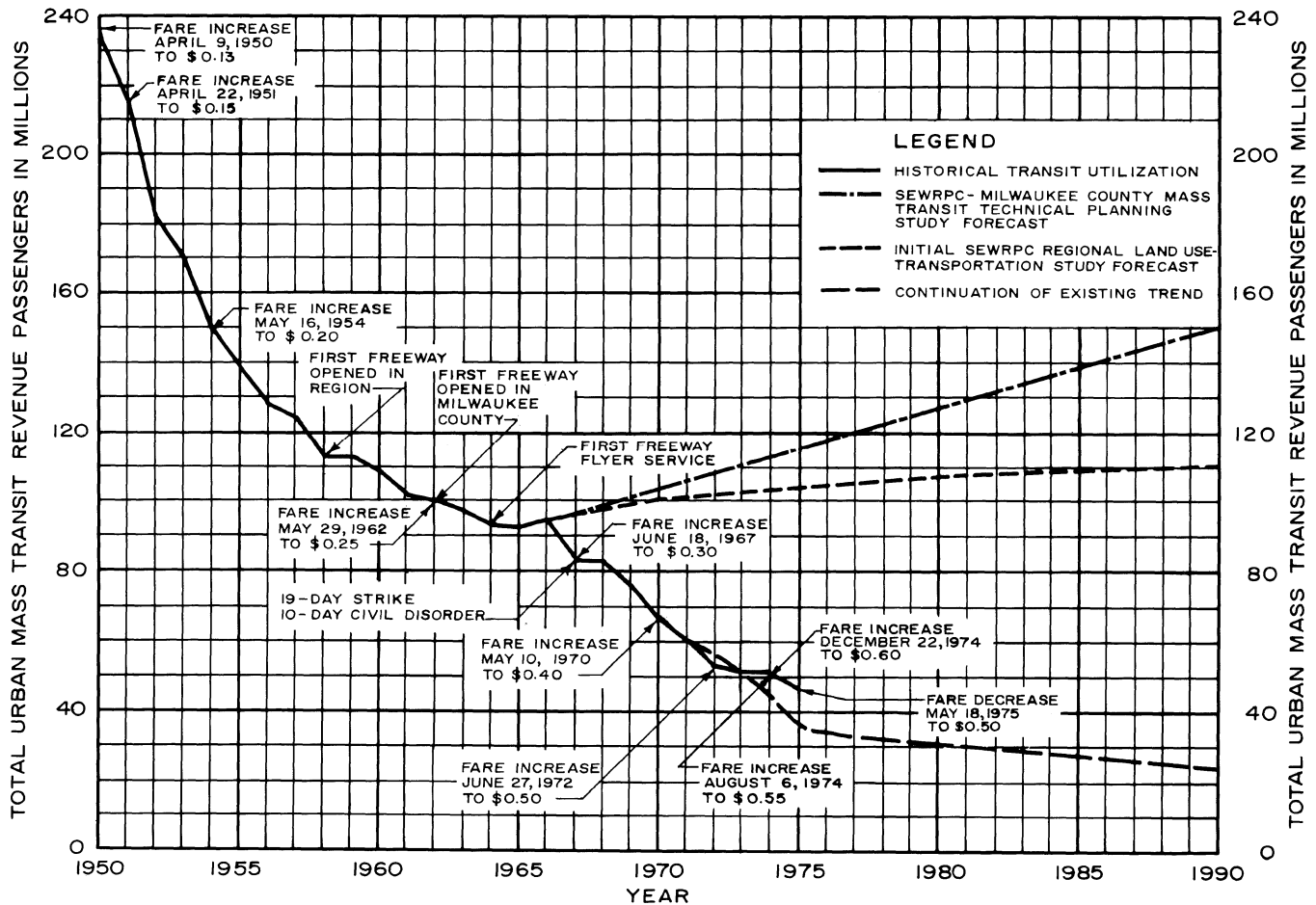
Source: Wisconsin Department of Transportation and SEWRPC.

Table 22
STATUS OF PLANNED STANDARD ARTERIAL STREETS
AND HIGHWAYS IN THE REGION: SEPTEMBER 1, 1975

County	New Construction (Miles)			Reconstruction for Additional Capacity (Miles)		
	Total	Implemented		Total	Implemented	
		Full	Partial		Full	Partial
Kenosha	27.0	0.5	1.4	73.4	13.8	5.2
Milwaukee	20.6	1.7	--	240.0	23.5	--
Ozaukee	6.2	--	0.2	65.2	4.6	0.4
Racine	56.2	1.5	12.6	94.4	20.1	7.6
Walworth	24.8	--	--	74.0	14.3	2.7
Washington	17.4	--	1.0	32.0	16.1	4.5
Waukesha	44.8	2.4	13.8	117.4	35.5	33.6
Region	197.0	6.1	29.0	696.4	127.9	54.0

Source: Wisconsin Department of Transportation and SEWRPC.

Figure 19
HISTORICAL TREND AND ALTERNATIVE FORECASTS OF FIXED ROUTE
INTRAREGIONAL MASS TRANSIT USE IN THE REGION: 1950-1990

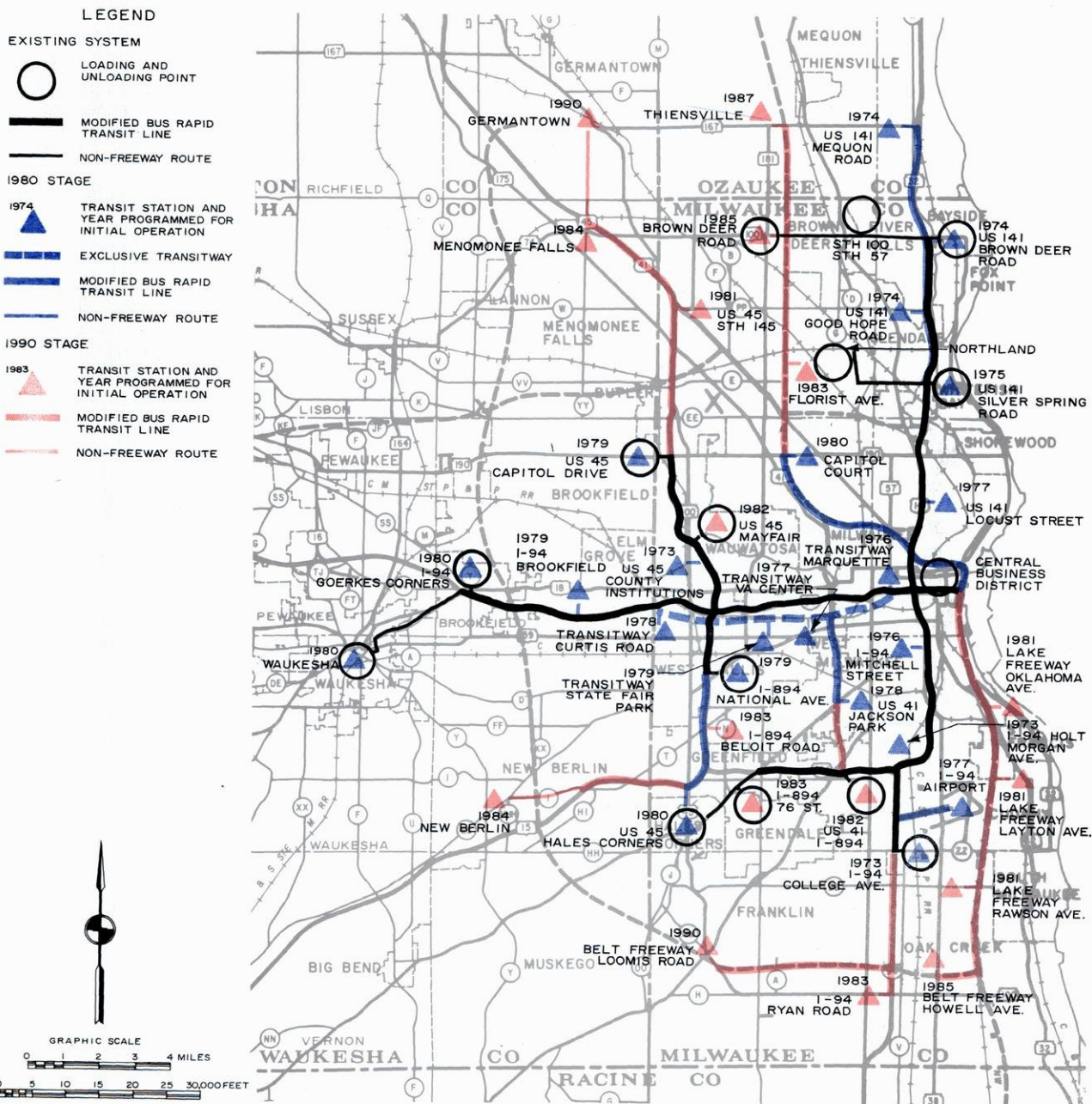


NOTE: FARE INCREASES SHOWN IN THIS FIGURE REFER ONLY TO THE MILWAUKEE COUNTY TRANSIT SYSTEM AND TO THE SINGLE-RIDE ADULT CASH FARE.

Source: SEWRPC.

Map 9

MILWAUKEE AREA TRANSIT PLAN: 1990



The Commission in 1972 adopted the Milwaukee Area Transit Plan, which reaffirmed original Commission findings that a flexible, rubber tire transit system is the best means for providing a high level of rapid transit service in the Region. The plan includes an eight-mile transitway in the East-West travel corridor, and 107 miles of rapid and modified rapid transit lines over nearly the entire existing and proposed freeway system in the Milwaukee urbanized area. The plan also recommends operation of the proposed rapid and modified rapid transit system by Milwaukee County, including county purchase of the Milwaukee and Suburban Transport Corporation pending creation of a larger areawide transit authority. In 1975 the Milwaukee County Board acted to acquire the Transport Corporation and establish a Milwaukee County Transit System.

Source: Milwaukee County Transit Board and SEWRPC.

ability by 127 percent. The UBUS routes implemented during this demonstration project were planned using data from the 1972 SEWRPC major traffic generator survey.

Waukesha County received a mass transit demonstration grant from the Wisconsin Department of Transportation in 1975. The objectives of the project were to implement a service that was designed to:

- Reduce private automobile travel, especially in the East-West travel corridor between Milwaukee and Waukesha where during the peak periods the existing highways are operating near capacity.
- Meet the transportation needs of the commuter by offering an alternative which economically competes with the private use of the automobile.
- Reduce the demand for downtown facilities that cater to the use of the automobile. Provision of transit service and free parking at the Goerke's Corners public transit station is designed to alleviate some of the congestion that develops from an excessive number of vehicles traveling urban streets and parking in urban areas.

The project consists of an express bus route operating between the Waukesha central business district, the Goerke's Corners public transit station, and the Milwaukee central business district via IH 94 with 15-minute headways during peak hours and one-hour headways during midday hours.

The Regional Planning Commission staff began during 1975 the preparation of a five-year transit development program for the City of Waukesha. This program will serve to guide further actions for mass transit improvements in that City. As noted earlier in this report, transit ridership in Waukesha declined significantly during 1975. By the end of the year, the private transit operator—Wisconsin Coach Lines, Inc.—had received Wisconsin Public Service Commission permission to abandon local transit service. Abandonment was avoided only through a decision late in 1975 by the Waukesha Common Council to provide subsidy monies.

In the Racine urban planning district, the preparation of a five-year transit development program by the SEWRPC and the City of Racine in 1974 has led to the award of a federal Urban Mass Transportation Administration capital grant during 1975 to the City of Racine for public acquisition of the private transit operation and the purchase of 25 new buses and related capital equipment with a total capital cost of approximately \$1.8 million. The City of Racine assumed ownership of the transit system on July 1, 1975. The new bus fleet has been scheduled for delivery by mid-1976. The transit development plan, which was formally adopted by the Regional Planning Commission in 1974, is expected to be substantially implemented with respect to major capital improvements by the end of 1976.

County Jurisdictional Highway System Plans (8.3)

The preparation of jurisdictional highway plans for each county in the Region was recommended as an essential plan implementation action in the adopted regional transportation plan. The regional transportation plan was, with respect to highways, a "functional" plan in that it provided recommendations for the general location, type, capacity, and service levels of the arterial street and highway facilities needed to serve the Region through 1990. Except for the freeway system, however, which was recommended for development under the jurisdiction of the State Highway Commission, the regional transportation plan did not contain any specific recommendations as to which level of government was to be responsible for the construction, operation, and maintenance of the various arterial facilities. Thus jurisdictional highway plans were required to provide a basis for assigning governmental responsibility for the uniform and equitable implementation of the functional transportation plan. In addition to identifying state, county, and local trunk highway systems, the jurisdictional plans provide for the concomitant realignment of the federal aid highway systems, recommend the staging of arterial facility improvements, and, where necessary, recommend adjustments in the county, state, and federal highway aid formulas. As such, the jurisdictional plans constitute refinements of, and amendments to, the adopted regional transportation plan as it applies to each of the appropriate counties.

The assignment of jurisdiction to the arterial street and highway facilities is accomplished through the application of criteria developed for this purpose. The criteria deemed most significant to the classification are related to three basic characteristics of the arterial facilities: 1) trip service, expressed in terms of average trip length; 2) land use service, expressed in terms of accessibility to transportation terminals, urban areas, and commercial, industrial, and institutional centers; and 3) the operational characteristics of the facilities themselves, expressed in terms of system continuity, spacing of facilities, traffic volumes, traffic mobility, and land access control.

Because any realignment of jurisdictional responsibilities requires coordination between different levels of government, all of the county jurisdictional highway system plans have been cooperatively prepared by the county highway committee involved, the Wisconsin Department of Transportation, Division of Highways and Planning; the U. S. Department of Transportation, Federal Highway Administration; the Regional Planning Commission; and the local units of government involved.

Specifically, technical policy direction for the jurisdictional highway studies was provided in each county by a Technical and Intergovernmental Coordinating and Advisory Committee, consisting of representatives from the concerned agencies, local officials, and in some instances interested citizens from the respective county. The members of these committees are listed in Appendix B. The committees remain active after

the jurisdictional highway plans are completed, guiding and promoting plan implementation and, most importantly, reviewing and revising annually as needed the staging of recommended highway system improvements. The revised staging approved by the committees is incorporated into the Commission's annual regional short-range priority improvement program.

By the end of 1975, jurisdictional plans had been completed and adopted for all seven counties within the Region. The following sections describe the progress made during 1975 on the jurisdictional studies, and briefly relate the current status of plan implementation.

Milwaukee County

The recommended jurisdictional highway system plan for Milwaukee County was completed in 1969 and is documented in SEWRPC Planning Report No. 11, A Jurisdictional Highway System Plan for Milwaukee County, published in March 1969. The Regional Planning Commission formally adopted the plan at its annual meeting on June 4, 1970, as an amendment to the adopted regional transportation plan, and certified it to affected local units of government and interested state and federal agencies for adoption and implementation. The plan has been formally adopted by nine of the 10 cities in Milwaukee County, including the City of Milwaukee; by eight of the nine villages; by the Milwaukee County Board of Supervisors; and by the Milwaukee County Expressway and Transportation Commission. It has been formally endorsed by the Wisconsin State Highway Commission and the U. S. Department of Transportation, Federal Highway Administration.

The advisory committee for Milwaukee County met twice during 1975, primarily to review the status of plan implementation and the staging of arterial facility improvements. In addition, the committee provided information used by the Commission to prepare an interim 1976 transportation improvement program, as discussed in a later section of this report.

Walworth County

The recommended jurisdictional highway system plan for Walworth County is documented in SEWRPC Planning Report No. 15, A Jurisdictional Highway System Plan for Walworth County, published in October 1972. The Commission formally adopted the plan on March 1, 1973. The plan amended the adopted regional transportation plan by removing the 4.7-mile segment of proposed freeway known as the Janesville Spur. The Walworth County Board adopted the plan on April 19, 1973, amending it to change the location of a proposed state trunk highway facility in the Village of East Troy between Main Street and STH 20. The plan also has been adopted by the Cities of Delavan and Whitewater and endorsed by the State Highway Commission and the U. S. Department of Transportation, Federal Highway Administration.

The advisory committee for Walworth County met four times during 1975, primarily to review the plan recommendations and implementation actions with particular

emphasis on a proposed realignment of the federal aid systems and the staging of arterial facility improvements in accordance with the adopted plan. In addition, the committee provided information used by the Commission to prepare an interim 1976 transportation improvement program.

Ozaukee County

The recommended jurisdictional highway system plan for Ozaukee County is documented in SEWRPC Planning Report No. 17, A Jurisdictional Highway System Plan for Ozaukee County, published in December 1973. The plan was formally adopted by the Ozaukee County Board of Supervisors on December 5, 1973, and by the Regional Planning Commission on March 7, 1974. The plan amended the adopted regional transportation plan by deleting from the 1990 arterial system 9.1 miles of the proposed Stadium North Freeway from the Saukville Interchange to the Sheboygan County line. The plan also has been adopted by the City of Mequon and endorsed by the State Highway Commission and the U. S. Department of Transportation, Federal Highway Administration.

The advisory committee for Ozaukee County met two times during 1975, primarily to review plan implementation and a proposed realignment of federal aid systems, as well as to review the staging of arterial facility improvements. In addition, the committee provided information used by the Commission to prepare an interim 1976 transportation improvement program.

Waukesha County

The recommended jurisdictional highway system plan for Waukesha County is documented in SEWRPC Planning Report No. 18, A Jurisdictional Highway System Plan for Waukesha County, published in January 1974. The plan was formally adopted by the Waukesha County Board of Supervisors on May 20, 1975, and by the Regional Planning Commission on June 5, 1975. The plan amended the adopted regional transportation plan by removing from the 1990 freeway system 0.9 miles of the proposed Oconomowoc bypass freeway. The plan also has been adopted by the Cities of Delafield, Muskego, New Berlin, Oconomowoc, and Waukesha and by the Villages of Butler, Chenequa, Elm Grove, Lannon, and Nashotah, and it has been endorsed by the State Highway Commission and the U. S. Department of Transportation, Federal Highway Administration.

Near the end of 1975 the Common Council of the City of Waukesha, in reviewing the proposed arterial street improvements, formally acted to withdraw its action signifying approval of the Waukesha County jurisdictional highway system plan with respect to certain arterial facilities. These facilities are East Avenue from Sunset Drive to Main Street, Arcadian Avenue from East Avenue to Hartwell Avenue, and Eales Avenue from Cleveland Avenue to White Rock Avenue. In taking this action, the City indicated that it had directed its staff to review possible alternative locations for these arterial facilities. At year's end the City was in the process of studying such alternatives.

The advisory committee for Waukesha County met once during 1975 in order to review the staging of arterial facility improvements included in the plan. In addition, the committee provided information used by the Commission to prepare an interim 1976 transportation improvement program.

Washington County

The recommended jurisdictional highway system plan for Washington County was completed during 1975. The plan is documented in SEWRPC Planning Report No. 23, A Jurisdictional Highway System Plan for Washington County. The plan was formally adopted by the Washington County Board of Supervisors on July 8, 1975, and by the Regional Planning Commission on September 11, 1975. The plan also has been adopted by the City of Hartford. At year's end endorsement of the plan by the State Highway Commission and the U. S. Department of Transportation, Federal Highway Administration, was pending. The 1990 plan is shown on Map 10.

The arterial street and highway system recommended in Washington County to serve the growing travel demand through 1990 totals 446 route miles of facilities, or about 36 percent of the estimated 1,248 route miles of facilities expected to comprise the total street and highway system in the County by 1990. Under the plan the number of state trunk highways would decrease from 187 at present to 149 by 1990. The number of miles of county trunk highways would increase from 191 at present to 243 by 1990, while the number of miles of local trunk highways would increase from 30 to 53.

The advisory committee for Washington County met once during 1975 to review plan implementation and arterial facility improvement staging actions. In addition the committee provided information used by the Commission to prepare an interim 1976 transportation improvement program.

Kenosha County

The recommended jurisdictional highway system plan for Kenosha County was completed during 1975. The plan is documented in SEWRPC Planning Report No. 24, A Jurisdictional Highway System Plan for Kenosha County, published in April 1975. The plan was formally adopted by the Kenosha County Board of Supervisors on June 3, 1975, and by the Regional Planning Commission on September 11, 1975. At year's end endorsement of the plan by the State Highway Commission and the U. S. Department of Transportation, Federal Highway Administration, was pending. The 1990 plan is shown on Map 11.

The arterial street and highway system recommended to serve growing travel demands within Kenosha County through 1990 totals 363 miles of facilities, or approximately 32 percent of the estimated 1,116 route miles of facilities expected to comprise the total street and highway system in the County by 1990. Under the plan the number of miles of state trunk highways would

decrease from 123 at present to 102 by 1990. The number of miles of county trunk highways would decrease from 266 at present to 221 by 1990, and the number of miles of local trunk highways would increase from 32 to 40. The plan is unique in the Region in that it recommends that 111 miles of existing county trunk highways which do not serve and are not anticipated to serve an arterial function become "county branch highways." The establishment of this new category of county roads would require a change in the State Statutes to allow county ownership and operation of nonarterial highways, that is, highways not on the county trunk system. The plan recommends that the Kenosha County Board and the State Highway Commission seek the necessary statutory change. This new category of county branch highways was recommended because historically Kenosha County has constructed and maintained nearly all "nonsubdivision" collector and land access streets in rural areas. Requiring local towns to assume this function in the future would entail duplication by the towns of the organizational equipment and physical plan for highway construction and maintenance presently provided by the Kenosha County Highway Department.

The advisory committee for Kenosha County met five times during 1975. In addition to completing the technical work on the jurisdictional study, the committee began to review plan implementation actions. In addition the committee provided information used by the Commission to prepare an interim 1976 transportation improvement program.

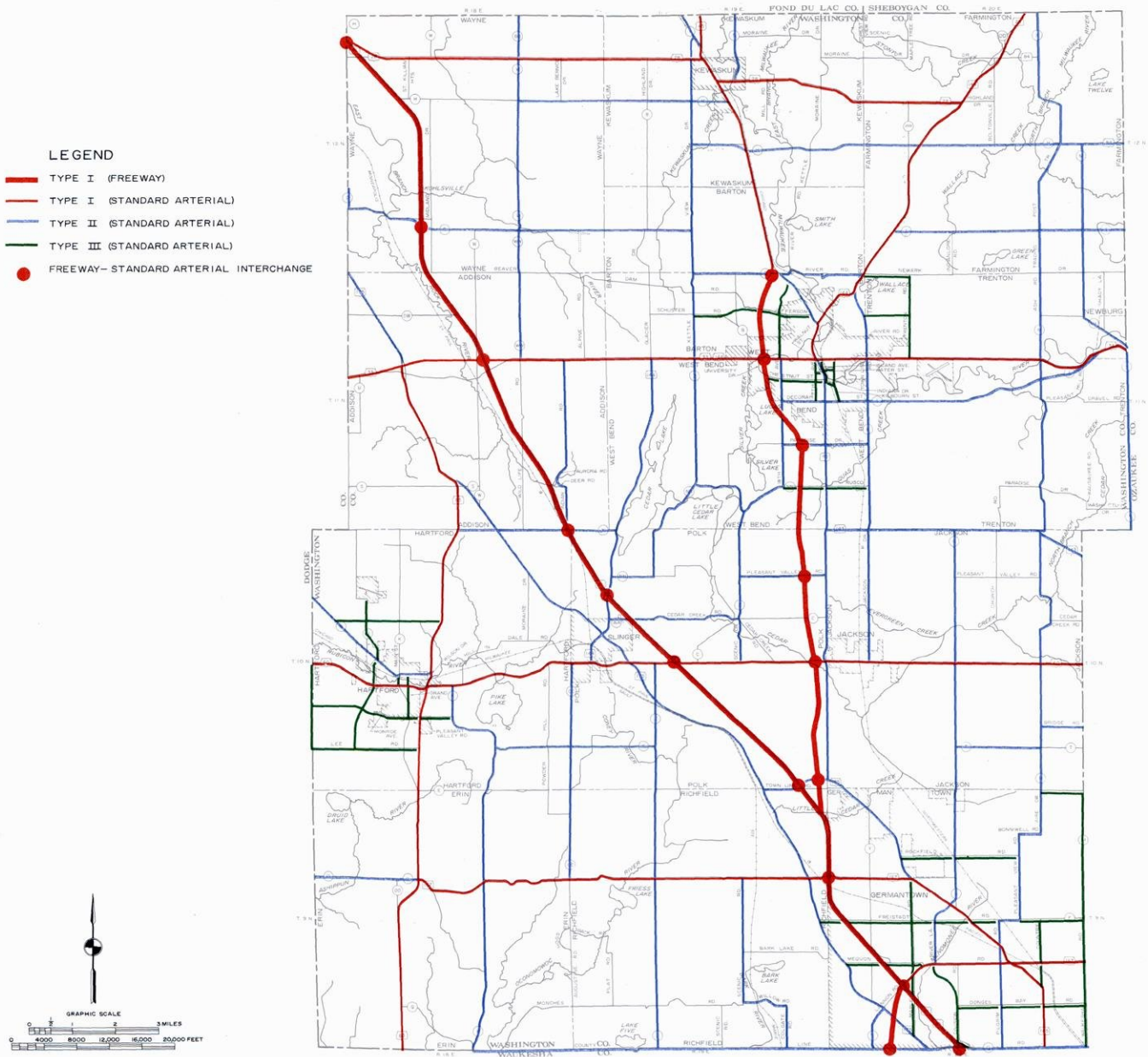
Racine County

The recommended jurisdictional highway system plan for Racine County was completed during 1975. The plan is documented in SEWRPC Planning Report No. 22, A Jurisdictional Highway System Plan for Racine County, published in February 1975. The plan was formally adopted by the Racine County Board of Supervisors on December 2, 1975, and by the Regional Planning Commission on December 4, 1975. At year's end endorsement of the plan by the State Highway Commission and the U. S. Department of Transportation, Federal Highway Administration, was pending. The 1990 plan is shown on Map 12.

The arterial street and highway system recommended to serve the growing travel demands within Racine County through 1990 totals 450 route miles of facilities, or approximately 31 percent of the estimated 1,456 route miles of facilities expected to comprise the total street and highway system in the county by 1990. Under the plan, the number of miles of state trunk highways would increase from 156 at present to 165 by 1990. The number of miles of county trunk highways would increase from 153 at present to 219 by 1990, while the number of miles of local trunk highways would increase from 58 to 66. The plan recommends that the concept of a Racine Loop arterial highway facility, as initially proposed in the adopted regional transportation plan, be retained in the jurisdictional highway system. The plan recognizes that the Racine Loop facility could be provided as either

Map 10

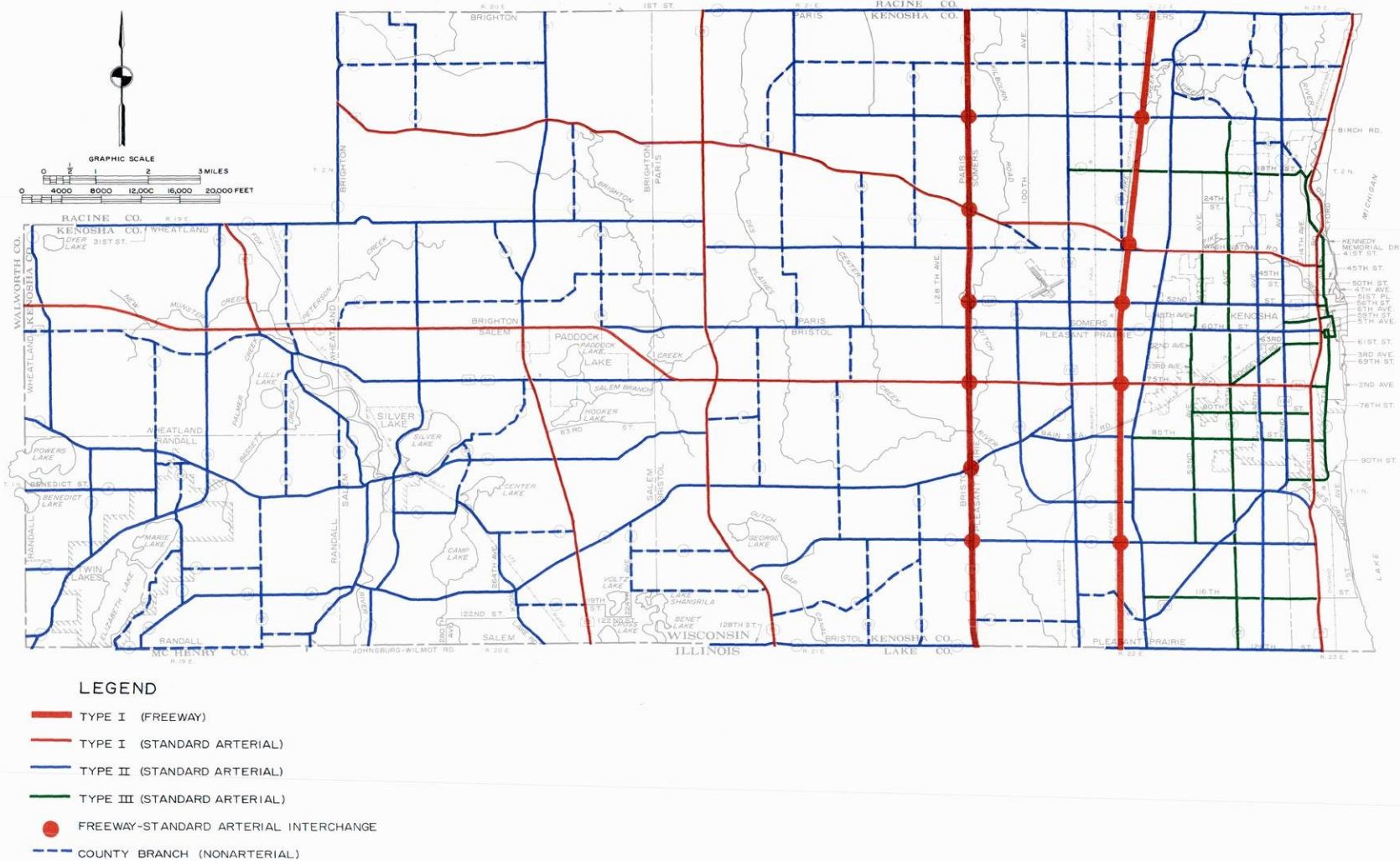
ADOPTED JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR WASHINGTON COUNTY: 1990



The arterial street and highway system recommended to serve traffic demand in Washington County through 1990 totals 446 route miles of facilities, or about 36 percent of the expected total arterial street and highway system in the county by 1990. State trunk highways, which include all committed and proposed freeway facilities and important surface arterials, comprise 149 route miles, or about 33 percent of the arterial system. County trunk highways, which complement the state trunk highways and which together with those highways include all arterial facilities having intercommunity significance, comprise 243 route miles, or 55 percent of the arterial system. Local trunk highways, would serve primarily local street and highway needs, comprise 53 route miles, or about 12 percent of the arterial system.

Source: SEWRPC.

ADOPTED JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR KENOSHA COUNTY: 1990

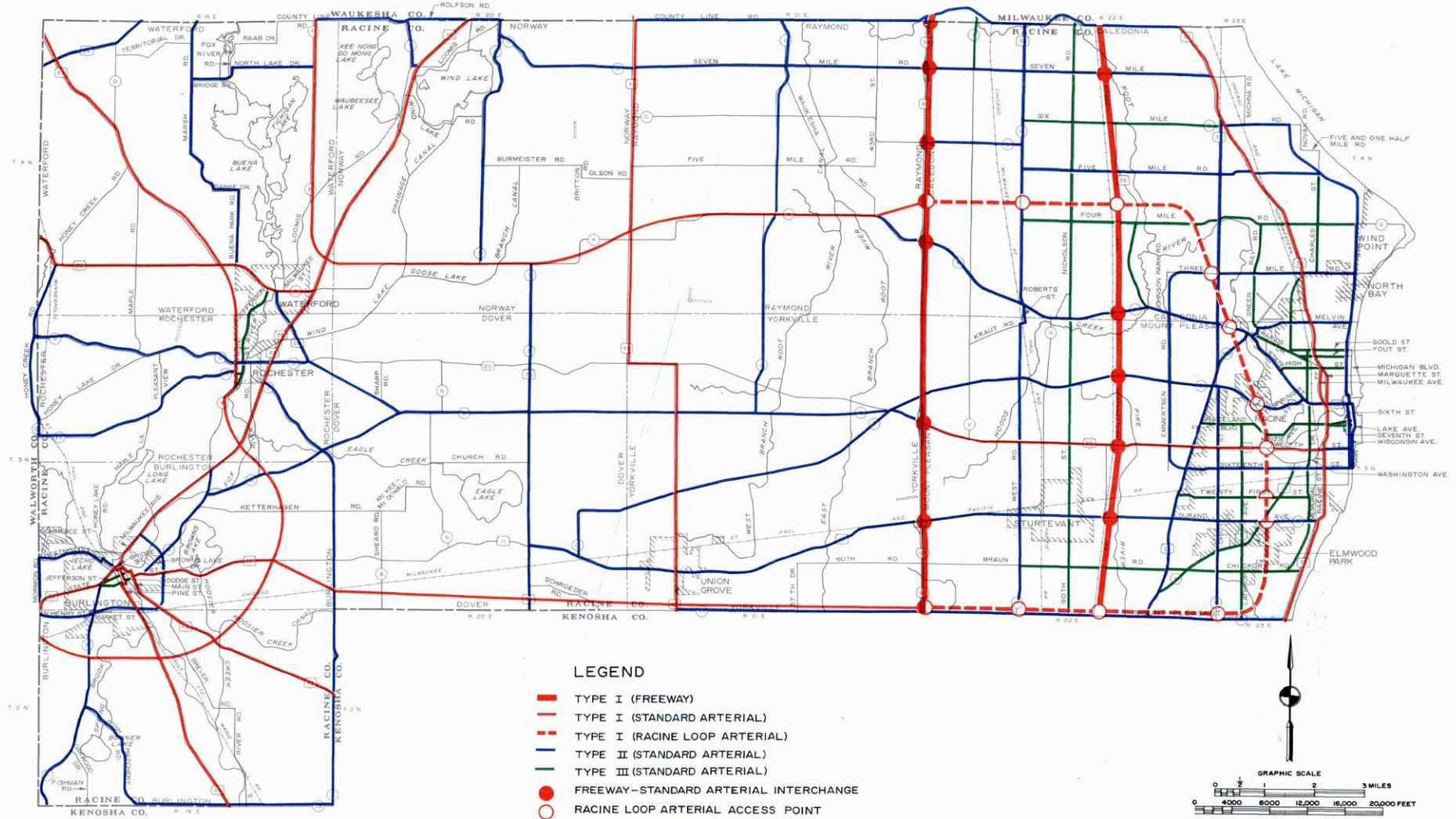


The arterial street and highway system recommended to serve traffic demand in Kenosha County through 1990 totals 363 route miles of facilities, or about 32 percent of the expected total arterial street and highway system in the county by 1990. State trunk highways, which include all committed and proposed freeway facilities and important surface arterials, comprise 102 route miles, or about 28 percent of the arterial system. County trunk highways, which complement the state trunk highways and which together with those highways include all arterial facilities having intercommunity significance, comprise 221 route miles, or 61 percent of the arterial system. Local trunk highways would serve primarily local street and highway needs, comprise 40 route miles, or about 11 percent of the arterial system.

Source: SEWRPC.

Map 12

ADOPTED JURISDICTIONAL HIGHWAY SYSTEM PLAN FOR RACINE COUNTY: 1990



The arterial street and highway system recommended to serve traffic demand in Racine County through 1990 total 450 route miles of facilities, or about 31 percent of the expected total arterial street and highway system in the county by 1990. State trunk highways, which include all committed and proposed freeway facilities and important surface arterials, comprise 165 route miles, or about 37 percent of the arterial system. County trunk highways, which complement the state trunk highways and which together with those highways include all arterial facilities having intercommunity significance, comprise 219 route miles, or 49 percent of the arterial system. Local trunk highways would serve primarily local street and highway needs, comprise 66 route miles, or about 14 percent of the arterial system.

Source: SEWRPC.

a freeway as initially proposed with full control of access and full grade separation of all intersections, an expressway with partial control of access and grade separation of some intersections, or a standard surface arterial with minimum control of access and no grade separation of intersections.

The advisory committee for Racine County met three times during 1975. In addition to completing the technical work concerning the jurisdictional planning report, the committee began to review plan implementation actions. Finally, the committee also provided information used by the Commission to prepare an interim 1976 transportation improvement program.

Traffic Corridor Refinement (8.4)

The major technical work emphasis in 1975 was on design of transportation system alternatives for the year 2000 and on reevaluation of the adopted regional transportation system plan. No traffic corridor refinement studies, as such, were undertaken in 1975 pending completion of the evaluation of the various alternatives under consideration.

Transportation Services (8.1)

During 1975 the Commission performed a variety of services to assist federal, state, and local units and agencies of government and private groups and investors to better utilize the basic transportation planning data available in Commission files, thereby assisting in implementation of the adopted transportation plan. The Commission also provided services requested by local units of government relative to programs sponsored at the local level. Following are some of the services provided during 1975:

- At the request of Milwaukee County, existing 1963 and 1972 person trip and forecast 1970 person trip activity within Milwaukee County were provided along with transit operation data for selected streets within Milwaukee County and graphic displays of traffic volume-to-capacity ratios for inclusion in a capital grant application for expanded transit services.
- At the request of Milwaukee County, special traffic assignments were prepared for alternative arterial street and highway systems within the proposed Lake Freeway corridor within Milwaukee County. These traffic assignments were undertaken to provide vehicle-mile and vehicle-hour travel summaries by facility type for selected geographic areas within the proposed Lake Freeway corridor. The data are to be utilized to determine air quality and noise impacts resulting from the proposed facility. In addition, isochronal lines were prepared indicating the level of transportation services provided, so that this information might also be considered in preparation of an environmental impact statement for the proposed facility.

- At the request of the City of Milwaukee, special selected link analyses were conducted for viaducts crossing the Menomonee River Valley and Locust Street at the Milwaukee River. The analyses of viaduct services served to evaluate the potential of these areas for industrial development and revitalization. In addition, the existing peak-hour capacities of these viaducts were determined, as were existing traffic flows.

In addition, the Commission continued to provide basic planning and engineering data to governmental units, private industry, consulting firms, universities, radio stations, and private individuals on request. These data included selected link analyses, existing and forecast traffic volumes, travel times, and travel origin and destination information.

Procedural Development

Under the procedural development function, the techniques and procedures used for developing and testing land use and transportation system plans are to be evaluated, improved upon, and, where necessary, replaced through the development of new techniques and procedures. During 1975, procedural development efforts by the Commission were concentrated in activities relating to the battery of transportation planning models utilized in the major plan reevaluation effort.

Traffic Simulation Models (4.4.4)

As part of the major reevaluation of the adopted regional land use and transportation plans, work was completed in 1975 on the review and improvement of the battery of traffic simulation models that were used in the initial land use-transportation planning effort. Although the review determined that the initial traffic simulation models were able to accurately simulate observed 1972 travel habits and patterns, certain advances in the state of the art of modeling resulted in modifications of the traffic simulation models used for the plan reevaluation process. These modifications are intended to strengthen the behavioral basis of the models, increase the temporal stability of the desired relationships, lessen the data requirements for model updating purposes, and make the models more responsive to policy determinations. Work also was initiated in 1975 on the development of evaluative models so that alternative proposed transportation systems may be compared in terms of such criteria as energy consumption, level of accessibility to essential services, safety considerations, noise levels, and impact on air quality levels. This work is documented in Chapter IV, Volume 2, SEWRPC Planning Report No. 25.

Major Plan Reappraisal

As noted earlier in this report, during 1975 the Commission was heavily involved in a major reevaluation effort with respect to the regional land use and transportation plans initially adopted by the Commission in 1966. For the most part, such activities during 1975 were concen-

trated in two areas: 1) completing documentation of the results of the extensive reinventories of population, economic activity, public finance, land use development, natural resource base, community plans and zoning, transportation facilities, and travel characteristics; and 2) initial steps toward preparation of new alternative regional land use and transportation plans for a new plan design year of 2000.

The Commission completed and published during 1975 SEWRPC Planning Report No. 25, A Regional Land Use Plan and a Regional Transportation Plan for Southeastern Wisconsin—2000, Volume One, Inventory Findings. This volume reports in detail the findings of the many major reinventories undertaken by the Commission since the conduct of the U. S. Census of Population in April 1970. In addition to publishing and disseminating this important planning report, the major findings and conclusions documented in the report were summarized in a widely distributed SEWRPC Newsletter published in the fall of 1975. In brief, the major conclusions drawn from these extensive reinventory efforts are as follows:

- The scale of regional growth and urbanization is changing, and the very high rates of population increase and massive rural to urban migration experienced in the years immediately following the end of World War II appear to be coming to a close. The very high population growth rates exhibited in the Region from 1950 to 1963 will likely be replaced with more modest growth rates approximating those of the 1940's.
- The pattern of urbanization within the Region is continuing to change from one of compact, concentric growth centered on the oldest and largest central cities of the Region to one of a highly diffused, multi-centered character. This areawide diffusion of urban land uses and of population and economic activity has become accompanied by declines in the population levels of the older central cities and first-ring suburbs. Factors contributing to this areawide diffusion of urban development include, with respect to population, changing preferences in residential location and density, the widespread availability of electric power and electronic communication facilities, the availability of the septic tank and private well as substitutes for centralized sanitary sewerage and water supply facilities, mass automotive transportation and all-weather highway systems, and the rising cost of land in close proximity to the existing urban centers. Such factors with respect to economic activity include the population decentralization itself, the availability of relatively low cost land on the urban periphery, the inability of commercial and industrial firms to readily and economically expand physical plants and to provide offstreet parking in established urban areas, and the relatively high level of transportation service offered by outlying sites.
- The total impact of urban encroachment since 1963 with respect to two key elements of the adopted regional land use plan—the primary environmental corridors and the prime agricultural lands—has been relatively small. The primary environmental corridors and the prime agricultural lands remain as important to the future growth and development of, and to the overall quality of, the environment in the Region today as they were in 1963. Local units of government in the Region have since 1963 exhibited a greater willingness to utilize the zoning power to preserve and protect the environmental corridors and prime agricultural lands. Accordingly, and in light of less than anticipated population growth, there would appear to be no reason to change these key regional land use plan recommendations.
- Significant progress toward implementation of the regional land use plan has also been made in the acquisition and development of the major activity centers identified in that plan. Ten of the 12 new major regional park and outdoor recreation sites recommended for public use in the plan have been acquired and at least partially developed, and significant progress has been made toward preservation and development of the planned new retail and service and major industrial centers. Conversely, the most significant departure from the regional land use plan has been the continued proliferation of residential land uses in a highly diffused pattern at lower than recommended densities resulting in the creation of scattered, incomplete neighborhoods for which the provision of essential facilities and services will be costly and inefficient.
- While local communities in the Region have exhibited a willingness to utilize the zoning power to protect the Region's primary environmental corridors and, to a lesser degree, the prime agricultural lands, local communities in the Region have not as yet exhibited a willingness to adjust residential, commercial, and industrial land use zoning patterns to the regional land use pattern expressed in the adopted regional land use plan. In light of the continued strong preferences for decentralized low density residential development, preferences expressed both in attitudinal and behavioral surveys, consideration in the land use plan reevaluation of an alternative plan based upon the continuation of low-density residential development—in effect a “controlled sprawl” plan—appears warranted.
- Despite less than anticipated regional population growth, actual development has occurred in general conformance with the forecasts of employment, automobile availability, trip generation, and vehicle miles of travel on which the adopted 1990 regional land use and transportation plans were in part based. Because of declining birth-

rates and reversing migration trends, the Region has fewer people. Regional residents, however, have more jobs and automobiles and make more trips than originally anticipated. Recent trends in household formation, land use development, and automobile availability provide reason to believe that such trip making will continue to increase in the foreseeable future. It is unclear what effect the more recent motor fuel shortages and increasing motor fuel prices may have on travel habits and patterns. The automobile industry has already begun to respond to motor fuel shortages and increasing motor fuel prices through the manufacture of motor vehicles that are more energy efficient. In light of the uncertain situation with respect to the effects of motor fuel cost and availability on regional development, it would appear prudent in the regional plan reevaluation to test the sensitivity of alternative regional transportation plans to differing levels of motor fuel availability and pricing structures.

- In the last 10 years the freeway has emerged as the singularly most important element of the regional transportation system. During this time intercity railroad service in the Region has been significantly reduced, and urban mass transit service has continued to decline. Freeways now comprise about 10 percent of the arterial street and highway system in the Region but carry about one-third of the total daily travel load. In light of these trends, freeways may be expected to remain the dominant element of the regional transportation system for the foreseeable future.
- The significant decline in mass transit utilization, which extends back to the end of World War II, and which occurred long before the emergence of the freeway as the dominant element of the regional transportation system, holds important implications for regional transportation system planning and development. Only 4 percent of all internal person trips in the Region on an average weekday are now made by transit, with 92 percent made by automobile. This overwhelming and increasing predominance of the auto as a mode of travel presents a formidable obstacle to the reestablishment of a regional transportation system more reliant upon mass transit. Mass transit utilization has declined so significantly that even a return to 1963 levels of use will require major efforts by all concerned. Even if mass transit utilization can be returned to 1963 levels, such increased utilization would have an insignificant effect on the need for arterial streets and highways to accommodate present and probable future travel demands. Furthermore, the continued trends toward regional land use decentralization and declining urban densities work directly against the development of a regional transportation system having an increasing dependence upon mass transit.

Accordingly, mass transit must be viewed as a supplementary mode of travel rather than a substitute for the automobile.

In response to citizen comments made at a public hearing held in late 1974 concerning the initial efforts of the major plan reevaluation, the Commission created early in 1975 an 18-member Citizens Advisory Committee on Regional Land Use-Transportation Plan Reevaluation. This Committee contains representation from concerned communities of interest in transportation system development, particularly in the Milwaukee urbanized area, including both pro- and anti-freeway groups. During 1975 this Committee, as well as the preexisting Technical Coordinating and Advisory Committee on Regional Land Use-Transportation Planning, assisted the Commission staff in preparing two alternative regional land use plans and three alternative regional transportation plans for the year 2000. The major concepts underlying each of these alternative plans may be summarized as follows:

● Controlled Centralization Land Use Plan

The development concept emphasized under this plan alternative is one of centralization, with virtually all new urban development proposed to be located within areas readily served by such important urban utilities and facilities as public sanitary sewer, public water supply, and mass transit and on soils suitable for such development. Under this alternative development concept, new urban development would occur in planned neighborhood development units, primarily at medium population density levels. This development concept is identical to that utilized in the preparation of the adopted 1990 regional land use plan.

● Controlled Decentralization Land Use Plan

The controlled decentralization land use plan would place less emphasis on centralization of urban development, on the concentration of residential development in planned neighborhood units, on the provision of public sanitary sewer and water supply services, and on the attainment of medium population density levels, and more emphasis on lower density residential development utilizing onsite soil absorption septic tank sewage disposal systems and private water supply wells. As noted above, this alternative plan concept was developed because Commission behavioral and attitudinal studies both indicated the need to offer a plan alternative that would accommodate low density, unsewered urban residential development.

● No-Build Alternative Transportation Plan

Under this alternative plan concept, no major improvements would be made to the existing transportation system. Consequently, the probable future travel demand within the Region would be

served entirely by means of the existing arterial street and highway and mass transit facilities. Under this plan concept, only those transportation facilities actually under construction were considered to be committed and were thus included in the existing system.

- **Highway-Supported Transit Alternative Plan**

Under this alternative plan concept, significant improvements would be made to the existing transit systems in the urban areas of the Region, as well as significant improvements to the existing arterial street and highway system in the rural areas of the Region. Capital investment in, and operating subsidies to, mass transit are emphasized in order to limit further investment in urban arterial street and highway improvements to improvements requiring no or very minimal right-of-way acquisition and only limited residential, commercial, and industrial displacement.

- **Transit-Supported Highway Alternative Plan**

Under this alternative plan concept, the emphasis in capital investment in transportation facilities would be placed upon further investment in arterial street and highway system improvements, with less emphasis on single-purpose capital investment in, and operating subsidies to, mass transit. Plan design would not be constrained by limited displacement.

At the end of 1975 the Commission was engaged in preparing, evaluating, and documenting these alternative land use and transportation system plans, including conducting an air quality impact study in conjunction with a concurrent regional air quality maintenance plan program, discussed later in this report.

Short-Range Transportation Planning and Programming Activities

As an integral part of the long-range transportation planning effort, the Commission includes within each of its adopted transportation plan elements a staging subelement. These staging subelements are designed to provide for the orderly and logical sequential development of needed transportation facilities. In addition, the Commission began in 1973 to include in its annual report an annual transportation facility and service priority improvement program. This priority improvement program was drawn directly from the staging recommendations contained in the various transportation plan elements. Late in 1975 the U. S. Department of Transportation published new rules and regulations which would provide for a more formal structure with respect to short-range transportation planning and programming. The following section describes Commission activities with respect to these new rules and regulations and in regard to one other related area of activity—a carpooling demonstration program in the Milwaukee urbanized area.

Transportation Systems Management Planning

The new federal rules and regulations basically require that the urban transportation planning process develop an areawide transportation plan consisting of two elements: the familiar long-range element and a new short-range transportation systems management element. These two elements are to be implemented through an areawide transportation improvement program. The foregoing sections of this annual report have dealt directly with Commission activities with respect to the long-range transportation plan element. The new short-range transportation systems management element is intended by the Commission to be fully compatible with the long-range element and, together with that element, comprise the regional transportation plan. The objective of the transportation systems management element is to make more efficient use of the highway and transit systems already in place through minor capital investment projects or new policy initiatives, thereby hopefully reducing or postponing the need for new major capital investments in transportation facilities. The short-range element is thus intended to emphasize such relatively low capital investment solutions to transportation problems as traffic engineering and transportation pricing, management, and operation. While the Commission's long-range transportation plan does contain certain recommendations to make full use of existing facilities, such as the removal of on-street parking on arterial streets, the long-range plan does not detail or reflect all possible low capital investment solutions. Consequently, a new short-range element of the regional transportation plan will be prepared to meet the federal rules and regulations. At year's end the Commission had begun the preparation of a benchmark report to detail the procedures for the preparation of this important new regional transportation plan element.

Transportation Improvement Program

The transportation improvement program is intended to be a staged multi-year program of projects designed to implement both the long-range and short-range elements of the areawide transportation plan. The program must cover a period of from three-to-five years and must include the transportation improvements—both highway and transit—recommended for implementation during the program period, indicating the areawide priorities of those improvements, summarizing the estimated costs and revenues associated with the improvements, and describing how the recommended improvements relate to both the long- and short-range elements of the areawide plan. The program is to include an annual element for the ensuing year, consisting of a list of transportation improvement projects proposed for implementation in that year. The program must be annually updated so that it always consists of at least a two-to-four-year period beyond the annual element.

The new federal rules required the preparation during 1975 of an areawide transportation improvement program for 1976. Accordingly, the Commission late in 1975 prepared and published a document entitled An

Interim Transportation Improvement Program for Southeastern Wisconsin: 1976-1980. Because of the extremely short time period available during 1975 to complete the first transportation improvement program, the Commission determined that the program would be drawn almost exclusively from the already adopted long-range regional transportation plan as supplemented by the adopted series of seven county jurisdictional highway system plans and transit development programs adopted or under preparation for the Kenosha, Milwaukee, and Racine urbanized areas. Significant input to the interim transportation improvement program was provided by the seven Technical and Intergovernmental Citizens Advisory Committees on Jurisdictional Highway System Planning. The interim transportation improvement program was completed at the end of 1975 and readied for Commission adoption and transmittal to the local, state, and federal implementing agencies early in 1976.

Carpooling Demonstration Program

In April 1975 a Milwaukee area carpooling demonstration program was established through the cooperative efforts of Milwaukee County, the Wisconsin Department of Transportation, the Federal Highway Administration, and the Commission. The purpose of the program is to encourage and aid workers and students in the four-county Milwaukee standard metropolitan statistical area to form car pools to and from work or school through the use of techniques to match interested applicants, thereby reducing vehicular traffic in the total area, effecting savings in motor fuel consumption, and reducing parking demand and air pollutant emissions. The program was funded as a demonstration project under the Federal Emergency Highway Energy Conservation Act. The program included an intensive promotional campaign of advertisements on radio, television, billboards, and in the newspapers, as well as speakers to interested groups. In addition, employers were solicited and asked to cooperate in identifying potential car pooling matchups.

By December 1975, the Milwaukee area carpooling program had received approximately 1,100 applications and had computed 450 matches of potential carpooling partners. The indirect effect of the promotional aspects of the program was, however, largely unknown and unquantified. Accordingly, at year's end the Commission proposed to conduct an evaluation survey in cooperation with the University of Wisconsin-Milwaukee. This survey would have several objectives in addition to determining the extent of carpooling use within the four-county area, including determining the characteristics of car pools and the attendant socioeconomic characteristics of carpooling participants, the factors which influence a person to choose a car pool over other modes of transportation, the factors which prevent a person from choosing a car pool, and the extent to which carpooling does indeed promote energy conservation through the quantification of the rates of vehicle use for those vehicles left at home by carpooling participants. Finally, the survey would determine the extent to which the media promotional campaign was effective in encouraging carpooling efforts.

Documentation

The Commission published several reports during 1975 which relate directly or indirectly to the continuing regional land use-transportation study and which document efforts during the year. These include:

- Planning Report No. 21, A Regional Airport System Plan for Southeastern Wisconsin
- Planning Report No. 22, A Jurisdictional Highway System Plan for Racine County
- Planning Report No. 23, A Jurisdictional Highway System Plan for Washington County
- Planning Report No. 24, A Jurisdictional Highway System Plan for Kenosha County
- Planning Report No. 25, A Regional Land Use Plan and a Regional Transportation Plan for Southeastern Wisconsin—2000, Volume One, Inventory Findings
- Technical Report No. 14, An Industrial Park Cost Revenue Analysis in Southeastern Wisconsin—1975
- 1974 Annual Report
- Eighth Regional Planning Conference Proceedings
- An Interim Transportation Improvement Program for Southeastern Wisconsin: 1976-1980
- Staff Memoranda

T. D. 75-1 Alternative Transportation System Concepts for Consideration in the Reevaluation of the Adopted Regional Transportation Plan—Alternative No. 1—The Initial Transportation System

T. D. 75-2 Alternative Transportation System Concepts for Consideration in the Reevaluation of the Adopted Regional Transportation Plan—Alternative No. 2—The Transit-Intensive Alternative

T. D. 75-3 Analysis of the Existing Transportation System

T. D. 75-4 Alternative Transportation Systems

T. D. 75-5 Analysis of Alternative Transportation Systems

T. D. 75-6 Transit-Intensive II and Balanced Plan II Alternative Transportation Systems

REGIONAL AIRPORT SYSTEM PLANNING PROGRAM

The Commission completed during 1975 all technical work relating to the preparation of the regional airport system plan. The plan is documented in SEWRPC Plan-

ning Report No. 21, A Regional Airport System Plan for Southeastern Wisconsin, published in December 1975. Completion of this important new regional plan element followed a series of public informational meetings, public hearings, and special intergovernmental meetings held during late summer and early fall 1975. These meetings and hearings resulted in a number of modifications to the plan as initially recommended by the Commission consultant, Commission staff, and Commission Technical Coordinating and Advisory Committee on Regional Airport System Planning. At year's end the plan was ready for adoption by the Regional Planning Commission and certification to all units and agencies of government concerned. The following discussion summarizes the inventory findings and analyses, forecasts, alternative plans, recommended plan, and plan implementation structure set forth in SEWRPC Planning Report No. 21.

Inventory Findings

Existing Regional Air Transportation System

The existing air transportation system within the Region consists of a combination of airport and airway facilities required to accommodate the movement of people and goods into, within, and out of the Region. The regional air transportation system includes the airways and associated air navigation aids, the aircraft landing areas and associated air navigation and air traffic control aids, the airport terminal facilities and appurtenant aircraft and automobile parking areas, and the ground access transportation facilities.

Presently there are 46 publicly and privately owned airports within the Region (see Map 13). Each of these airports may be classified by service category as air carrier, general aviation, military, or special use airports; by availability for use as public or private; and by ownership as public or private. Of these 46 airports, General Mitchell Field in Milwaukee County is the only air carrier airport providing commercial airline service to the general public on a regularly scheduled basis. As the Region's single air carrier airport, General Mitchell Field constitutes a major interregional transportation terminal handling relatively large volumes of passengers, mail, and cargo in large high-performance aircraft.

Of the remaining 45 airports, 43 are classified as general aviation airports which serve training, business, charter, agricultural, recreational, pleasure, and air taxi aircraft. The remaining two airports are special use facilities, including one heliport and one seaplane base. There are no exclusive military airports within the Region; however, both General Mitchell Field in Milwaukee County and the West Bend Municipal Airport in Washington County are joint use facilities providing for both civil and military aircraft operations.

Of the 43 general aviation airports, 25 are public use airports, both publicly and privately owned, and the remaining 18 are privately owned for private use only. The 25 general aviation public use airports accommodate the majority of the business and pleasure aviation activity,

accommodating about 79 percent of the based aircraft and about 72 percent of the aircraft operations in the Region in 1971. Consequently, these 25 existing airports, together with General Mitchell Field, constitute the basic regional airport system.

Each of the existing airports in the Region may be further classified by function and operational role. The airport functional classification system chosen for use in the regional airport study relates to that developed nationally for aviation planning and development. The 10 airport classifications include three providing facilities for scheduled air transportation service—primary, secondary, and feeder; two providing facilities for the larger general aviation fleet aircraft including the higher performance and heavier “corporate” jet aircraft—general transport and basic transport; two providing facilities for the smaller general aviation fleet aircraft—general utility and basic utility; and three providing facilities for special aircraft—STOLport; heliport; and seaplane base. Of the 46 airports in the Region, one—General Mitchell Field—is presently classified as a scheduled air transportation—secondary facility; one—Racine Commercial—is classified as a basic transport facility; one—the Johnson Wax heliport in Racine—is classified as a heliport facility; one—the Edgewood seaplane base in Walworth County—is classified as a seaplane base facility; four—Kenosha Municipal, Timmerman Field, West Bend Municipal, and Waukesha County—are classified as general utility facilities; and the remaining 38 are classified as basic utility or lower facilities.

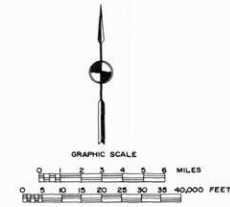
Nineteen of the 46 airports are privately owned and restricted to private use. Of the 27 airports open to public use, including one air carrier airport, one seaplane base, and 25 general aviation airports, only eight are publicly owned and operated. These include Kenosha Municipal, owned and operated by the City of Kenosha; General Mitchell Field and Timmerman Field, owned and operated by Milwaukee County; Burlington Municipal, owned by the City of Burlington; East Troy Municipal, owned by the Village of East Troy; Hartford Municipal, owned by the City of Hartford; West Bend Municipal, owned by the City of West Bend; and Waukesha County Airport, owned by Waukesha County. These eight airports include one scheduled air carrier, for general utility, and three basic utility airports.

About 1,100 aircraft are permanently based at the 46 airports within the Region, including nearly 800, or about 79 percent, based at the eight publicly owned and operated airports. Analyses under the study concluded that the aircraft likely to come into use within the Region in the foreseeable future will be somewhat faster, quieter, have more sophisticated navigation aids, and have lower operating costs than at present. It is unlikely however, that the anticipated changes in aircraft fleet will substantially affect terminal needs.

Existing Air and Air-Related Travel Habits and Patterns

Personal interview air travel surveys were conducted by the Commission as a part of the airport system planning program with commercial enplaning passengers, general

AIRPORT FACILITIES IN THE REGION: 1971



Source: SEWRPC.

aviation airport pilots, and general aviation airport users. These surveys were conducted to provide knowledge of existing air travel habits and patterns essential to an understanding of the probable future demand for air transportation and related facilities. These surveys indicated that four airports—General Mitchell Field, Timmerman Field, Waukesha County, and Kenosha Municipal—together accounted for over half of the total landings and takeoffs in the Region on an average weekday, nearly 80 percent of all “touch-and-go” flight training operations, and about 60 percent of all total local flights, that is flights originating and ending at a single airport. General Mitchell Field was the most heavily used airport in terms of total aircraft operations, with Timmerman Field having the highest number of “touch-and-go” flight training operations.

The ground travel time of enplaning passengers at General Mitchell Field averaged 23 minutes, with 78 percent of the originating passengers traveling 30 minutes or less and over 90 percent traveling 40 minutes or less to reach the airport. Pilots spent an average of 16 minutes in traveling on the ground to and from the general aviation airports, with 85 percent traveling 30 minutes or less to reach an airport. General aviation passengers were found to be within 13 minutes’ average ground travel time of general aviation airports, and nearly 90 percent traveled 30 minutes or less. Over 90 percent of the general aviation airport users surveyed traveled 20 miles or less to reach the airport.

The surveys also revealed that about 35 percent of all enplaning air carrier passengers in the Region were traveling on work and work-related business, with an additional 32 percent traveling for social or recreational purposes. With respect to general aviation passengers, only about 30 percent were traveling for work and work-related business; about 50 percent were traveling solely for social or recreational purposes.

These special inventories also provided important guidelines in the establishment of objectives and standards for the development of an effective and efficient air transportation system for the Region. In general, the surveys indicated that the existing air transportation system primarily serves the needs of residents of the Region and that, to effectively meet these needs, the regional airport system should be designed so that ground travel times and distances from user residences to airports are within 30 minutes and 20 miles. This would maintain the level of service that is presently provided to approximately 85 percent of all air transportation service users within the Region.

Air Transportation Demand Forecasts and Analyses

Forecasts of aviation demand provide a basis for determining the extent of air transportation facility needs and for scheduling airport facility improvements. In the airport system planning program, forecasts were prepared of the following major components of aviation demand: commercial passenger enplanements, commercial cargo tonnage, airmail tonnage, air carrier movements, diversion to or from other modes of travel and/or geographic

regions, general aviation activity, and military aviation activity. The final forecasts used to construct the recommended regional transportation plan may be summarized as follows:

1. Annual air carrier passenger enplanements are expected to increase from about 980,000 passengers in 1971 to about 2.8 million in 1995. These totals include both originating and transferring passengers. Originating passengers were forecast to increase from a 1971 level of about 730,000 to about 2.3 million in 1995.
2. Air freight and air express cargo were forecast to increase from about 14,000 tons in 1971 to about 275,000 tons in 1995, the forecast level constituting about 1 percent of the total forecast national air cargo movements. Air mail was forecast to continue to remain at slightly less than 1 percent of the national total, increasing from nearly 6,000 tons in 1971 to about 25,000 tons in 1995.
3. Air carrier operations were forecast to increase from about 72,000 in 1971 to slightly over 100,000 in 1995. These forecast operations are expected to include about 93,000 operations by aircraft in scheduled and nonscheduled certificated air carrier service, about 2,300 operations by aircraft in supplemental nonscheduled air carrier service, and about 4,700 other air carrier aircraft operations not in revenue service.
4. No significant change in the diversion to or from other modes of travel or other airports was assumed in the preparation of the forecasts. Continued diversion to Chicago’s O’Hare Field of from 20 to 25 percent of the total air carrier passenger demand generated within the Region was thus assumed.
5. A potential demand of from 300,000 to 400,000 enplaning passengers annually was forecast for vertical and/or short takeoff and landing air carrier service. Based on this forecast, it was concluded that the provision of a special vertical and/or short takeoff and land airport facility would not be warranted.
6. General aviation aircraft based within the Region were forecast to increase from about 1,100 in 1971 to about 3,500 in 1995. Annual general aviation aircraft operations were forecast to increase from about 770,000 in 1971 to about 2.86 million in 1995. Accordingly, a total of about 7,800 general aviation aircraft operations can be expected on an average weekday in 1995, compared to about 2,100 such operations in 1971. General aviation in the Region is expected to serve about 3.2 million passengers in 1995, compared with about 800,000 in 1971.
7. Military activity in the Region, which currently is confined to General Mitchell Field and the West Bend Municipal Airport and which com-

prised about 1 percent of total aircraft activity in the Region in 1970, is expected to remain at about 15,000 annual operations through 1995.

The forecasts were then utilized in the application of demand/capacity analyses to the existing airport system in the Region. Assignment of the anticipated 1995 air transportation demand to the existing regional air transportation system indicated that the capacities of the existing runway systems at General Mitchell Field and Waukesha County, Kenosha Municipal, Racine Commercial, Timmerman Field, and East Troy Municipal Airports may be expected to be exceeded by the anticipated future demand. In addition, all of the existing public use general aviation airports may be expected to be deficient with respect to certain appurtenant airport facilities, such as paved tie-down areas, hangar areas, and terminal buildings. Finally, as at present, the major existing airports which must accommodate the larger general aviation aircraft will not be spatially located so as to provide such airport facilities within 30 minutes' ground travel time of such aircraft owners' residences.

In summary, the results of the demand/capacity analyses indicated that probable future air carrier needs in the Region can be readily accommodated at a single air-carrier airport and that from six to eight basic transport airports designed to serve the business jet aircraft will be needed by 1995. In addition, the 1995 regional air transportation system must include from five to seven general utility and basic utility airports designed primarily to meet the needs of the smaller propeller-driven general aviation aircraft.

Alternative Regional Airport System Plans

Based upon the existing and probable future demand and utilizing a set of nine regional airport system development objectives formulated under the study, a number of alternative plans were designed, tested, and evaluated. Each of the alternative plans was designed insofar as possible to meet the airport development objectives and supporting standards developed under the study, as well as the forecast probable demand for air transportation. Based upon the identified deficiencies in the existing airport system and an understanding of the characteristics of the unsatisfied demand, alternative regional airport system plans were identified through an evolutionary process involving successive iterations.

Based upon a review of 15 initial alternative regional airport system plans, the advisory committee selected five for more comprehensive evaluation. These five included:

- A "no-build" system plan, prepared to evaluate the effects of not expanding the existing publicly owned airports nor developing any new publicly owned airports within the Region.
- An "ideal plan modified" system plan, prepared to evaluate a practical system plan closely approximating the theoretically ideal configuration.

- A "nonurban" system plan, prepared to evaluate the effects of locating airports in less intensely developed areas away from urban and urbanizing areas.
- A "no new sites" system plan, prepared to evaluate the effects of expanding only selected existing publicly and privately owned airports to accommodate the forecast demands.
- A "relocated air carrier" system plan, prepared to evaluate the effects of relocating commercial air carrier service from General Mitchell Field.

These five alternative system plans were evaluated on the basis of their ability to satisfy the forecast demand for aviation service, their potential impact upon the land use patterns and natural resource base of the Region, their relationship to other regional development plan elements, and their compatibility with airport system development objectives and supporting standards. Extensive analyses and comparisons were made with respect to landing area demand/capacity relationships; direct capital, operating, and maintenance costs; user costs; environmental considerations; compatibility with other regional plan elements; and compatibility with regional airport system development objectives and supporting standards (see Table 23).

Recommended Plan

The recommended regional airport system plan includes 14 public use airports and does not envision the development of any new public use airports within the Region over the next 20-to 25 years. The plan is summarized in graphic form on Map 14. Of the 14 recommended airports, eight are currently publicly owned and six are privately owned and operated. The plan recommends that the eight publicly owned airports be improved during the plan design period and that four privately owned airports also be improved and continue to be made available for general public use. Two other privately owned airports—the Playboy and Lake Lawn Lodge Airports in Walworth County—were assumed to remain available for public use as private airports in order to accommodate special aviation needs associated with recreational development in Walworth County.

By airport type, the plan includes one scheduled air transport airport—General Mitchell Field; three basic transport airports—Kenosha Municipal, Racine Commercial, and West Bend Municipal; one modified basic transport airport—Waukesha County; four general utility airports—Gruenwald, Hartford Municipal, Ozaukee, and Timmerman Field; three basic utility airports—Burlington Municipal, East Troy Municipal, and Sylvania; and two basic utility-recreational airports—Playboy and Lake Lawn Lodge. Although some of the privately owned airports not included in the recommended regional system will continue to operate through the planning period and may in fact expand to serve growing demand, the plan does not depend on their continued availability, nor does it preclude their continued operation. If these

Table 23

EVALUATION OF ALTERNATIVE AIRPORT SYSTEM PLANS FOR SOUTHEASTERN WISCONSIN

Category	Alternative System Plans				
	No Build	Ideal Modified	Nonurban	No New Sites	Relocated Air Carrier
General Structure					
Number of Airports	24	16	14	17	17
Number of Existing Privately Owned Airports	13	3	2	6	3
Number of Proposed New Airports	0	3	5	0	4
Number of IFR Airports Within Region	6	13	12	10	14
Number of Airports Outside Region	3	3	2	3	3
Landing Area Demand/Capacity Analysis					
Number of Based Aircraft Beyond 30-Minute Service Area	108	1	1	2	1
Type C Aircraft	92	1	1	2	1
Type D Aircraft	16	0	0	0	0
Number of Annual Aircraft Operations Over Capacity of System General Aviation Airports	43,500	0	0	0	0
Number of Annual Aircraft Operations Over Capacity of Air Carrier Airport	43,600	12,100	130,408	18,200	0
Minimum and Maximum Values—Demand as Percent of Capacity at System Airports	29-119	40-104	25-131	41-106	34-83
Cost (Millions of 1973 Dollars)					
Total System Construction Costs	\$16.70	\$162.90	\$164.20	\$158.70	\$253.70
Equivalent Annual Construction Costs	1.29	11.60	11.88	11.53	17.29
Equivalent Annual Operation and Maintenance Costs	1.89	2.04	2.48	2.04	2.47
Equivalent Annual Sponsor Costs	3.18	13.64	14.36	13.57	19.76
Equivalent Annual Ground Travel Costs	19.88	18.98	20.03	19.04	21.42
Total Equivalent Annual Costs	23.06	32.62	34.39	33.61	41.18
1990 Delay Cost to Aircraft	4.31	3.59	7.09	3.61	1.55
Environmental Impact					
1980 Noise Impact—Number of People Within 100 CNR Isopleth					
General Aviation Airports	800	1,200	220	1,100	1,300
Air Carrier Airport	45,200	45,200	45,200	45,200	180
Impact on Regional Air Quality—					
Comparative Ranking (5 is Best)	2	5	2	4	4
Impact on Natural Resource Base—					
Comparative Ranking (5 is Best)	5	2	3	4	1
Compatibility With Other Regional Plans—					
Comparative Ranking (5 is Best)	5	4	2	5	1
Satisfying Airport System Objectives					
Total Rating (Higher Numbers Indicate Most Satisfaction)	22	38	32	34	28
Total Rating as Percent of Maximum Rating Possible (45)	49	84	71	76	62

Source: Wisconsin Department of Transportation; R. Dixon Speas Associates, Inc.; and SEWRPC.





airports continue to operate, aviation demand at the 14 recommended airports may be reduced and the need for improvements delayed. The plan does define, however, the minimum number of airports which are needed to accommodate future aviation demand.

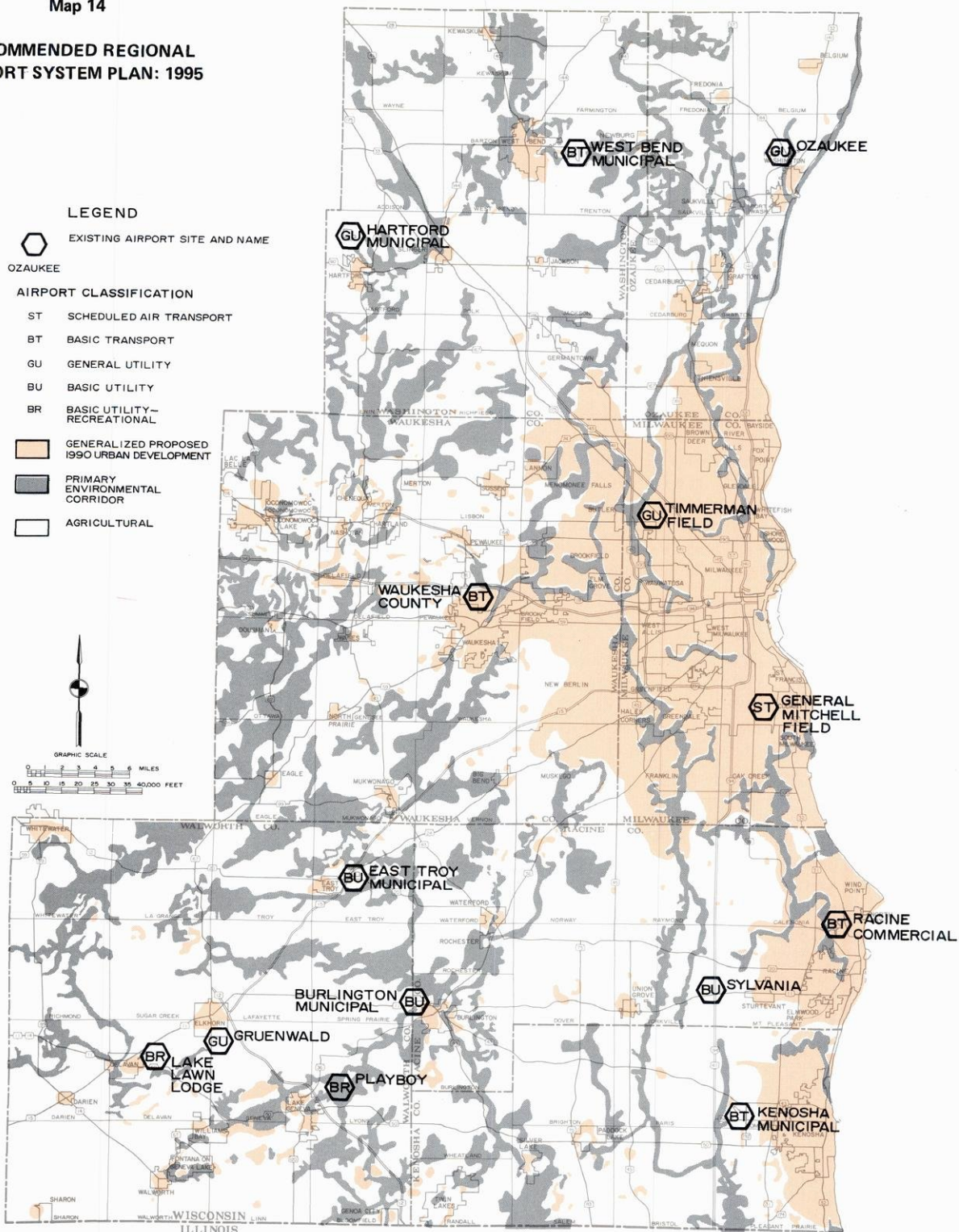
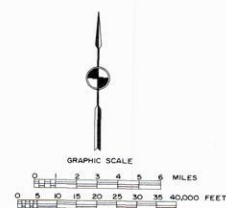
The plan describes the type and extent of airport facility development needed to improve each airport from its present operational capability to the recommended air-

port classification. Improvements are recommended as appropriate with respect to the airport site location, area, and configuration; the aircraft operational area, including runways, aircraft parking aprons, taxiways, lighting, and navigation aids; terminal and hangar facilities; the supporting transportation access facilities; and the supporting utilities. In addition to identifying on-site airport improvements necessary to accommodate anticipated aircraft demand, restrictions to aircraft operations, general land

Map 14

RECOMMENDED REGIONAL AIRPORT SYSTEM PLAN: 1995

- LEGEND**
-  EXISTING AIRPORT SITE AND NAME
 - OZAUKEE
 - AIRPORT CLASSIFICATION**
 - ST SCHEDULED AIR TRANSPORT
 - BT BASIC TRANSPORT
 - GU GENERAL UTILITY
 - BU BASIC UTILITY
 - BR BASIC UTILITY-RECREATIONAL
 -  GENERALIZED PROPOSED 1990 URBAN DEVELOPMENT
 -  PRIMARY ENVIRONMENTAL CORRIDOR
 -  AGRICULTURAL



At the end of 1975 all work relating to the preparation of a regional airport system plan was completed. As revised after a series of public informational meetings and hearings, the plan includes 14 public use airports, consisting of one scheduled air transport airport—General Mitchell Field; three basic transport airports—Kenosha Municipal, Racine Commercial, and West Bend Municipal; one modified basic transport airport—Waukesha County; four general utility airports—Gruenwald, Hartford Municipal, Ozaukee, and Timmerman Field; three basic utility airports—Burlington Municipal, East Troy Municipal, and Sylvania; and two basic utility/recreational airports—Playboy and Lake Lawn Lodge. The plan recommends that public functional responsibility for airport ownership and operation be established at the county level because of the truly areawide nature of the services provided at the publicly owned airports.

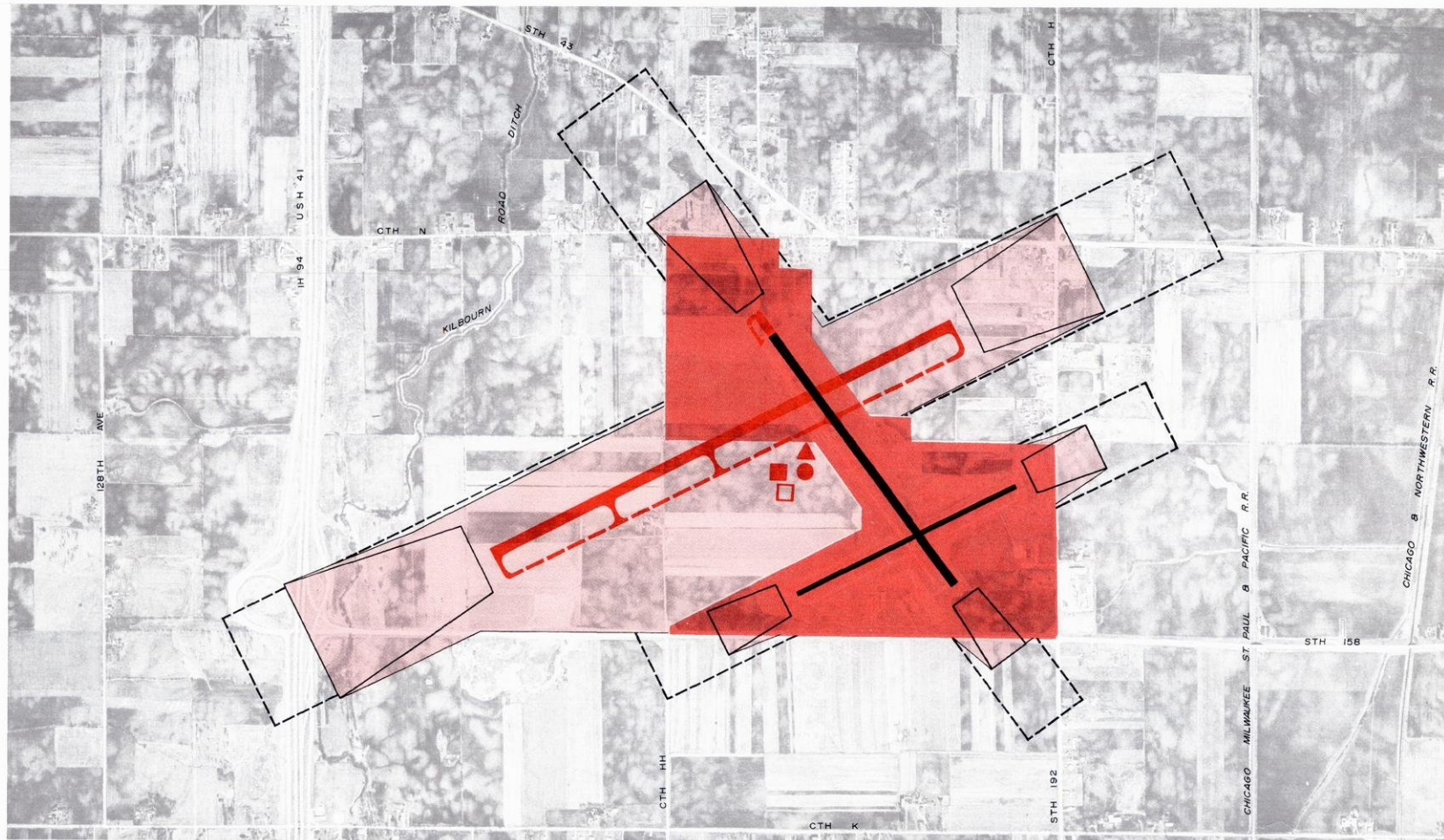
Source: SEWRPC.

use plans, and height zoning restrictions in the vicinity of airports have been recommended in an attempt to eliminate or reduce the incompatibility between some land uses and activities and airport and aircraft operations. Typical airport site improvement and area land use plans—for the Kenosha Municipal Airport—are set forth on Maps 15 and 16, respectively.

The following is a brief summary of the major airport improvement recommendations for each of the 12 general purpose, public use airports included in the system plan:

- **Burlington Municipal Airport**—Prior to the public informational meetings and hearings, the airport system plan recommended that the Burlington Airport be expanded from a basic utility to a basic transport airport and that such expansion include the construction of a 1,800-foot runway extension in order to provide a primary runway having a length of 5,400 feet; the construction of a paved 4,300-foot secondary crossfield runway; the construction of an associated taxiway system; the installation of an air traffic control tower, a precision instrument landing and approach lighting system, and other lighting and visual aids; and the acquisition of additional land to accommodate airport site improvements and clear zone protection. Public reaction to the preliminary plan was overwhelmingly against the suggested improvements. Consequently, following a series of intergovernmental meetings, the Commission adjusted the recommended plan to call for retaining the Burlington Municipal Airport as a basic utility airport with the only specific site improvements to include resurfacing the existing runway and the construction of a parallel taxiway. This change received the unanimous support of all of the local parties concerned, including the City of Burlington, and was made despite Commission staff recommendations to at least upgrade the airport from a basic utility to a general utility status.
- **East Troy Municipal Airport**—The major improvements required to expand the East Troy Municipal Airport from a less than basic utility to a proposed basic utility airport include the construction of a paved 3,200-foot primary runway; the construction of a paved 2,560-foot secondary crosswind runway; the installation of lighting and other navigation aids; and the acquisition of additional land to accommodate airport site improvements and clear zone protection.
- **General Mitchell Field**—The major improvements required at the only air carrier airport serving the Region in the system plan include the construction of runway extensions; the realignment of the northeast-southwest general aviation runway; renovation and expansion of the airline passenger terminal area; construction of a new cargo terminal area; and the acquisition of land to accommodate runway clear zone protection and to eliminate land use conflicts in the most severe noise impact areas. In addition, the plan recommends, as a noise abatement measure, that jet aircraft not be permitted to use the proposed realigned general aviation runway until the entire fleet of general aviation jet aircraft is equipped with the new, quieter engines. Also recommended are continued restrictions to turning movements until aircraft have reached a point on runway headings four or more miles beyond the airport boundaries, as well as limitations on jet traffic in late evening and early morning hours.
- **Gruenwald Airport**—The major improvements required to expand this less than basic utility, privately owned airport to a proposed general utility airport include the construction of a 4,000-foot primary runway; construction of a 3,200-foot secondary crosswind runway and associated taxiways; the installation of an air traffic control tower, a nonprecision instrument landing system, and lighting and other navigation aids; and the acquisition of additional land to accommodate airport site improvements and clear zone protection.
- **Hartford Municipal Airport**—The major improvements required to expand this basic utility airport to a proposed general utility airport include the construction of an 800-foot runway extension to provide a primary runway having a length of 3,800 feet; construction of a paved 3,000-foot secondary crosswind runway; construction of an associated taxiway system; installation of a traffic control tower, a nonprecision instrument landing approach, and other lighting and navigation aids; and acquisition of additional land to accommodate the airport site improvements and clear zone protection.
- **Kenosha Municipal Airport**—The major improvements required to expand this existing general utility airport to a proposed basic transport airport include the construction of a 7,000-foot runway; construction of a secondary runway extension; construction of an associated taxiway system; installation of an air traffic control tower, a precision instrument landing and approach lighting system, and other lighting and navigation aids; and acquisition of additional land to accommodate airport site improvements and clear zone protection. Nonstandard air traffic operational patterns are recommended to minimize the adverse impact of aircraft activity on nearby residential development.
- **Ozaukee Airport**—The major improvements required to expand this less than basic utility, privately owned airport to a proposed general utility airport include the construction of a new north-south primary runway; construction of a new east-west secondary crosswind runway and associated taxiways; the installation of an air traffic control tower, a nonprecision instrument landing system, and lighting and other navigation aids; and acquisition of additional land for airport site development and clear zone protection.

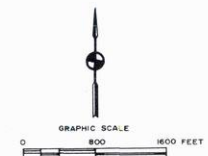
SITE IMPROVEMENT PLAN FOR THE KENOSHA MUNICIPAL AIRPORT



LEGEND

- LANDS CURRENTLY (1975) OWNED BY THE CITY OF KENOSHA FOR AIRPORT PURPOSES
- LANDS PROPOSED TO BE ACQUIRED FOR AIRPORT SITE IMPROVEMENTS OR PROTECTED THROUGH EASEMENTS PROHIBITING INCOMPATIBLE LAND USE DEVELOPMENT
- EXISTING PAVED RUNWAY
- PROPOSED PAVED RUNWAY
- PROPOSED TAXIWAY
- CLEAR ZONE TRAPEZOID

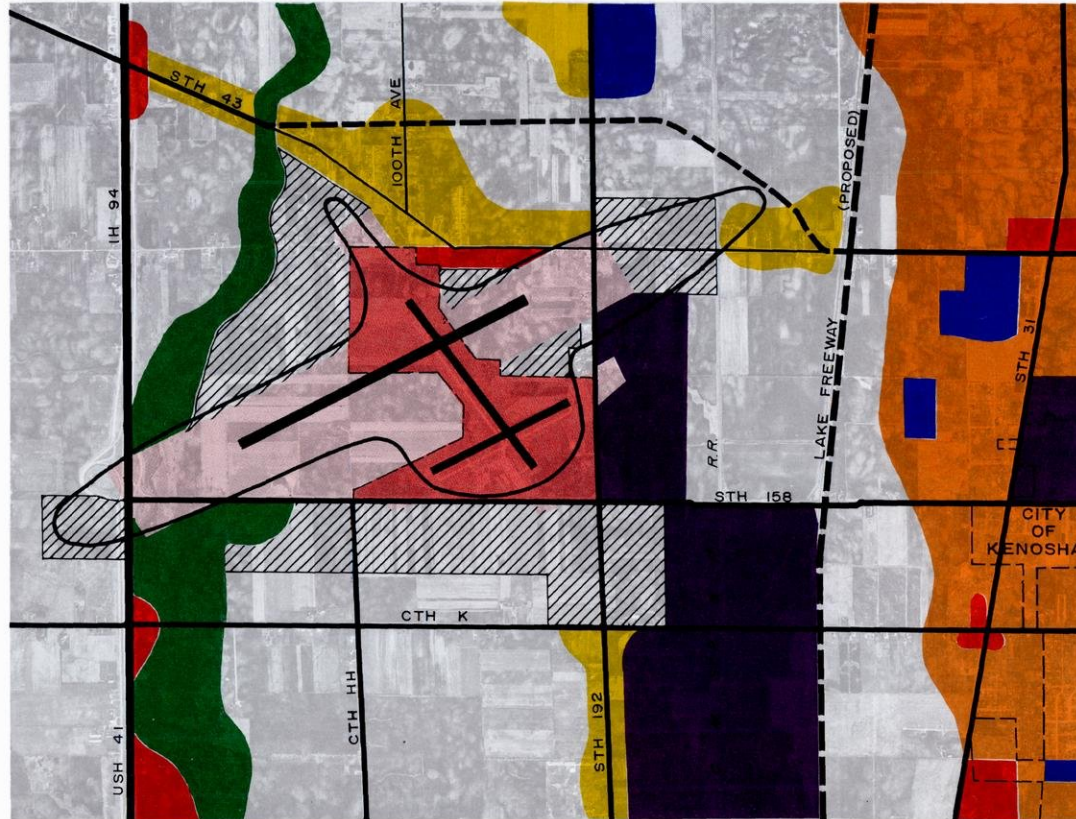
- PROPOSED TERMINAL BUILDING
- PROPOSED AIRCRAFT PARKING APRON AREA
- PROPOSED AIRCRAFT HANGAR AREA
- PROPOSED AUTOMOBILE PARKING AREA
- AIRPORT INFLUENCE AREA—LIMIT OF AREA ELIGIBLE FOR FEDERAL AID



Specific site improvement plans were prepared for each of the 12 general purpose public use airports included in the recommended regional airport system plan. These site improvement plans identify the airport site location, area, and configuration; the aircraft operational area, including runways and taxiways; and the location of needed terminal, hangar, and parking areas. The plans also identify the limit of the area around the airport eligible for federal aid in support of the acquisition of easements or other rights in land. The above site improvement plan is typical of those included in the final planning report, identifying the specific airport facility improvements necessary to expand the Kenosha Municipal Airport from a general use airport to a basic transport airport.

Source: R. Dixon Speas Associates, Inc., and SEWRPC.

AREA LAND USE PLAN FOR THE KENOSHA MUNICIPAL AIRPORT



LEGEND

- LANDS CURRENTLY (1975) OWNED BY THE CITY OF KENOSHA FOR AIRPORT PURPOSES
- LANDS PROPOSED TO BE ACQUIRED FOR AIRPORT SITE IMPROVEMENT OR PROTECTED THROUGH EASEMENTS PROHIBITING INCOMPATIBLE LAND USE DEVELOPMENT
- LANDS ADJACENT TO AIRPORT PROPOSED TO REMAIN IN AGRICULTURE OR OTHER OPEN SPACE LAND USES, OR BE UTILIZED FOR NON-RESIDENTIAL URBAN LAND USES COMPATIBLE WITH AIRPORT ACTIVITY
- LOW DENSITY RESIDENTIAL AND RELATED (0.5-7.2 PERSONS PER NET RESIDENTIAL ACRE)
- MEDIUM DENSITY RESIDENTIAL AND RELATED (7.3-22.8 PERSONS PER NET RESIDENTIAL ACRE)
- COMMERCIAL

- INDUSTRIAL
- GOVERNMENT AND INSTITUTIONAL
- PRIMARY ENVIRONMENTAL CORRIDOR
- AGRICULTURAL
- MUNICIPAL LIMITS-1975
- 100 CNR-NOISE RATING ISOPLETH
- ARTERIAL STREET OR HIGHWAY
- EXISTING
- PROPOSED

General area land use plans were prepared for each of the 12 general purpose public use airports included in the recommended regional airport system plan. These general land use plans are intended to identify the site area needed for specific airport improvements, lands adjacent to the airport that should remain in agriculture or other open space land uses or be utilized for nonresidential urban land uses compatible with airport activity, and the area surrounding the airport that would be adversely affected by aircraft noise. This map shows the area land use plan for the Kenosha Municipal Airport and is typical of those included in the planning report.

Source: R. Dixon Speas Associates, Inc., and SEWRPC.

- **Racine Commercial Airport**—The major improvements required to improve this privately owned, less than basic transport airport include the construction of parallel taxiways; the installation of an air traffic control tower, a nonprecision instrument landing system, and lighting and other navigation aids; and land acquisition for clear zone protection and street realignment to obtain full use of existing runways. The plan further recognizes that, because of urban land uses surrounding this airport site, changes to aircraft flight patterns cannot be used effectively to reduce noise impact. However, the plan does recommend that all “touch and go” flight training activities be discouraged at this urban airport and be diverted to such nonurban airports as East Troy, Sylvania, and Gruenwald.
- **Sylvania Airport**—The major improvements required to expand this privately owned, less than basic utility airport to a proposed basic utility airport include widening and extension of the existing runway; construction of a paved secondary crosswind runway; and acquisition of additional land to accommodate the airport site improvements and clear zone protection. To construct a north-south runway, it will be necessary to terminate the existing town road northwest of the airport.
- **Timmerman Field**—This airport is recommended to remain a general utility airport, and therefore one not normally used by jet aircraft. The major improvements recommended consist of widening existing paved runways and paving existing turf runways, the installation of additional lighting and navigation aids, and the acquisition of land interest for clear zone protection. Since the airport is already surrounded by intense urban development, no changes to existing air traffic operating patterns are considered to be effective to alleviate noise. However, the plan does recommend that all “touch and go” flight training activities be discouraged at this urban airport and be diverted to such nonurban airports as the Hartford Municipal and Ozaukee Airports.
- **Waukesha County Airport**—Prior to public informational meetings and hearings, the airport system plan recommended that the Waukesha County Airport be expanded from a general utility airport to a basic transport airport and that such expansion include the following improvements: construction of a 1,400-foot runway extension to provide a primary runway length of 5,600 feet; realignment of CTH TJ to permit runway extension; construction of a 3,300-foot parallel runway; provision of an improved air traffic control tower; installation of a precision instrument landing and approach lighting system and other lighting and navigation aids; and acquisition of additional land to accommodate airport site improvements and clear zone protection. In

addition, the plan recommended the establishment of nonstandard air traffic operational patterns to minimize the adverse impact of aircraft activity on adjacent residential development, as well as the discouragement of all “touch and go” flight training activities. The record of the public informational meetings and public hearings indicated great controversy over the preliminary airport plan recommendations, with significant support expressed both for and against the proposed improvements. Accordingly, the Commission considered several additional alternatives for the Waukesha County Airport, including retaining the airport classification as a general utility airport, abandoning the present airport and relocating the airport as a basic transport airport at an alternative site, and modifying the initial plan recommendation to continue to recommend basic transport status for the Waukesha County Airport but not construct the parallel east-west runway to accommodate all forecast demands for the lighter aircraft. After careful consideration of these alternatives and of the testimony presented at the public hearings, the Commission determined to recommend a modified basic transport airport status for the Waukesha County Airport, including all of the above-listed improvements except the construction of the 3,300-foot parallel runway.

- **West Bend Municipal Airport**—The major improvements required to expand this general utility airport to a proposed basic transport airport include the construction of a 1,600-foot extension to the primary runway to provide a runway length of 5,500 feet; widening and strengthening of other runways and taxiways; installation of an air traffic control tower, a precision instrument landing and approach lighting system, and other lighting and navigation aids; and the acquisition of additional land to accommodate the airport site improvements and clear zone protection.

Plan Implementation

After considering several alternatives for institutional structures to implement the recommended airport system plan, the plan recommends that county sponsorship be sought for all public airport facilities included in the recommended system plan. This recommendation was made because three of the largest and most important airports included in the system—General Mitchell and Timmerman Fields in Milwaukee County and Waukesha County Airport—are already owned and operated by counties; because the facilities included in the plan are truly areawide in nature, making inappropriate consideration of new or continued public ownership by individual cities, villages, or towns; because the likelihood of establishing airport functional responsibility at the county level appears to be greater than the likelihood of establishing multi-county airport authorities or commissions; and because county sponsorship of airports results in a relatively equitable distribution of costs on a per capita basis throughout the Region.

The plan also recommends that airport master planning efforts be undertaken for each of the 12 major airports included in the recommended plan. During 1975, such master planning efforts were underway for General Mitchell Field and the Waukesha County, Kenosha Municipal, and West Bend Municipal Airports. Under the continuing regional land use-transportation study, the Commission provided staff support to these master planning studies, including the provision of detailed aviation activity data, review and comment on preliminary precise facility plans for the airports, and service on advisory committees formed to guide the conduct of

these studies. At the request of Milwaukee County, the Commission during 1975 assumed responsibility for preparing a detailed community level land use plan for the environs of General Mitchell Field. Toward that end, the Commission formed a special intergovernmental advisory committee consisting of representatives of the municipalities adversely impacted by aircraft activity at General Mitchell Field. At year's end, this committee had met several times, but had not yet reached agreement on the content of the land use element of the General Mitchell Field master plan.

HOUSING PLANNING

Decent, safe, and sanitary housing is one of man's most basic and fundamental needs. Adequate shelter satisfies certain basic physiological and psychological needs and contributes to the overall wholesomeness of the regional environment. Planning for shelter has received increasing emphasis by the Commission in recent years as an important component of physical development planning. The Commission in 1975 adopted a regional housing plan for southeastern Wisconsin and, furthermore, engaged in activities to implement that plan under the continuing housing study.

REGIONAL HOUSING STUDY

The Commission began the formal regional housing study in mid-1970, following a request by Mayor Henry W. Maier of the City of Milwaukee to address the problems of providing shelter on an areawide basis in the Southeastern Wisconsin Region. The formulation of a housing element as part of a regional development plan also represents U. S. Congressional policy, and is reflected in the planning requirements set forth by the U. S. Department of Housing and Urban Development (HUD). The cost of the study was shared by the seven county boards in the Region, the Wisconsin Department of Local Affairs and Development, and HUD. The study was conducted by the Commission staff, with the assistance of the University of Wisconsin-Milwaukee, under the guidance of a technical and citizen advisory committee comprised of people who were particularly knowledgeable about the housing problems of the area.

All work on the regional housing study was completed by mid-1975, after almost five years of intensive effort, culminating in the adoption of a regional housing plan for the abatement of areawide housing problems. The regional housing plan itself consists of two major plan elements. The first is a housing allocation strategy which is recommended for use in the geographic distribution within southeastern Wisconsin of the subsidized housing units required to abate the physical housing need problem in the Region. The second major element of the regional housing plan consists of a series of recommendations which can reduce the constraints on the availability of low-cost housing which were found to exist in the Region and thereby help to make such housing more readily and widely available to households in need. The plan was endorsed unanimously by the Technical and Citizen Advisory Committee on Regional Housing Studies and was subsequently subjected to public review at a public informational meeting and a formal public hearing held on May 28, 1975. The plan was adopted by a formal resolution of the Southeastern Wisconsin Regional Planning Commission at its meeting on June 5, 1975. A certified copy of this resolution together with a copy of the plan

itself was transmitted for endorsement to each legislative body within the Southeastern Wisconsin Region and to local, areawide, state, and federal agencies that have potential plan implementation functions.

The regional housing plan is based upon extensive inventories and analyses of the Region's socioeconomic and natural resource base, existing housing stock, community tax structure, land use controls, and utilization of government subsidized housing programs, as well as recent trends in housing costs, financing, and technology. The major findings and recommendations of the study have been documented in SEWRPC Planning Report No. 20, A Regional Housing Plan for Southeastern Wisconsin, published in February 1975. The most significant aspects of this report—namely, the analysis of housing need, the subsidized housing allocation strategy, and the recommendations aimed at the abatement of areawide housing problems—are summarized below.

Housing Need

The inventory and analysis phases of the regional housing study identified various interrelated economic, institutional, and social constraints on the availability of housing in southeastern Wisconsin which cause certain households to experience great difficulty in their efforts to secure adequate shelter. For purposes of the study, true housing need was expressed in terms of the number of households which cannot secure decent, safe, and sanitary housing at a cost consistent with the household income as well as those households precluded from obtaining decent, safe, and sanitary housing because of noneconomic constraints in the housing market. A major work element of the regional housing study was the application of the adopted regional housing objectives and standards to the existing population and housing base in order to determine the magnitude and characteristics of the existing housing need.

An estimated 96,100 households were found to be in housing need in 1970, representing about 18 percent of all households in the Region. Of this total housing need, about 69,600 households were found to be in "economic need only," indicating that they occupied decent, safe, and sanitary housing but were able to secure such housing only at a cost disproportionate to the household income. The housing problem was much more severe for the balance of households in need, namely, the 26,500 households which were found to occupy housing units in violation of the adopted standards relative to decent, safe, and sanitary housing and unable to secure adequate alternative housing. More specifically, the existing housing need includes about 7,800 households which occupy housing units which are in substandard physical condition, about

17,300 households which are overcrowded, and about 1,400 households which occupy housing units that are both substandard and overcrowded.

Composite Factor Housing Allocation Strategy

Because of the nature of housing problems in southeastern Wisconsin, the existing housing need in the Region can be significantly reduced only through provision of substantial monetary assistance from the public sector to households in the need category. While the need for such public assistance is readily apparent, the determination of areas in the Region within which subsidized housing should be located is a major planning problem, the resolution of which has significant implications for the future socioeconomic structure of the Region. There are many ways in which subsidized housing could be geographically distributed throughout the seven-county Region. Three distinctly different alternative housing allocation strategies were formulated under the regional housing study: an existing need, a dispersal, and a composite factor housing allocation strategy. Each of the alternatives distributes 17,840 subsidized housing units—the number required to eliminate the housing problems experienced by the 26,500 households in physical housing need in the Region. This total housing subsidy requirement (17,840) was derived by adding all of the existing housing units in substandard physical condition (7,800); all of the existing housing units that are both substandard and overcrowded (1,400); and about one-half of the existing housing units that are not substandard but are overcrowded (8,640). Since empirical data were not available to estimate the minimum amount of subsidized construction necessary to eliminate overcrowded living arrangements, the Advisory Committee made a judgment that the 50 percent figure should be used. While many variations of these basic strategies are possible, the three selected are believed to represent the basic choices practically available with respect to the future distribution of subsidized housing within southeastern Wisconsin.

Based upon an evaluation of the alternative regional housing allocation strategies and an assessment of the degree to which those strategies meet the regional housing objectives, the Technical and Citizen Advisory Committee on Regional Housing Studies recommended that the composite factor strategy be adopted as the recommended regional housing allocation strategy. The composite factor strategy represents a conscious effort to locate future publicly assisted housing in areas which are most suitable from a physical development viewpoint for the location of such housing. The composite factor strategy may be expressed in the form of a mathematical formula which assigns a proportion of the required publicly subsidized housing (17,480 units) to 49 subareas of the Region, each consisting of one or more minor civil divisions. Under the composite factor strategy, one-third of the total allocation of 17,480 units is assigned on the basis of housing need within the area, one-third on the basis of the suitability of the area, and one-third on the basis of the past performance of the area in providing such housing. Each housing analysis area has been assigned an allocation with

respect to both new construction and residential rehabilitation. The distribution of publicly assisted housing units recommended under the composite factor housing allocation strategy is presented on Map 17.

During 1975, work was also completed on a refinement of the composite factor housing allocation strategy in an effort to more precisely identify local responsibility with respect to the provision of subsidized housing. Thus, a secondary allocation system was developed which distributes the allocation for each housing analysis area to the minor civil divisions which comprise it. As part of this secondary allocation strategy, recommendations with respect to required new construction were prepared, based upon the availability of public sanitary sewer, water supply, and other essential urban services, using basically the same methodology that was utilized in the composite factor strategy. Recommendation with respect to rehabilitation were also prepared based upon the relative incidence of substandard housing conditions in each community.

Housing Plan Recommendations

As indicated above, the plan prepared under the study for the abatement of areawide housing problems consists of two major elements, the first element being the composite factor housing allocation strategy and the second element consisting of a series of recommendations which, in conjunction with the housing allocation strategy, can reduce the constraints on the availability of low-cost housing which were found to exist within the Region and thereby help to make such housing more readily and widely available to households in need. The recommendations include both actions which do not rely on governmental subsidy and actions which require such subsidy to households in need.

Nonsubsidy Recommendations

Existing housing problems are in part the result of constraints within the housing market which limit the availability of housing to certain segments of the regional population. To the maximum extent possible, nonsubsidy approaches should be utilized in efforts to remove these constraints. The regional housing plan includes a series of recommendations for the abatement of economic, institutional, and social constraints on the availability of housing within the regional housing market which do not require public subsidy.

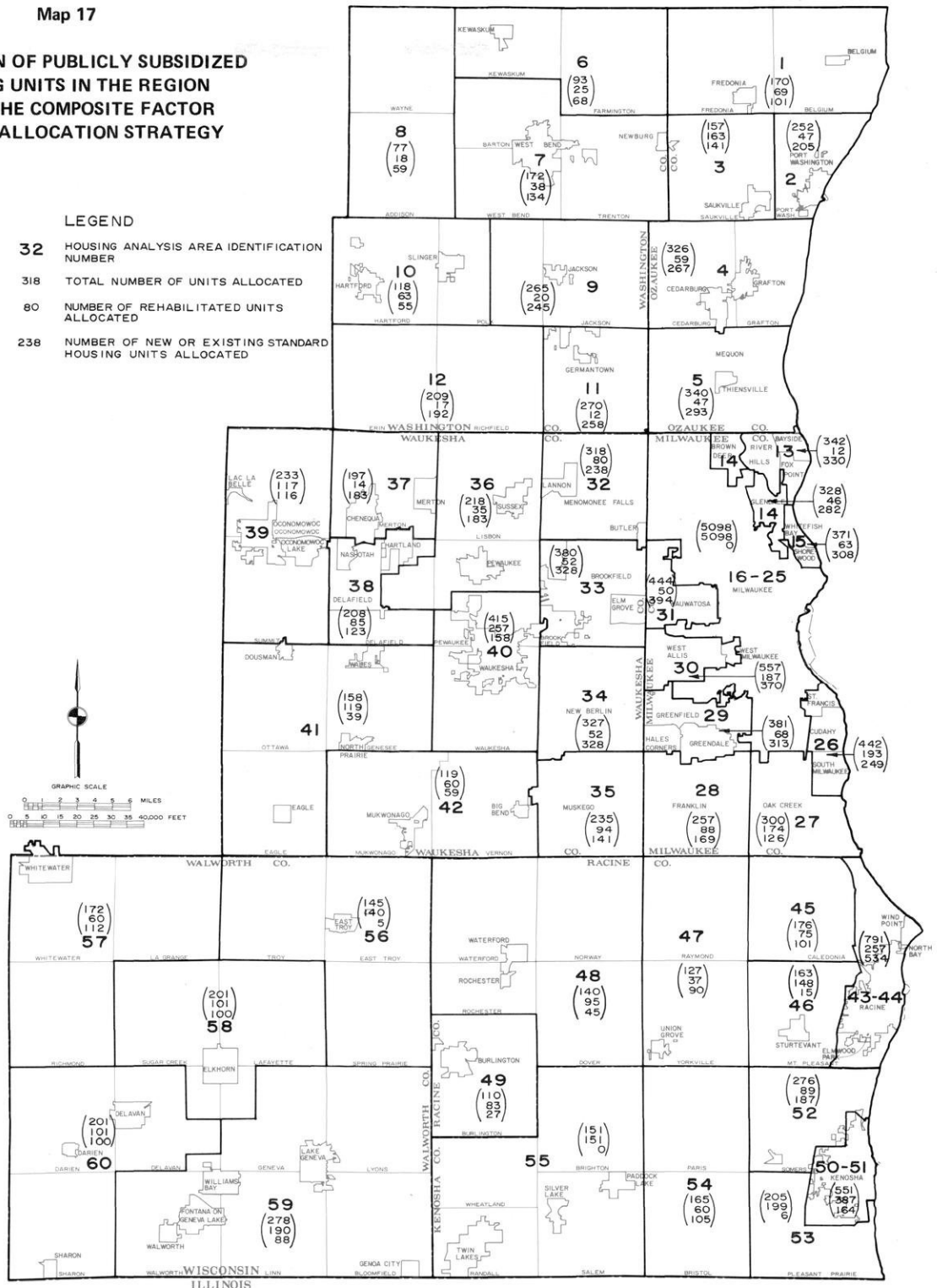
Recommendation for the Abatement of Economic Constraints

The overriding housing availability constraints are economic, relating specifically to the cost of housing relative to the households' ability to pay. The total cost of occupying housing, however, is affected by many individual cost elements. Of these, interest payments were identified as the singularly largest cost component. An effective program to minimize housing costs must, therefore, be comprehensive, addressing as many of these

Map 17

**ALLOCATION OF PUBLICLY SUBSIDIZED
HOUSING UNITS IN THE REGION
UNDER THE COMPOSITE FACTOR
HOUSING ALLOCATION STRATEGY**

- LEGEND**
- 32** HOUSING ANALYSIS AREA IDENTIFICATION NUMBER
 - 318** TOTAL NUMBER OF UNITS ALLOCATED
 - 80** NUMBER OF REHABILITATED UNITS ALLOCATED
 - 238** NUMBER OF NEW OR EXISTING STANDARD HOUSING UNITS ALLOCATED



Under the composite factor housing allocation strategy, publicly subsidized housing units would be assigned to a housing analysis area on the basis of the area's existing housing need, its land development suitability, and its past performance in providing low- and moderate-income housing. Government subsidy programs involving the rehabilitation of substandard housing represent an effective means for reducing the existing physical housing need in southeastern Wisconsin and it is recommended that rehabilitation efforts be utilized to the maximum extent possible in meeting the allocations. The potential number of substandard housing units which might be rehabilitated in each area in meeting its allocation is indicated on this map.

Source: SEWRPC.

individual elements as possible. Accordingly, the plan recommends that all elements of the housing supply mechanism—including builders and developers, construction trade unions, financiers, and real estate brokers—cooperate in efforts to lower housing costs by seeking out and incorporating within the overall housing delivery system such innovations in residential construction, financing, and marketing which may be expected to reduce one or more of the component costs of producing and occupying housing, and at the same time maintain adequate standards of housing quality.

Recommendations for the Abatement of Institutional Constraints

In addition to the economic constraints, various institutional constraints relating to the existing property tax structure and the existing body of local land use controls have been identified as limiting the availability of housing in southeastern Wisconsin.

Property Tax Structure

The property tax for school purposes, including amounts levied for vocational schools, is the largest and has been the most rapidly increasing component of the total property tax levy. The plan recommends that the State carefully investigate alternative means of financing public elementary and secondary schools so that the importance of the property tax as a source of educational funding can be reduced.

The existing property tax structure constrains the rehabilitation of substandard housing because specific improvements to a housing unit may increase its assessed value, thereby resulting in an increase in the property tax levy. The plan accordingly recommends that local units of government in the Region having substantial concentrations of substandard housing encourage the rehabilitation of such housing by exempting physical improvements which would serve to improve substandard structures within locally designated conservation areas from the local property tax as authorized under Section 70.11(24) of the Wisconsin Statutes.

Land Use Controls

The rationale for planned land development through the application of such local land use controls as zoning regulations, land subdivision control ordinances, and building and sanitary codes is well documented and convincing. Certain provisions of existing land use control mechanisms, however, can have a constraining influence on the supply of housing even when sound and enacted in good faith. In order to minimize the constraining effects of the various land use control mechanisms on the supply of housing in southeastern Wisconsin, the plan recommends that all urban communities within the Region incorporate provisions for a full range of residential structure types—single-family, two-family, and multi-family—within their zoning ordinances. These communities should incorporate provisions for a range of housing and lot sizes within their zoning ordinances, along with

provisions for planned unit developments as a conditional use within residential zoning districts. The plan further recommends that all local units of government within the Region adopt the Wisconsin Uniform Building Code regulating the construction of one- and two-family residential structures, and that the State enact a uniform building code regulating the manufacture and installation of factory built housing in Wisconsin. Finally, the plan recommends that all local units of government within the Region adopt land development regulations similar to those contained in the SEWRPC Model Land Development Ordinance.

Recommendations for the Abatement of Social Constraints

The forces of housing discrimination and community opposition to the provision of low-income housing have been identified as contributing to the housing problems experienced by certain subgroups of the regional population. Certain forms of discrimination which are not addressed in federal, state, or local fair housing laws limit the availability of housing for various segments of the regional population, despite their apparent ability to pay. Discrimination on the basis of marital status or sex of head, source of income, and family size represents the most serious housing availability constraints in this regard. Accordingly, the plan recommends that federal, state, and local fair housing laws be expanded to prohibit discrimination in the sale, rental, or financing of housing on the basis of sex, marital status, source of income, and family size. The agencies charged with the administration of fair housing laws should establish or expand public informational programs to make minority group members more aware of the existing legal mechanisms with which discrimination in housing can be countered. In addition, a means should be developed to assess periodically the procedures utilized by the agencies charged with the administration and enforcement of fair housing laws to ensure that all complaints of housing discrimination are fairly and expeditiously processed.

Community opposition to the provision of low-income housing represents another constraint on the availability of housing in southeastern Wisconsin. Although it may be extremely difficult to avoid such community opposition, it is possible at least to mitigate its influence through an appeal mechanism. Accordingly, the plan recommends that the State establish a housing appeals board to review applications for the construction or modification of low- and moderate-income housing that are rejected at the local level. The appeals board should be empowered to issue a permit allowing the construction of low- and moderate-income housing in those instances where good cause for the original rejection cannot be shown. Any determination of the board would, of course, be subject to court appeal.

Subsidy Recommendations

The impact of the various housing availability constraints, particularly the overriding economic constraints which are responsible for the existing housing need, can be

effectively reduced in the case of the most needy households only through the provision of some form of public financial assistance. A series of recommendations for the effective use of federal, state, and local subsidies which are available to reduce housing need in the Region comprises an important part of the regional housing plan.

Recommendations for the Disposition of Housing Subsidy Funds: Priority Households

Housing subsidy funds should be administered so as to simultaneously relieve the most severe housing problems and to assist those households which have most difficulty securing adequate shelter. Therefore, in determining applicant eligibility, all agencies administering housing subsidy programs should give priority to households in the following order:

1. Occupants of housing which is substandard and overcrowded, with priority to household types as follows: large low-income households, small low-income households, large moderate-income households, and small moderate-income households.
2. Occupants of housing which is substandard but not overcrowded, giving priority to household types as indicated above.
3. Occupants of housing which is overcrowded but not substandard, giving priority to household types as indicated above.
4. Households in economic need only, giving priority to households as indicated above.

Recommendations for the Disposition of Housing Subsidy Funds: Priority Areas

In light of the limited available housing subsidy funds, the regional housing plan includes a series of recommendations which serve to refine the recommended subsidized housing allocation strategy by establishing priority areas; that is, areas which are most suitable as locations for the immediate construction of subsidized new or rehabilitated housing units. In this regard, it is recommended that, in screening applications for subsidy funds for the rehabilitation of housing, the administering agencies concerned give first priority to applications involving the rehabilitation of substandard housing located in the Cities of Kenosha, Milwaukee, Racine, and Waukesha, where the largest concentrations of substandard units exists. Second priority should be given to applications involving the rehabilitation of substandard housing located in those suburban and outlying rural portions of the Region where significant concentrations of such housing occur (see Map 18). In screening applications for subsidy funds for the construction of new housing, the plan recommends that the administering agencies concerned give priority to housing proposed to be located in those areas which have both sufficient employment opportunities and sufficient amounts of developable land to support the new residential development (see Map 19).

In addition to subsidy funding for residential construction and rehabilitation, it is expected that funds will be available for subsidy programs which utilize the existing stock of standard housing as alternative housing for households in need. With respect to such programs, the plan recommends that the administering agencies give priority to applications which indicate sufficient vacancy rates—1.5 percent for homeowner housing and 5.0 percent for rental housing—for housing of the type and price range desired by eligible applicants for the subsidized housing.

Recommendations to Facilitate Utilization of Housing Subsidy Programs at the Local Level

Local efforts to reduce housing need in southeastern Wisconsin will be most effective when guided by a local government housing agency which is able to carefully analyze local needs and to carry out a housing program in accordance with those needs. The plan, therefore, recommends that a county housing agency—either a county housing authority, department, or division—be established in the six counties of the Region which do not already have such an agency, Racine County having already established a County Housing Authority. The plan recommends that this county housing agency, with the full cooperation of all planning agencies within the county, analyze the housing need at the community and neighborhood levels, utilizing data assembled in the regional housing study as a point of departure for these analyses. The county housing agency should develop good working relationships with local landlords, real estate broker associations, builders, and developers, as well as with community and neighborhood organizations which have an interest in providing housing for lower income families. The county housing agency should explain fully the findings of the local need analysis and the provisions of the various subsidy programs which are available. The county housing agency should also take those actions necessary to ensure the full use of housing subsidy programs in an effort to meet the recommended regional allocation strategy in a manner consistent with the local analysis of housing need. Local units of government should investigate the possibility of using local revenues as a source of public subsidy funds to reduce the cost of housing to households in need.

Role of the Southeastern Wisconsin Regional Planning Commission

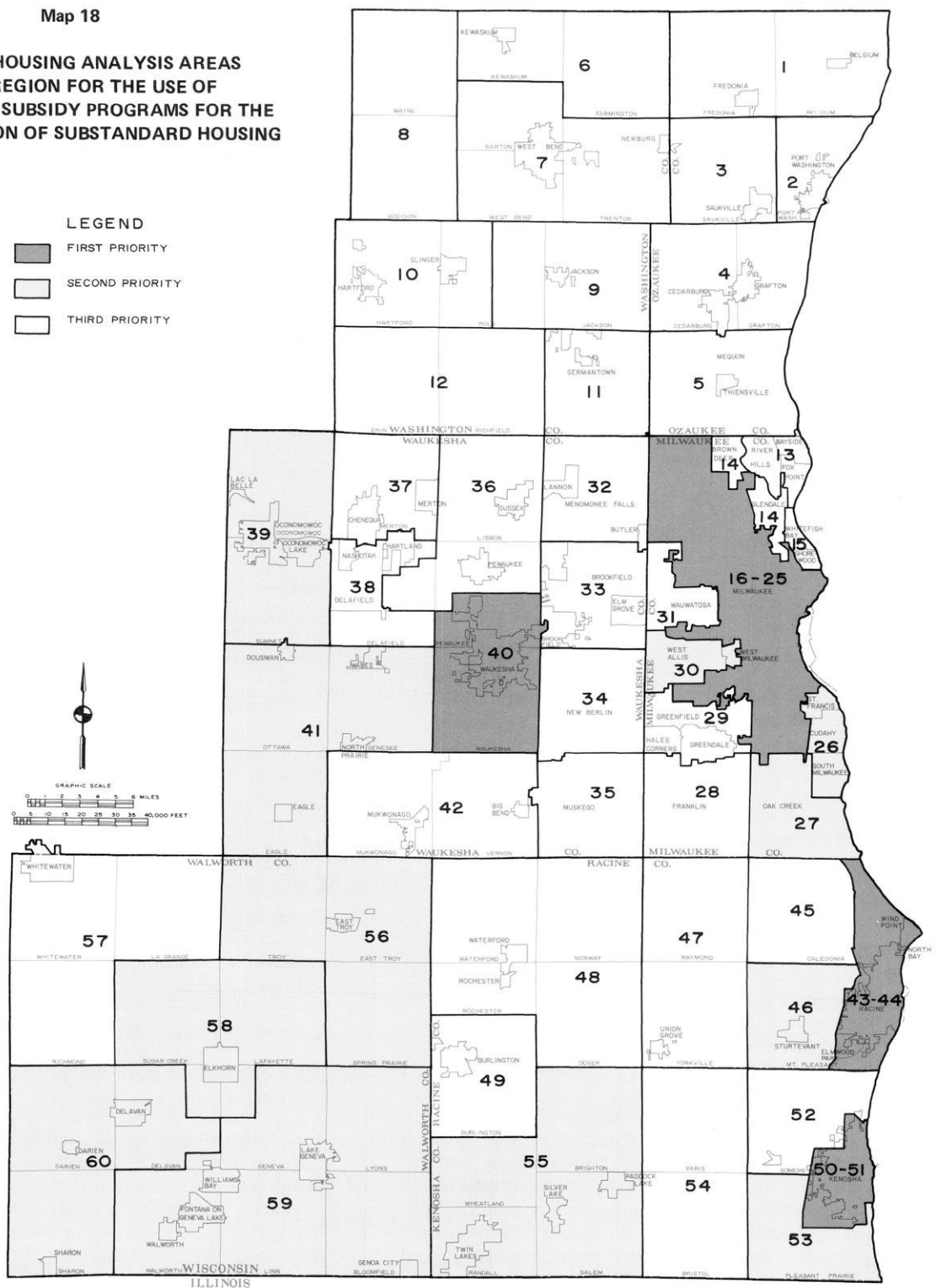
Local involvement is essential for effective use of housing subsidy programs to eliminate existing housing need. However, housing planning in a multicommunity urbanizing region must be conducted on an areawide basis as well. The plan, therefore, recommends that the Southeastern Wisconsin Regional Planning Commission, in order to facilitate a meaningful reduction of housing problems on an areawide basis, conduct the following continuing planning activities:

- Provide technical assistance to enable county housing agencies and local units of government to establish more precisely the magnitude and characteristics of the existing housing need on a community and neighborhood level.

Map 18

**PRIORITY HOUSING ANALYSIS AREAS
IN THE REGION FOR THE USE OF
GOVERNMENT SUBSIDY PROGRAMS FOR THE
REHABILITATION OF SUBSTANDARD HOUSING**

- LEGEND**
- FIRST PRIORITY
 - SECOND PRIORITY
 - THIRD PRIORITY



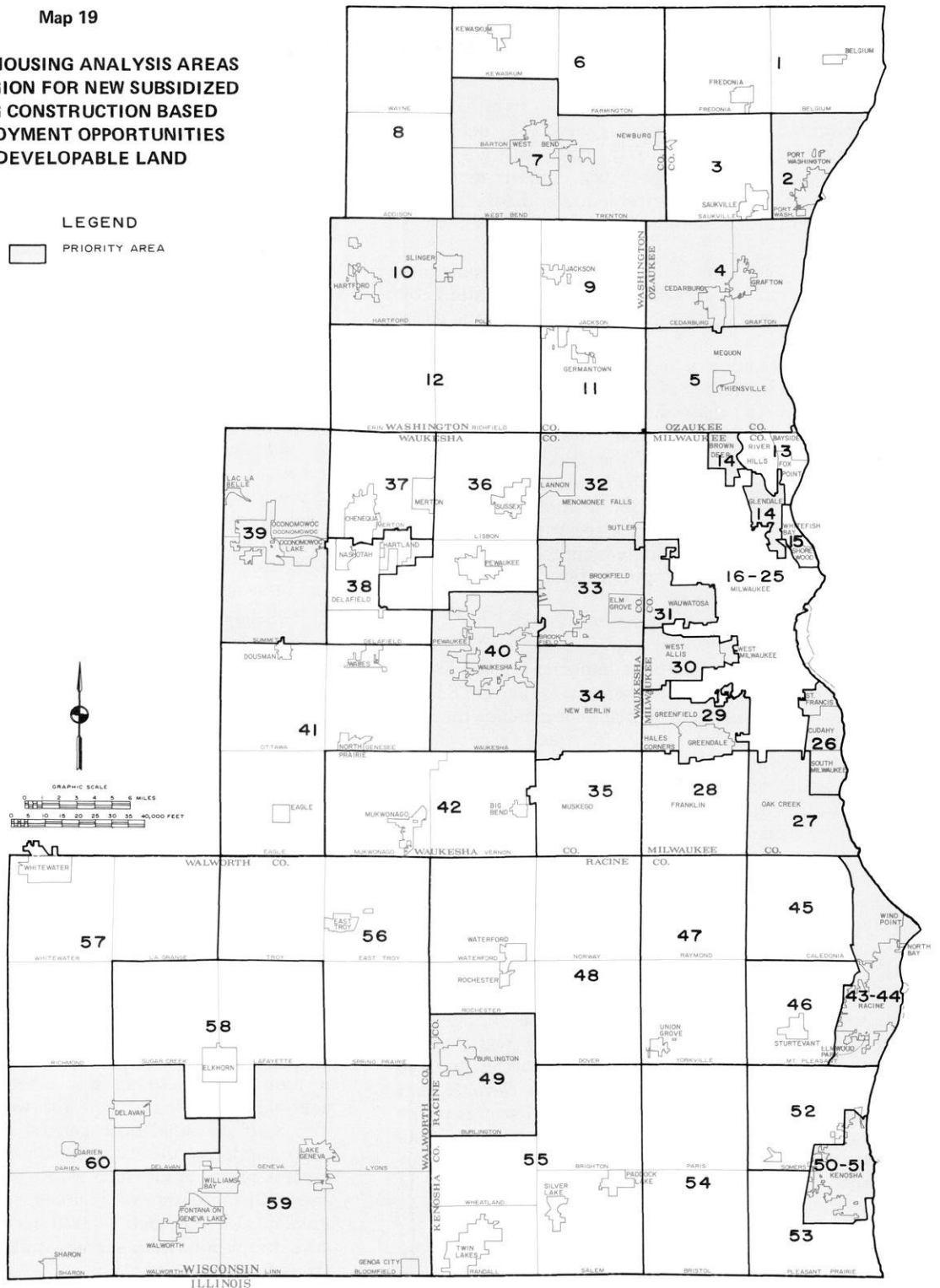
First priority for use of rehabilitation housing subsidy programs is recommended for the larger cities of the Region—Kenosha, Milwaukee, Racine, and Waukesha—where concentrations of substandard housing occur. Housing analysis areas which are contained in or which are part of these cities contain more than 200 units of substandard housing. Second priority is recommended for housing analysis areas where between 100 and 200 substandard housing units are distributed somewhat randomly throughout the area. These housing analysis areas are located in the suburban and outlying rural-urban fringe areas of the Region, and include areas 26, 27, 30, 39, 41, 46, 53, 55, 56, and 58 through 60.

Source: SEWRPC.

Map 19

**PRIORITY HOUSING ANALYSIS AREAS
IN THE REGION FOR NEW SUBSIDIZED
HOUSING CONSTRUCTION BASED
ON EMPLOYMENT OPPORTUNITIES
AND DEVELOPABLE LAND**

LEGEND
 PRIORITY AREA



Although the recommended regional housing plan emphasizes greater utilization of existing housing stock, some new construction will also be required to reduce the physical housing need in the Region. A housing analysis area was considered a priority area for new subsidized construction only if it generated 4,000 jobs or more and had significant quantities of developable land. Priority areas for new subsidized construction are located in areas of more recent urbanization in each of the seven counties of the Region because of their relatively high level of employment opportunities and their large amounts of developable land.

Source: SEWRPC.

- Provide technical assistance as required with respect to the utilization of housing subsidy programs which are available for the abatement of the identified housing problems.
- Establish a monitoring system to determine whether housing subsidy programs are being utilized in the appropriate areas, rectifying appropriate housing problems, and assisting the appropriate households.
- Provide for the collection, analysis, and dissemination of housing-related information on a continuing uniform, timely, and areawide basis.
- Undertake a major reevaluation of the magnitude and characteristics of the housing need at regular intervals to determine the extent of housing problems in the Region, the effectiveness of efforts undertaken for the abatement of those problems, and the need for modification or adjustment of the recommended regional housing plan. A major reevaluation of the regional housing situation should be conducted approximately every fifth year after the publication of this report.

Recommendations to State Agencies

Certain state agencies can play important roles in the utilization of housing subsidy programs in the South-eastern Wisconsin Region. The plan recommends that the Wisconsin Department of Local Affairs and Development continue to provide technical and financial assistance to county housing agencies and local units of government in support of efforts to analyze and resolve local housing problems. The plan also recommends that the Wisconsin Housing Finance Authority provide long-term low-interest mortgages to developers to enable the construction of housing units at below market rents.

Recommendations to Federal Agencies

It is anticipated that the vast majority of housing subsidy funds available within the Region will be supplied by federal agencies. In this regard, the plan recommends that housing subsidy programs administered by the U. S. Department of Housing and Urban Development and the U. S. Department of Agriculture, Farmers Home Administration, which provide new, existing, or rehabilitated housing units to households in housing need, be sufficiently funded to facilitate a significant reduction in the existing housing need in the shortest possible time. To make significant progress toward the reduction of housing need in the near future, federal agencies should, at a minimum, endeavor to match the scale of efforts undertaken during the short-range housing program for the years 1972 and 1973, during which time approximately 2,900 households were assisted annually under federal housing subsidy programs. The plan recommends that authorized funds for the Section 235—Homeownership, Section 236—Rental, Rent Supplement, and Public Housing programs be released by the federal government

for use in the Region. The plan further recommends that the Federal Housing Administration continue to insure and guarantee lenders against loss on mortgage loans made to eligible households. In processing applications for subsidized housing, the plan recommends that the administering agencies, in addition to keeping income eligibility records and households demographic data, also collect and keep records concerning the previous address and condition of the housing unit—substandard or overcrowded—at the previous address. With such information, it will be possible to quantify those households in need which are being subsidized in accordance with the recommendations of the regional housing plan.

CONTINUING HOUSING OUTREACH PROGRAM

Before completion and adoption of the regional housing plan, the Commission initiated a program designed to provide functional guidance and advice to those producers, providers, and facilitators of housing who are concerned with the problems of households in housing need. Under the continuing housing outreach program in 1975, the Commission provided technical assistance to local units of government, other housing related agencies, and housing interest groups concerned with the abatement of housing problems in the Region. A major aspect of this program in 1975 was answering various inquiries from the public and private sectors. A majority of these inquiries was concerned with identification of housing needs and the contents of existing housing assistance programs.

Perhaps the most significant plan implementation activity conducted under the continuing housing program in 1975 was the provision of technical assistance and advice for an in-depth housing study for that portion of Racine County west of IH 94. In 1975, the Racine County Planning and Zoning Department and the Racine County Housing Authority jointly initiated a local, supplemental housing study designed to more precisely identify housing needs in the western portion of the county and to establish specific goals for the abatement of existing housing problems in that area. In a series of meetings with these county agencies, the Commission staff presented a detailed description of the findings and methodology of the regional housing study to allow the results of the Commission's efforts to serve as a data base for the detailed analysis being undertaken for western Racine County. The staff provided both general guidance on the scope and direction of the study and specific advice on technical aspects of the study such as the determination of sample sizes and the design of a survey questionnaire. The Commission also provided 13,000 survey forms to facilitate an exterior condition survey of all housing units west of IH 94 in Racine County.

Also under this outreach effort in 1975, the Commission staff assisted in the planning of phases I and II of the Walnut Area Improvement Council's housing development in the City of Milwaukee, providing both general policy guidance and specific guidance in such areas as meeting federal air and noise pollution standards and the

establishment of tenant selection guidelines. In addition, the Commission staff continued to serve in an advisory capacity to other housing-related agencies including the Wisconsin Co-Op Housing Foundation, the Housing Social

Services Committee of the Community Relations—Social Development Commission of Milwaukee County, and the Housing Committee of the Milwaukee County Commission on Aging.

COMMUNITY FACILITY PLANNING

COMMUNITY FACILITY PLANNING

Community facilities are those buildings and structures, together with their related sites, which are normally provided by the local units of government in the delivery of public services. Community facilities include municipal buildings, police and fire stations, libraries, parks and recreation areas, and schools. These facilities vary greatly with respect to their areawide or multicommunity significance. To date, the Commission has established two programs designed to provide regional plan elements directly relating to community facilities—the regional library facilities and services plan and the regional park and open space plan. In addition, the Commission has completed community facility elements of two urban-oriented areawide comprehensive plans for subregional districts—the Kenosha and Racine Urban Planning Districts—which are reported elsewhere. The following discussion summarizes Commission activities during 1975 for each of the two regional community facility plan elements.

REGIONAL LIBRARY PLANNING PROGRAM

As reported in the 1974 Annual Report, the Commission adopted on September 12 of that year a library facilities and services plan. This plan is documented in SEWRPC Planning Report No. 19, A Library Facilities and Services Plan for Southeastern Wisconsin. The plan was formally certified by the Commission during 1974 to all local units of government in the Region and to concerned state agencies. A summary of the plan was set forth in the 1974 Annual Report.

At a meeting held on October 23, 1975, the Commission Technical Advisory Committee on Regional Library Planning discussed at length various ways in which implementation of the adopted library plan could best be monitored and encouraged. At that meeting, the Advisory Committee recommended to the Commission that since the Commission had discharged its responsibility in preparing the initial regional plan element, since the Wisconsin Department of Public Instruction, Division for Library Services, was already performing a strong plan implementation function, and furthermore since the Southeast Wisconsin Regional Library Conference has been established as an ongoing organization of those concerned with library system development in the Region, the Commission should not mount a continuing regional library facilities and services planning program, but rather rely upon the State Division for Library Services and the Southeast Wisconsin Regional Library

Conference to carry on this important function. The Committee also recommended its own dissolution. These recommendations were accepted by the Commission at its meeting on November 10, 1975. This action by the Commission means that the Commission will not annually report on the progress, or lack thereof, toward implementation of this regional plan element. In taking this position, the Commission indicated that it would remain on call over the years should the State Division for Library Services require further assistance during the plan implementation period.

REGIONAL PARK AND OPEN SPACE PLANNING PROGRAM

During 1975 the Commission completed the data collection phase of the regional park and open space planning program. This program, which was undertaken at the specific request of the Milwaukee County Plan Commission and the Common Council of the City of Racine, has been designed to meet state and federal planning requirements necessary to continue to qualify local units of government in the Region for state and federal funds in support of the acquisition and improvement of park and open space facilities.

During 1975 all data collection and analysis work was completed on the following inventories: existing natural resource base and climatological data, existing land use data, population and economic activity data, and recreation and open space financial conditions data. In addition, a special land value study concerning the effect of park and open space lands on the value of surrounding residential development was completed during the year. This special supplemental study was specifically requested by the Milwaukee County Plan Commission. Finally, a special recreation use survey was conducted during 1975 to obtain information on the frequency and types of outdoor recreation activity by the population of the Region. This survey involved a sampling of about 10,000 households in the Region utilizing a mail-back survey instrument. The results from this survey will be particularly helpful in determining the types of outdoor recreation facilities to be included in the forthcoming regional park and open space plan.

The results of all of the foregoing inventory efforts are being documented in a forthcoming SEWRPC planning report. During 1975 the Technical and Citizens Advisory Committee on Regional Parks and Open Space Planning met two times to review and approve the initial chapters of this report.

ENVIRONMENTAL PLANNING

From its inception, the Commission planning program has placed strong emphasis on planning for the protection and enhancement of the Region's environment. This emphasis has become increasingly important in the Commission's overall work program. In 1975 the Commission worked with local units of government in the Region toward implementing the adopted regional sanitary sewerage system plan, while mounting a new regional planning program designed to meet new federal requirements for the preparation of a plan for controlling water pollution on an areawide basis from both point sources, such as sewage treatment plants, and nonpoint sources, such as runoff from urban and agricultural lands. In addition, the Commission continued work on the preparation of a regional air quality maintenance plan.

Work continued on the Menomonee River watershed study now scheduled for completion late in 1976. In addition, the Commission continued to conduct cooperative programs with other agencies related to water quality monitoring, streamflow gaging, the preparation and compilation of floodland data, and the conduct of a special study designed to develop a mathematical model to simulate the performance of the deep sandstone aquifer. Finally, the Commission continued its participation in two major water quality research efforts, one to determine the impact of urban land uses on Great Lakes water quality, and the other to develop and apply model sediment control ordinances on a countywide basis. A discussion of each of these important work elements follows.

WATER QUALITY PLANNING

Sanitary Sewerage System Plan Adoption

As noted in the Commission 1974 Annual Report, the Commission on May 13, 1974, adopted a regional sanitary sewerage system plan. The plan is documented in SEWRPC Planning Report No. 16, A Regional Sanitary Sewerage System Plan for Southeastern Wisconsin. The plan includes definitive recommendations for the establishment of sewer service areas; the location of sewage treatment plants, including the abandonment of some existing plants; the configuration and sizing of major trunk sewers; treatment levels and standards of performance at sewage treatment plants; and the abatement of combined sewer overflows.

By the end of 1975, the regional sanitary sewerage system plan had been adopted by the Milwaukee, Walworth, and Washington County Boards of Supervisors; the Common Councils of the Cities of Delavan, Elkhorn, Milwaukee, and Racine; the Village Boards of the Villages of Brown Deer, Butler, Fox Point, Grafton, Hartland, Kewaskum, Nashotah, Newburg, River Hills, and Whitefish Bay; the governing bodies of the Allenton Sanitary

District and the Delavan Lake Sanitary District; and the Sewerage Commission of the City of Milwaukee and the Metropolitan Sewerage Commission of the County of Milwaukee, acting jointly on behalf of the Metropolitan Sewerage District of the County of Milwaukee. In addition, by the end of 1975 the plan had also been endorsed by the Wisconsin Departments of Administration and Local Affairs and Development and the Wisconsin Natural Resources Board; the U. S. Department of Agriculture, Farmers Home Administration; the U. S. Department of the Interior, Geological Survey; and the U. S. Army, Corps of Engineers.

Sanitary Sewerage System Plan Implementation

Local units and agencies of government took a number of significant actions during 1975 to carry out recommendations contained in the regional sanitary sewerage system plan. These actions included both facility construction and detailed sewerage facility planning and design. The following summarizes such activities during 1975 by subregional area:

- In the Milwaukee-metropolitan subregional area, major construction projects included the continuation of deep tunnel sewer construction for the Menomonee River Parkway trunk sewer in the City of Wauwatosa; the initiation of construction on two important segments of the major northeast side relief sewer system in the City of Milwaukee; and the completion of the construction of sludge holding lagoons and a filter backwash discharge system at the City of Cudahy water works in order to eliminate the discharge of water treatment sludges to Lake Michigan. Planning and design efforts were initiated or continued during 1975 on the northeast side metropolitan relief system, the Menomonee Falls-Germantown trunk sewer system, the Root River and Hales Corners trunk sewer system, and the proposed trunk sewer to connect the Caddy Vista Sanitary District to the Milwaukee-metropolitan system. In addition, planning efforts were undertaken with respect to a major renovation of the secondary electrical distribution system at the Jones Island sewage treatment plant, and final design was completed for the Wildcat Creek trunk sewer proposed to serve the Cities of Greenfield and New Berlin. Importantly, work continued on the preliminary engineering study designed to detail the best means by which the combined sewer overflow problem can be resolved.
- In the Upper Milwaukee River subregional area, construction was completed on the installation of phosphorus removal facilities at the City of

Cedarburg treatment plant. In addition, detailed planning was completed for a major expansion of the West Bend sewage treatment plant, while detailed facilities planning was initiated for new sewage treatment facilities at the Villages of Jackson and Saukville.

- In the Kenosha-Racine subregional area, major construction continued during the year on additions to the Racine sewage treatment plant, while the major addition to the interim North Park sewage treatment plant was completed and placed into operation. In addition, sewer construction began in the previously unsewered Village of Elmwood Park. Finally, an important facilities planning study was begun to determine the detailed alignment of a proposed trunk sewer to serve the Village of Sturtevant and the Town of Mt. Pleasant.
- In the Root River Canal subregional area, facilities planning continued for the relocation and reconstruction of the Village of Union Grove sewage treatment plant.
- In the Des Plaines River subregional area, construction was completed on the new Pleasant Prairie-South sewage treatment plant designed to serve urban development in the southwestern portion of the Town of Pleasant Prairie.
- In the Upper Fox River subregional area, construction was completed on the installation of phosphorus removal facilities at the City of Waukesha sewage treatment plant. In addition, final design was completed during the year on interim additions to the Village of Sussex sewage treatment plant, phosphorus removal facilities at the Brookfield sewage treatment plant, the Springdale Road trunk sewer, the Poplar Creek trunk sewer, and a new local collection sewer system to serve the Lake Pewaukee Sanitary District.
- In the Lower Fox River subregional area construction was completed on the installation of phosphorus removal and posttreatment chlorination facilities at the City of Lake Geneva sewage treatment plant. In addition, a facilities plan was initiated for the proposed major new sewerage system to serve the Camp and Center Lakes area of the Town of Salem.
- In the Middle Rock River subregional area, construction began on the new Oconomowoc area-wide sewage treatment plant. In addition, facilities planning continued for the proposed new area-wide sewerage system to serve the City of Delafield, the Villages of Hartland and Nashotah, and the Town of Summit.
- In the Lower Rock River subregional area, facilities planning was initiated for a new sewage treatment plant and trunk sewer system to serve

the Walworth County Metropolitan Sewerage District and a new sewage treatment plant to serve the City of Whitewater.

No major sewerage facility construction or planning activities were undertaken during the year in the Sauk Creek and Upper Rock River subregional areas.

Section 208 Water Quality Management Planning

During 1975 the Commission undertook a major new water quality planning program. Under this program, studies will be conducted to determine current stream and lake water quality conditions in the Region and to compare these conditions against the water quality standards set for the Region's surface waters by the Wisconsin Natural Resources Board. Changes in surface water quality conditions over the past decade since the Commission's initial stream water quality study in 1964 will be identified. If it is determined that the water quality standards are not being met, the specific sources of pollution will be identified and a determination made as to the best way of abating the pollution so that the standards will be met. Because the program is being fully federally funded under Section 208 of the federal Water Pollution Control Act (P.L. 92-500), the new program has been termed the Section 208 water quality management planning program.

The seven-county Southeastern Wisconsin Region was designated as an areawide water quality management planning area by Governor Patrick J. Lucey on September 27, 1974. Governor Lucey further designated the Southeastern Wisconsin Regional Planning Commission as the water quality management planning agency for that area. These designations were formally approved by the U. S. Environmental Protection Agency (EPA) on December 26, 1974. During 1975 the Commission, with the help of an advisory committee composed of state and local officials prepared a federal grant application and a detailed study design for the Section 208 planning program.

The necessary federal funds to support the program were secured on June 16, 1975, and work on the program, which is expected to continue for a 30-month period, began on July 1, 1975. The comprehensive water quality management planning program will enable the Commission to update and refine its previous water quality-related plan elements, while at the same time extending those plans to those portions of the Region not covered with watershed plans, and updating all of the plan recommendations to a new plan design year of 2000. The Section 208 plan thus will be fully coordinated with the new regional land use plan for the year 2000 under preparation at the present time.

Major Work Elements

The Section 208 planning program will necessarily involve extensive data collection efforts, analyses of existing water quality conditions, the preparation of alternative plans to eliminate water pollution, and the selection of a recommended water pollution abatement plan for implementa-

tion by the local units of government in the Region and by the Wisconsin Department of Natural Resources and the U. S. Environmental Protection Agency. The entire Section 208 planning program is outlined in a study design published in August 1975 by the Commission. Some of the major work elements follow:

- The preparation of large-scale topographic maps for selected critical water resources problem areas in the Region. These large-scale maps will provide detailed topographic information in the drainage areas of certain lakes selected for indepth lake water quality analyses; will greatly facilitate the consideration of alternative trunk sewer alignments where groups of neighboring communities are involved in joint sewerage and sewage treatment recommendations; and will provide a basis for analyses of floodway and dike locations for existing sewage treatment plants located in natural floodlands.
- The analysis of stream water quality monitoring data collected over the decade since the conduct of the Commission's benchmark survey of water quality in 1964. This analysis will determine what has happened to stream water quality since that benchmark year in light of changing urban land use development patterns, changing agricultural land management practices, and attempts to improve water quality through higher levels of wastewater treatment. This analysis will also determine the extent to which the water use objectives established for surface waters in the Region by the Wisconsin Natural Resources Board are being met.
- The conduct of special indepth lake water quality monitoring programs, including monthly monitoring of lake water quality, measurement of the quantity and quality of the inflows to and outflows from the lake, monitoring of rainfall runoff events, and determination of impact on water quality of septic tank sewage disposal systems. This work effort is being coordinated with the inland lake renewal program of the Wisconsin Department of Natural Resources.
- The identification of all point sources of water pollution in the Region, including sewage treatment plants, points of flow relief on sanitary sewerage systems, points of outfall for industrial cooling and wash waters and other industrial wastes, and urban storm water drainage outfalls. The amount and strength of waste discharges from these point sources will be determined.
- Special monitoring studies to determine the impact on water quality of pollutants from what are termed nonpoint sources. Data will be collected on a sample basis on the quality and amount of rainfall runoff from streets and highways, sanitary landfill sites, construction sites, mining sites, storage areas for salt and coal,

intensive animal feeding sites, cropped lands, residential lawns, and parks and golf courses. These data will be used to estimate the amount and strength of pollutants contributed to surface waters from typical urban and rural development areas.

- The development of a water quality simulation model as the principal analytic tool to determine the most cost effective way to clean up the Region's waters and thereby meet the water use objectives. The model will enable the simulation of probable future water quality conditions under alternative water pollution control strategies. In the determination of the most cost effective way to achieve the water use objectives, the model will help to choose between such alternatives as improved levels of treatment at sewage treatment plants, the treatment of urban storm water runoff, and the imposition of land management practices in rural areas to reduce pollutants contributed by rainfall runoff from farm fields and intensive animal feeding areas.
- The conduct of a special study of sewage sludge management needs. Consideration will be given to the recycling of sewage sludge, as well as to disposal. Consideration also will be given to county and regional approaches to sludge handling and disposal.

Upon completion of the inventories and analyses, alternative water quality management plans will be prepared for public evaluation. These plans will consist of the following four major elements:

- A plan element for eliminating pollution from point sources. This element will update, refine, and extend the existing regional sanitary sewerage system plan.
- A plan element for eliminating pollution from nonpoint sources, primarily rainfall-runoff from urban and rural lands.
- A plan element for the handling, recycling, and disposal of sewage sludge.
- A plan element for water quality management, including the designation of land use and wastewater treatment management agencies.

The comprehensive water quality management plan that is ultimately selected after public hearings will be used as the basis for the designation of management agencies in the Region by the Governor. Only designated management agencies will be eligible to receive federal grants for the construction of sewerage facilities. The plan will include a priority schedule for waste treatment works construction. The plan that is selected and adopted will become an important management tool at the state and federal levels of government, since the federal Water Pollution Control Act provides that no federal waste

treatment works construction grant nor any waste discharge permit may be granted or approved unless the treatment works to be constructed or the waste discharge permit to be granted is found to be in accordance with the Section 208 plan.

Advisory Committee Structure

Two advisory committees were established in 1975 to assist the Commission in conducting the Section 208 program: a Technical Advisory Committee on Water Quality Management Planning and an Intergovernmental Coordinating Committee on Water Quality Management Planning. Membership on these two committees is set forth in Appendix C of this report. In addition, the approved study design calls for wide ranging public participation in the program with establishment of a special panel on public participation that would include representatives of a wide variety of citizen interest groups. Finally, the study design also calls for establishment of an interagency staff position on the Commission staff whereby a full-time employee of the Department of Natural Resources would be assigned to work directly with the Commission staff for the duration of the Section 208 planning program.

Specific Activities During 1975

During 1975 most of the Commission staff effort on the Section 208 planning program was directed at writing the study design for the program, gaining approval of the study design from the state and federal agencies concerned, and obtaining federal funding for the program. Preliminary work began during the year on the conduct of several important inventories, including those relating to municipally owned sanitary sewerage collection and treatment systems, municipal storm water management systems, and community plans and zoning. In addition, preliminary work was undertaken with respect to the selection of areas for large-scale topographic mapping. Finally, work began during 1975 on the analysis of the water quality data obtained by the Commission in cooperation with the Department of Natural Resources over the past 10 years since the conduct of the initial major Commission water quality study in 1964-1965.

Water Quality Monitoring Program

In 1968 the Commission entered into a cooperative agreement with the Wisconsin Department of Natural Resources whereby the Department and the Commission undertook a continuing stream water quality monitoring program with the Region. The objective of the program is to provide, on a continuing basis, the water quality information necessary to assess the long-term trends within the rapidly urbanizing seven-county Region.

The program was designed to build upon the bench mark stream water quality data base established by the Commission in the initial stream water quality study, the findings of which were published in SEWRPC Technical Report No. 4, Water Quality and Flow of Streams in Southeastern Wisconsin, November 1966. Subsequent to

the completion of this water quality monitoring work, the Commission staff monitored water quality once in late 1966 and twice in 1967.

The cooperative SEWRPC-DNR program involved, during 1968 and 1969, the operation of 87 stream water quality sampling stations established by the Commission in the initial study of 43 streams and watercourses within the 12 watersheds of the Region (see Map 20). Sampling was done twice yearly at all 87 sampling stations during periods of high and low flow. Samples were analyzed for dissolved oxygen, temperatures, fecal and total coliform, nitrate nitrogen, nitrite nitrogen, dissolved phosphorus, pH, chloride, and specific conductance.

To provide additional information on the diurnal fluctuations of stream water quality in the Region, the monitoring program was revised in 1970 to provide for the collection of six stream water samples over a 24-hour period once yearly during the period of low streamflow at each sampling station, with each sample being analyzed for the following five parameters: dissolved oxygen, temperature, pH, chloride, and specific conductance. In addition, once during the 24-hour period the following four parameters were analyzed: fecal coliform, nitrate nitrogen, nitrite nitrogen, and dissolved phosphorus.

In order to obtain regional information on additional water quality indicators, the Commission and the DNR agreed to a further modification of the program beginning with the 1972 survey. The overall continuity of the sampling program was maintained by continuing to monitor those parameters included in previous surveys with the following changes: a decrease from six to four per day in the frequency of dissolved oxygen, temperature, and specific conductance measurements; a decrease from six to two per day in the frequency of chloride determinations; an increase from one to two per day in the frequency of fecal coliform, nitrate nitrogen, nitrite nitrogen, and dissolved phosphorus measurements; and the addition of two determinations per day of organic nitrogen, ammonia nitrogen, and total phosphorus. The addition of these latter three parameters was prompted by the need for more regional information on nutrients, and increased interest in both oxygen demand exerted by ammonia nitrogen and the toxic effect of ammonia nitrogen.

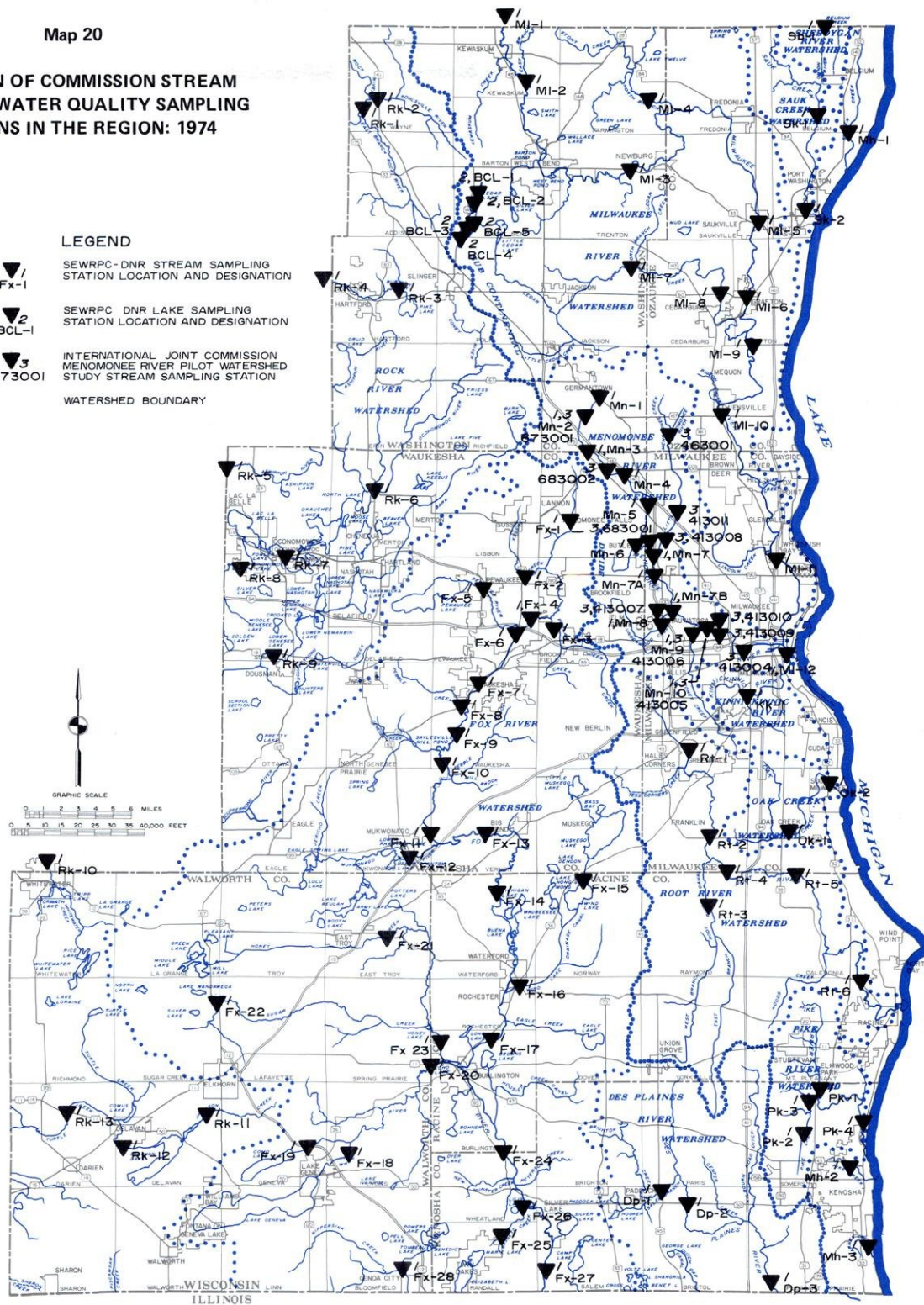
Thus, the stream water quality monitoring program, as revised in 1972 and as continued through 1975, provides for four measurements over a 24-hour period once yearly. These are made during the period of low flow at each of the 87 stations for each of the following three parameters: dissolved oxygen, temperature, and specific conductance. Two determinations are made at each station over the same 24-hour period of each of the following nine parameters: pH, chloride, fecal coliform, nitrate nitrogen, nitrite nitrogen, ammonia nitrogen, organic nitrogen, dissolved phosphorus, and total phosphorus.

During 1975, work continued on the Big Cedar Lake pilot sampling project, which was begun in 1971 when the Commission and the Wisconsin Department of Natural Resources agreed to expand the stream water quality

Map 20

**LOCATION OF COMMISSION STREAM
AND LAKE WATER QUALITY SAMPLING
STATIONS IN THE REGION: 1974**

- LEGEND**
- ▼/ Fx-1 SEWRPC-DNR STREAM SAMPLING STATION LOCATION AND DESIGNATION
 - ▼2 BCL-1 SEWRPC-DNR LAKE SAMPLING STATION LOCATION AND DESIGNATION
 - ▼3 673001 INTERNATIONAL JOINT COMMISSION MENOMONEE RIVER PILOT WATERSHED STUDY STREAM SAMPLING STATION
 - WATERSHED BOUNDARY



Continuing water quality information is needed in order to assess long-term trends in stream and lake water quality and to gage the effectiveness of watershed and sanitary sewerage system plan implementation efforts in improving and restoring high levels of water quality to the surface waters of the Region. For this Region, the Commission, in cooperation with the Wisconsin Department of Natural Resources, maintains a continuing stream and lake water quality monitoring program designed to build upon the bench mark stream water quality data base established by the Commission in 1964. During 1975 an intensive short-term water quality sampling effort continued in the Menomonee River watershed under the sponsorship of the International Joint Commission and in cooperation with the Commission and other agencies.

Source: SEWRPC.

sampling program on a pilot basis to include continuing lake water quality sampling. Big Cedar Lake in Washington County was selected for the program because it is representative of the larger lakes in the Region and includes a tributary area experiencing urbanization. In addition, the Lake is experiencing increasing recreational use. Under this pilot program, water samples are taken four times each year—in late winter, early spring, mid-summer, and late fall—and a total of 19 lake water quality parameters are determined.

In addition, as noted above, the Commission began late in 1975 a comprehensive analysis of all of the water quality data obtained since publication of SEWRPC Technical Report No. 4. The results of these analyses will be published in a forthcoming Commission technical report that will update the initial study report.

International Joint Commission Menomonee River Pilot Watershed Study

On April 15, 1972, the governments of Canada and the United States signed the Great Lakes Water Quality Agreement and requested that the International Joint Commission (IJC)³ investigate pollution of the Great Lakes from various land use activities. Subsequent to the signing of the Great Lakes Water Quality Agreement, the IJC established the Great Lakes Water Quality Board, and assigned to it the responsibility for carrying out the provisions of the Agreement. The Water Quality Board created the International Reference Group on Great Lakes Pollution from Land Use Activities for the purpose of carrying out studies related to the effect of land use on Great Lakes water quality.

Included in the work plan⁴ of the Reference Group is a series of intensive pilot studies of a small number of watersheds within the Great Lakes basin. These water-

sheds were carefully selected to permit extrapolation of the data and findings of the pilot studies to the entire Great Lakes Basin, and to relate water quality degradation found at river mouths to specific land uses in the tributary areas. A total of seven watersheds—three in Canada and four in the U. S.—was selected by the Reference Group to be the subject of these pilot studies.

The Menomonee River watershed was selected as one of the seven watersheds to be studied, with emphasis on the impact of urban land uses on Great Lakes water quality. Two factors entered into the selection of the Menomonee River watershed for study. First, the watershed is not only highly urbanized, but it contains a wide variety of urban land uses, including low, medium, and high density residential, commercial, and industrial. Second, the Reference Group was aware that the Regional Planning Commission, in late 1973 at the time of selection of the watershed, was preparing a comprehensive plan for the watershed. Information obtained or developed during the inventory, analysis, and forecast phases of this planning effort, as well as information obtained under other Commission land and water resource planning programs, would be available to and would provide a substantial data and information base for the IJC study.

Preliminary work on the Menomonee River Pilot Watershed Study was initiated in 1973. The project was funded by the U.S. Environmental Protection Agency on May 10, 1974, and is scheduled for completion in early 1978. The principal objectives of the study are:

1. To determine the levels and quantities of major and trace pollutants, including but not limited to nutrients, pesticides, and sediments, reaching and removing in stream systems tributary to the Great Lakes.
2. To identify the sources and evaluate the behavior of pollutants from an urban complex, with particular emphasis on the potential impact of residential, commercial, and industrial land use development, including supporting utility and transportation facilities, and of construction activities associated with rapid urbanization, on stream water quality.
3. To develop the predictive capability necessary to facilitate extension of the findings of the Menomonee River Pilot Watershed Study to other urban settings, leading to an eventual goal of accurately estimating pollution inputs from urban sources for the entire Great Lakes Basin.

As is evident from these objectives, the study is primarily a research endeavor, with emphasis on the effect of land use on Great Lakes water quality. This contrasts markedly with the SEWRPC Menomonee River watershed planning program, which is a comprehensive planning effort intended to lead to specific recommendations for the solution of existing water resource problems within the watershed and the prevention of future problems. Although the research and planning studies complement each other in that they share a common data base, they differ markedly in content, methodology, and objectives.

³The IJC, established in 1912 under provisions of the 1909 Canada-U. S. Boundary Waters Treaty, is composed of six members, including three Canadian and three U. S. representatives. The IJC has two major responsibilities. The first is to approve or reject all proposals involving the utilization, obstruction, or diversion of surface waters on either side of the Canada-U. S. boundary. IJC actions with respect to such proposals are final. The second is to investigate and make recommendations concerning special projects and problems in response to requests—formally referred to as references—received from either or both governments. IJC actions with respect to references, which have dealt with a variety of topics including air and water pollution, are not binding on either of the two governments. For a detailed discussion of the IJC, see, "A Proposal for Improving the Management of the Great Lakes of the United States and Canada," Technical Report No. 62, Water Resources and Marine Sciences Center, Ithaca, New York, January 1973.

⁴"Detailed Study Plan to Assess Great Lakes Pollution from Land Use Activities," submitted to the Great Lakes Water Quality Board, International Joint Commission, by the International Reference Group on Pollution of the Great Lakes from Land Use Activities, March 1974, 128 pp.

The Wisconsin Department of Natural Resources, the University of Wisconsin System Water Resources Center, and the Southeastern Wisconsin Regional Planning Commission constitute the three lead agencies responsible for participating with the IJC Reference Group in the planning and conduct of the Menomonee River Pilot Watershed Study. The Regional Planning Commission's funded participation in the project began May 10, 1974, in accordance with an agreement entered into with the Department of Natural Resources.

The Commission will contribute to the conduct of the pilot study by performing, in cooperation with other study participants, three principal functions: project management, data provision, and systems analysis. The project management function will be carried out by SEWRPC in a joint effort with the other two lead organizations. This function is intended to provide overall direction to, and control of, the study, culminating in the attainment of the study goals set forth above. The second function, that of data provision, is intended to make all historical and existing SEWRPC information available to the study, as well as new information obtained during the course of the Menomonee River watershed planning program. The final SEWRPC function is systems analysis, which is intended to result in the development of a digital computer data management system to facilitate the storage, retrieval, analysis, and display of all data and information applicable to the study, and to lay the foundation for the development of a digital computer model having the predictive capability needed to facilitate extension of the findings from the Menomonee River watershed to other urban areas tributary to the Great Lakes.

During 1975, the Commission made the following contributions to the Menomonee River Pilot Watershed Study:

- Participated in meetings of the Reference Group Technical Committee established to provide for coordination of the seven pilot watershed studies.
- Provided base maps, land use information, soils data, aerial photographs, drainage area delineations, water quality data, and other data and materials to study participants.
- Developed a Land Data Management System to provide for the storage, retrieval, analysis, and display of coded watershed land data for input to the system.
- Completed test and calibration runs on the hydrologic-hydraulic portion of a simulation model for the watershed and initiated test and calibration runs on the water quality portion of the model.
- Assisted in the preparation of two semiannual reports.⁵

It is anticipated that, during 1976, the Commission will continue to provide study participants with data on the natural resources and man-made features of the water-

shed; will assist in the hydrologic-hydraulic-water quality modeling effort; and will participate in the overall guidance of this research endeavor. It is important to note that the 12 water quality-quantity monitoring stations established in the watershed in late 1974 (see Map 21) were operational during 1975 and will continue to be maintained during 1976 and into 1977.

Washington County Sediment and Erosion Control Study

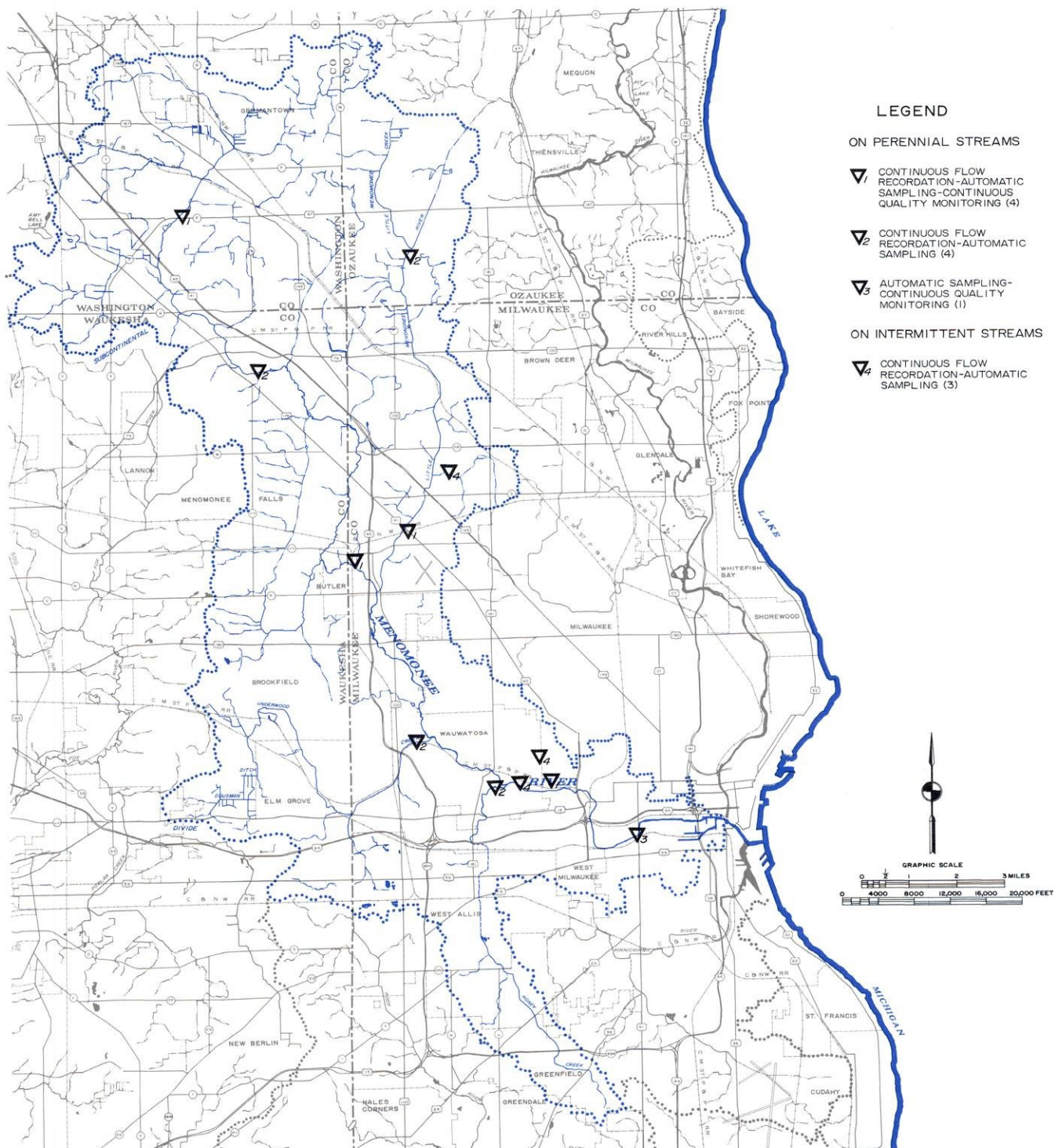
In response to recent water quality management legislation focusing attention on diffuse, or nonpoint, water pollution sources, including sediment, a research and demonstration project was initiated in Washington County in July 1974 under the leadership of the Wisconsin State Board of Soil and Water Conservation Districts and the University of Wisconsin System. Although more commonly known as the Washington County Project, the formal name of this demonstration study is "Development and Implementation of a Sediment Control Ordinance: Institutional Elements Necessary for Implementation of Control Methodology on Urban and Rural Lands." The principal objectives of this study are to:

1. Demonstrate through a monitoring program the effectiveness of land use control techniques in improving surface water quality.
2. Develop a model sediment control ordinance for application on a countywide basis.
3. Determine the combination of institutional elements required for implementing the model sediment control ordinance on a countywide basis.
4. Develop a description of the personnel required and the level of technical assistance needed to implement a countywide sediment control program using a regulatory approach.
5. Develop and systematize the educational and informational dissemination effort required for implementing a sediment control program using a regulatory approach.
6. Predict the water quality benefits to be derived from the implementation of sediment control ordinances throughout the Great Lakes drainage basin, and develop educational materials useful for implementing sediment control programs.

⁵ Wisconsin Department of Natural Resources, University of Wisconsin System-Water Resources Center, and Southeastern Wisconsin Regional Planning Commission, Menomonee River Pilot Watershed Study-Semi-Annual Report, January 1975, 80 pp.; and Wisconsin Department of Natural Resources, University of Wisconsin System-Water Resources Center, and Southeastern Wisconsin Regional Planning Commission, Menomonee River Pilot Watershed Study-Semi-Annual Report, September 1975, 62 pp.

Map 21

LOCATION OF WATER QUALITY-QUANTITY MONITORING STATIONS IN THE MENOMONEE RIVER WATERSHED



A total of 12 stations have been constructed throughout the Menomonee River watershed to house instruments that measure the quantity and quality of river flow. The stations include 11 with combination stream water quality and flow monitoring devices and one with stream water quality monitoring equipment. The equipment is being used to obtain data as part of a joint U. S.-Canadian research effort to determine how land use affects water quality in the Great Lakes. Although these stations are intended to operate only through 1977 when the research effort will be concluded, it may be desirable to establish permanently a few selected stations. The Menomonee River watershed was one of seven watersheds chosen for pilot studies under the program.

Source: SEWRPC.

In addition to the Wisconsin Board of Soil and Water Conservation Districts and the University of Wisconsin system, the following governmental units and agencies are cooperating in this demonstration project: the Wisconsin Geological and Natural History Survey; the U. S. Department of Agriculture, Soil Conservation Service; the U. S. Department of the Interior, Geological Survey; the Washington County Board of Supervisors; the Washington County Soil and Water Conservation District; the Village of Germantown; and the Southeastern Wisconsin Regional Planning Commission.

The primary function of the Regional Planning Commission in this demonstration project is to provide data and information about the natural resource base and man-made features of Washington County, which the Commission has assembled as a result of its ongoing comprehensive land and water resource planning effort. In addition, the Commission will assist the other study participants in preparing detailed land use plans for selected demonstration areas, will serve on committees established to manage the study, and will assist in implementation of the study findings. The Commission is providing these services under contract to the University of Wisconsin System. The demonstration project was initiated in July 1974 and is scheduled for completion in June 1978.

During 1975 the Commission staff completed hydrologic-hydraulic analyses of a proposed drainage channel in the Jefferson Park Neighborhood of the Village of Germantown. This drainage channel, which was initially proposed in a detailed neighborhood development plan prepared by the Commission staff for the Village of Germantown under the community assistance program, is intended to convey storm waters from an approximately 1,200-acre drainage basin in the Village of Germantown to the Menomonee River watershed. The drainage channel is needed to accommodate urban development in this basin, which has been selected by the staff of the Washington County project for detailed analyses of the impacts of urbanization on water quality. Detailed water quality sampling was conducted during 1975 prior to urbanization, and sampling will continue over the next several years as urbanization takes place in the basin.

AIR QUALITY PLANNING

The Commission continued in 1975 the regional air quality maintenance planning program being conducted in cooperation with the Wisconsin Departments of Natural Resources and Transportation. The program is intended to produce a plan for maintaining ambient air quality in the Region through the year 2000. This study was undertaken largely as a result of two recent federal requirements. The first is a requirement by the U. S. Department of Transportation, Federal Highway Administration, that transportation plans developed by areawide transportation planning agencies, such as the Commission, be reviewed and certified annually to ensure that air pollution problems are adequately considered in highway planning and development in urban regions. The second is a U. S. Environmental Protection Agency requirement

that state air pollution control agencies identify areas which have the potential for exceeding national air quality standards during the 10-year period 1975-1985. Once these areas—called air quality maintenance areas—are identified and designated, a long-range plan for achieving and maintaining an ambient air quality which meets federal and state established standards must be prepared for the area.

On June 2, 1975, the seven-county Southeastern Wisconsin Region was designated by the administrator of the U. S. Environmental Protection Agency as the Wisconsin portion of the Illinois-Indiana-Wisconsin Interstate Air Quality Maintenance Area. This designation indicates that the three individual air quality maintenance planning efforts being conducted in each of these three states for the counties designated will have to be fully coordinated, particularly with respect to those specific aspects of the general air pollution problem that cannot be resolved within an individual state.

During 1975 the interdisciplinary staff, including Commission staff members in the fields of transportation, land use, and meteorology; interagency staff assignees from the Wisconsin Departments of Transportation and Natural Resources; and the University of Wisconsin-Madison, Department of Mechanical Engineering, Air Quality Monitoring Group, completed initial inventory, analysis, and forecast work leading toward the calibration and application of the atmospheric simulation model to test the alternative regional land use and transportation plans being prepared by the Commission under the continuing regional land use-transportation study for air quality impacts. Inventories were completed for area, line, and point source pollutant emissions, and forecasts were prepared for these same pollutant sources for the year 2000. At year's end, the inventory and forecast data were ready for use by the Air Quality Modeling Group in the application of the atmospheric simulation model.

This work program is being guided by the Technical Coordinating and Advisory Committee on Regional Air Quality Maintenance Planning. During 1975 the Committee met three times and approved the following eight staff memoranda which completed the study design for the program: No. 4, Inventory—Air Source Emissions; No. 5, Inventory—Line Source Emissions; No. 7, Inventory—State of the Art Emissions Control; No. 8, Analysis and Forecasts—Point Sources; No. 9, Analysis and Forecasts—Area Sources; No. 10, Analysis and Forecasts—Line Sources; No. 12, Alternate Plan Design, Test, and Evaluation; and No. 13, Time Schedule—Manpower and Resource Allocations.

COMPREHENSIVE WATERSHED PLANNING

Prior to 1975, the Commission had completed and adopted comprehensive watershed development plans for the Root, Fox, and Milwaukee River watersheds. During 1975 the Commission continued to monitor development in these watersheds, to coordinate and advise on the execution of the watershed plans, and to review progress

toward plan implementation. In addition the Commission continued work toward completing a comprehensive plan for the Menomonee River watershed.

Root River Watershed

The comprehensive plan for the Root River watershed was adopted by the Commission in September 1966. The plan is documented in SEWRPC Planning Report No. 9, A Comprehensive Plan for the Root River Watershed. Many of the local units of government in the Root River watershed have formally adopted the plan as a guide for development, including the Milwaukee and Racine County Boards of Supervisors; the Common Councils of the Cities of Franklin, Oak Creek, and Racine; the Town Board of the Town of Mt. Pleasant; and the Milwaukee-Metropolitan Sewerage Commissions. The plan has also been endorsed by the Wisconsin Natural Resources Board and certified by the Department of Natural Resources to the EPA. The EPA has accepted the plan as the official water quality management plan for the Root River basin.

As noted in the 1974 Annual Report, the adopted plan recommendation relating to the removal of seriously flood-prone homes along the main stem of the Root River in the city of Greenfield has been the subject of several reevaluation efforts since initial adoption of the plan. During 1975 the Commission again received requests from the Common Councils of the Cities of Greenfield and West Allis to further review this plan recommendation, particularly since the Milwaukee County Board of Supervisors had failed late in 1974 to approve a Milwaukee County Park Commission structure and land acquisition plan that would fully implement the watershed plan. In response to these requests, the Commission, during 1975, reanalyzed the West Allis and Greenfield flooding problems and again considered the alternative floodland management measures that could serve to abate this notorious flooding problem. The results of this reanalysis were set forth in a Commission staff memorandum entitled "Flood Abatement Alternatives—City of Greenfield, Wisconsin," published December 30, 1975. The memorandum reviews the various channel improvement and floodland evacuation alternatives that could be selected to resolve the flooding problems in the City of Greenfield and concludes once again that the best solution to the problem is one involving selected land acquisition and structure removal. Not only would the channelization alternatives be far more costly than the structure removal alternatives, but construction of an artificial concrete lined channel in this reach of the Root River would significantly destroy the natural environment found along the river. At year's end this memorandum was ready for review by the Root River Watershed Committee.

Previous Commission annual reports have documented the significant steps that have been taken toward implementation of the Root River watershed plan. Other steps are reported above under the discussion relating to implementation of the regional sanitary sewerage system plan. In addition, it should be noted that during

1975 the Commission continued to conduct a stream water quality monitoring program on the Root River system in cooperation with the Wisconsin Department of Natural Resources, as well as a streamflow data collection program through the cooperative maintenance of three continuous stage recording gages by the U. S. Geological Survey, the Racine County Board of Supervisors, and the Metropolitan Sewerage Commission of the County of Milwaukee. During 1975 the Village of Greendale adopted a floodland zoning ordinance fully consistent with the floodland management recommendations set forth in the recommended plan. In addition, the Racine County Board of Supervisors purchased two additional acres of parkway land at the site of the Horlick Dam as part of a long-range acquisition program of parkway lands along the Root River. Finally, the Racine County Board of Supervisors also took initial steps during 1975 toward restoration of the Horlick Dam as recommended in the plan by authorizing the preparation of restoration plans and specifications. At year's end the restoration plan was completed and restoration work had begun.

Fox River Watershed

The comprehensive plan for the Fox River watershed was adopted by the Commission in June 1970. The plan is documented in the two-volume SEWRPC Planning Report No. 12, A Comprehensive Plan for the Fox River Watershed. Many of the local units of government in the Fox River watershed have formally adopted the plan as a guide for development, including all of the county boards concerned—Kenosha, Milwaukee, Racine, Walworth, and Waukesha; the Common Councils of the Cities of Brookfield, Burlington, New Berlin, and Waukesha; the Village Boards of the Villages of Menomonee Falls, Pewaukee, Rochester, Silver Lake, and Sussex; the Town Boards of the Towns of Brookfield, Lisbon, Pewaukee, and Waterford; the Lake Pewaukee Sanitary District; and the Kenosha County Soil and Water Conservation District. In addition, the plan has been formally endorsed or acknowledged by the U. S. Department of Housing and Urban Development; the U. S. Department of Agriculture, Soil Conservation Service; the U. S. Department of the Interior, Geological Survey; the U. S. Department of Transportation, Federal Highway Administration; and the State Highway Commission of the State of Wisconsin. The plan has also been endorsed by the Wisconsin Natural Resources Board and certified by the Wisconsin Department of Natural Resources to the federal EPA which has accepted the plan as the official water quality management plan for the Fox River basin.

During 1975 the Commission completed work on a special study designed to resolve agricultural drainage and flooding problems in the Waterford-Rochester-Wind Lake area of the Lower Fox River watershed. This study is documented in SEWRPC Community Assistance Planning Report No. 5, Drainage and Water Level Control Plan for the Waterford-Rochester-Wind Lake Area of the Lower Fox River Watershed. This report was adopted by the Commission on June 5, 1975, as an amendment to the Fox River plan.

The recommended drainage and water control management plan for the Waterford-Rochester-Wind Lake area of the watershed consists of the following six major elements: modifications to the Waterford and Rochester dams and the establishment of an integrated water level control system that would include the Waterford, Rochester, and Wind Lake dams; channel clearing and maintenance along the main stem of the Fox River in the Town of Vernon; maintenance dredging in the Waterford impoundment; construction of dikes along the Wind Lake Canal system; channel clearing and maintenance activities along the Wind Lake Canal system; and channel cleanout and deepening activities along the Muskego Canal.

The recommended improvements are intended to provide protection from flooding to agricultural lands for floods up to a recurrence interval of about 10 years, while at the same time ensuring that all of the natural floodplains of the Fox River and its tributary drainage system are available for floodwater storage during floods having a recurrence interval greater than 10 years. The dam control system, which would include remote sensing devices, also would reduce the duration of major flooding and thus permit farmers in the affected areas to work their low-lying fields earlier in the spring.

Racine and Waukesha Counties moved quickly during the latter portion of 1975 to adopt and implement the drainage plan. An ad hoc committee was formed by the two counties to oversee the necessary engineering studies leading up to the construction of gates in the Waterford Dam. At year's end, each of the two counties had budgeted sufficient monies to ensure installation of the gates in the Waterford Dam during 1976.

Previous Commission annual reports have documented the significant steps that have been taken toward implementation of the Fox River watershed plan. Other steps are reported above under the discussion related to implementation of the regional sanitary sewerage system plan. In addition, it should be noted that during 1975 the Commission continued to conduct a stream water quality monitoring program on the Fox River system in cooperation with the Wisconsin Department of Natural Resources, as well as a streamflow data collection program through the cooperative maintenance of four continuous stage recording gages by the U. S. Geological Survey and the Racine and Waukesha County Boards of Supervisors. During 1975, the Village of Mukwonago adopted a floodland zoning ordinance fully consistent with the floodland management recommendations set forth in the recommended plan. In addition, all of the Walworth County towns in the Fox River watershed except the Towns of LaFayette and LaGrange completed ratification of the new Walworth County comprehensive zoning ordinance during the year, which ordinance is designed to fully implement the watershed land use and nonstructural flood control plan recommendations.

Milwaukee River Watershed

The comprehensive plan for the Milwaukee River watershed was adopted by the Commission in March 1972. The plan is documented in the two-volume SEWRPC

Planning Report No. 13, A Comprehensive Plan for the Milwaukee River Watershed. Many of the local units of government in the watershed have formally adopted the plan as a guide for development. Those adopting the plan include the Milwaukee, Ozaukee, Sheboygan, and Washington County Boards of Supervisors; the Common Council of the City of Milwaukee; the Village Boards of the Villages of River Hills and Saukville; the Town Board of the Town of Fredonia; the Sewerage Commission of the City of Milwaukee; and the Metropolitan Sewerage Commission of the County of Milwaukee. Jointly acting on behalf of the Metropolitan Sewerage District of the County of Milwaukee; the Milwaukee County Park Commission; and the Milwaukee Board of Harbor Commissioners.

In addition, the plan has been formally endorsed or acknowledged by the State Highway Commission of Wisconsin; the State Board of Soil and Water Conservation Districts; the State Board of Health and Social Services; the Wisconsin Department of Local Affairs and Development; the U. S. Department of Housing and Urban Development; the U. S. Department of the Interior, Geological Survey and Bureau of Outdoor Recreation; the U. S. Department of Agriculture, Soil Conservation Service and Farmers Home Administration; the U. S. Department of Transportation, Federal Highway Administration; and the U. S. Army Corps of Engineers.

The plan also was adopted by the Wisconsin Natural Resources Board in 1972 and certified by the Wisconsin Department of Natural Resources to the U. S. Environmental Protection Agency. The Agency has accepted the plan as the official water quality management plan for the Milwaukee River basin.

Previous Commission annual reports have documented the significant steps that have been taken toward implementation of the Milwaukee River watershed plan. Other steps are reported above under the discussion relating to implementation of the regional sanitary sewerage system plan. In addition, it should be noted that during 1975 the Commission continued to conduct a stream water quality monitoring program on the Milwaukee River system and on Big Cedar Lake in cooperation with the Wisconsin Department of Natural Resources, as well as a stream flow data collection program through the cooperative maintenance of six continuous stage recording gages by the U. S. Geological Survey and the Washington, Ozaukee, and Fond du Lac County Boards of Supervisors. During 1975 a new shoreland/floodland zoning ordinance was adopted by the Washington County Board of Supervisors. It applies to all floodlands and shorelands in the unincorporated areas of the County. Importantly, this new ordinance seeks to fully carry out the shoreland and floodland management recommendations set forth in the adopted Milwaukee River watershed plan. A floodland zoning ordinance also was adopted in 1975 by the City of West Bend. While this ordinance was fully consistent with the watershed plan recommendations along the main stem of the Milwaukee River, it conflicts with the watershed plan recommendations along Silver Creek, a major tributary of the Milwaukee River. The ordinance would allow a maximum amount of filling and development in

the natural floodplains of Silver Creek within the City, relying on a very minimal future floodway to carry and convey anticipated flood flows. Finally, it should be noted that during 1975 the Milwaukee River Technical Task Force, appointed by Milwaukee Mayor Henry W. Maier, completed its report.⁶ The report of the Task Force fully supports all the Milwaukee River watershed plan recommendations of the Commission and it suggests ways in which the City of Milwaukee can seek to implement the plan recommendations dealing with water pollution abatement and park and open space development. In addition, the Task Force report provides detailed recommendations relating to improving the aesthetic quality of the urban environment along the lower Milwaukee River.

Menomonee River Watershed

The Commission continued analytical phases of the Menomonee River watershed planning program during 1975 and initiated the plan design phase. This program, which began in 1972, is being conducted in response to requests from the Cities of Brookfield and Wauwatosa and from Milwaukee County, and is being carried out in accordance with a prospectus completed in November 1969. Funds for the study are being provided in part by the U. S. Department of Housing and Urban Development, the U. S. Environmental Protection Agency, the Wisconsin Department of Natural Resources, and the four counties concerned—Milwaukee, Ozaukee, Washington, and Waukesha. Technical and policy guidance for the study is being provided by the Menomonee River Watershed Committee.

Of particular importance in 1975 were the following activities:

- Development of the year 2000 land use plan for the Menomonee River watershed and selection of one of three plan elements designed to preserve and protect the remaining primary environmental corridors of the watershed through a combination of public and private acquisition for recreational and open space uses and the application of land use controls.
- Design of three parkway drive-scenic drive-recreational trail plan elements and selection of one plan element for inclusion in the recommended Menomonee River watershed plan.
- Calibration of the hydrologic-hydraulic portion of the Water Resources Simulation Model for the watershed, and use of the model to generate watershedwide flood discharges, stages, and floodland delineations for historic, existing, and future conditions, including year 2000 plan conditions. These model runs clearly indicate the potentially

serious consequences of uncontrolled urban development both within and outside of the watershed floodlands.

- Initial calibration of the water quality portion of the Water Resources Simulation Model.
- Initiation of the design of alternative floodland management measures for the basin, including structural alternatives such as floodwater storage, diversion, containment within dikes and floodwalls, and major channel modifications, and such nonstructural measures as reservation of floodlands for recreational and related open space uses, application of floodland regulations, control of land use outside of the floodlands, and application of structure floodproofing and removal.

It is anticipated that the Commission will complete the technical work for the Menomonee River watershed study by mid-1976, to be followed by public informational meetings and hearings on the plan alternatives and recommendations.

STREAM GAGING PROGRAM

Continuous recorder gages, daily gages, and partial record stream gaging stations that monitor river flows at points strategically located in and near the Region provide data essential for the rational management of the water resources of southeastern Wisconsin. Such data are important for the following reasons:

1. Streamflow data constitute an invaluable input to the floodland management portions of the Commission's comprehensive watershed studies and to the implementation and refinement of the floodland management elements of the completed watershed plans. Discharge-frequency relationships, supplemented with other available historical hydrological-hydraulic data, are used to develop, calibrate, and validate digital computer models which generate flood discharges and stages throughout the watershed stream system, and which provide the means whereby floodlands may be identified and definitively mapped.
2. Streamflow data constitute an invaluable input to state and local drainage and flood control, recreational development, and bridge design projects.
3. Streamflow data, particularly during low-flow conditions, comprise a key input to water quality analysis and modeling as completed under Commission comprehensive watershed studies and in the regional sanitary sewerage system planning program to assess the impact of various types of wastewater discharge on the streams. Continued and expanding monitoring of low flows is needed to produce essential data for the Commission's comprehensive watershed studies and for implementation and refinement of the water quality

⁶*Milwaukee River Strategy, Report by the Milwaukee River Task Force, City of Milwaukee, July 1975.*

management elements of completed watershed plans, as well as for the regional sanitary sewerage system plan.

4. Streamflow data obtained from continuous recording or daily gages will serve to indicate long-term trends in, or alterations to, the stream-flow regimen. Such changes may, for example, consist of increased annual flood discharges and stages resulting from extensive urbanization of previously rural lands upstream of the gaging station. The early detection of changes in the volume and timing of surface runoffs may provide an opportunity to take the action necessary to avert future flood problems.

In order to develop a large, reliable file of historical flood data, local units of government are urged to make flood stage observations during major flood events and to transmit such data to the Regional Planning Commission. Such information is a valuable supplement to the stream-flow data generated at established gaging stations.

When the Commission began its regional planning program in 1960, only two continuous recorder stream gages were operative on the entire stream network of the Region. These were located in Estabrook Park on the Milwaukee River at Milwaukee and in Wilmot on the Fox River in Kenosha County. Since then, the Commission has been instrumental in establishing, through cooperative, voluntary intergovernmental action, 13 additional continuous flow gaging stations in an effort to provide the basis for establishment of long-term records of streamflow.

These additional gages have been established as part of cooperative programs arranged by the Commission between the U. S. Geological Survey; the Wisconsin Department of Natural Resources; the Metropolitan Sewerage Commission of the County of Milwaukee; the Fond du Lac, Ozaukee, Racine, Washington, and Waukesha County Boards of Supervisors; and the University of Wisconsin-Parkside. Of the 13 new continuous flow recorder stream gages, five are located in the Milwaukee River watershed, three in the Root River watershed, three in the Fox River watershed, one on the Oak Creek watershed, and one in the Pike Creek watershed. All 15 continuous recorder streamflow gages in the Region are maintained under a contract with the Commission by the U. S. Geological Survey, which publishes the data obtained.

The U. S. Geological Survey also maintains 27 additional gaging stations throughout the Region, six crest stage gages, 13 low-flow gages, and seven combination crest stage and low-flow gages, all in cooperation with the Wisconsin Departments of Natural Resources and Transportation. The location of all 42 stream gaging stations is shown on Map 22, together with their periods of record.

As of the end of 1975, all of the stream gaging station recommendations contained in the Root, Fox, and Milwaukee River watershed plans had been implemented.

It is anticipated that similar recommendations will emanate from the Menomonee River watershed study currently being conducted.

In addition, two research studies in which the Regional Planning Commission is cooperating will result in the installation of 23 additional continuous flow recorder gages on selected streams in the Region. Under the International Joint Commission-Menomonee River Pilot Watershed Study, 11 such gages have been installed on streams in the Menomonee River watershed. Construction on the gaging stations began in the fall of 1974 and was completed in the spring of 1975. Under the Washington County sediment control project, 12 gages are to be installed on selected intermittent streams in the Menomonee and Milwaukee River watersheds. At year's end, construction of these gaging stations had begun and was awaiting installation of equipment. Since these 23 additional gages are being installed specifically for the water quality research efforts under these two studies, it is not anticipated that all the gages will be permanently maintained. It would be desirable, however, that a few selected gages be permanently maintained. Recommendations to this effect are to be included in the forthcoming Menomonee River watershed plan.

FLOODLAND MANAGEMENT PROGRAM

Delineation of the floodlands of southeastern Wisconsin is extremely important for sound local as well as regional planning and development. Because of flood hazards, high water tables, and inadequate soils, floodland areas are generally not well suited to urban development. These floodland areas, however, are generally prime locations for much needed park and open space areas and contain many of the best remaining woodland, wetland, and wildlife habitat areas of the Region. The floodlands also have important floodwater conveyance and storage functions. Therefore, within the context of regional land use and watershed planning, public utility and service development policies and practices as effected through land use controls should generally discourage intensive urban development on floodlands, while encouraging essentially natural, open space uses. Because of the increasing frequency of requests for, and use of information about, floodlands in the Region, a summary of available floodland information is presented herein.

Floodland Management Concepts

In planning for the proper use of floodlands, it is useful to subdivide the total floodland area on the basis of the hydraulic function which the various subareas are to perform, as well as on the basis of the differing degrees of flood hazard that may be present (see Figure 20). Under natural conditions, the floodlands may be considered as consisting of two components: the channel of the river, or stream itself, and the adjacent natural floodplains. The channel may be defined as the continuous linear area occupied by the river or stream in times of normal flow. The natural floodplain may be defined as the wide, flat-to-gently sloping area contiguous with and lying

Map 22

LOCATION OF U. S. GEOLOGICAL SURVEY STREAM GAGING STATIONS IN THE REGION: 1975

LEGEND

- 1 ▲ CONTINUOUS STAGE RECORDER GAGE - COOPERATIVELY MAINTAINED BY U.S. GEOLOGICAL SURVEY AND WISCONSIN DEPARTMENT OF NATURAL RESOURCES (2)
- 2 ▲ CONTINUOUS STAGE RECORDER GAGE - COOPERATIVELY MAINTAINED BY U.S. GEOLOGICAL SURVEY; FON DU LAC, OZAUKEE, RACINE, WASHINGTON, AND WAUKESHA COUNTY BOARDS; METROPOLITAN SEWERAGE COMMISSION OF MILWAUKEE COUNTY; UNIVERSITY OF WISCONSIN-PARKSIDE; AND SEWRPC (13)
- 3 ▲ CONTINUOUS STAGE RECORDER GAGE - COOPERATIVELY MAINTAINED BY U.S. GEOLOGICAL SURVEY, THE WISCONSIN DEPARTMENT OF NATURAL RESOURCES, THE U.S. ENVIRONMENTAL PROTECTION AGENCY, THE INTERNATIONAL JOINT COMMISSION, AND SEWRPC (11)

- ▲ WIRE-WEIGHT AND CREST STAGE GAGE - COOPERATIVELY MAINTAINED BY U.S. GEOLOGICAL SURVEY AND WISCONSIN DEPARTMENT OF NATURAL RESOURCES (1)

- ▲ CREST STAGE GAGE - COOPERATIVELY MAINTAINED BY U.S. GEOLOGICAL SURVEY AND WISCONSIN DEPARTMENT OF TRANSPORTATION (6)

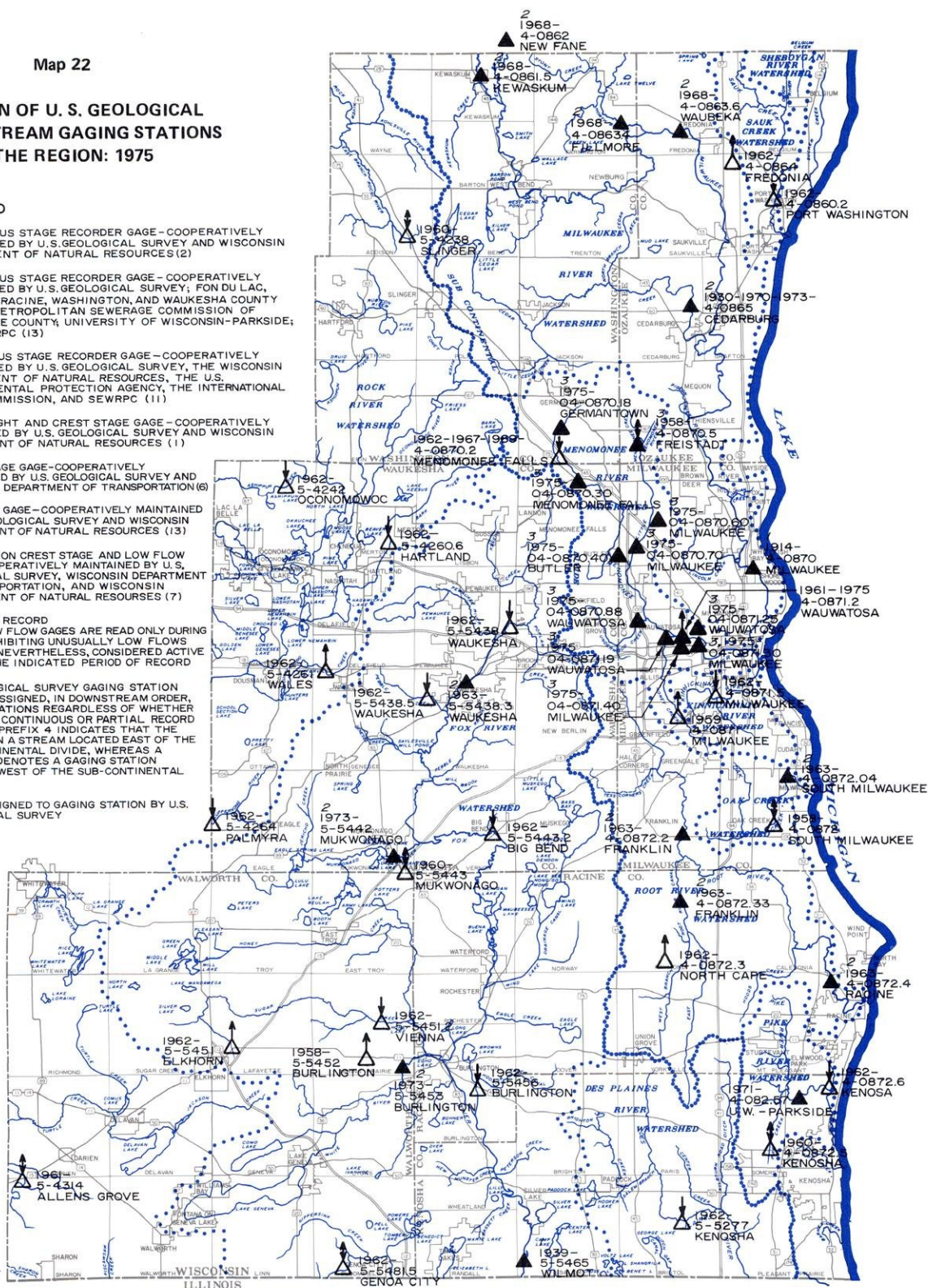
- ▲ LOW FLOW GAGE - COOPERATIVELY MAINTAINED BY U.S. GEOLOGICAL SURVEY AND WISCONSIN DEPARTMENT OF NATURAL RESOURCES (13)

- ▲ COMBINATION CREST STAGE AND LOW FLOW GAGE - COOPERATIVELY MAINTAINED BY U.S. GEOLOGICAL SURVEY, WISCONSIN DEPARTMENT OF TRANSPORTATION, AND WISCONSIN DEPARTMENT OF NATURAL RESOURCES (7)

1914 - PERIOD OF RECORD
NOTE: LOW FLOW GAGES ARE READ ONLY DURING YEARS EXHIBITING UNUSUALLY LOW FLOWS BUT ARE, NEVERTHELESS, CONSIDERED ACTIVE DURING THE INDICATED PERIOD OF RECORD

4-0870 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 PREFIX 4 INDICATES THAT THE GAGE IS ON A STREAM LOCATED EAST OF THE SUB-CONTINENTAL DIVIDE, WHEREAS A PREFIX 5 DENOTES A GAGING STATION LOCATED WEST OF THE SUB-CONTINENTAL DIVIDE

MILWAUKEE NAME ASSIGNED TO GAGING STATION BY U.S. GEOLOGICAL SURVEY

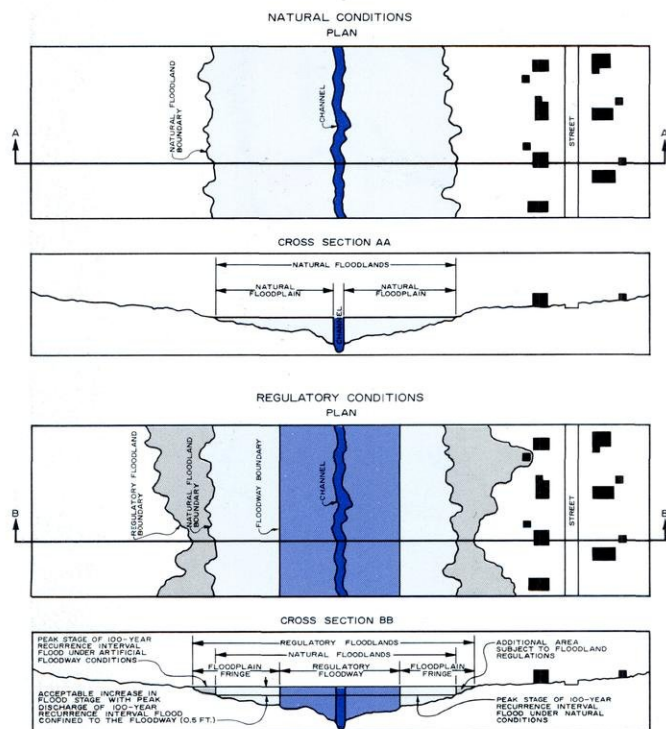


Continuing information on streamflow is essential to both sound water resources and sound land use planning and management within the Region. A total of 42 stream gaging stations are maintained throughout the Region by the U. S. Geological Survey, of which 15 are continuous flow recording gages. The maintenance of these stations is cooperatively financed by the U. S. Geological Survey; the Metropolitan Sewerage Commission of the County of Milwaukee; the Fond du Lac, Ozaukee, Racine, Washington, and Waukesha County Boards of Supervisors; the Wisconsin Departments of Natural Resources and Transportation; the University of Wisconsin-Parkside; and the Commission. The data collected at each of the 42 gaging stations are analyzed and published annually by the U. S. Geological Survey. In addition, an intensive, short-term stream gaging effort has been established in the Menomonee River watershed under the sponsorship of the International Joint Commission and in cooperation with the Commission and other agencies.

Source: SEWRPC.

Figure 20

FLOODLAND COMPONENTS UNDER NATURAL AND REGULATORY CONDITIONS



Source: SEWRPC.

adjacent to the channel, usually on both sides. The floodplain is normally bounded on its outer edges by higher topography.

A river may be expected to overflow its channel banks and occupy some portion of its floodplains on the average of once every two years. How much of the natural floodplain will be occupied will depend upon the severity of that flood and, more particularly, upon its elevation or stage. Thus, an infinite number of outer limits of the natural floodplain may be delineated, each related to a corresponding specified flood recurrence interval. The Commission has, therefore, recommended that the natural floodplains of a river or stream be specifically defined as those corresponding to a flood having a recurrence interval of 100 years; that is, a flood having a 1 percent chance of occurring in any given year.

Under ideal regulatory conditions, the entire natural floodlands as defined above would be maintained in an open, essentially natural state, and therefore would not be filled and utilized for incompatible, intensive urban land uses. Conditions permitting an ideal approach to floodland regulations, however, generally occur only in rural areas. In areas which have already been developed for intensive urban use without proper recognition of the flood hazard, a practical regulatory approach must embrace the concept of a floodway. The floodway may

be defined as a designated portion of the floodlands that will safely convey the 100-year recurrence interval flood discharge, with small, acceptable upstream and downstream stage increases, generally limited in Wisconsin to 0.5 foot. The regulatory floodway includes the channel. Land use controls applied to the regulatory floodway should recognize that the designated floodway area is not suited for human habitation, and should essentially prohibit all fill, structures, and other development that would impair floodwater conveyance by adversely increasing flood stages or velocities.

The floodplain fringe is that remaining portion of the floodlands lying outside of or beyond the floodway. Because the use of a regulatory floodway may result in increases in the stage of a flood of a specified occurrence interval that would occur under natural conditions, the floodplain fringe may include at its very edges areas that would not be subject to inundation under natural conditions, but would be subject to inundation under regulatory floodway conditions and, therefore, come within the scope of necessary floodplain fringe regulation. Normally, flood water depths and velocities are low in the floodplain fringe and, accordingly, filling and urban development may be permitted although regulated so as to minimize flood damages. Under "real world" conditions, the floodplain fringe usually includes many existing buildings constructed in natural floodlands prior to the advent of sound floodland regulations.

Flood hazard data for the numerous streams of the Region—and particularly data on the limits of the natural floodplains of the streams for a flood of a specified recurrence interval—are increasingly being made available for public use by various agencies. The SEWRPC itself provides, as an integral part of its comprehensive watershed studies, definitive data—including the delineation of the limits of the floodplains—on the 10- and 100-year recurrence interval floods for most of the perennial streams in each watershed.

The Commission believes that such data are most appropriately developed for an urbanizing region within the context of an overall comprehensive watershed study, wherein appropriate consideration may be given to the potential effects of changing land use patterns on flood flows and flood hazards, as well as to alternative methods for abating flood damages in those flood-prone areas already committed to urban development. Each Commission comprehensive watershed study, therefore, includes the hydrologic and hydraulic engineering studies necessary for a proper delineation of floodland boundaries for land use regulation and floodland management purposes.

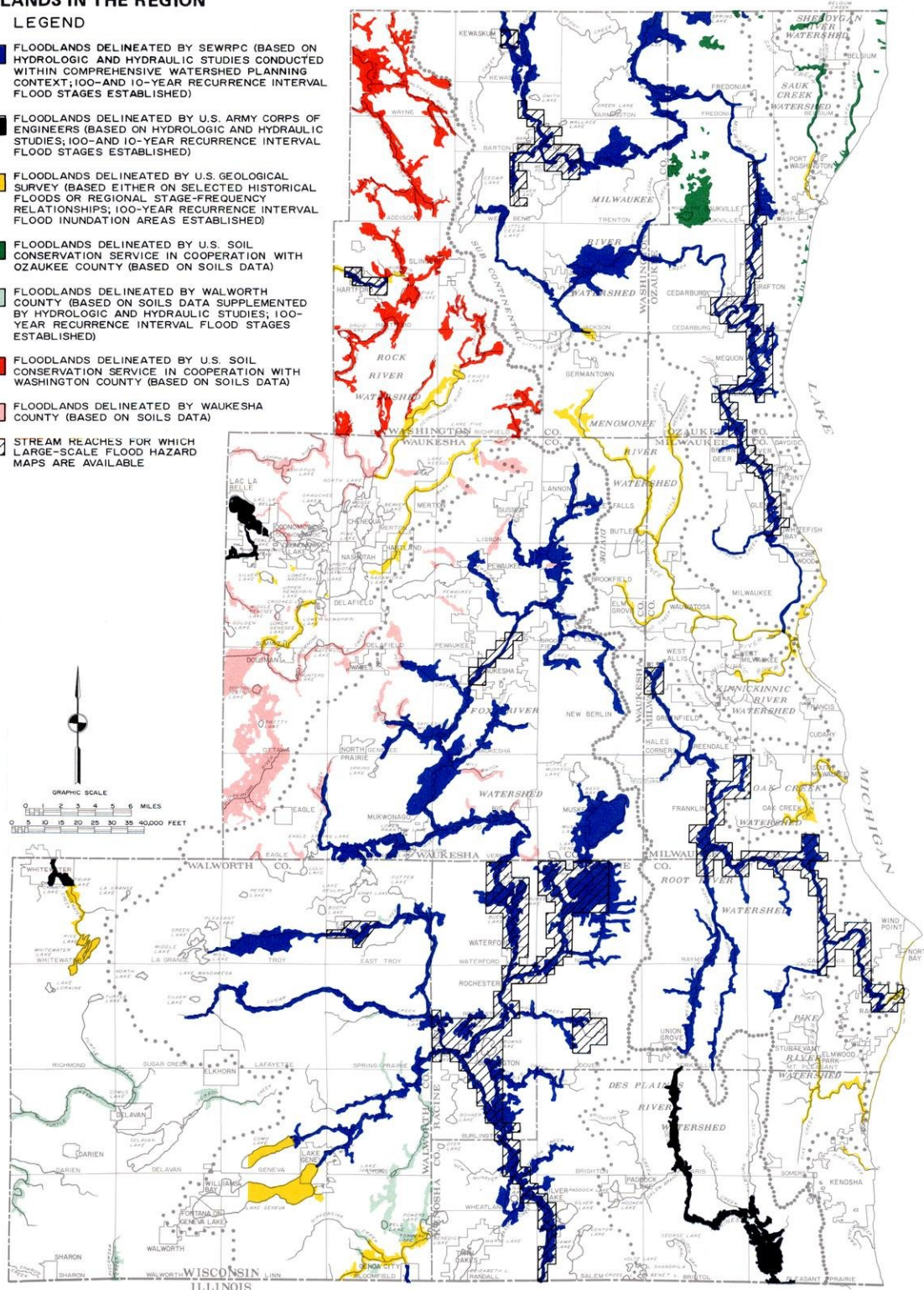
Floodplain Data Availability

The status of existing flood hazard data in the Region is summarized on Map 23. The Commission has completed comprehensive watershed studies for the Root, Fox, and Milwaukee River watersheds resulting in the delineation of floodlands for about 458 miles of major stream channel, not including stream channels in the Milwaukee River watershed lying outside of the Region in Sheboygan

FLOODLANDS IN THE REGION

LEGEND

- FLOODLANDS DELINEATED BY SEWRPC (BASED ON HYDROLOGIC AND HYDRAULIC STUDIES CONDUCTED WITHIN COMPREHENSIVE WATERSHED PLANNING CONTEXT; 100- AND 10-YEAR RECURRENCE INTERVAL FLOOD STAGES ESTABLISHED)
- FLOODLANDS DELINEATED BY U.S. ARMY CORPS OF ENGINEERS (BASED ON HYDROLOGIC AND HYDRAULIC STUDIES; 100- AND 10-YEAR RECURRENCE INTERVAL FLOOD STAGES ESTABLISHED)
- FLOODLANDS DELINEATED BY U.S. GEOLOGICAL SURVEY (BASED EITHER ON SELECTED HISTORICAL FLOODS OR REGIONAL STAGE-FREQUENCY RELATIONSHIPS; 100-YEAR RECURRENCE INTERVAL FLOOD INUNDATION AREAS ESTABLISHED)
- FLOODLANDS DELINEATED BY U.S. SOIL CONSERVATION SERVICE IN COOPERATION WITH OZAUKEE COUNTY (BASED ON SOILS DATA)
- FLOODLANDS DELINEATED BY WALWORTH COUNTY (BASED ON SOILS DATA SUPPLEMENTED BY HYDROLOGIC AND HYDRAULIC STUDIES; 100-YEAR RECURRENCE INTERVAL FLOOD STAGES ESTABLISHED)
- FLOODLANDS DELINEATED BY U.S. SOIL CONSERVATION SERVICE IN COOPERATION WITH WASHINGTON COUNTY (BASED ON SOILS DATA)
- FLOODLANDS DELINEATED BY WAUKESHA COUNTY (BASED ON SOILS DATA)
- STREAM REACHES FOR WHICH LARGE-SCALE FLOOD HAZARD MAPS ARE AVAILABLE



Delineation of the floodlands of southeastern Wisconsin is extremely important for sound local as well as regional planning and development. The above map summarizes the status of floodland data in the Region as of the end of 1975. The Commission itself, as an integral part of its comprehensive watershed studies, provides definitive data on the 10- and 100-year recurrence interval floods for most of the perennial streams in each watershed studied. Other agencies which have to date made flood hazard data available for various stream reaches in the Region are the U. S. Army Corps of Engineers, the U. S. Geological Survey, and the U. S. Soil Conservation Service, acting in cooperation with the Commission and with county zoning and planning staffs in Ozaukee, Washington, Waukesha, and Walworth Counties. In addition to identifying the stream reaches for which existing flood hazard data in the Region are available and the agency from which the data are available, the above map shows those stream reaches for which detailed, large-scale flood hazard maps are available from the Commission. These maps are available at scales of 1" = 100' with 2' contour intervals, or 1" = 200' with 2'-4' contour intervals, and enable precise delineations of the floodplains to be accomplished.

Source: SEWRPC.

and Fond du Lac Counties. Both 10- and 100-year recurrence interval floodplains have been established for the indicated stream reaches in these watersheds by the Commission. It is important that a flood used to delineate floodlands for land use regulation purposes have a specified recurrence interval so that a sound economic analysis of the benefits and costs and of the advantages and disadvantages of various combinations of land use regulation, public acquisition, and public construction for flood damage abatement and prevention can be fully analyzed.

While the Commission is the only agency which has developed flood hazard data for the Region on the basis of comprehensive watershed studies, other federal and local agencies have developed flood hazard data for additional stream reaches within the Region. At the request of the Commission, the U. S. Army Corps of Engineers has developed flood hazard data for about 20 miles of stream channel in the Des Plaines River watershed. The Corps identified the "greater probable" and "intermediate" floods for the Des Plaines River, which approximate the 100-year and 10-year recurrence interval floods, respectively, recommended by the Commission for floodland management purposes. The floodland delineation in the Des Plaines River watershed did not, however, explicitly consider the possible effects of any changes in flood flows due to urbanization or water control facility construction. Similar flood hazard data studies were completed by the Corps of Engineers during 1975 for the Oconomowoc (six miles of stream channel) and Whitewater (four miles of stream channel) areas.

The U. S. Geological Survey (USGS) is also authorized to prepare and publish flood inundation maps. The flood inundation lines shown on USGS maps are constructed from selected historic floods and from regional stage frequency analyses, and approximate the limits of the 100-year recurrence interval floodlands. To date, the USGS has developed and published flood hazard data for a number of stream reaches in the Region, totaling about 112 miles of major stream channel.

Several county agencies in the Region have also developed flood hazard data to supplement the data available from federal and regional sources. In Ozaukee County, the County staff and local staff of the U. S. Soil Conservation Service have established regulatory floodplains for about 28 miles of major stream channel, based upon interpretations of soil survey data. Similarly, the Washington County staff, also in cooperation with the local staff of the U. S. Soil Conservation Service, has delineated floodplains for about 81 miles of major stream channel based upon soil survey interpretations. In Waukesha County, the County staff has utilized soil interpretations and historical flood data to determine regulatory floodplains for about 93 miles of major stream channel. Finally, in Walworth County, the County staff has used both soil survey data and hydrologic and hydraulic studies, including the establishment of 100-year recurrence interval flood stages, to delineate floodlands along nearly 50 miles of major stream channel. If carefully interpreted and utilized, soil survey data can provide an acceptable approximation of historic floods of record.

Federal Flood Insurance Program

Under the National Flood Insurance Act of 1968 the Secretary of the U. S. Department of Housing and Urban Development was given broad authority to conduct all types of studies relating to the determination of floodlands and the risks involved in insuring development that may be situated in natural floodland areas. The Act provided for the establishment of a national flood insurance fund, part of which would be established by Congressional appropriations, designed to assist in subsidizing insurance rates where necessary to encourage the purchase of flood insurance by individual land owners and thus reduce the need for periodic federal disaster assistance. Congress made it clear, however, that the establishment of such a program was not intended to encourage additional future development in flood-prone areas, but rather to assist in spreading the risks created by existing floodland development while at the same time taking action to ensure that local land use control measures effectively reduce future flood losses through prohibiting unwise floodland development.

Participation in the National Flood Insurance Program is on a voluntary community-by-community basis. A community must affirmatively act to make its residents eligible to purchase flood insurance. By the end of 1975 all but 20 small cities and villages in the Region had taken such affirmative action. The communities in which flood insurance is not yet available are the Village of Paddock Lake, Kenosha County; the Village of Belgium, Ozaukee County; the Villages of Elmwood Park, North Bay, Sturtevant, and Union Grove, Racine County; the City of Elkhorn and the Villages of Darien, Fontana, Sharon, Walworth and Williams Bay, Walworth County; the Villages of Newburg and Slinger, Washington County; and the Villages of Chenequa, Eagle, Lac La Belle, Nashotah, North Prairie, and Wales, Waukesha County. Together these ineligible communities represent about 1 percent of the area and 2 percent of the population of the Region.

Once a community makes it known to the U. S. Secretary of Housing and Urban Development that it wishes to participate in the program, the Secretary authorizes appropriate studies to be made to determine the special flood hazards that may exist within the community and the rates at which flood insurance may be made available. By the end of 1975 such federal flood insurance rate studies were underway in the Region for the Village of Silver Lake and all of the unincorporated area in Kenosha County; the Village of Thiensville and all of the unincorporated area of Ozaukee County; the Cities of Glendale, Franklin, Oak Creek, South Milwaukee, Greenfield, Milwaukee and Wauwatosa and the Villages of Bayside, Fox Point, Whitefish Bay, and Hales Corners in Milwaukee County; and the Cities of Brookfield and New Berlin and the Villages of Butler and Menomonee Falls in Waukesha County. The Commission cooperates with the U. S. Department of Housing and Urban Development and its contractors in the conduct of these studies, providing floodland information developed under the Commission

series of watershed studies directly to the U. S. Department of Housing and Urban Development in order to avoid unnecessary duplication of effort.

Flood Hazard Reviews

Under a policy established in 1974, the Commission provides flood hazard determinations for individual properties on specific request from lending institutions and realtors. Such information is provided at cost. During 1975 the Commission provided such determinations for a total of 405 individual properties.

COASTAL ZONE MANAGEMENT PLANNING PROGRAM

During 1975 the Commission continued to provide assistance to the Wisconsin Department of Administration in the conduct of the State of Wisconsin coastal zone management planning program. This program is being carried out under federal grants provided to the State of Wisconsin under the Federal Coastal Zone Management Act of 1972. Under that Act, states and American territories with coastlines on the Pacific and Atlantic Oceans, the Gulf of Mexico, and the Great Lakes became eligible for funds for indepth studies to determine if existing state and local programs and authorities are adequate for the beneficial management, use, protection, and development of the coastal zone.

To provide guidance and assistance in the conduct of this program, the Commission created a Technical and Citizen Advisory Committee on Coastal Zone Management in Southeastern Wisconsin. This Committee is composed of members from the four regional coastal counties of Ozaukee, Milwaukee, Racine, and Kenosha. The 26-member Committee represents a variety of interests, including local elected officials, representatives of lake ports, the university community, and recreational and environmental interest groups. The primary function of the Committee is to review the State program studies and reports as they are produced. During 1975 the Committee provided review comments on a shore erosion study design, indicating to the State that shore

erosion was one of the most important coastal zone concerns in the Southeastern Wisconsin Region. The Committee also assisted in the selection of sites along the Lake Michigan shoreline that would be suitable for the construction of demonstration erosion control structures by the U. S. Army Corps of Engineers.

SANDSTONE AQUIFER MODELING PROGRAM

Work continued during 1975 on the conduct of a program designed to develop a digital computer model of the deep sandstone aquifer underlying southeastern Wisconsin. This aquifer is the water source for most high capacity industrial and municipal wells in the Region. The program is being conducted cooperatively by the Commission, the Wisconsin and U. S. Geological Surveys, and the major public water utilities in the Region.

It is important to note that the sandstone aquifer simulation modeling program does not constitute a water supply planning program in the Region. Rather, the model will provide an invaluable planning tool which can be used in Regional and local water supply planning. By simulating the hydraulic behavior of the deep sandstone aquifer, the model will permit forecasts of future regional declines in the aquifer potentiometric surface, as well as the identification of potential future interference between existing regional pumping centers. The model can also be used to simulate the effects of new wells that might be proposed, and thereby assist in the location and spacing of such wells, and can be used to evaluate the effect of unplanned wells.

Work efforts during 1975 were concentrated on completing documentation of the digital model of the sandstone aquifer that was completed and made operational in 1974. During the year the Technical Advisory Committee on the Deep Sandstone Aquifer Simulation Modeling Program met twice to review and comment on the draft of the report documenting the model. The report, which is being written by the staff of the U. S. Geological Survey, will be published in 1976 under the Commission technical report series.

COMMUNITY ASSISTANCE PLANNING

EDUCATIONAL, ADVISORY, AND REVIEW SERVICES

The Commission since its inception has believed that a strong community assistance program is essential not only to ensure dissemination of the data assembled under the regional planning program but also for further understanding and implementation of the adopted regional and subregional plan elements. Toward this end, the Commission has carried on a continuing community assistance program that has included preparation of local planning guides and model land use control ordinances; sponsorship of planning conferences and workshops; publication of a bimonthly newsletter; the extension of functional guidance and advice to local units of government upon request; and the provision of project planning and resident staff services at cost to local units of government, also upon request.

The Commission has participated in work programs which are intended to result in the preparation of community development plans for subareas of the Region. Thus, the Commission's community assistance planning efforts not only provide guidance and advice to local units of government in strictly local planning matters, but these efforts also may result in the preparation of subregional plan elements that can be cooperatively adopted by the local units of governments concerned and by the Commission. All of the Commission's community assistance planning efforts are carried out under a policy statement adopted in 1962 and amended in 1968.

A large part of the Commission's work effort in community assistance planning in 1975 was directed at providing educational, advisory, and review services to local units of government in the Region and to state and federal agencies. Such services were provided through numerous telephone contacts, informal "walk-in" requests, and formal or written requests. Educational services were provided to local units of government, as well as to citizen groups, and were directed at explaining the need for, and purposes of, continuing local, regional, and state planning programs and the relationships which should exist between these different levels of planning, and at encouraging the creation, organization, staffing, and financing of local planning programs. Advisory services consisted mainly of the extension of basic planning and engineering data available in Commission files, and the technical assistance available from the Commission staff to local communities. Advisory services also include the preparation of contracts and specifications for local mapping and planning programs. Review services are designed to encourage the incorporation of the regional studies and plans into local planning programs, plans, and plan implementation devices; to assist state agencies

in achieving state development objectives; to avoid duplication of planning efforts; and to coordinate and encourage plan implementation. Reviews were performed at the request of state and local units and agencies of government concerned.

The following represents a short list of examples typical of the educational, advisory, and review services rendered as part of the Commission community assistance planning effort for 1975:

- Presentation of the Commission's purposes and activities to student classes at University of Wisconsin-Milwaukee, Marquette University, University of Wisconsin-Extension, and West Bend and Wauwatosa High School classes.
- Preparation of a bimonthly newsletter regarding Commission programs and activities which is distributed to more than 2,000 individuals, agencies, and local governments in southeastern Wisconsin.
- Preparation of a scenic overlay zoning ordinance for the City of Delafield.
- Preparation of draft resolutions pertaining to eligibility for federal flood insurance for the City of Port Washington, Ozaukee County; the Village of Dousman, Waukesha County; and the Village of Mukwonago, Waukesha County.
- Preparation of a draft shoreland-floodland zoning ordinance for Ozaukee County.
- Preparation of contracts and specifications for large-scale topographic mapping programs in the Village of Hales Corners (3.0 square miles of mapping), Racine County (166.25 square miles), the City of Lake Geneva (7.75 square miles), and the Village of Jackson (5.0 square miles).
- Presentation of the Commission's purposes and activities to various civic groups throughout the Region, including the Western Racine County League of Women Voters, the Hartford Chamber of Commerce, the Amy Belle Lake Association, the West Bend Kiwanis Club, and the Milwaukee Area Girl Scouts Council.
- The conduct of over 400 individual flood hazard determinations at the request of lending institutions, realtors, and appraisers from throughout the Region.

- Review of preliminary subdivision plats at the request of Kenosha and Walworth Counties; the Cities of Franklin, Hartford, Mequon, Muskego, and West Bend; and the Town of Pewaukee.
- Review of alternative sites for housing for the elderly at the request of the City of Burlington Housing Authority and at the request of the City of Hartford Housing Authority.
- Review of a proposed adjustment in the floodplain boundary in the Town of Caledonia.
- Preparation of a report developing a uniform countywide street naming and property numbering system for Racine County. This report was published as SEWRPC Community Assistance Planning Report No. 6, A Uniform Street Naming and Property Numbering System for Racine County, Wisconsin.
- The preparation of cadastral maps for four U. S. Public Land Survey sections in the City of Delavan.
- Review of proposed private airports and seaplane bases at the request of the Wisconsin Department of Transportation, Division of Aeronautics.
- Review of the proposed design of the 50th Road Bridge over the West Branch of the Root River in the Town of Yorkville, Racine County, for hydraulic adequacy.
- Review of a proposed floodplain zoning ordinance for the Village of Mukwonago.
- Review of a proposed neighborhood plan for the Town of Rochester at the request of Racine County.
- Review of a proposed commercial development project in the Town of Lisbon at the request of Waukesha County Park and Planning Commission.
- The placement of floodland boundaries on a series of new large-scale 1" = 200', 2-foot contour interval topographic maps at the request of Racine County.
- Review of plans for the reconstruction of Horlick Dam in Racine County for hydraulic adequacy.
- Review of a proposed private sewage treatment plant to serve a mobile home park in the Town of Pleasant Prairie at the request of the Wisconsin Department of Natural Resources.
- Review of six planned unit development projects at the request of the City of Milwaukee.
- Review of a proposed major industrial development in the Town of Merton at the request of the Waukesha County Park and Planning Commission.
- Review of an outdoor recreation plan prepared for the City of Brookfield by the Waukesha County Park and Planning Commission.
- Conduct of a tour of the Menomonee River watershed for the Wisconsin Chapter of the Soil Conservation Society of America.
- Conduct of a tour of the Menomonee River watershed for the International Joint Commission Pollution from Land Use Activities Reference Group.
- Tabulation of the estimated 1974 and projected 1975 to 2010 population levels of males in selected groups between the ages of 8 and 16 within that portion of the Region served by the Potawatomi Boy Scout District.
- Tabulation of the 1970 and forecast 1980, 1990, and the year 2000 population and enrollment levels by age group for the North Lake School District.
- Tabulation of the 1970 and forecast 1980, 1990, and 2000 population levels for the service area of the Metropolitan Sewerage District of the County of Milwaukee by each major trunk sewer service area at the request of the Metropolitan Sewerage District.

PROJECT AND RESIDENT PLANNING SERVICES

The Commission provides, at cost and upon request, both project planning services and part-time resident staff services to member local units of government. In 1975 the Commission continued to provide resident staff services to the City of West Bend, Washington County; the City of Cedarburg, Ozaukee County; the Village of Sussex, Waukesha County; the City of Franklin, Milwaukee County; the City of Burlington, Racine County; the City of Hartford, Washington County; and the City of Delavan, Walworth County. Such services included Commission staff attendance at local plan commission meetings, as well as the preparation of reports concerning proposed rezonings, subdivision plat approvals, and planned unit development proposals.

As part of the resident staff project planning services portion of the overall community assistance program, the Commission continued during 1975 the preparation of precise neighborhood unit development plans for neighborhoods in the City of West Bend and the Village of Germantown, Washington County; the City of Franklin, Milwaukee County; and the City of Burlington, Racine County. In addition, topographic and property boundary line mapping efforts were underway in the Cities of

Delavan and Hartford in order to provide a sound basis for the preparation of neighborhood unit development plans in those communities. During 1975 the Commission staff completed design work for the Decorah Hills Neighborhood in the City of West Bend; the Whitnall Park-Southeast Neighborhood in the City of Franklin; and the Whittier Neighborhood in the City of Kenosha and Town of Mt. Pleasant. The Commission staff also completed a preliminary report setting forth the recommended Jefferson Park Neighborhood plan in the Village of Germantown. The preparation of such precise neighborhood unit development plans provides a valuable aid to local plan commissions in reviewing local land development proposals.

DATA PROCESSING SERVICES

The Commission continued to provide data processing services at cost to local units and agencies of government during 1975, processing payrolls for 22 regional school districts, for Washington County, and for the City of Waukesha. Property assessment rolls and tax bills were prepared and processed for a total of 48 communities. The Commission also provided special data processing services at cost in 1975 to the Waukesha County Treasurer's Office, the City of Waukesha, the City of Brookfield, the Town of Lisbon, the Washington County Auditor's Office, the Washington County Treasurer's Office, the Washington County Welfare Department, the Racine County Welfare Department, the Racine County Treasurer's Office, the Town of Raymond, and the Comprehensive Health Planning Agency of Southeastern Wisconsin, Inc.

SCHOOL CENSUS SERVICES

In 1975 the Commission assisted Waukesha Joint School District No. 1 and West Bend Joint School District No. 1 in completing annual school censuses. This assistance included such Commission activities as the preparation of a list of all household addresses within the school districts, the provision of preprinted school census forms which were mailed to residents of the school districts, key-punching of all pertinent completed data, editing and checking of the data, and preparation of selected reports as requested by the school districts. Information obtained from the school censuses is essential to the local school

districts in making decisions relating to current and future building development and levels of school services provided. The information also is valuable to the Commission staff in providing other local planning services to municipalities served by the various school districts noted above.

DISTRICT PLANNING

To date the Commission has established comprehensive community planning programs for two urban development-oriented districts within the Region—the Kenosha Planning District, consisting of the City of Kenosha and the adjacent Towns of Pleasant Prairie and Somers, and the Racine Urban Planning District, consisting of the City of Racine; the Villages of Elmwood Park, North Bay, Sturtevant, and Wind Point; and the Towns of Caledonia and Mt. Pleasant. The comprehensive plan for the Kenosha Planning District was formally adopted by the Commission as a subregional plan element in 1972 and continued to be used during 1975 in local development decision-making by the communities involved.

On May 28, 1975, the Racine Urban Planning District Citizens Advisory Committee completed its report to the Commission and the Racine County Board of Supervisors. This report is set forth in the three-volume SEWRPC Planning Report No. 14, A Comprehensive Plan for the Racine Urban Planning District. This plan element was formally adopted by the Commission at its annual meeting on June 5, 1975, and was subsequently certified to the local units of government and state and federal agencies concerned. The plan continues to be used in local development decision-making by the communities involved. In particular, efforts continued during 1975 to reach full agreement on new intermunicipal sewer service contracts in the Racine Urban Planning District. The plan recommends that ultimately all of the local units of government in the District contract with the City of Racine to provide sewer and water supply services. Other major steps taken during 1975 toward implementation of this plan included the initiation of a housing rehabilitation program in the Town of Mt. Pleasant and the City of Racine by the Racine County Housing Authority, the adoption by the City of Racine of a new zoning ordinance, and the initial acquisition of land by the Town of Caledonia recommended as a major public wildlife habitat area in the plan.

OTHER ACTIVITIES

The Commission undertakes some activities each year which generally relate to all of the specific functional planning areas previously discussed in this report. These include review of federal and state grant applications and other federally related actions under the U. S. Office of Management and Budget Circular A-95, the carrying on of an extensive program of public information, the conduct of Commission and advisory committee meetings, and the conduct of hundreds of staff technical meetings on both an intraagency and interagency basis. Because these activities very often relate to more than one specific functional planning area, they are reported here in total and represent a summary of such activities for 1975. In addition, the Commission staff organization and financing for 1975 are described.

CLEARINGHOUSE REVIEW

During 1975 the Commission, as the Metropolitan Clearinghouse for the review of applications for federal and state loans, grants, and mortgage guarantees emanating from within the Region, reviewed 373 requests for nearly \$155 million in state and federal aids. This function has been assigned to the Commission by the U. S. Office of Management and Budget pursuant to a Congressional mandate contained in the Intergovernmental Cooperation Act of 1968, and builds on earlier federal legislation dealing with areawide planning agency review of federally assisted local and state development projects.

This function began in 1964, and has been expanded several times since then to reflect increasing federal government concern that federal loan, grant, and mortgage insurance programs in large metropolitan regions be used in an effective manner and be coordinated on an areawide basis to avoid conflicting or duplicative projects. In addition the Commission reviews applications for state grants-in-aid for pollution abatement, for local park land acquisition and facility construction, and for local water supply facility construction under various state aid programs.

Under the A-95 Circular published by the U. S. Office of Management and Budget the Commission reviews all applications for federal loans, grants, or mortgage guarantees in partial support of programs or projects in the functional areas of parks and open spaces, hospitals and related health care facilities, airports, libraries, water supply and distribution facilities, highways, mass transportation, land and water conservation, law enforcement, economic development, erosion and flood control, higher education academic facilities, housing and land development, historical preservation, manpower planning, and community action, as well as planning programs in conjunction with the subject areas.

In accordance with the policy statement adopted by the Commission on October 9, 1967, the applications are reviewed to determine whether the proposed project is in conformance with and serves to implement the regional, watershed, and district plans or plan elements prepared and adopted or under preparation by the Commission; is not in conflict with such plans or plan elements prepared and adopted or under preparation by the Commission; or is in conflict with such plans or plan elements prepared and adopted or under preparation by the Commission, or is in conflict with or duplicates other proposed projects.

In addition to determining a project's relationship to the adopted regional plan elements, the Commission also seeks review comments, as appropriate, from other agencies conducting planning programs more directly related to a particular functional area, as required by the broad clearinghouse function. Thus, for example, the Comprehensive Health Planning Agency of Southeastern Wisconsin, Inc., as the officially recognized health planning agency, is offered an opportunity to comment on applications for federal aid in support of the construction of health and health-related facilities and the provision of health-related services.

Following are the major functional areas in which the Commission reviewed grant requests during 1975.

Parks and Open Space

The Commission reviewed 15 applications involving requests for about \$827,000 in federal and state funds in partial support of park and open space land acquisition and development under the federal Outdoor Recreation and Development Program (LAWCON) and the state Local Park Aids Program (ORAP). Detailed information concerning each of the grant requests under these two programs is presented in Table 24.

Sewerage and Water Supply Facilities

As shown in Tables 25 and 26, the Commission reviewed 14 applications for federal aid in partial support of the planning, design, and construction of municipal sewerage facilities; 31 applications for state aid in partial support of the construction of municipal sewerage facilities; two applications for federal aid in partial support of the construction of municipal water supply facilities; and six applications for state aid in partial support of the construction of municipal water supply facilities. Together, these 53 applications totaled about \$14.9 million in aid requests.

Transportation Facilities

As shown in Table 27, the Commission reviewed 26 applications for federal aid in partial support of the improvement of highways; two applications for federal aid in

Table 24

**PARK AND OPEN SPACE STATE AND/OR FEDERAL GRANT APPLICATIONS REVIEWED
DURING 1975 BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION**

Applicant	Project Description	Amount of Federal Grant/Loan Request	Percent of Total Cost	SEWRPC Action ^a
Germantown Board of Education, Joint School District No. 1	Construction of Six Tennis Courts at Washington High School Site	\$ 35,000	50	2
City of Kenosha	Anderson Park, Phase IV Development Project	108,654	50	1
Town of Richfield	Acquisition of 8.5 Acres Adjacent to Richfield Volunteer Fire Company Park	13,500	50	2
City of Whitewater	Purchase of 372 N. Fremont St., Lot 11, Block 5, Duane Starin's Addition	12,000	50	2
Village of Germantown.	Acquisition of 20 Acres for Park Development (Hunkel Property)	1,723	50	1
	Development of Willow Creek Park (5 Acres)	15,000	50	2
	Construction of Spassland Park Shelter Building	25,000	50	2
Village of Hartland	Acquisition of Conservancy Lands Along the Bark River	4,000	50	1
Milwaukee County Park Commission. . .	Bike Trails in Milwaukee County	137,750	50	2
City of Muskego	Proposed Little Muskego Lake Park	24,000	50	1
Village of Greendale.	Development of Community Center Site— Phase I	100,000	50	2
Wisconsin Department of Natural Resources	Development of Pike Lake State Park— Washington County	7,250	50	1
Village of Germantown.	Acquisition of 129 Acres for Village Park (Bartline Property)	52,500	50	2
City of New Berlin.	Acquisition of 32.75 Acres for City Park	59,000	50	2
City of West Bend	Third Phase Riverside Park Development	40,000	50	1
Kenosha County Park Commission . . .	Silver Lake County Park—Phase II, Town of Salem	134,945	50	1
Town of Genesee.	Development of Existing Park Lands and Recently Acquired Lands for Park Purposes	57,000	50	2
Total	--	\$827,322	--	--

^a SEWRPC action codes are: (1) Project is in conformance with and serves to implement the regional plan.
(2) Project is not in conflict with the regional plan.
(3) Project is in conflict with the regional plan.

Source: SEWRPC.

partial support of the improvement of airport facilities; 15 applications for federal aid in partial support of the construction and operation of mass transit facilities; two applications for federal aid in support of the establishment of jobs that would be utilized to construct and maintain transportation facilities; and one direct federal development program relating to the U. S. Air Force installation at General Mitchell Field in Milwaukee County. Together, these 46 applications totaled about \$41.2 million in aid requests.

Community Facilities

The Commission also reviews applications for federal aid in support of the construction of community facilities, such as hospitals and health-related facilities and educational facilities. Two applications were reviewed in 1975 for such projects, both with respect to the construction of medical education facilities (see Table 28). These two applications requested a total of nearly \$17.4 million in federal aid.

Table 25

**SEWERAGE AND WATER SUPPLY FACILITIES FEDERAL GRANT/LOAN APPLICATIONS REVIEWED
DURING 1975 BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION**

Applicant	Program Description	Amount of Grant/Loan Request	Percent of Total Cost	SEWRPC Action ^a
Construction Grants for Wastewater Treatment Works ^b				
Village of Jackson	Facilities Plan—New Sewage Treatment Plant	\$ 73,695	75	1
City of Waukesha	Facilities Plan—New or Expanded Sewage Treatment Plant	.. ^c	75	1
Village of Pewaukee	Facilities Plan—Pewaukee-to- Brookfield Trunk Sewer	.. ^c	75	1
Caddy Vista Sanitary District . . .	Facilities Plan—Connection to Milwaukee- Metropolitan Sewerage System	.. ^c	75	1
Metropolitan Sewerage District of the County of Milwaukee . . .	Facilities Plan—Solids Management Program	600,000	75	1
	Facilities Plan—Northeast Side Trunk and Relief Sewer System	178,500	75	1
	Facilities Plan—Menomonee Falls, Germantown, Root River, and Hales Corners Trunk and Relief Sewer Systems	173,250	75	1
	Facilities Plan—Electrical Secondary Distribution System Modernization at Jones Island Sewage Treatment Plant	39,355	75	1
	Facilities Plan—Milwaukee-Metropolitan Sewerage District Service Area	11,515	75	1
Village of Sturtevant	Facilities Plan—Connection to Racine Sanitary Sewerage System	.. ^c	75	1
Village of Union Grove	Facilities Plan—New Sewage Treatment Plant	.. ^c	75	1
Village of Sussex	Facilities Plan—Interim Sewage Treatment Plant Expansion	.. ^c	75	1
Walworth County Metropolitan Sewerage District	Facilities Plan—New Sewage Treatment Plant and Trunk Sewer System	.. ^c	75	1
Delafield-Hartland Water Pollution Control Commission	New Sewage Treatment Plant and Trunk Sewer System	5,250,000	75	1
Total	--	\$6,326,315	--	--
Municipal Water Supply Facilities Program ^d				
Village of North Prairie	Public Water Supply, Storage, and Distribution System	\$ 147,150	25	1
Village of Sussex	Water Distribution System	583,085	25	1
Village of East Troy	Proposed Well No. 5	43,313	25	1
Village of Eagle	Construction of an Elevated Water Storage Tank	38,090	25	2
Town of East Troy	Well No. 1 and Water Supply Distribution System	323,507	25	1
Village of Waterford	Installation of New Water Main	35,518	25	1
Total	--	\$1,170,663	--	--
Basic Water and Sewer Facilities—Grants ^e				
Town of East Troy	Well No. 1 and Water Supply Distribution System	\$ 500,000	39	2
City of Port Washington	Water Main Construction Project	902,300	100	1
Total	--	\$1,402,300	--	--

^a SEWRPC action codes are: (1) Project is in conformance with and serves to implement the regional plan.

(2) Project is not in conflict with the regional plan.

(3) Project is in conflict with the regional plan.

^b Administered by the U. S. Environmental Protection Agency, pursuant to the Federal Water Pollution Control Act, as amended.

^c Unknown at time of grant review.

^d Administered by the Wisconsin Department of Natural Resources pursuant to Chapter NR 127 of the Wisconsin Administrative Code.

^e Administered by the U. S. Department of Agriculture, Farmers Home Administration, pursuant to the Food and Agricultural Act of 1963.

Source: SEWRPC.

Table 26

**ORAP POLLUTION PREVENTION AND ABATEMENT STATE GRANT APPLICATIONS REVIEWED
DURING 1975 BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION**

Applicant	Proposed Facility	Amount of State Grant Request	Percent of Total Cost	SEWRPC Action ^a
Pollution Prevention and Abatement Program ^b Sewerage Commission of the City of Milwaukee	Construction of Relief Sewer in W. Silver Spring Drive, N. Sherman Boulevard, and N. Hopkins Street from N. 46th Street (extended) to W. Mill Road, City of Milwaukee	\$1,337,151	25	1
City of Milwaukee	12 Individual Sanitary Sewer Projects (1973 Contracts)	209,365	25	1
Lake Pewaukee Sanitary District. . .	Construction of Wastewater Collection System	1,667,700	25	1
City of Brookfield	Construction of a Sanitary Sewer Collection System—Sleepy Hollow Sanitary Sewer District	-- ^c	25	1
City of Greenfield	Construction of Sanitary Sewers in the S. 60th Street-S. 68th Street-W. Edgerton Area	35,663	25	1
City of Waukesha.	Installation of Phosphorus Removal Facilities at Sewage Treatment Plant	12,500	25	1
City of Greenfield	Construction of Sanitary Sewers in the S. 34th St., S. 36th St., S. 47th St., S. 60th St., W. Layton Ave., W. Edgerton Ave. Project Areas	61,578	25	1
City of Brookfield	Construction of a Sanitary Sewer Collection System—Willow Brook District	116,283	25	1
Village of Thiensville	Phosphorus Removal Facilities at Sewage Treatment Plant	29,100	25	1
Village of Elmwood Park.	Construction of Sanitary Sewers	115,425	25	1
City of New Berlin.	Construction of Sanitary Sewers, Ronke Estates Subdivision	26,250	25	1
City of Mequon.	Local Sanitary Sewer Construction	43,374	25	1
City of Milwaukee	17 Sewer Projects (1974 Contracts)	563,124	25	1
Delafield-Hartland Water Pollution Control Commission . . .	Construction of New Sewage Treatment Plant and Trunk Sewer System	350,000	5	1
Town of Caledonia.	Construction of Three-Mile Road Trunk Sewer	106,704	25	1
City of New Berlin.	Linnie Lac Area Sanitary Sewer Construction	82,000	25	1
Cudahy Water Utility	Sludge Holding Lagoons and Filter Backwash Discharge Systems	371,663	25	2
City of Greenfield	Construction of Sanitary Sewers in W. Forest Home Avenue-W. Layton Avenue-S. 92nd Street Area	137,342	25	1
City of Cedarburg	Phosphorus Removal Facilities at Sewage Treatment Plant	7,625	25	1
City of Lake Geneva.	Sewage Treatment Plant Addition	37,500	25	1
Village of Silver Lake	Laboratory Addition to Sewage Treatment Plant	8,625	25	1
City of Greenfield	Construction of Sanitary Sewers in the S. 84th Street-W. Holmes Avenue Area	77,394	25	1
City of Mequon.	Local Sanitary Sewer Construction	131,448	25	1
City of Greenfield	Sanitary Sewer Construction in S. 92nd Street-W. Barnard Ave.-Root River Parkway-W. Layton Avenue Area	190,419	25	1
City of Greenfield	Sanitary Sewer Construction in S. 51st Street from W. Carpenter Avenue to W. Edgerton Avenue	6,309	25	1

Table 26 (continued)

Applicant	Proposed Facility	Amount of State Grant Request	Percent of Total Cost	SEWRPC Action ^a
City of Brookfield	Phosphate Removal Facilities at the Fox River Water Pollution Control Center	\$ 17,250	75	1
City of Brookfield	Sanitary Sewer Collection System—Fiebrantz Sanitary Sewer Project	41,207	25	1
City of Brookfield	Sanitary Sewer Collection System—Elmridge Sanitary Sewer District	65,448	25	1
City of West Allis.	Construction of Eight Sanitary Sewer Projects	42,255	25	1
City of Milwaukee	Two Sewer Projects (1973 Contracts)	90,646	25	1
City of Milwaukee	Sludge Discharge Line from the Howard Avenue Purification Plant	12,750	25	2
Total	--	\$5,994,098	--	--

^a SEWRPC action codes are: (1) Project is in conformance with and serves to implement the regional plan.

(2) Project is not in conflict with the regional plan.

(3) Project is in conflict with the regional plan.

^b Administered by the Wisconsin Department of Natural Resources pursuant to Section 144.21 of the Wisconsin Statutes.

^c Not available at time of grant review.

Source: SEWRPC.

Health, Social Services, and Comprehensive Planning

A total of 87 applications for federal grants in support of a variety of programs relating to the provision of health planning and development, economic planning and development, comprehensive planning, educational planning and development, manpower planning and development, social services planning and development, and planning for the aged were reviewed during 1975. Federal aid requests under the various programs approximated \$42.1 million, as shown in Table 29.

Land Development and Housing

During 1975 a total of 18 applications seeking federal grants, loans, or mortgage insurance under various programs administered by the U. S. Department of Housing and Urban Development and the U. S. Department of Agriculture, Farmers Home Administration, were reviewed. Details concerning these applications are set forth in Table 30.

Conservation

Three applications requesting planning and development funds in support of coastal zone management planning and demonstration projects for clean lakes were reviewed by the Commission during 1975. Together these three applications requested a total of about \$1.6 million in federal aid (see Table 31).

Historic Preservation

Two applications requesting federal funds in support of historic preservation efforts were reviewed during 1975 (see Table 32). Together these two applications requested a total of about \$77,000 in federal aid.

Community Development Block Grants

A total of 32 applications seeking federal community development block grants from the U. S. Department of Housing and Urban Development were reviewed during 1975. Together, these applications requested a total of about \$19.9 million in block grants in support of a wide variety of municipal improvement projects (see Table 33).

Law Enforcement Assistance

As shown in Table 34, 115 individual applications were received for review in the area of law enforcement assistance. The applications totaled nearly \$5.1 million in funding requests under a variety of programs administered by the U. S. Department of Justice, Law Enforcement Assistance Administration.

PUBLIC INFORMATION ACTIVITIES

During 1975 the Commission continued its public information activities through the issuance of 15 press releases distributed to the media in the Region; publication of

Table 27

**TRANSPORTATION FACILITY FEDERAL GRANT APPLICATIONS REVIEWED
DURING 1975 BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION**

Applicant	Project and Location	Amount of Federal Grant Request	Percent of Total Cost	SEWRPC Action ^a
Highway Research, Planning, and Construction ^b				
Wisconsin Department of Transportation.	N. 35th Street Resurfacing, City of Milwaukee	\$ 312,690	70	1
	STH 142 Resurfacing, Kenosha and Racine Counties	341,600	70	1
	Reconstruction of E. College Avenue, Cities of Cudahy and South Milwaukee	2,365,400	79	2
	East-West Freeway Resurfacing, Milwaukee County	4,320,000	88	1
	USH 45 Resurfacing, Washington County	175,000	70	1
	East-West Freeway Landscape Planting Project, City of Milwaukee	332,850	99	2
	Stadium Freeway Landscape Planting Project, City of Milwaukee	54,500	100	2
	Zoo Freeway Landscape Planting Project, Cities of Milwaukee and Wauwatosa	183,136	100	2
	IH 94 Freeway Landscape Planting Project, Waukesha County	156,000	100	2
	Preliminary Engineering, Hamilton Bridge Project, City of Cedarburg	17,500	70	1
	CTH Q Improvement, Waukesha County	735,000	70	1
	Replacement of Structure on CTH C, Village of Nashotah	269,500	70	1
	Structure Improvement on N. Oakland Avenue, City of Milwaukee	246,400	70	1
	STH 59 Improvement, Waukesha County	1,330,000	70	1
	Beloit Road (CTH I) Improvement, City of New Berlin	350,000	70	1
	USH 18 Reconstruction, Waukesha County	1,015,000	70	1
	CTH D and CTH DE Improvements, Towns of Waukesha and Genesee	241,500	70	1
	Bridge Street Improvement, City of Cedarburg	104,000	70	1
	S. 84th Street Reconstruction, City of West Allis	1,246,700	70	1
	STH 20 Improvement, Racine County	2,800,000	70	1
	30th Avenue Improvement, City of Kenosha	210,000	70	1
	CTH MM Improvement, Racine County	539,000	70	1
	STH 12 Improvement, City of Whitewater	826,000	70	1
	W. Green Tree Road Improvement, Village of River Hills	28,000	70	1
	16th Street and Ohio Street Improvements, City of Racine and Town of Mt. Pleasant	172,000	70	1
Northeastern Illinois Planning Commission	Lake and McHenry Counties Freeway, Illinois	.. ^c	--	1
Total	--	\$18,371,776	--	--
Airport Development Aid Program ^d				
Wisconsin Department of Transportation.	Purchase of a Crash, Fire, and Rescue Vehicle for General Mitchell Field, Milwaukee County	\$ 182,222	82	1
	General Mitchell Field Airport Expansion Project	.. ^c	--	1
Total	--	\$ 182,222	--	--

Table 27 (continued)

Applicant	Project and Location	Amount of Federal Grant Request	Percent of Total Cost	SEWRPC Action ^a
Urban Mass Transportation—Capital Improvement and Operating Grants ^e				
City of Racine.	Mass Transit Capital Grant—New Buses	\$ 1,829,658	80	1
Careers for Retarded Adults, Inc., Racine Urban Area	Purchase of Bus and Equipment	8,800	80	2
Sunrise Nursing Home for Blind, Milwaukee Urban Area	Purchase of Checker Aerobus Limousine	6,640	80	2
Jewish Vocational Service of Milwaukee, Inc.	Purchase of Two Buses	11,200	80	2
American Cancer Society of Milwaukee County	Purchase of Two Buses With Citizen Band Radio	8,592	80	2
Easter Seal Society for Crippled Children and Adults of Milwaukee County, Inc.	Purchase of Five Buses	24,278	80	2
The Threshold, Inc., Washington County	Purchase of One 32-Passenger School Bus and One 12-14 Passenger Van Bus	19,501	80	2
Milwaukee County.	Capital Grant for Urban Mass Transportation (Buses)	17,574,182	80	1
Walworth County	Rural Transit Demonstration Program	55,386	90	2
Wisconsin Department of Transportation.	Transit Parking Station, MATC North Campus, Ozaukee County	112,000	70	2
Milwaukee County.	Transit Operations Subsidy (5/15/75 - 12/31/75)	1,515,546	42	1
City of Racine.	Transit Operations Subsidy (1/1/75 - 12/31/75)	150,000	50	1
City of Kenosha	Program of Projects—FY 1975	206,165	55	1
City of Racine.	Program of Projects—FY 1976	494,469	54	1
City of Racine.	Transit System Operating Subsidy—FY 1975	114,695	50	1
Total	--	\$22,131,112	--	--
Job Opportunities Program ^f				
City of Milwaukee	Construction of One-Way Ramp Leading Down from 6th Street Viaduct to Canal Street	\$ 388,000	80	1
	Cleaning and Painting of Several City-Owned Bridges	128,000	80	2
Total	--	\$ 516,000	--	--
Direct Federal Development				
U. S. Department of the Air Force . .	Base Engineer Building, AGE Shop, Dingy Shop Addition, and Automotive Maintenance Shop Addition, General Mitchell Field, Milwaukee County	-- ^c	--	2
Total	--	--	--	--

^a SEWRPC action codes are: (1) Project is in conformance with and serves to implement the regional plan.
(2) Project is not in conflict with the regional plan.
(3) Project is in conflict with the regional plan.

^b Administered by the U. S. Department of Transportation, Federal Highway Administration, pursuant to the Federal Aid Highway Act.

^c Not applicable.

^d Administered by the U. S. Department of Transportation, Federal Aviation Administration, pursuant to the Airport and Airway Development Act of 1970.

^e Administered by the U. S. Department of Transportation, Urban Mass Transportation Administration, pursuant to the Urban Mass Transportation Act of 1964, as amended.

^f Administered by the U. S. Department of Commerce.

Source: SEWRPC.

Table 28

**COMMUNITY FACILITY FEDERAL GRANT APPLICATIONS REVIEWED
DURING 1975 BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION**

Applicant	Proposed Facility	Amount of Federal Grant Request	Percent of Total Cost	SEWRPC Action ^a
Health Professions Teaching Facilities ^b The Medical College of Wisconsin	Construction of Medical Education Facilities (Basic Science Building), Wauwatosa	\$17,000,000	100	2
Gateway Technical Institute	Addition to Science Building, Kenosha Campus	375,000	67	2
Total	--	\$17,375,000	--	--

^a SEWRPC action codes are: (1) Project is in conformance with and serves to implement the regional plan.

(2) Project is not in conflict with the regional plan.

(3) Project is in conflict with the regional plan.

^b Administered by the U. S. Department of Health, Education, and Welfare pursuant to the Public Health Service Act.

Source: SEWRPC.

six newsletters which were mailed to a list of about 2,000 recipients; reproduction at cost of a wide variety of maps, aerial photographic prints, and planning and engineering data; sale at less than production cost of various SEWRPC planning reports and other technical and informational documents; and speaking engagements before local governmental, civic, and professional groups.

The following is a brief summary of the Commission staff speaking engagements involving presentation of the various Commission work program elements and implementation activities:

Executive Director	116
Assistant Director	35
Administrative Services Division	8
Community Assistance Planning Division	15
Environmental Planning Division	42
Land Use and Housing Planning Division	38
Planning Research Division	12
Transportation Planning Division	2

As part of its documentation of ongoing work programs, the Commission issued several publications as well as staff memoranda during 1975, including:

PROSPECTUSES

- Kinnickinnic River Watershed Planning Program Prospectus, November 1974, 57 pages
- Preliminary Engineering Study for the Abatement of Water Pollution in the Kenosha Urban Area, December 1975, 46 pages

- Overall Work Program and Prospectus of the Southeastern Wisconsin Regional Planning Commission (1976-1980), December 1975, 176 pages

STUDY DESIGNS

- Study Design for the Areawide Water Quality Planning and Management Program for Southeastern Wisconsin: 1975-1977, August 1975, 181 pages

PLANNING REPORTS

- No. 20—A Regional Housing Plan for Southeastern Wisconsin, February 1975, 489 pages
- No. 21—A Regional Airport System Plan for Southeastern Wisconsin, December 1975, 557 pages
- No. 22—A Jurisdictional Highway System Plan for Racine County, February 1975, 129 pages
- No. 23—A Jurisdictional Highway System Plan for Washington County, October 1974, 137 pages
- No. 24—A Jurisdictional Highway System Plan for Kenosha County, April 1975, 133 pages
- No. 25—A Regional Land Use Plan and a Regional Transportation Plan for Southeastern Wisconsin—2000, Volume One, Inventory Findings, April 1975, 414 pages

Table 29

**HEALTH, SOCIAL SERVICES, COMPREHENSIVE PLANNING, AND RELATED FEDERAL GRANT APPLICATIONS
REVIEWED DURING 1975 BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION**

Applicant	Program Description	Amount of Federal Grant/Loan Request	Percent of Total Cost	SEWRPC Action ^a
Health Planning and Development Comprehensive Health Planning Agency of Southeastern Wisconsin, Inc.	Areawide Health Planning Annual Work Program	\$ 149,360	43	2
The Medical College of Wisconsin	Physician's Assistant Training Program	110,745	100	2
City of Milwaukee	Intensive Rodent Control Project—1975	344,164	.. ^b	2
	Intensive Rodent Control Project—1976	381,522	52	2
Wisconsin Correctional Service	Alcoholism Program for Criminal Offenders	215,460	100	2
Total	--	\$1,201,251	--	--
Economic Planning and Development				
Millard Feed Mill, Sugar Creek	Guaranteed Business Development Loan	\$ 500,000	.. ^c	2
Musbeck Shoe Company, Inc., Oconomowoc	Guaranteed Business Development Loan	600,000	.. ^c	2
Foley Ag Construction, Burlington	Guaranteed Business Development Loan	75,000	.. ^c	2
Racine Duo-Guard, Inc., Williams Bay	Guaranteed Business Development Loan (Walworth County)	150,000	.. ^c	2
Enger Kress, West Bend.	Guaranteed Business Development Loan	.. ^b	.. ^c	2
Kasten Mfg. Corporation, Allenton.	Guaranteed Business Development Loan	.. ^b	.. ^c	2
Whitewater Electronics, Inc., Whitewater	Guaranteed Business Development Loan	.. ^b	.. ^c	2
Total	--	\$1,325,000	--	--
Comprehensive Planning and Community Development				
City of Milwaukee	Redevelopment Planning for the Menomonee River Valley Area	\$ 100,000	.. ^b	1
	Conduct of an Overall Evaluation and Appraisal of City's Established Industrial and Commercial Employment Centers	128,368	72	1
	Amended Third Action Year Reprogram and Transitional Plan—Model Cities	621,839	100	2
	Comprehensive Planning Assistance	190,000	--	1
Wisconsin Department of Natural Resources	Comprehensive Air Pollution Control Program	1,072,020	58	2
City of Kenosha	Comprehensive Planning Assistance	30,000	67	2
City of Racine.	Comprehensive Planning Assistance	42,102	67	1
City of West Allis.	Comprehensive Planning Assistance	20,000	64	2
Wisconsin Department of Administration	Comprehensive Planning Assistance	929,863	66	2
City of Delafield	Comprehensive Planning Assistance	4,200	67	1
City of Waukesha.	Comprehensive Planning Assistance	4,228	67	1
Racine County	Comprehensive Planning Assistance	4,225	67	1
Total	--	\$3,146,845	--	--

Table 29 (continued)

Applicant	Program Description	Amount of Federal Grant/Loan Request	Percent of Total Cost	SEWRPC Action ^a
Manpower Planning and Development Milwaukee County.	Title VI Public Service Employment Supplemental Funds	\$ 951,149	100	2
	Modification of Title VI Public Service Employment Funds	3,301,241	100	2
	Public Service Employment Program (8/1/74 to 6/30/76) Title II	1,838,892	100	2
	Modification of Public Service Employment Funds—Title VI	6,803,945	100	2
	Comprehensive Employment and Training Program—Title I	5,349,267	100	2
Tri-County Manpower Planning Kenosha, Racine, and Walworth Counties.	Title VI Public Service Employment Supplemental Funds	166,733	100	2
	Modification of Title II Public Service Employment	--	--	2
	Comprehensive Manpower Planning—Title I	1,296,904	100	2
	Title II Funds (Public Employment—1976)	231,036	100	2
Waukesha-Ozaukee-Washington Comprehensive Employment and Training Consortium.	Modification to Comprehensive Manpower Plan from 7/1/74 to 6/30/75	16,450	100	2
	Modification to Comprehensive Manpower Plan from 7/1/74 to 6/30/75	271,936	100	2
	Title VI Public Service Employment Supplemental Funds	69,336	100	2
	Modification of CETA Title VI Funds	152,015	100	2
	Application for Fiscal Year 1976	860,463	100	2
	Title I Funds—Comprehensive Manpower Services			
	Comprehensive Employment Training Program for 1975—Summer	36,514	100	2
	Youth Program			
	Modification of Grant to the Manpower Planning Program	56,593	100	2
	Summer Youth Recreation Program	6,800	100	2
	1975 Summer Youth Program	215,640	100	2
	Modification to Summer Program	91,700	100	2
	Comprehensive Planning Assistance—Title II	119,554	100	2
	Modification for CETA Title VI Funds (Emergency Job Funds)	1,227,316	100	2
	Modification to CETA Title I Funds (Comprehensive Manpower Services—FY 76)	--	--	2
Wisconsin Department of Administration	Wisconsin Occupational Information System	318,682	100	2
Total	--	\$23,382,166	--	--

Table 29 (continued)

Applicant	Program Description	Amount of Federal Grant/Loan Request	Percent of Total Cost	SEWRPC Action ^a
Planning for the Aged Curative Workshop of Milwaukee . .	Avocational Counseling for the Elderly Research and Demonstration Project	\$ 78,719	91	2
Jewish Vocational Service, City of Milwaukee	Protective and Safety Model Program for Aging Persons in High Crime Area	197,456	100	2
Southeastern Wisconsin Area Agency on Aging, Inc.	Area Plan for Programs on Aging— Title III-FY 1975	1,993,993	87	2
Milwaukee County Office on Aging	1975-76 Area Plan for Programs on Aging—Title III (for services to the aged)	17,015	87	2
Girl Scouts of the U.S.A. (Milwaukee Area).	Hand-In-Hand: Cross-age Interaction Project	212,675	73	2
Wisconsin Department of Administration	State Plan for Programs on Aging— FY 1976	4,712,383	100	2
Total	--	\$7,212,241	--	--
Educational Planning and Development Lake Geneva Schools Joint School District No. 1	Head Start Program	\$ 26,000	-- ^c	2
Kenosha Unified School District No. 1	Head Start Program	184,000	75	2
Milwaukee Public Schools	Conduct of an Environmental Education Demonstration Program	-- ^c	--	2
Waukesha County Project Head Start, Inc.	Head Start Program	169,801	80	2
Racine County Community Action Program Committee, Inc. . .	Head Start Program	278,000	68	2
	Training and Technical Assistance for Head Start Program	3,331	100	2
	Monitoring System for Head Start Program	20,850	100	2
Community Relations-Social Development Commission in Milwaukee County	Head Start Program	1,474,089	78	2
City of Racine.	Environmental Education Program at Colonial Park	3,218	80	2
Total	--	\$ 2,159,289	--	--

ANNUAL REPORTS

- 1974 Annual Report, June 1975, 205 pages

TECHNICAL REPORTS

- No. 14—An Industrial Park Cost-Revenue Analysis in Southeastern Wisconsin—1975, June 1975, 52 pages

COMMUNITY ASSISTANCE PLANNING REPORTS

- No. 4— Floodland Information Report for the Rubicon River, City of Hartford, Washington County, Wisconsin, December 1974, 80 pages
- No. 5— Drainage and Water Level Control Plan for the Waterford-Rochester-Wind Lake Area of the Lower Fox River Watershed, May 1975, 60 pages

Table 29 (continued)

Applicant	Program Description	Amount of Federal Grant/Loan Request	Percent of Total Cost	SEWRPC Action ^a
Social Services Planning and Development Community Relations-Social Development Commission in Milwaukee County	Refunding Proposal for Indian Urban Affairs Council for 1975 Emergency Food and Medical Services for the Indian Urban Affairs Council Refunding for Program Year 10/1/75 through 9/30/76, Milwaukee County	\$ 112,000 10,000 2,245,404	-- ^b 100 75	2 2 2
Southside Revitalization Corporation	Lawn and Garden Center Service, City of Racine Southside Property Improvement Project, City of Racine Operation Fix Up, City of Racine Lend-A-Hand, City of Racine Southside Arts Projects, City of Racine Operation Relief, City of Racine	31,934 81,779 57,070 16,823 56,022 31,249	100 100 100 100 100 100	1 1 1 1 1 2
Racine County Community Action Program Committee, Inc.	Racine County Work Program for FY 75-76—Neighborhood Centers Summer Youth Recreation Program—1975	188,496 11,560	80 100	2 2
Indian Urban Affairs Council, Inc.	Native American Family-Home Counseling Center, City of Milwaukee	140,384	100	2
Milwaukee County	1975 Summer Program for Economically Disadvantaged Youth	351,960	100	2
City of Milwaukee	Renovation of Totlots and Playlots Havenswood Clean Up	196,240 100,000	80 77	2 2
Total	--	\$ 3,630,921	--	--

^a SEWRPC action codes are: (1) Project is in conformance with and serves to implement the regional plan.
(2) Project is not in conflict with the regional plan.
(3) Project is in conflict with the regional plan.

^b Unknown at time of grant review.

^c Not applicable.

Source: SEWRPC.

PUBLIC HEARING PROCEEDINGS

- Minutes of Informational Meetings and Public Hearing, Regional Airport System Plan for Southeastern Wisconsin, August 5, 1975-September 30, 1975, 479 pages

- Minutes of Informational Meetings and Public Hearing, Regional Housing Plan for Southeastern Wisconsin, May 28, 1975, 57 pages

- Minutes of Informational Meeting and Public Hearing, Drainage and Water Level Control Plan for the Waterford-Rochester-Wind Lake Area of the Lower Fox River Watershed, May 5, 1975, 31 pages

CONFERENCE PROCEEDINGS

- 8th Regional Planning Conference, October 16, 1974, 210 pages

Table 30

**LAND DEVELOPMENT AND HOUSING PROGRAM GRANT/LOAN/MORTGAGE INSURANCE APPLICATIONS
REVIEWED DURING 1975 BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION**

Applicant	Proposed Project	Amount of Federal Grant/Loan/Mortgage Insurance Request	SEWRPC Action ^a
Turtle Creek Development Company. . .	Turtle Creek Subdivision, Village of Darien	.. ^b	1
Douglas F. Dowd.	Cherokee Villa, City of Greenfield	1,620,912	1
William F. Judge	Hillcrest Crossing, Village of Saukville	523,000	1
J & D Investments	Parquelynn Village, City of Delafield	1,419,100	3
North Meadows Apartments	North Meadow Apartments No. 1, No. 2, and No. 3, City of Milwaukee	409,000	2
Liberty Builders, Inc.	Jackson Heights, Village of Jackson	480,810	2
City of Hartford Housing Authority . . .	Hartford Elderly Housing Project	832,320	1
Michael Warren & Co.	Multi-Family Development Project on Hill Avenue, Village of Twin Lakes	461,206	2
Global Consolidated Enterprises, Inc.	Westmoreland Manor, City of Waukesha	2,950,000	2
Wisconsin Housing Finance Authority	Section 8 Low and Moderate Income Housing— 11 Sites in Milwaukee, Waukesha, Kenosha, and Racine Counties	.. ^c	2
Southeastern Wisconsin Housing Corporation	Development of 40 Units of Low-Cost Housing for the Elderly, Village of Darien	.. ^c	2
Walter G. and Ingrid L. Regal.	Regal Crest Village, City of Brookfield	2,353,000	2
Jack E. Meyers	Riverton Meadows, City of Oak Creek	.. ^c	2
Roofree, Inc.	Elkhorn Village, City of Elkhorn	748,640	2
U. S. Department of Housing and Urban Development	Multiple Section 8 Housing Proposals, City of Milwaukee	.. ^c	1
City of Milwaukee	Urban Homesteading Demonstration Program	.. ^c	1
Wisconsin Housing Finance Authority	10 Duplex Housing Project, City of Kenosha	.. ^c	1
Southeastern Wisconsin Housing Corporation	Low Cost Housing Development Project, Village of Genoa City	.. ^c	1
Total	--	\$11,797,988	--

^a SEWRPC action codes are: (1) Project is in conformance with and serves to implement the regional plan.
(2) Project is not in conflict with regional plan.
(3) Project is in conflict with regional plan.

^b Not available at time of grant reviews.

Source: SEWRPC.

STAFF MEMORANDA

Continuing Land Use-Transportation Study

- TD 75-1— Alternative Transportation Study Concepts for Consideration in the Reevaluation of the Adopted Regional Transportation Plan—Alternative No. 1—The Initial Transportation System, April 7, 1975, 9 pages

- TD 75-2— Alternative No. 2—The Transit Intensive Alternative, July 16, 1975, 7 pages

- TD 75-3— Analysis of the Existing Transportation System, September 10, 1975, 28 pages

- TD 75-4— Alternative Transportation Systems, October 24, 1975, 13 pages

Table 31

**CONSERVATION PROGRAM FEDERAL GRANT APPLICATIONS REVIEWED
DURING 1975 BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION**

Unit of Government	Proposed Program	Amount of Federal Grant Request	Percent of Total Cost	SEWRPC Action ^a
Coastal Zone Management Program Development ^b Wisconsin Department of Administration	Wisconsin Coastal Zone Management Development Program—Second Year	\$ 340,600	66	2
Total	--	\$ 340,600	--	--
Clean Lakes Demonstration Program ^c Wisconsin Department of Natural Resources . . .	Little Muskego Lake Rehabilitation Project, City of Muskego	\$1,015,000	50	2
	Lilly Lake Rehabilitation Project, Town of Wheatland	273,000	50	2
Total	--	\$1,288,000	--	--

^a SEWRPC action codes are: (1) Project is in conformance with and serves to implement the regional plan.
(2) Project is not in conflict with the regional plan.
(3) Project is in conflict with the regional plan.

^b Administered by the U. S. Department of Commerce, National Oceanic and Atmospheric Administration, pursuant to Section 305 of the Coastal Zone Management Act of 1972.

^c Administered by the U. S. Environmental Protection Agency, pursuant to Section 314 of the Federal Water Pollution Control Act Amendments of 1972.

Source: SEWRPC.

- TD 75-5— Analysis of Alternative Transportation Systems, December 10, 1975, 42 pages
- TD 75-6— Transit Intensive II and Balanced Plan II Alternative Transportation Systems, December 11, 1975, 45 pages
- An Interim Transportation Improvement Program for Southeastern Wisconsin: 1976-1980, December 29, 1975, 62 pages
- Regional Park and Open Space Planning Program
- C-12— Special Study of Recreational Land Impact in Southeastern Wisconsin, March 11, 1975, 4 pages
- Regional Air Quality Maintenance Planning Program
- No. 4— Inventory—Area Source Emissions, May 14, 1975, 13 pages
- No. 5— Inventory—Line Source Emissions, May 14, 1975, 7 pages
- No. 7— Inventory—State-of-the-Art of Emissions Control, August 26, 1975, 3 pages
- No. 8— Analysis and Forecasts—Point Sources, December 16, 1975, 4 pages
- No. 9— Analysis and Forecasts—Area Sources, August 26, 1975, 6 pages
- No. 10—Analysis and Forecasts—Line Sources, August 26, 1975, 3 pages
- No. 12—Alternate Plan Design, Test and Evaluation, December 16, 1975, 5 pages
- No. 13—Time Schedule—Manpower and Resource Allocations, May 14, 1975, page 4

Table 32

**HISTORICAL PRESERVATION PROJECTS REVIEWED DURING 1975
BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION**

Applicant	Program Description	Amount of Federal Grant Requested ^b	Percent of Total Cost	SEWRPC Action ^a
Historic Preservation Program ^b The State Historical Society of Wisconsin.	Restoration of the Exterior of Holy Trinity Our Lady of Guadalupe Church, City of Milwaukee	\$75,000	50	2
	Restoration of the Roof of the Miller-Davidson Home, Village of Menomonee Falls	2,250	50	2
Total	--	\$77,250	--	--

^a SEWRPC action codes are: (1) Project is in conformance with and serves to implement the regional plan.
(2) Project is not in conflict with the regional plan.
(3) Project is in conflict with the regional plan.

^b Administered by the U. S. Department of the Interior, National Park Service, pursuant to the National Historic Preservation Act of 1966.

Source: SEWRPC.

A total of 5,397 copies of Commission prospectuses, study designs, planning reports, planning guides, technical reports, community assistance planning reports, technical records, lake use reports, annual reports, and conference proceedings were distributed on request during the year. In addition, 302 copies of community profiles were distributed. The majority of these requests came from local governments, universities and public libraries, and private firms and individuals. More than 6,000 prints of aerial photographs of the Region were also requested, primarily by local units of government, public utilities, realtors, wholesale and retail grocery chains, and service and manufacturing companies in the Region. Approximately 220 soil prints and 1,500 other map prints were also distributed.

Commission publications and materials and their distribution to date are shown in Table 35.

COMMISSION AND ADVISORY COMMITTEE MEETINGS

The following meetings of the full Commission, its committees, and its advisory committees were held in 1975:

Full Commission.	4
Executive Committee.	12
Administrative Committee.	8
Planning and Research Committee	6
Intergovernmental and Public Relations Committee	1
Technical Coordinating and Advisory Committee on Regional Land Use-Transportation Planning	
Land Use Subcommittee.	3

Highway Subcommittee	5
Transit Subcommittee	5
Socioeconomic Subcommittee	1
Natural and Recreation-Related Resources Subcommittee	0
Utilities Subcommittee	0
Traffic Studies, Models, and Operations Subcommittee.	5
Natural and Recreation-Related Resources Subcommittee	0
Utilities Subcommittee	0
Traffic Studies, Models, and Operations Subcommittee.	5
Technical and Citizens Advisory Committee on Coastal Zone Management in Southeastern Wisconsin.	5
Technical Advisory Committee on Natural Resources and Environmental Design.	2
Technical Coordinating and Advisory Committee on Regional Air Quality Maintenance Planning	3
Technical Advisory Committee on the Deep Sandstone Aquifer Simulation Modeling Program	2
Root River Watershed Committee.	2
Fox River Watershed Committee	1
Subcommittee on Drainage Problems in the Waterford-Rochester-Wind Lake Area	2
Kinnickinnic River Watershed Committee	1
Milwaukee River Watershed Committee	2
Menomonee River Watershed Committee	5
Technical and Citizens Advisory Committee on Areawide Wastewater Treatment and Water Quality Management Planning	3
Technical Advisory Committee on the Abatement of Water Pollution in the Kenosha Urban Area	4
Technical Coordinating and Advisory Committee on Regional Airport Planning.	4
General Mitchell Field Airport Community Advisory Committee	4

Table 33

**COMMUNITY DEVELOPMENT BLOCK GRANT APPLICATIONS REVIEWED
DURING 1975 BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION**

Applicant	Program Description ^a	Amount of Federal Grant/Loan Request	Percent of Total Cost	SEWRPC Action ^b
Village of Butler	Preapplication for Community Development Block Grant	\$ 150,000	86	2
Town of Mt. Pleasant	Preapplication for Community Development Block Grant	113,000	100	1
City of Milwaukee	Application for Community Development Block Grant Program	13,383,000	100	1
Village of Grafton	Preapplication for Community Development Block Grant	132,000	100	1
Village of Saukville	Preapplication for Community Development Block Grant	107,500	100	2
City of Waukesha	Preapplication for Community Development Block Grant	426,000	69	1
City of West Bend	Preapplication for Community Development Block Grant	425,500	100	1
Village of Brown Deer	Preapplication for Community Development Block Grant	308,657	60	1
City of Racine	Application for Community Development Block Grant	352,000	100	1
City of Whitewater	Preapplication for Community Development Block Grant	500,000	67	2
Village of Greendale	Preapplication for Community Development Block Grant	215,000	100	2
Village of Shorewood	Preapplication for Community Development Block Grant	69,400	93	1
City of West Allis	Application for Community Development Block Grant	196,000	100	2
Milwaukee County	Preapplication for Community Development Block Grant	426,000	84	2
City of South Milwaukee	Preapplication for Community Development Block Grant	426,000	91	2
City of Lake Geneva	Preapplication for Community Development Block Grant	33,300	100	2
Town of Pleasant Prairie	Preapplication for Community Development Block Grant	40,000	41	1
City of Hartford	Preapplication for Community Development Block Grant	426,000	48	1
Racine County	Preapplication for Community Development Block Grant	68,000	100	1
City of Kenosha	Application for Community Development Block Grant	289,000	100	1
Town of East Troy	Preapplication for Community Development Block Grant	500,000	39	1
City of Wauwatosa	Application for Community Development Block Grant	133,000	100	2
Town of East Troy	Application for Community Development Block Grant	500,000	38	1
City of Milwaukee	Review of Detailed Redevelopment Plans	-- ^c	--	2
City of Milwaukee	Review of Detailed Community Redevelopment Plans	-- ^c	--	2
City of Milwaukee	Review of Detailed Community	-- ^c	--	2

Table 33 (continued)

Applicant	Program Description ^a	Amount of Federal Grant/Loan Request	Percent of Total Cost	SEWRPC Action ^b
Village of Brown Deer	Redevelopment Plans Application for Community Development Block Grant	322,207	100	1
City of Waukesha	Application for Community Development Block Grant	200,000	-- ^d	1
Village of Shorewood	Application for Community Development Block Grant	71,604	-- ^d	1
Town of Pleasant Prairie	Application for Community Development Block Grant	48,000	-- ^d	1
Racine County	Application for Community Development Block Grant	81,000	-- ^d	1
City of Milwaukee	Review of Detailed Community Redevelopment Plans	-- ^c	--	2
Total	--	\$19,942,168	--	--

^a Administered by the U. S. Department of Housing and Urban Development.

^b SEWRPC action codes are: (1) Project is in conformance with and serves to implement the regional plan.
(2) Project is not in conflict with the regional plan.
(3) Project is in conflict with the regional plan.

^c Not applicable.

^d Unknown at time of grant review.

Source: SEWRPC.

Technical Advisory Committee on Regional Library Planning . . . 1
 Racine Urban Planning District Citizens Advisory Committee . . . 1
 Technical and Citizen Advisory Committee
 on Regional Housing Studies 1
 Technical and Citizen Advisory Committee
 on Open Space Planning 2
 Citizens Advisory Committee on the Freeway-
 Transit Element of the Regional Land
 Use-Transportation Plan Reevaluation 10
 Subcommittee Review of Objectives,
 Principles, and Standards 2
 Subcommittee on Development of
 Transit Intensive Alternative Plan 3
 Technical and Intergovernmental Coordinating
 and Advisory Committee on Jurisdictional
 Highway Planning for Kenosha County 5
 Technical and Intergovernmental Coordinating
 and Advisory Committee on Jurisdictional
 Highway Planning for Milwaukee County 2
 Technical and Intergovernmental Coordinating
 and Advisory Committee on Jurisdictional
 Highway Planning for Ozaukee County 2
 Technical and Intergovernmental Coordinating
 and Advisory Committee on Jurisdictional
 Highway Planning for Racine County 3
 Technical and Intergovernmental Coordinating
 and Advisory Committee on Jurisdictional
 Highway Planning for Walworth County 4

Technical and Intergovernmental Coordinating
 and Advisory Committee on Jurisdictional
 Highway Planning for Washington County 1
 Technical and Intergovernmental Coordinating
 and Advisory Committee on Jurisdictional
 Highway Planning for Waukesha County 1

In addition to the foregoing meetings of Commission committees established under Section 66.945 of the Wisconsin Statutes, the Commission participated actively in the deliberations of two additional, locally established advisory committees that are involved in the preparation of refined transportation plan subelements. There are the Technical Coordinating and Advisory Committee on Transit Development for the Kenosha Urban Planning District, which met twice during 1975, and the Citizen and Technical Advisory Committee on Transit Development for the Waukesha Area, which met three times during 1975.

STAFF TECHNICAL MEETINGS

The Commission staff frequently meets with local, state and federal public agency personnel, planning and engineering consultants, and others in carrying out its planning programs and plan implementation activities. The following such meetings were held in 1975, exclusive of community assistance and public information efforts:

Table 34

**LAW ENFORCEMENT ASSISTANCE PROGRAM FEDERAL GRANT APPLICATIONS REVIEWED
DURING 1975 BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION**

Applicant	Program Description ^a	Amount of Federal Grant Request	Percent of Total Cost	SEWRPC Action ^b
Washington County Department of Social Services	Washington County Youth Service Bureau	\$ 49,552	90	2
Menomonee Falls Police Department	Police Juvenile Services Bureau	73,787	90	2
Milwaukee County Sheriff's Department	Park Community Liaison Patrol	60,701	90	2
City of Racine Police Department	Purchase of Electronic Pagers	540	60	2
Waukesha County Sheriff's Department	Purchase of Records Retrieval and Storage Equipment	6,524	75	2
City of Milwaukee Police Department	Police Report Call-In Service	-- ^c	--	2
Village of Grafton Police Department	Youth Aid Officer	17,820	90	2
Waukesha County Sheriff's Department	Huber Law Counselor and Civilian Correction Officers	121,500	90	2
City of Racine Police Department	Purchase of Mobile Crime Unit Equipment	4,125	60	2
City of Racine Police Department	Purchase of Officer Protection Equipment	1,080	60	2
Franklin Police Department	Purchase of Telephone Recording Equipment	660	60	2
Milwaukee City Attorney's Office	City Attorney Intern Program	6,013	90	2
Ozaukee County Sheriff's Department	Information Retrieval System	12,132	75	2
Ozaukee County Sheriff's Department	Youth Recovery Program	7,221	75	2
Whitefish Bay Police Department	Juvenile Control Program	18,272	90	2
Waukesha County Sheriff's Department	Records Management Study	18,000	80	2
Cedarburg Police Department	Youth Aid Officer	13,657	90	2
Washington County Sheriff's Department	Micro-Filming Records Storing and Retrieving Project	13,415	75	2
Wisconsin Family, Inc.	Therapeutic Community for Chemical Abusers, Milwaukee County	70,709	70	2
City of Glendale Police Department	Purchase of Security and Detection Equipment	360	60	2
Kenosha County	Court Commissioner Project	22,149	90	2
Greendale Police Department	Police Cadet Program	10,790	80	2
Self Help Coalition, Inc.	Reintegration of the Offender Program, Milwaukee County	39,513	35	2
City of Greenfield	Juvenile Officer Program	17,635	90	2
Interested Veterans of Central City Project W.H.E.R.E.	W.H.E.R.E. Project, City of Milwaukee	16,402	32	2
Jewish Vocational Service of Milwaukee, Inc.	Structuring for Community Living as an Alternative to Institutionalization	178,677	95	2
Jewish Vocational Service of Milwaukee, Inc.	Employment for Community Integration, Alternative, or Diversion from Institutionalization	51,912	30	2
Jewish Vocational Service of Milwaukee, Inc.	Services to the Functionally and Developmentally Disabled Adult Offender	65,900	95	2

Table 34 (continued)

Applicant	Program Description ^a	Amount of Federal Grant Request	Percent of Total Cost	SEWRPC Action ^b
Urban League of Racine, Inc.	Project Re-Entry	64,653	90	2
City of Racine	Police Management Study	20,000	90	2
Milwaukee Public Schools	Teacher Training Program	15,000	90	2
Horizons, Inc.	Horizon House: A Half-Way House for Women Offenders, Milwaukee County	18,628	35	2
Milwaukee Inner-City Halfway House, Inc.	Three-Quarter Way House	40,531	90	2
Financial and Debt Counseling Service, Inc.	Restitution: Viable Alternative to Incarceration, Milwaukee County	79,025	69	2
Financial and Debt Counseling Service, Inc.	Financial and Debt Counseling Program, Milwaukee County	79,025	69	2
Mental Health Association of Racine County, Inc.	Health Delivery Care for Criminal Offenders with Addiction Problems	26,240	80	2
First Congregational Church (United Church of Christ)	Pre-Teen Delinquency Prevention Program, City of Port Washington	15,000	90	2
Waukesha County Bureau of Narcotics	Establishment of a Waukesha County Bureau of Narcotics	88,933	90	2
City of Racine Police Department	Management Study	20,000	90	2
City of Kenosha Police Department	Management Study	22,500	90	2
Waukesha County Board of Supervisors	Establishment of Waukesha County Bureau of Narcotics	88,934	90	2
Ozaukee County Sheriff's Department	Purchase of Police Protection Vests	2,475	75	2
Milwaukee Inner-City Halfway House, Inc.	Correctional Halfway House—Probation and Parole	31,204	35	2
Milwaukee Council on Drug Abuse, Inc.	Coordinating Drug Education and Treatment Resources Program	25,880	80	2
Wisconsin Correctional Service	Milwaukee County Treatment Alternatives to Street Crime	213,839	90	2
The Counseling Center of Milwaukee, Inc.	Alternatives Program of The Counseling Center	16,601	80	2
Milwaukee Alcoholic Rehabilitation Services, Inc.	Probation and Parole Alcoholism Program	69,507	70	2
City of Milwaukee Police Department	Program for Utilization of the Non-sworn Employee	114,322	90	2
City of Delavan Police Department	Preteen Delinquency Prevention Program	15,000	90	2
Christ Church (LCA), Mequon	Family Service Coordinator Project	14,406	80	2
Community Relations-Social Development Commission in Milwaukee	Youth Service Bureau System	405,000	87	2
Latino Drug Counseling Center, Inc.	Latino Drug Counseling and Treatment Center	54,231	90	2
La Casa De Esperanza	Legal Services to Spanish Speaking Persons in Waukesha County	39,569	91	2
Racine County	Renovation of Law Enforcement Radio Communications Systems—Phase I and Phase II	637,840	70	2
City of Kenosha Police Department	Juvenile Officers—2nd Shift	21,200	74	2

Table 34 (continued)

Applicant	Program Description ^a	Amount of Federal Grant Request	Percent of Total Cost	SEWRPC Action ^b
The New Image Concept, Inc.	Program to Work with Youth, City of Milwaukee	8,645	90	2
Benedict Team	Jails and Individual Learning (J.A.I.L.), City of Milwaukee	57,000	95	2
Citizens' Governmental Research Bureau	Evaluation of Experiences to Date of College Education Courses Taken by Police Officers in the Milwaukee Metropolitan Area	2,925	90	2
Kenosha County Advocates for Youth, Inc.	Kenosha County Youth Service Bureau	58,361	90	2
City of Milwaukee Police Department	Microfilming for Police Management Purposes	50,000	75	2
Milwaukee Public Schools	Offender Reintegration into Public Schools	27,000	90	2
Milwaukee County Sheriff's Department	Upgrading Police Equipment	23,044	60	2
Town of Delavan Police Department	In-service Training and Investigation Program	780	60	2
City of Milwaukee—Municipal Courts	Municipal Courts Administration Study	25,000	90	2
City of Milwaukee Police Department	Improving Report Preparation Capabilities	5,404	60	2
Racine County District Attorney	Juvenile Prosecutor	20,191	80	2
West Allis Police Department	Special Communications and Recording Equipment	4,200	60	2
Latino Liaison Program City of Milwaukee	Preventative Social Services for Latinos	89,215	95	2
Wisconsin Correctional Service	Waukesha County Court Service Program	17,960	84	2
West Bend Joint School District No. 1	Inservice Training in Public School Management and Delinquency Prevention	424	90	2
Milwaukee Public Schools	Juvenile Justice Training Seminar on Truancy	2,000	90	2
Zone "D" Office of Emergency Government	Legal Advisor for Police Departments of Franklin, Greenfield, Greendale, and Hales Corners	31,244	90	2
Milwaukee County Sheriff's Department	Planning, Research, and Development Division	85,500	90	2
Racine Police Department	Police Patrol Emphasis Project	77,090	90	2
Carthage College	Conference on Community Corrections in Southeast Wisconsin	5,000	90	2
Waukesha County District Attorney	Waukesha County Victim Advocacy Program	18,000	90	2
Village of Butler Police Department	Bullet Resistant Clothing	836	60	2
Waukesha County Board/District Attorney's Office	Waukesha County Juvenile Prosecutor (Second Year)	17,810	80	2
Kenosha County District Attorney	Investigator	16,184	75	2
Kenosha County District Attorney	Assistant District Attorney and Secretary	27,409	90	2
Grafton Police Department	Implementation of Police Cadet Program	3,721	80	2
Kenosha Police Department	Equipment Grant—Protective Shields	2,584	80	2
Kenosha Police Department	Equipment Grant—Crime Scene Search and Photography	2,160	80	2
Kenosha Police Department	Equipment Grant—Investigative and Identification	9,548	80	2
Milwaukee County Sheriff's Department	Offender Evaluation Project	108,599	70	2
Milwaukee Fire and Police Commission	Minority Recruitment	24,403	90	2
Milwaukee Urban League	Minority Recruitment	5,500	90	2
City of Waukesha Police Department	Purchase of Videotape System	1,920	60	2
Waukesha County Criminal				

Table 34 (continued)

Applicant	Program Description ^a	Amount of Federal Grant Request	Percent of Total Cost	SEWRPC Action ^b
Justice Coordinating Council	Planner/Coordinator	26,607	80	2
City of Milwaukee Fire and Police Commission.	Criminal Justice Coordination and Planning Grant	47,313	90	2
Partners, Inc., Kenosha.	Offender Reintegration Program	33,869	90	2
Walworth County Department of Social Services.	Shelter Care Facility for Juveniles Aged 12-17	80,000	63	2
Kenosha County	Improvement of Criminal Procedures, Program 25	13,500	90	2
Washington County Council on Alcoholism	Halfway House for Legal Offenders with Addiction Problems	45,000	90	2
Kenosha County	Consolidation of Police Services Study	31,500	90	2
Self Help Coalition, Inc.	Reintegration of the Offender, Milwaukee County	68,844	90	2
City of Kenosha Police Department	Team Policing Project	90,000	66	2
Racine County Detention Home	Recreational Program Coordinators	15,188	80	2
Ozaukee-Washington Counties	Seminar on Status Offenders for Ozaukee and Washington Counties	1,845	90	2
Milwaukee Board of School Directors	Street Work Program—City of Milwaukee	27,290	80	2
Placement Specialists	On the Job Training and Placement, Milwaukee County	127,350	90	2
Thiensville Police Department	Microfilm Camera and Reader Printer	2,469	60	2
Muskego Police Department	Retrieval and Storage of Records Project	3,400	67	2
Washington County Department of Social Services	Washington County Shelter Care Home and Project Coordination	46,073	80	2
Cedarburg Police Department	Youth Aid Officer	11,684	70	2
Muskego Police Department	New Communications Center	93,750	75	2
Ozaukee County Sheriff's Department	Jail Services Coordinator II	15,365	80	2
Kenosha County Department of Social Services	Child Abuse Symposium	1,200	90	2
Kenosha Police Department.	Second Year Management Study	22,500	91	2
Kenosha Police Department.	Second Shift Juvenile Investigators	21,200	74	2
Racine County Planning Council and Youth Services Coordinating System	Racine County Youth Services Coordinating System	45,774	80	2
Kenosha Police Department.	Neighborhood Team Policing	150,000	80	2
Urban League of Racine, Inc..	Project Re-entry—Racine, Kenosha, and Walworth Counties	57,562	80	2
YWCA.	Police Candidate Development City of Racine	1,000	90	2
Milwaukee Legal Services, Inc.	Latin Criminal Defense Project	50,628	90	2
Total	--	\$5,099,157	--	--

^a Administered by the Wisconsin Council on Criminal Justice, pursuant to the Omnibus Crime Control and Safe Streets Act of 1968 as amended in 1970.

^b SEWRPC action codes are: (1) Project is in conformance with and serves to implement the regional plan.
 (2) Project is not in conflict with the regional plan.
 (3) Project is in conflict with the regional plan.

^c Amount of grant request not available at time of review.

Source: SEWRPC.

Table 35

**PUBLICATIONS AND RELATED MATERIALS OF THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
1962-1975**

Publication	Distribution	
	During 1975	To Date
Prospectuses		
Regional Planning Program, April 1962	0 ^a	1,000
Root River Watershed Planning Program, March 1963.	0 ^a	500
Fox River Watershed Planning Program, October 1964	0 ^a	500
Continuing Land Use-Transportation Study, October 1965	0 ^a	50
Milwaukee River Watershed Planning Program, September 1966	0 ^a	250
Comprehensive Library Planning Program, April 1968	1	661
Community Shelter Planning Program, August 1968.	1	350
Racine Urban Planning District Comprehensive Planning Program, November 1968	7	224
Regional Sanitary Sewerage System Planning Program, December 1968	10	427
Menomonee River Watershed Planning Program, November 1969	10	472
Comprehensive Regional Airport Planning Program, December 1969	0 ^a	489
Regional Housing Study, December 1969.	10	556
Deep Sandstone Aquifer Simulation Modeling Program, October 1972.	9	116
Regional Park, Outdoor Recreation, and Related Open Space Planning Program, March 1973.	27	405
Preliminary Engineering Study for the Abatement of Pollution from Combined Sewer Overflow in the Milwaukee-Metropolitan Area, July 1973	5	224
Kinnickinnic River Watershed Planning Program Prospectus, November 1974	185	185
Preliminary Engineering Study for the Abatement of Water Pollution in the Kenosha Urban Area, December 1975	0 ^b	0 ^b
Overall Work Program and Prospectus of the Southeastern Wisconsin Regional Planning Commission (1976-1980), December 1975, 176 pages	0 ^b	0 ^b
Study Designs		
Study Design for the Continuing Regional Land Use-Transportation Study, 1970-1974.	0 ^a	100
Study Design for the Continuing Land Use-Transportation Study, 1972-1976	0 ^a	86
Study Design for the Areawide Water Quality Planning and Management Program for Southeastern Wisconsin: 1975-1977	76	76
Planning Reports		
No. 1 - Regional Planning Systems Study, December 1962.	0 ^a	250
No. 2 - Regional Base Mapping Program, July 1963	0 ^a	500
No. 3 - The Economy of Southeastern Wisconsin, June 1963	0 ^a	500
No. 4 - The Population of Southeastern Wisconsin, June 1963	0 ^a	500
No. 5 - The Natural Resources of Southeastern Wisconsin, June 1963	7	1,490
No. 6 - The Public Utilities of Southeastern Wisconsin, July 1963	0 ^a	500
No. 7 - The Land Use-Transportation Study Volume 1 - Inventory Findings—1963, May 1965	0 ^a	2,000
Volume 2 - Forecasts and Alternative Plans—1990, June 1966	0 ^a	1,940
Volume 3 - Recommended Regional Land Use and Transportation Plans—1990, November 1966	0 ^a	1,000
No. 8 - Soils of Southeastern Wisconsin, June 1966	6	1,506
No. 9 - A Comprehensive Plan for the Root River Watershed, July 1966.	0 ^a	500
No. 10 - A Comprehensive Plan for the Kenosha Planning District Volume 1 - Inventory Findings, Forecasts, and Recommended Plans, February 1967	0 ^a	500
Volume 2 - Implementation Devices, February 1967.	0 ^a	500
No. 11 - A Jurisdictional Highway System Plan for Milwaukee County, March 1969.	0 ^a	209
No. 12 - A Comprehensive Plan for the Fox River Watershed Volume 1 - Inventory Findings and Forecasts, April 1969	26	722
Volume 2 - Alternative Plans and Recommended Plan, February 1970	21	648
No. 13 - A Comprehensive Plan for the Milwaukee River Watershed Volume 1 - Inventory Findings and Forecasts, December 1970	31	608
Volume 2 - Alternative Plans and Recommended Plan, October 1971.	26	592
No. 14 - A Comprehensive Plan for the Racine Urban Planning District Volume 1 - Inventory Findings and Forecasts, December 1970	37	537
Volume 2 - The Recommended Comprehensive Plan, October 1972.	146	146
Volume 3 - Model Plan Implementation Ordinances, September 1972	110	110

Table 35 (continued)

Publication	Distribution	
	During 1975	To Date
No. 15 - A Jurisdictional Highway System Plan for Walworth County, October 1972	5	308
No. 16 - A Regional Sanitary Sewerage System Plan for Southeastern Wisconsin, February 1974	61	564
No. 17 - A Jurisdictional Highway System Plan for Ozaukee County, December 1973.	19	188
No. 18 - A Jurisdictional Highway System Plan for Waukesha County, January 1974	152	325
No. 19 - A Library Facilities and Services Plan for Southeastern Wisconsin, July 1974	22	624
No. 20 - A Regional Housing Plan for Southeastern Wisconsin, February 1975	407	407
No. 21 - A Regional Airport System Plan for Southeastern Wisconsin, December 1975	0 ^b	0 ^b
No. 22 - A Jurisdictional Highway System Plan for Racine County, February 1975	284	284
No. 23 - A Jurisdictional Highway System Plan for Washington County, October 1974	317	317
No. 24 - A Jurisdictional Highway System Plan for Kenosha County, April 1975	324	324
No. 25 - A Regional Land Use Plan and a Regional Transportation Plan for Southeastern Wisconsin—2000 Volume 1 - Inventory Findings, April 1975	211	211
Planning Guides		
No. 1 - Land Development, November 1963	0 ^a	750
No. 2 - Official Mapping, February 1964	5	838
No. 3 - Zoning, April 1964.	0 ^a	500
No. 4 - Organization of Planning Agencies, June 1964.	0 ^a	750
No. 5 - Floodland and Shoreland Development, November 1968.	20	1,031
No. 6 - Soils Development, August 1969.	0 ^a	975
Technical Reports		
No. 1 - Potential Parks and Related Open Spaces, September 1965	0 ^a	510
No. 2 - Water Law in Southeastern Wisconsin, January 1966	0 ^a	500
No. 3 - A Mathematical Approach to Urban Design, January 1966.	0 ^a	225
No. 4 - Water Quality and Flow of Streams in Southeastern Wisconsin, November 1966	17	495
No. 5 - Regional Economic Simulation Model, October 1966	0 ^a	500
No. 6 - Planning Law in Southeastern Wisconsin, October 1966	8	511
No. 7 - Horizontal and Vertical Survey Control in Southeastern Wisconsin, July 1968.	0 ^a	485
No. 8 - A Land Use Design Model Volume 1 - Model Development, January 1968	0 ^a	1,009
Volume 2 - Model Test, October 1969	0 ^a	1,014
Volume 3 - Final Report, April 1973	0 ^a	1,140
No. 9 - Residential Land Subdivision in Southeastern Wisconsin, September 1971	2	410
No. 10 - The Economy of Southeastern Wisconsin, December 1972.	43	535
No. 11 - The Population of Southeastern Wisconsin, December 1972.	53	343
No. 12 - A Short-Range Action Housing Program for Southeastern Wisconsin—1972 and 1973, June 1972.	26	773
No. 13 - A Survey of Public Opinion in Southeastern Wisconsin, September 1974	38	436
No. 14 - An Industrial Park Cost-Revenue Analysis in Southeastern Wisconsin—1975, June 1975	656	656
Community Assistance Planning Reports		
No. 1 - Residential, Commercial, and Industrial Neighborhoods, City of Burlington and Environs, February 1973.	6	91
No. 2 - Alternative Land Use and Sanitary Sewerage System Plans for the Town of Raymond—1990, January 1974	0 ^a	200
No. 3 - Racine Area Transit Development Program 1975-1979, June 1974	5	240
No. 4 - Floodland Information Report for the Rubicon River, City of Hartford, Washington County, Wisconsin, December 1974.	210	210
No. 5 - Drainage and Water Level Control Plan for the Waterford-Rochester- Wind Lake Area of the Lower Fox River Watershed, May 1975.	145	145
No. 6 - A Uniform Street Naming and Property Numbering System for Racine County, Wisconsin, November 1975.	0 ^b	0 ^b

Table 35 (continued)

Publication	Distribution	
	During 1975	To Date
Technical Records		
Volume 1 - Numbers 1-6	25	647
Volume 2 - Numbers 1-6	23	4,453
Volume 3 - Numbers 1, 2	9	1,187
Volume 3 - Number 3	7	530
Volume 3 - Number 4	12	361
Volume 3 - Number 5	8	301
Lake Use Reports	82	2,060
Annual Reports		
1961	0 ^a	1,500
1962	0 ^a	1,500
1963	0 ^a	1,500
1964	1	1,262
1965	1	1,261
1966	0 ^a	1,500
1967	2	1,189
1968	0 ^a	2,120
1969	0 ^a	1,968
1970	4	1,099
1971	0 ^a	938
1972	0 ^a	740
1973	0 ^a	914
1974	796	796
Conference Proceedings		
1st Regional Planning Conference, December 6, 1961	0 ^a	300
2nd Regional Planning Conference, November 14, 1962	0 ^a	300
3rd Regional Planning Conference, November 20, 1963	0 ^a	300
4th Regional Planning Conference, May 12, 1965	0 ^a	423
5th Regional Planning Conference, October 26, 1965	0 ^a	425
6th Regional Planning Conference, May 6, 1969	2	358
7th Regional Planning Conference, January 19, 1972	3	332
8th Regional Planning Conference, October 16, 1974	422	422
Regional Conference on Sanitary Sewerage System User and Industrial Waste Treatment Recovery Charges, July 18, 1974	213	384
Community Profiles		
Volume 1	115	520
Volume 2	82	364
Volume 3	105	1,052
Aerial Photographs		
1963 High-Flight	0	107
1963 Low-Flight	52	13,402
1967 Low-Flight	56	23,051
1970 High-Flight	289	2,494
1970 Low-Flight	2,277	28,662
1975 Low-Flight	3,353	3,353
Maps and Related Materials		
1963 Land Use	15	1,565
1990 Proposed Land Use and Freeway System	3	1,411
Regional and County Base Maps	629	2,924
SEWRPC Topographic Maps	189	1,363

Table 35 (continued)

Publication	Distribution	
	During 1975	To Date
Traffic Analysis Zone Maps	13	208
Soil Maps	219	9,505
School District Maps	158	335
Sanitary Sewerage System Maps	3	57
Regional Census Tract Maps	9	161
Street Index Maps	0	50
Control Survey Summary Diagrams	84	872
Metropolitan Map Series Maps	11	625
1990 Proposed Jurisdictional Highway System Plan for Milwaukee County	8	28
1990 Fox and Milwaukee River Watershed Plan Maps	41	91
Miscellaneous Maps	356	1,186
Flood Hazard Determinations	30	280

^aSupply exhausted.

^bNo copies were distributed during 1975 because the report was not received from the printer in time for distribution before January 1, 1976.

Source: SEWRPC.

Executive Director	225
Assistant Directors	176
Administrative Services Division	5
Cartographic and Graphic Arts Division	37
Community Assistance Planning Division	116
Environmental Planning Division	122
Land Use and Housing Planning Division	279
Planning Research Division	85
Transportation Planning Division	90

STAFF ORGANIZATION

The Commission planning programs are carried out by a core staff of full-time professional, technical, administrative, and clerical personnel, supplemented by additional temporary full- and part-time staff as required by the various work programs underway. In December 1975, the staff totaled 148, including 101 permanent full-time and 47 temporary full- or part-time employees. Of this total, 29 were classified as administrative or clerical personnel; 62 were classified as technical personnel; and 57 were classified as professional personnel.

As in past years, several governmental agencies assigned personnel to work directly with the Commission staff for all or part of 1975. Such interagency staff assignments are extremely valuable, providing not only supplemental support to the normal Commission staff, but also a foundation for a full and complete understanding of the Commission's planning programs by the personnel of the various plan implementation agencies throughout the Region. During 1975, interagency staff assignments were carried out by eight professional and technical personnel representing the Wisconsin Department of Transportation, Division of Highways, and the Wisconsin Department of Local Affairs and Development.

The Commission staff is organized into four staff planning and five staff support divisions, as shown in Figure 21, reporting to the Executive Director.

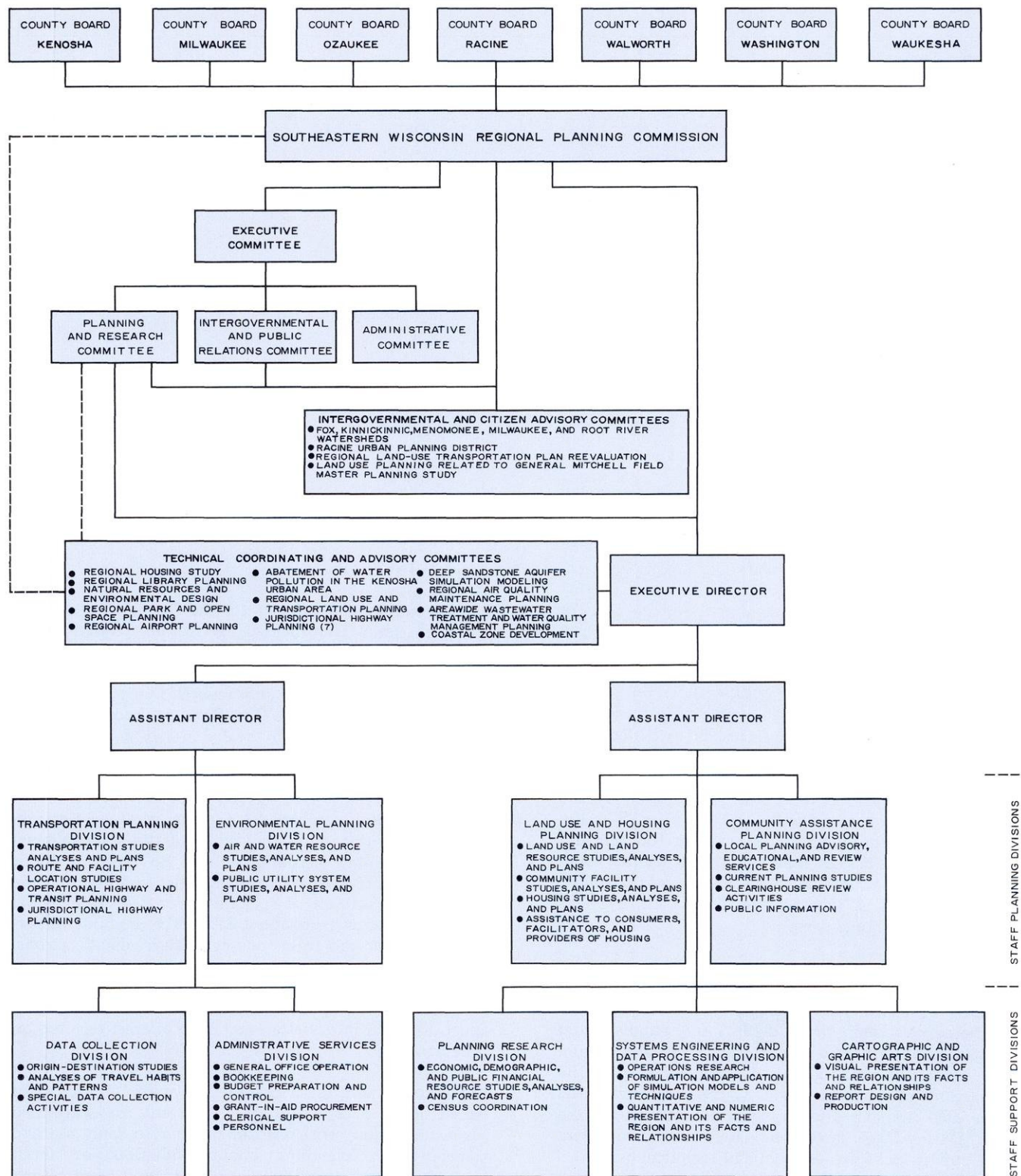
FINANCING

The basic financial support for the Commission's varied work program is provided by county contributions apportioned among the member counties on the basis of equalized valuation. These basic funds are heavily supplemented by local, state, and federal funds for specific work projects (see Figure 22). Revenues received by the Commission during 1975 totaled nearly \$2.23 million, of which about \$1,071,000, or about 47 percent, was received from federal grants-in-aid; about \$413,000, or nearly 19 percent, was received from state grants-in-aid; about \$463,000, or about 21 percent, was received from member counties under provisions of the state regional planning enabling legislation; about \$37,000, or about 2 percent, was received from member counties for the conduct by contract of specific regional or subregional planning programs; and about \$222,000, or about 10 percent, was received from member cities, villages, towns, and school districts under contracts for special services. The remaining \$26,000, or about 1 percent, was derived through the sale of publications, maps, aerial photographs, and floodplain information and from interest received on time deposits.

Expenditures during 1975 totaled over \$2.22 million, of which about \$1,239,000, or 56 percent, was expended for Commission work efforts relating to land use and transportation planning; about \$563,000, or about 25 percent, was expended for Commission work efforts relating to environmental planning; about \$70,000, or about 3 percent, was expended for Commission work

Figure 21

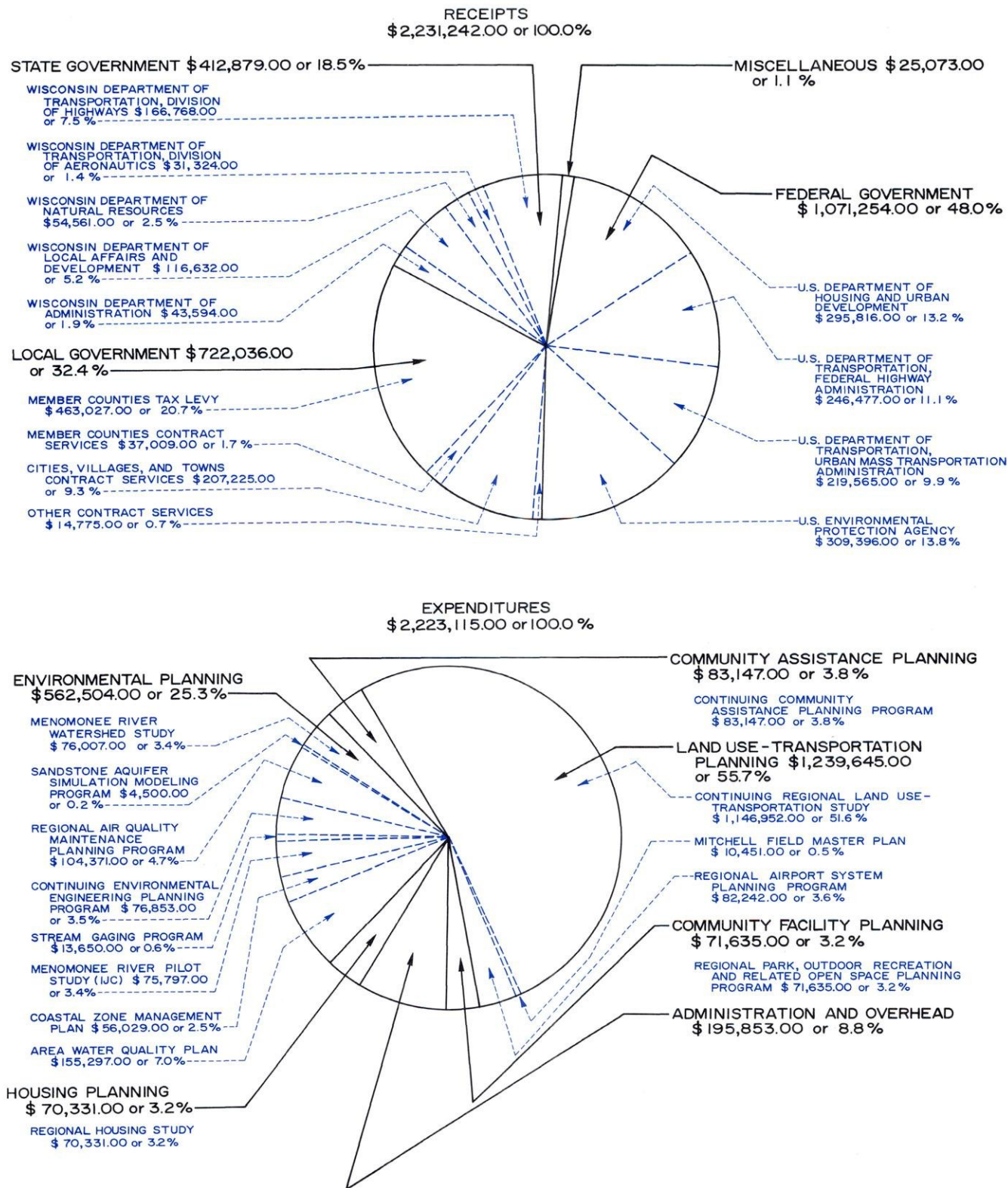
**SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
EXISTING STAFF AND COMMITTEE STRUCTURE**



Source: SEWRPC.

Figure 22

**SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
1975 RECEIPTS AND EXPENDITURES**



Source: SEWRPC.

efforts relating to housing planning; about \$72,000, or about 3 percent, was expended for Commission work efforts relating to community facility planning; about \$83,000, or about 4 percent, was expended for Commission work efforts relating directly to planning for local community development; and about \$196,000, or about 9 percent, was expended for administrative salaries and general overhead. The detailed expenditures for individual projects within each of the major Commission work program areas are shown in Figure 22.

It should be recognized in reviewing the broad categorical breakdown of Commission expenditures during 1975 that a substantial interdependence exists between the various projects included in the major Commission work categories. For example, much of the Commission effort directed at guiding local community development could not be accomplished in a sound manner without the substantial data base and the plan elements established under other regional planning programs. In addition, a project within one of the broad program areas often contains specific work elements directed at achieving objectives in other program areas. The land use planning

effort, for example, is directed as much toward environmental protection as it is toward ensuring a compatible arrangement of land uses. Nearly all Commission work projects contain elements directed at providing guidance and advice in matters of local community development, ranging from the provision of travel demand data to a local engineer for use in the design of transportation facility improvements to the provision of specific land use and housing site data to a local housing authority. The Commission, as a matter of policy, has a complete financial audit performed each year by a certified public accountant. The report of this audit for 1975 is set forth in full in Appendix D of this annual report. In addition to the Commission's own audit, the U. S. Department of Housing and Urban Development; the U. S. Department of Transportation, Federal Highway and Urban Mass Transportation Administrations; the U. S. Environmental Protection Agency; and the Wisconsin Departments of Transportation and Administration perform periodic independent audits of all projects to which they contribute financial support. These independent audits, while not reproduced herein, have in every case reflected compliance by the Commission with all pertinent state and federal regulations and procedures.

PROSPECTIVE COMMISSION WORK PROGRAMS

A FORWARD GLANCE

Since its creation in 1960, the Commission has actively performed its three assigned functions of inventory, plan design, and plan implementation. Initial emphasis in the Commission's work program was on the inventory function, with increasing attention paid in recent years to plan design and more recently to plan implementation and plan reappraisal. The preparation and maintenance of a technically sound comprehensive plan for the physical development of the Region is essential to an areawide coordination of land use development with supporting transportation, utility, and community facilities systems, and to the internal coordination of the development of individual functional systems.

Such a plan is also essential if land use development is to be adjusted to the ability of the underlying and supporting natural resource base to sustain such development; if serious environmental and developmental problems are to be avoided; if excessive and unnecessary expenditures of tax money are to be avoided; and if a more healthful, attractive, and efficient regional settlement pattern is to evolve. Moreover, proper performance of other assigned Commission functions, such as the areawide review responsibility for most federal grant-in-aid programs, depends upon the existence of a comprehensive and fully coordinated physical development plan.

Pursuant to its statutory charge to prepare such a plan for the Region, the Commission has since 1960, in a methodical and orderly manner, completed and adopted 19 major components of such a comprehensive plan: a regional surface transportation (highway and mass transit) plan; a regional land use plan; comprehensive water resource and related land management plans—including importantly flood control recommendations—for the Root, Fox, and Milwaukee River watersheds; a regional sanitary sewerage system plan; jurisdictional highway system plans for each of the seven counties of the Region; a Milwaukee area transit plan; a Racine area transit development program; a regional library facilities and services plan; a regional housing plan, and comprehensive development plans for the Kenosha and Racine Urban Planning Districts.

By the end of 1975, the Commission also had completed all technical work on a regional airport system plan and had programs underway designed to produce a Menomonee River watershed plan; a regional park and open space plan; a regional air quality maintenance plan; an areawide water quality management plan; and transit development programs for the Kenosha, Milwaukee, and Waukesha urban areas, all of which are additional elements of the evolving comprehensive plan for the physical development of the Region. Finally, the Commission also had underway in 1975 a major reevaluation of the initial regional land use and transportation plans.

COMMISSION POLICY ON ADDITIONAL REGIONAL PLAN ELEMENTS

In considering new work programs designed to provide additional elements of the required comprehensive plan for the physical development of the Region, the Commission has developed the following basic policy:

1. Because of the direct relationship to implementation of already completed and adopted regional land use and surface transportation plans, and because of the pressing need to more fully coordinate major public works facility development with land use development on an areawide basis, priority would be given to the following planning programs:
 - a. The continuing regional land use-transportation study, including subregional and regional highway, transit, and airport planning and programming efforts. This study would be directed not only at maintaining current the regional land use and transportation plans and the supporting data prepared and assembled under the initial regional land use transportation study but would also be directed at securing implementation of such plans and at the reappraisal of such plans at appropriate points in time.
 - b. A regional park and open space planning program (mounted in 1973).
 - c. A regional water supply system planning program.
 - d. A regional air quality maintenance planning program (mounted in 1974).
 - e. An areawide water quality management planning program, refining, extending, and updating the regional sanitary sewerage system plan adopted in 1974 (mounted in 1974).

These programs will also substantially fulfill the Commission's obligations to its constituent state and local units and agencies of government with regard to assisting them in meeting the areawide planning prerequisites set forth in the 1962 Federal Aid Highway Act, the 1964 Federal Urban Mass Transportation Act, the 1954 Federal Housing and Urban Development Act, the 1970 Airport and Airway Development Act, the 1967 Clean Air Act, and the 1972 Federal Water Pollution Control Act Amendments as well as the areawide grant review requirements set forth in Section 204 of the 1966 Federal Demonstration Cities and

Metropolitan Act, the 1968 Intergovernmental Cooperation Act, and U. S. Office of Management and Budget Circular A-95. The preparation of such plan elements will continue to qualify state and local units of government concerned with federal loans and grants under these important programs.

2. Because of the need to recognize on a comprehensive basis the serious water resource related problems existing within the Region—including water pollution, flooding and flood damages, deteriorating fish and wildlife habitat, and ground-water supply—comprehensive watershed planning programs would be conducted serially upon receipt of specific requests for such studies from local units of government and upon securing of necessary funding. Comprehensive watershed planning programs are intended to provide, within the limits of each watershed, one of the key elements of a comprehensive plan for the physical development of the Region, a long-range plan for the staged development of water-related community facilities. Watershed plans are intended to form the basic regional storm water drainage and flood control plan element, as well as an important part of the basic regional water pollution abatement plan element and to provide important inputs to the regional water quality management, regional water supply, and regional park and related open space system plan elements. By the end of 1975, the Commission had completed and adopted comprehensive watershed plans for the Root, Fox, and Milwaukee River watersheds, which together comprise about 58 percent of the area of the Region; had underway a comprehensive watershed planning program for the Menomonee River watershed, covering an additional 5 percent of the Region; and had completed a prospectus for a comprehensive watershed planning program for the Kinnickinnic River watershed, covering an additional 1 percent of the Region.
3. Because of the need to overcome limitations imposed upon sound areawide land use and supporting public works facility development by the complex pattern of local governmental boundary lines and because of the need to encourage intergovernmental cooperation at the local level, comprehensive district planning programs would be conducted upon specific request from groups of contiguous local units of government whose combined jurisdictional boundaries comprise a rational rural or urban planning district within the Region, and within which an urgent need exists to prepare cooperative plans which can be jointly implemented and which are in greater detail than the regional plans. By the end of 1975, the Commission had completed and adopted comprehensive plans for the Kenosha and Racine Urban Planning Districts.
4. Because of the need to maintain flexibility with respect to rapidly changing environmental and developmental problems and to remain responsive to the expressed needs and desires of the constituent local units of government and of the state and federal governments, additional regional planning and planning related research programs not specifically listed above would be undertaken. This would be done, however, only upon a showing of significant and urgent need; receipt of expressed approval from the constituent county boards; and availability of sufficient federal, state, and local funding. Included in this category are a regional housing study, solid waste disposal and mineral resource conservation studies, a Milwaukee harbor estuary study, a sandstone aquifer simulation modeling program, an International Joint Commission water pollution research study, a Washington County sediment and erosion control program, and a coastal zone management planning program. By the end of 1975, the Commission had received formal requests to conduct or participate in all of these studies, and had completed and adopted a regional housing plan.
5. Because of the need to service the plans prepared under Commission watershed planning programs; to refine and detail the plans and to maintain current the data base established under such programs and thereby monitor progress toward plan implementation; and to promote federal, state, and local government implementation of the plans prepared under such programs, a continuing environmental engineering planning program would be undertaken in lieu of the establishment of separate continuing studies for each of the individual watershed plan elements. This program would also encompass any needed continuing water quality management planning effort.
6. Because of the need to maintain current the data base established under the regional housing study, including the establishment and maintenance of a regional housing market information file; to disseminate data collected in the regional housing study to local units of government as well as those in the private sector associated with the housing industry; and to promote implementation of the regional housing plan element in both the public and private sectors, a continuing regional housing study would be undertaken.
7. Because of the need to achieve wide dissemination of the data assembled under the various regional planning programs; to further implement the adopted regional and subregional plan elements; and to assist local officials in resolving local planning and development problems through the preparation of local plans and plan implementation devices and the provision of ongoing functional guidance and advice, a continuing community assistance program would be undertaken.

In undertaking the preparation of regional and subregional plan elements, it is the Commission's practice, as an initial step, to prepare a prospectus for each of the necessary planning programs and studies. The purpose of the prospectus is to explore and recommend the means by which a feasible planning program can be established for a given plan element and to provide the affected federal, state, and local governmental units and agencies with sufficient information to evaluate the benefits and costs of the proposed program and to determine the desirability of its execution.

Specifically, the prospectus establishes the need for the planning program or study; specifies the main divisions of the work to be undertaken; recommends the most effective method for establishing, organizing, and accomplishing the required work; recommends a practical time sequence and schedule for the work; and provides sufficient cost data to permit the development of an initial budget and suggests possible allocation of costs among the various levels or units of government concerned.

PROGRESS DURING 1975 IN ESTABLISHING ADDITIONAL REGIONAL PLANNING PROGRAMS

Kinnickinnic River Watershed

As noted in the 1974 Annual Report, the Commission in November 1974 approved and published a prospectus for the conduct of a Kinnickinnic River watershed study. The preparation of a comprehensive plan for the Kinnickinnic River watershed was requested by the Common Council of the City of Milwaukee. In response to that request, the Commission created a Kinnickinnic River Watershed Committee and that Committee during 1974 prepared the prospectus for the proposed study.

During 1975 negotiations were undertaken with the Wisconsin Department of Natural Resources and the U. S. Department of Housing and Urban Development to secure the needed state and federal funds to conduct the Kinnickinnic River watershed study. While the Milwaukee County and U. S. Department of Housing and Urban Development funds necessary to conduct the study were provided in 1975, the Wisconsin Department of Natural Resources had not, at the year's end, provided its share of the necessary funding. Consequently, the study was not mounted during 1975 as recommended in the approved prospectus. The Commission intends to continue efforts during 1976 to obtain enough state and federal funds to conduct this important watershed study.

Areawide Water Quality Management Planning Program

As indicated in the 1974 Annual Report, the Commission was formally designated the water quality management planning agency for the seven-county Southeastern Wisconsin Region pursuant to Section 208 of the Federal Water Pollution Control Act. During 1975 the Commission completed the study design for the program. This study design was prepared with the aid of a Technical Coordinating and Advisory Committee on Areawide

Wastewater Treatment and Water Quality Management Planning, and was subsequently approved by the Commission, the Wisconsin Department of Natural Resources, and the U. S. Environmental Protection Agency. The program was formally begun on July 1, 1975, and is to be conducted over approximately a 30-month planning period. Actual work performed during 1975 under this study is reported in an earlier section of this annual report.

Bark-Oconomowoc River Watershed Study

On April 24, 1975, the Waukesha County Board of Supervisors formally requested the Commission to undertake a comprehensive study of the Bark and Oconomowoc River watersheds. This request for an additional watershed study was largely precipitated by longstanding, unresolved flooding problems along the Oconomowoc River, particularly in the North Lake area of the Town of Merton. On May 19, 1975, the Commission formally acknowledged receipt of the request from Waukesha County and directed that, following longstanding Commission practice, an Oconomowoc-Bark River watershed committee be created to prepare a prospectus that would outline the scope and content of the necessary study and recommend a means for financing the study. In so doing, however, the Commission noted that current budgetary and staff limitations precluded the creation of the committee and development of the prospectus before late 1976 at the earliest. The study was, however, to be placed on the five-year work program of the Commission with a tentative starting date of January 1978.

Elderly/Handicapped Transportation Needs Study

On August 28, 1975, the Milwaukee County Transit Board formally requested the Commission to undertake a study of the specialized transportation needs of the elderly and the handicapped. In response, the Commission indicated it agreed with the need for such a study and directed the staff to include the study as a special subelement of the continuing regional land use-transportation study. Funding for the special study would be provided by the U. S. Department of Transportation, Urban Mass Transportation Administration, and Milwaukee County. The Commission further directed that, as appropriate, one or more advisory committees be created to guide the conduct of the study and that a study design be prepared early in 1976.

COMMISSION WORK PROGRAMS: 1976-1980

Based upon current committed Commission work programs; upon established Commission policy for mounting additional work programs as set forth above; and upon existing federal, state, and local governmental requests for the preparation and maintenance of regional and subregional plan elements, the Commission has prepared a schedule of major work programs for the five-year period 1976-1980. This work program is summarized in Table 36 and is set forth in graphic form in Figure 23.

Table 36

PROPOSED REGIONAL PLANNING WORK PROGRAM FOR SOUTHEASTERN WISCONSIN: 1976-1980

Programs Designed to Prepare Additional Plan Elements

Program Name	Actual or Anticipated Starting Date	Anticipated Completion Date
Menomonee River Watershed Study	April 1972	December 1976
Regional Park and Open Space Planning Program	July 1973	December 1976
Kinnickinnic River Watershed Study	July 1976	June 1978
Regional Air Quality Maintenance Planning Program	July 1974	June 1977
Coastal Zone Management Planning Program	July 1974	December 1977
Areawide Water Quality Management Planning Program	July 1975	December 1977
Milwaukee Harbor Estuary Study	January 1979	December 1980 ^d
Oconomowoc-Bark River Watershed Study	January 1978	December 1980
Elderly/Handicapped Transportation Study ^a	July 1976	December 1977

Programs Designed to Reappraise Existing Plan Elements

Program Name	Actual or Anticipated Starting Date	Anticipated Completion Date
Continuing Regional Land Use-Transportation Study ^b	July 1966	December 1980
Continuing Housing Study ^b	July 1973	December 1980
Continuing Environmental Engineering Planning Program ^{b,c}	January 1974	December 1980

Other Major Work Programs

Program Name	Actual or Anticipated Starting Date	Anticipated Completion Date
Continuing Community Assistance Program ^b	July 1968	December 1980
Sandstone Aquifer Simulation Modeling Program	January 1973	June 1976
IJC Menomonee River Watershed Pilot Study	July 1974	December 1977
Washington County Sediment and Erosion Control Program	July 1974	December 1977

^a Funding to be provided by Milwaukee County and the U. S. Department of Transportation, Urban Mass Transportation Administration.

^b These programs are continuing programs and will, therefore, continue beyond the current 1976-1980 five-year work program.

^c Includes as a special subelement a continuing areawide water quality management planning program.

^d This program will continue through 1981.

Source: SEWRPC.

Programs Designed to Prepare Additional Plan Elements

During the next five years, it is anticipated that the Commission will conduct nine major work programs directly aimed at the preparation of additional regional and subregional plan elements. These include completion of five programs currently underway—the Menomonee River watershed study, the regional park and open space planning program, the regional air quality maintenance planning program, the coastal zone management planning

program, and the areawide water quality management planning program. Four new major work programs are to be mounted during the five-year period—the Kinnickinnic River watershed study, the Milwaukee Harbor estuary study, an Oconomowoc-Bark River watershed study, and an elderly/handicapped transportation study. The regional water supply system planning program included in previous work programs of the Commission has been deleted from the current five-year work program because of budgetary constraints.

Programs Designed to Reappraise Existing Plan Elements

During the next five years, it is anticipated that the Commission will conduct three major continuing work programs directly aimed at the maintenance and reappraisal of already completed and adopted regional and subregional plan elements. These are the continuing regional land use-transportation study, the continuing housing study, and the continuing environmental engineering planning program. Of particular importance under the continuing regional land use-transportation study will be the completion of a major reevaluation of the existing 1990 regional land use and transportation plans and the extension of those plans to the year 2000, a work effort now scheduled for conclusion early in 1977. The continuing environmental engineering planning program would include as a special subelement a continuing areawide water quality management planning program.

Other Major Work Programs

During the next five years, it is estimated that the Commission also will conduct, or participate in, four major work programs which, although not directly aimed at the preparation or reappraisal of regional or subregional plan elements, will materially advance the objectives and functions of the regional planning program in southeastern Wisconsin. These include the continuing community assistance program, the sandstone aquifer simulation modeling program, the International Joint Commission Menomonee River watershed pilot study, and the Washington County sediment and erosion control program.

Anticipated Funding Requirements and Allocations

Based upon this major work program, forecasts have been prepared of anticipated funding requirements by general governmental level—federal, state, and county—for the same five-year period. Two such forecasts have been prepared, one for those programs which involve combined funding among the federal, state, and local levels of government and another forecast for those programs that will be entirely funded by federal and/or state funds. In each case federal and state funding by appropriate agency has been suggested. This suggestion implies no commitment on the part of any of the named agencies. Such commitment can only be made on the basis of an approved prospectus or study design and a formal grant application for each program. It should be stressed that the cost estimate suggested for each major work program is tentative and subject to change upon completion of the prospectus governing the program. In the case of continuing planning programs, it is anticipated that detailed study designs and overall work programs will serve as the basis for specific funding requirements.

Table 37 presents general cost estimates for major work programs proposed to be conducted during 1976-1980. These work programs are designed to result in the preparation of new regional plan elements and they would be funded on a combination federal-state-local, federal-local, or state-local basis. Three programs are included in this category—the Kinnickinnic River watershed study, the

Milwaukee Harbor estuary study, and the Oconomowoc-Bark River watershed study, all of which are scheduled to be initiated during 1976-1980. The three programs included represent an average annual funding requirement of about \$109,000, of which about \$39,000, or nearly 36 percent, is allocated to the federal level of government. The State of Wisconsin would be expected to provide about \$51,000 in annual average funding, or nearly 47 percent of the total. The local units of government would be expected to provide the remaining \$19,000, or about 17 percent.

Table 38 presents general cost estimates for continuing major work programs that are proposed to be conducted during the period 1976-1980 and are designed to reappraise existing regional plan elements, as well as to assist in implementing such elements. These programs, which would also be funded on a federal-state-local, federal-local, or state-local basis, include the continuing regional land use-transportation study, the continuing environmental engineering planning program, and the continuing community assistance program.

The three programs represent an average annual funding requirement of about \$1.3 million, of which nearly \$945,000, or about 71 percent, would be allocated for the continuing regional land use-transportation study. The federal government would be expected to provide about \$797,000 of the total required annually to conduct these three programs, or about 59 percent. The state would be expected to provide about \$162,000, or about 12 percent, and the constituent counties about \$375,000, or 29 percent.

The six major regional planning programs represented in Tables 37 and 38 together represent an average annual funding requirement of about \$1.44 million. Of this total, the federal government would be anticipated to provide about \$836,000, or about 58 percent; the state government about \$213,000, or about 15 percent, and the counties about \$394,000, or about 27 percent.

Table 39 presents program cost estimates for major work programs proposed to be conducted during the 1976-1980 period for which only state and/or federal funding would be sought. The six programs included represent an average annual funding requirement of about \$610,000. About 93 percent of the total funding has been allocated to the federal government, and the remaining 7 percent to the State of Wisconsin. This category of work programs includes the regional air quality maintenance planning program, the areawide water quality management planning program, the coastal zone management planning program, the continuing regional housing study, the International Joint Commission Menomonee River watershed pilot study, and the Washington County sediment and erosion control program.

It should be stressed that the foregoing forecasts are based upon the proposed work program as set forth above, and represent the best funding estimates that can be made at this time. These forecasts, therefore, must be regarded as highly tentative.

Figure 23

TIMING OF MAJOR WORK PROGRAM ELEMENTS SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION: 1961-1980

MAJOR WORK PROGRAM ELEMENT	WORK PROGRAM OBJECTIVE	1961	1962	1963	1964	1965	1966
INITIAL WORK PROGRAM ¹ REGIONAL PLANNING SYSTEMS STUDY REGIONAL BASE MAPPING PROGRAM ECONOMIC BASE STUDY AND STRUCTURE POPULATION STUDY NATURAL RESOURCES INVENTORY PUBLIC UTILITIES INVENTORY	ESTABLISH DATA BASE						
INITIAL REGIONAL LAND USE-TRANSPORTATION PLANNING PROGRAM ²	PREPARE REGIONAL LAND USE PLAN AND REGIONAL TRANSPORTATION PLAN (HIGHWAY AND TRANSIT)						
PREPARATION OF LOCAL PLANNING GUIDES ¹ LAND DEVELOPMENT GUIDE OFFICIAL MAPPING GUIDE ZONING GUIDE ORGANIZATION OF PLANNING AGENCIES FLOODLAND AND SHORELAND DEVELOPMENT GUIDE SOILS DEVELOPMENT GUIDE	PREPARE LOCAL PLANNING MANUALS AND MODEL LAND USE CONTROL ORDINANCES						
ROOT RIVER WATERSHED PLANNING PROGRAM ¹	PREPARE REFINED LAND USE, NATURAL RESOURCE PROTECTION, DRAINAGE AND FLOOD CONTROL, AND WATER POLLUTION ABATEMENT PLANS FOR WATERSHED						
KENOSHA PLANNING DISTRICT PLANNING PROGRAM ¹	PREPARE DETAILED COMPREHENSIVE DEVELOPMENT PLAN FOR DISTRICT						
INITIAL COMMUNITY ASSISTANCE PROGRAM ¹	PROVIDE PLANNING ASSISTANCE TO LOCAL UNITS OF GOVERNMENT UPON REQUEST						
FOX RIVER WATERSHED PLANNING PROGRAM ²	PREPARE REFINED LAND USE, NATURAL RESOURCE PROTECTION, DRAINAGE AND FLOOD CONTROL, AND WATER POLLUTION ABATEMENT PLANS FOR WATERSHED						
CONTINUING REGIONAL LAND USE-TRANSPORTATION PLANNING PROGRAM ² CONTINUING LONG RANGE PLANNING FUNCTIONS JURISDICTIONAL HIGHWAY SYSTEM PLANS MILWAUKEE COUNTY RACINE COUNTY OZAUKEE COUNTY WALWORTH COUNTY WAUKESHA COUNTY WASHINGTON COUNTY KENOSHA COUNTY MILWAUKEE COUNTY MASS TRANSIT STUDY NEW REGIONAL ORIGIN-DESTINATION STUDY TRANSIT DEVELOPMENT PROGRAMS RACINE URBANIZED AREA KENOSHA URBANIZED AREA WAUKESHA AREA ELDERLY/HANDICAPPED STUDY TRANSPORTATION SYSTEMS MANAGEMENT PLANNING TRANSPORTATION IMPROVEMENT PROGRAMMING	CONDUCT CONTINUING PLANNING ACTIVITIES RELATING TO SURVEILLANCE, REAPPRAISAL, SERVICE AND IMPLEMENTATION, PROCEDURAL DEVELOPMENT, AND DOCUMENTATION						
LAND USE PLAN DESIGN MODEL ³	PREPARE MATHEMATICAL MODEL FOR DESIGN OF LAND USE PLANS						
COMMUNITY SHELTER PLANNING RECONNAISSANCE STUDY ³	PREPARE PROSPECTUS FOR REGIONAL COMMUNITY SHELTER PLAN						
MILWAUKEE RIVER WATERSHED PLANNING PROGRAM ²	PREPARE REFINED LAND USE, NATURAL RESOURCE PROTECTION, DRAINAGE AND FLOOD CONTROL, AND WATER POLLUTION ABATEMENT PLANS FOR WATERSHED						
1970 CENSUS COORDINATION PROJECT ¹ AND DUAL INDEPENDENT MAP ENCODING PROGRAM ¹	PREPARE ADDRESS CODING GUIDE AND GEOGRAPHIC BASE FILE						
REGIONAL LIBRARY PLANNING PROGRAM ⁴	PREPARE REGIONAL LIBRARY FACILITIES AND SERVICES PLAN						
REGIONAL SANITARY SEWERAGE SYSTEM PLANNING PROGRAM ¹	PREPARE REGIONAL SANITARY SEWERAGE SYSTEM PLAN						
RACINE URBAN PLANNING DISTRICT PLANNING PROGRAM ⁶	PREPARE DETAILED COMPREHENSIVE DEVELOPMENT PLAN FOR DISTRICT						
CONTINUING COMMUNITY ASSISTANCE PROGRAM ²	PROVIDE PLANNING ASSISTANCE TO LOCAL UNITS OF GOVERNMENT UPON REQUEST						
REGIONAL HOUSING STUDY PROSPECTUS ¹	PREPARE PROSPECTUS FOR REGIONAL HOUSING STUDY						
REGIONAL HOUSING STUDY ¹	PREPARE REGIONAL HOUSING PLAN INCLUDING SHORT RANGE HOUSING ACTION PROGRAM						
REGIONAL AIRPORT SYSTEM PLANNING PROGRAM ²	PREPARE REGIONAL AIRPORT SYSTEM PLAN						
MENOMONEE RIVER WATERSHED PLANNING PROGRAM ²	PREPARE REFINED LAND USE, NATURAL RESOURCE PROTECTION, DRAINAGE AND FLOOD CONTROL, AND WATER POLLUTION ABATEMENT PLANS FOR WATERSHED						
REGIONAL PARK, OUTDOOR RECREATION, AND RELATED OPEN SPACE PLANNING PROGRAM ⁷	PREPARE REGIONAL PARK AND RELATED OPEN SPACE PLAN						
CONTINUING REGIONAL HOUSING STUDY ⁵	CONDUCT CONTINUING PLANNING ACTIVITIES RELATING TO MAINTENANCE OF A REGIONAL HOUSING MARKET INFORMATION FILE AND SERVICE AND IMPLEMENTATION OF REGIONAL HOUSING PLAN ELEMENT						
CONTINUING ENVIRONMENTAL ENGINEERING PLANNING PROGRAM ²	CONDUCT CONTINUING PLANNING ACTIVITIES RELATING TO SERVICE AND IMPLEMENTATION OF WATERSHED AND UTILITY PLAN ELEMENTS						
KINNICKINNIC RIVER WATERSHED STUDY ²	PREPARE REFINED LAND USE, NATURAL RESOURCE PROTECTION, DRAINAGE AND FLOOD CONTROL, AND WATER POLLUTION ABATEMENT PLANS FOR WATERSHED						
REGIONAL AIR QUALITY MAINTENANCE PLANNING PROGRAM ⁵	PREPARE REGIONAL AIR QUALITY MAINTENANCE PLAN						
SANDSTONE AQUIFER SIMULATION MODELING PROGRAM ¹	DEVELOP MATHEMATICAL MODEL TO SIMULATE PERFORMANCE OF THE DEEP SANDSTONE AQUIFER						
INTERNATIONAL JOINT COMMISSION (IJC) WATER POLLUTION RESEARCH STUDY ⁵	CONDUCT RESEARCH ON WATER QUALITY AND URBAN LAND USE RELATIONSHIPS IN THE MENOMONEE RIVER WATERSHED						
WASHINGTON COUNTY SEDIMENT AND EROSION CONTROL PROGRAM ⁵	CONDUCT RESEARCH TO DEMONSTRATE THE EFFECT OF EROSION CONTROL PRACTICES ON WATER QUALITY						
PARTICIPATE IN STATE PREPARATION OF COASTAL ZONE MANAGEMENT PLANS	PREPARE COASTAL ZONE MANAGEMENT PLAN						
AREAWIDE WATER QUALITY MANAGEMENT PLANNING PROGRAM ³	PREPARE WATER QUALITY MANAGEMENT PLAN						
MILWAUKEE HARBOR ESTUARY STUDY ²	PREPARE MANAGEMENT PLAN FOR MILWAUKEE HARBOR ESTUARY						
OCONOMOWOC BARK RIVER WATERSHED STUDY ²	PREPARE REFINED LAND USE, NATURAL RESOURCE PROTECTION, DRAINAGE AND FLOOD CONTROL, AND WATER POLLUTION ABATEMENT PLANS FOR WATERSHED						
MAJOR WORK PROGRAM ELEMENT	WORK PROGRAM OBJECTIVE	1961	1962	1963	1964	1965	1966

¹ PARTIALLY SUPPORTED BY FEDERAL GRANTS.² PARTIALLY SUPPORTED BY STATE AND/OR FEDERAL GRANTS.³ WHOLLY SUPPORTED BY FEDERAL GRANTS.⁴ WHOLLY SUPPORTED BY STATE GRANTS.⁵ WHOLLY SUPPORTED BY STATE AND/OR FEDERAL GRANTS.⁶ WHOLLY SUPPORTED BY LOCAL FUNDS.

Source: SEWRPC.

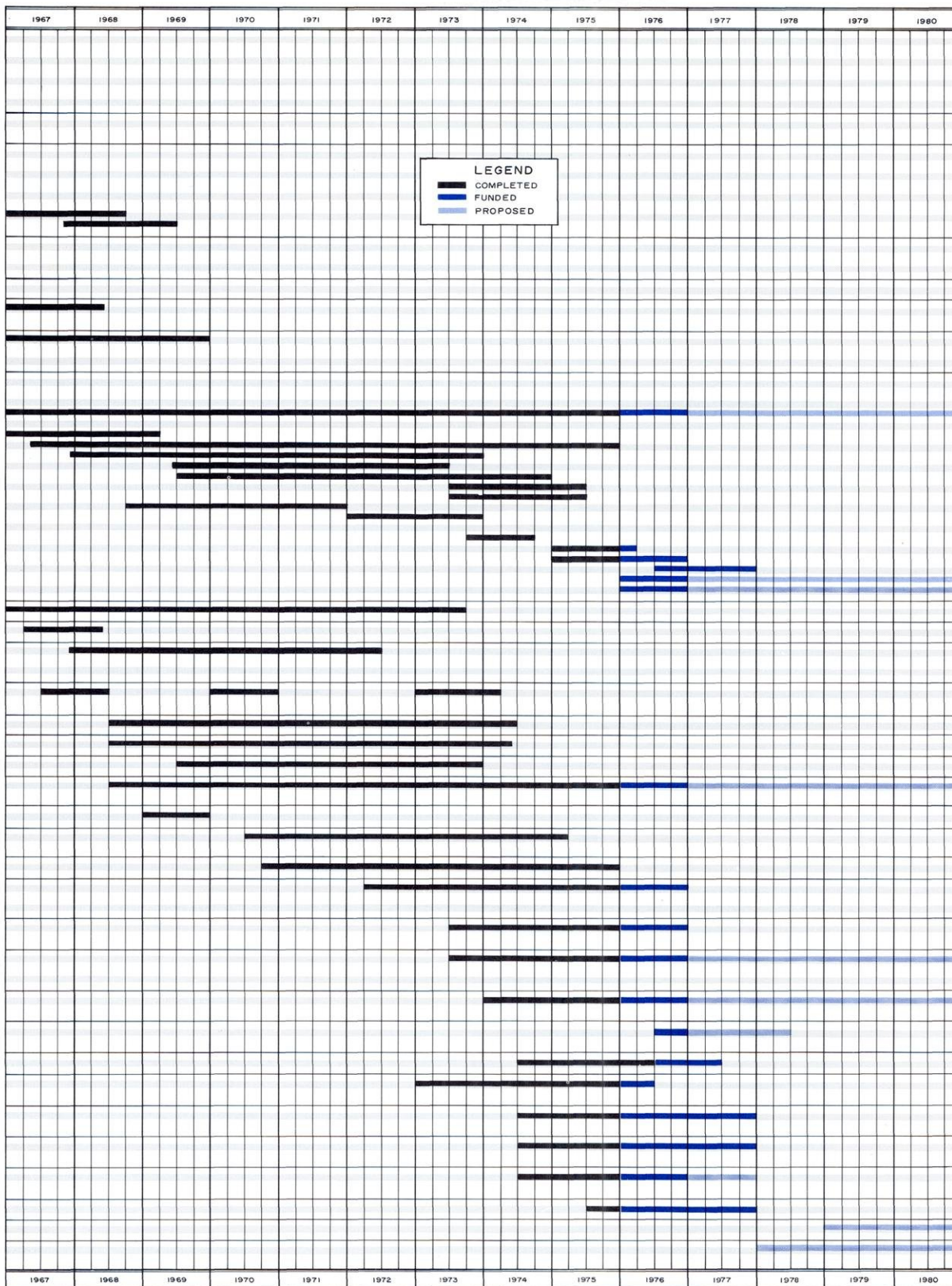


Table 37

**ANTICIPATED FUNDING ALLOCATIONS FOR NEW MAJOR REGIONAL
PLANNING PROGRAMS REQUIRING LOCAL FUNDING: 1976-1980**

Proposed Major New Planning Program	Program Funding Period ^b	Total Funds Anticipated	Federal				Subtotal	
			Department of Housing and Urban Development		Environmental Protection Agency			
			Funds	Percent of Program Total	Funds	Percent of Program Total	Funds	Percent of Program Total
Kinnickinnic River Watershed Study	2 Years 6/76-6/78	\$154,000	\$ 55,000	36	--	--	\$ 55,000	36
Milwaukee Harbor Estuary Study	2 Years 1/79-12/80	200,000	72,000	36	--	--	72,000	36
Oconomowoc-Bark River Watershed Study . .	3 Years 1/78-12/80	192,000	69,120	36	--	--	69,120	36
Total	5 Years	\$546,000	\$196,120	36	--	--	\$196,120	36
Average Annual	1 Year	\$109,200	\$ 39,224	36	--	--	39,224	36

Proposed Major New Planning Program	Program Funding Period ^b	Total Funds Anticipated	State						County ^a	
			Department of Transportation		Department of Natural Resources		Subtotal			
			Funds	Percent of Program Total	Funds	Percent of Program Total	Funds	Percent of Program Total	Funds	Percent of Program Total
Kinnickinnic River Watershed Study	2 Years 6/76-6/78	\$154,000	--	--	\$ 72,000	47	\$ 72,000	47	\$ 27,000	17
Milwaukee Harbor Estuary Study	2 Years ^c 1/79-12/80	200,000	--	--	94,000	47	94,000	47	34,000	17
Oconomowoc-Bark River Watershed Study .	3 Years 1/78-12/80	192,000	--	--	90,240	47	90,240	47	32,640	17
Total	5 Years	\$546,000	--	--	\$256,240	47	\$256,240	47	\$ 93,640	17
Average Annual	1 Year	\$109,200	--	--	\$ 51,248	47	\$ 51,248	47	\$ 18,728	17

^a The county share of the cost of the regional planning program is apportioned, pursuant to Section 66.945(14) of the Wisconsin Statutes, among the several counties on the basis of relative equalized valuation. These costs do not include the costs of the general operation of the Commission for which the counties provide the total funding.

^b The period indicated represents only the proposed funding period. The actual work period for each project may begin and end six to twelve months after the beginning and end of the funding period due to delays encountered in the preparation, negotiation, and execution of contracts and in the assembly of the staff needed to conduct the work program.

^c Represents two years of a three year study.

Source: SEWRPC.

Table 38

**ANTICIPATED AVERAGE ANNUAL FUNDING ALLOCATIONS FOR CONTINUING MAJOR
REGIONAL PLANNING PROGRAMS REQUIRING LOCAL FUNDING: 1976-1980**

Proposed Major Continuing Planning Program	Total Average Annual Funds Anticipated	Federal							
		U. S. Department of Transportation		U. S. Department of Housing and Urban Development		U. S. Environmental Protection Agency		Subtotal	
		Funds	Percent of Program Total	Funds	Percent of Program Total	Funds	Percent of Program Totals	Funds	Percent of Program Total
Continuing Regional Land Use-Transportation Study	\$ 945,478	\$491,648	52	\$217,460	23	\$ --	--	\$709,108	75
Continuing Environmental Engineering Planning Program . .	189,923	--	--	--	--	83,566	44	83,566	44
Continuing Community Assistance Program	197,951	--	--	3,959	2	--	--	3,959	2
Total	\$1,333,352	\$491,648	37	\$221,419	16	\$ 83,566	6	\$796,633	59

Proposed Major Continuing Planning Program	Total Average Annual Funds Anticipated	State						County ^a	
		Wisconsin Department of Transportation		Wisconsin Department of Local Affairs and Development		Subtotal			
		Funds	Percent of Program Total	Funds	Percent of Program Total	Funds	Percent of Program Total	Funds	Percent of Program Total
Continuing Regional Land Use-Transportation Study	\$ 945,478	\$ 94,548	10	\$ --	--	\$ 94,548	10	\$141,822	15
Continuing Environmental Engineering Planning Program . .	189,923	--	--	--	--	--	--	106,357	56
Continuing Community Assistance Program	197,951	--	--	67,303	34	67,303	34	126,689	64
Total	\$1,333,352	\$ 94,548	7	\$ 67,303	5	\$161,851	12	\$374,868	29

^a The county share of the cost of the regional planning program is apportioned, pursuant to Section 66.945(14) of the Wisconsin Statutes, among the several counties on the basis of relative equalized valuation. These costs do not include the costs of the general operation of the Commission for which the counties provide the total funding.

Source: SEWRPC.

ANNUAL WORK PROGRAM: 1976

Within the framework of the Commission five-year work program, the following specific projects are scheduled for calendar year 1976:

1. Menomonee River watershed study
2. Regional park and open space planning program
3. Kinnickinnic River watershed study
4. Regional air quality maintenance planning program

5. Coastal zone management planning program
6. Areawide water quality management planning program
7. Elderly/handicapped transportation study
8. Continuing regional land use-transportation study
9. Continuing housing study
10. Continuing environmental engineering planning program
11. Continuing community assistance program

Table 39

**ANTICIPATED FUNDING ALLOCATIONS FOR MAJOR REGIONAL
PLANNING PROGRAMS NOT REQUIRING LOCAL FUNDING: 1976-1980**

Proposed Major Planning Program	Program Funding Period ^a	Total Funds Anticipated	Federal					
			Department of Housing and Urban Development		Environmental Protection Agency		Subtotal	
			Funds	Percent of Program Total	Funds	Percent of Program Total	Funds	Percent of Program Total
Regional Air Quality Maintenance Planning Program ^b	1 1/2 Years 1/76-6/77	\$ 117,224	\$ --	--	\$ 70,336	60	\$ 70,336	60
Areawide Water Quality Management Planning Program	2 Years 1/76-12/77	2,451,702	--	--	2,451,702	100	2,451,702	100
Coastal Zone Management Planning Program ^b	2 Years 1/76-12/77	60,237	--	--	--	--	--	--
Continuing Regional Housing Study ^b	5 Years 1/76-12/80	237,095	151,741	64	--	--	151,741	64
IJC Menomonee River Pilot Watershed Study ^b	2 Years 1/76-12/77	163,730	--	--	155,544	95	155,544	95
Washington County Sediment and Erosion Control Program ^b	2 Years 1/76-12/77	21,250	--	--	15,937	75	15,937	75
Total	5 Years	\$3,051,238	\$151,741	5	\$2,693,519	88	\$2,845,260	93
Average Annual	1 Year	\$ 610,248	\$ 30,348	5	\$ 538,704	88	\$ 569,052	93

Proposed Major Planning Program	Program Funding Period ^a	Total Funds Anticipated	State									
			Department of Transportation		Department of Natural Resources		Department of Local Affairs and Development		Department of Administration		Subtotal	
			Funds	Percent of Program Total	Funds	Percent of Program Total	Funds	Percent of Program Total	Funds	Percent of Program Total	Funds	Percent of Program Total
Regional Air Quality Maintenance Planning Program ^b	1 1/2 Years 1/76-6/77	\$ 117,224	\$23,444	20	\$23,444	20	\$ --	--	\$ --	--	\$ 46,888	40
Areawide Water Quality Management Planning Program	2 Years 1/76-12/77	2,451,702	--	--	--	--	--	--	--	--	--	--
Coastal Zone Management Planning Program ^b	2 Years 1/76-12/77	60,237	--	--	--	--	8,433	14	51,804	86	60,237	100
Continuing Regional Housing Study ^b	5 Years 1/76-12/80	237,095	--	--	--	--	85,354	36	--	--	85,354	36
IJC Menomonee River Pilot Watershed Study	2 Years 1/76-12/77	163,730	--	--	8,186	5	--	--	--	--	8,186	5
Washington County Sediment and Erosion Control Program ^b	2 Years 1/76-12/77	21,250	--	--	5,313	25	--	--	--	--	5,313	25
Total	5 Years	\$3,051,238	\$23,444	1	\$36,943	1	\$93,787	3	\$51,804	2	\$205,978	7
Average Annual	1 Year	\$ 610,248	\$ 4,689	1	\$ 7,389	1	\$18,757	3	\$10,361	2	\$ 41,196	7

^a The period indicated represents only the proposed funding period. The actual work period for each project may begin and end six to twelve months after the beginning and end of the funding period, due to delays encountered in the preparation, negotiation, and execution of contracts and in the assembly of the staff needed to conduct the work program.

^b These studies partially funded in prior years.

Source: SEWRPC.

12. Sandstone aquifer simulation modeling program
13. International Joint Commission Menomonee River watershed pilot study
14. Washington County sediment and erosion control program

Of these 14, two—the Menomonee River watershed study and the regional park and open space planning program—

are scheduled for completion during 1976 and will result in the preparation of additional regional plan elements. One additional program—the sandstone aquifer simulation modeling program—is also scheduled for completion during 1976. The remaining 11 projects include additional efforts aimed at expanding and maintaining current the Commission's data base for the Region, at reappraising already adopted regional and subregional plan elements, and at preparing additional such elements, as well as providing expanded community assistance services, thus enhancing the regional plan implementation.

APPENDICES

Appendix A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION COMMISSIONERS AND COMMITTEES 1975

COMMISSIONERS

Term Expires

KENOSHA COUNTY

Donald L. Klapper 1976
Donald E. Mayew 1980
* Francis J. Pitts,
Vice-Chairman. 1980

MILWAUKEE COUNTY

Richard W. Cutler,
Secretary. 1978
Evelyn L. Petshek 1978
* Emil M. Stanislawski 1978

OZAUKEE COUNTY

Thomas H. Buestrin 1976
* John P. Dries 1978
James F. Egan. 1978

RACINE COUNTY

George C. Berteau,
Chairman 1980
* John Margis, Jr. 1978
Leonard C. Rauen 1976

WALWORTH COUNTY

Anthony F. Balestrieri 1976
Eugene A. Hollister 1978
* Harold H. Kolb 1976

WASHINGTON COUNTY

Lawrence W. Hillman 1976
Paul F. Quick 1980
* Joseph A. Schmitz,
Treasurer 1978

WAUKESHA COUNTY

Charles J. Davis. 1980
Lyle L. Link 1980
* Theodore F. Matt 1976

* County Board Appointed Commissioners

COMMITTEES

EXECUTIVE COMMITTEE

George C. Berteau, Chairman
John Margis, Jr., Vice-Chairman
Thomas H. Buestrin
Richard W. Cutler
Donald L. Klapper
Harold H. Kolb
Theodore F. Matt
Francis J. Pitts
Joseph A. Schmitz

ADMINISTRATIVE COMMITTEE

Donald L. Klapper, Chairman
Joseph A. Schmitz, Vice-Chairman
George C. Berteau
Lyle L. Link
Francis J. Pitts
Leonard C. Rauen

INTERGOVERNMENTAL AND PUBLIC RELATIONS COMMITTEE

Francis J. Pitts, Chairman
Harold H. Kolb, Vice-Chairman
George C. Berteau
John P. Dries
John Margis, Jr.
Theodore F. Matt
Joseph A. Schmitz
Emil M. Stanislawski

PLANNING AND RESEARCH COMMITTEE

Lawrence W. Hillman, Chairman
Anthony F. Balestrieri, Vice-Chairman
George C. Berteau
Thomas H. Buestrin
Charles J. Davis
James F. Egan
Eugene A. Hollister
Lyle L. Link
John Margis, Jr.
Donald E. Mayew
Paul F. Quick

Appendix B

COMMISSION ADVISORY COMMITTEES

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON REGIONAL LAND USE-TRANSPORTATION PLANNING

The Technical Coordinating and Advisory Committee on Regional Land Use-Transportation Planning is divided into several functional subcommittees. Members of the Committee often serve on more than one subcommittee. The following key identifies the various functional subcommittees: 1) Land Use Subcommittee; 2) Highway Subcommittee; 3) Socioeconomic Subcommittee; 4) Natural and Recreation-Related Resources Subcommittee; 5) Transit Subcommittee; 6) Utilities Subcommittee; 7) Traffic Studies, Models, and Operations Subcommittee.

Stanley E. Altenbern (5)	President, Wisconsin Coach Lines, Inc., Waukesha	George Gundersen (2,4)	Chief of Statewide Planning Section, Division of Planning, Wisconsin Department of Transportation
Anthony S. Bareta (3)	Director, Milwaukee County Planning Commission	Douglas F. Haist (3,5)	Deputy Administrator, Division of Planning, Wisconsin Department of Transportation
John M. Bennett (1,4)	City Engineer, City of Franklin	Roger A. Harris (1,2,6)	Director of Public Works, City of New Berlin
Robert P. Birchler (2)	City Engineer, City of Burlington	Chester J. Harrison (5)	Town Engineer, Town of Caledonia
Robert J. Borchardt (3,6)	City Engineer and General Manager, Milwaukee-Metropolitan Sewerage Commissions	John M. Hartz (5)	Chief, Urban Transit Assistance Section, Division of Planning, Wisconsin Department of Transportation
Stephen M. Born (1)	Director, State Planning Office, Wisconsin Department of Administration, Madison	Dr. Thomas N. Harvey (5,7)	Regional Representative, Urban Mass Transportation Administration, Chicago
Richard Brandt (1)	Manager, Markets and Sales Program, Wisconsin Gas Company, Milwaukee	Frank M. Hedgcock (7)	City Planner, City of Waukesha
Robert W. Brannan (2,5,7)	Transportation Director, Milwaukee County Expressway and Transportation Commission	Sebastian J. Helfer (3)	Director, Campus Planning and Construction, Marquette University, Milwaukee
Donald M. Cammack (7)	Chief Planning Engineer, Division of Aeronautics, Wisconsin Department of Transportation	Fred J. Hempel (2,5,7)	Planning and Research Engineer, Federal Highway Administration
Frederick H. Chlupp (1,4)	Land Use and Park Administrator, Washington County	John O. Hibbs (2,5,7)	Division Engineer, U. S. Department of Transportation, Federal Highway Administration, Madison
Thomas R. Clark (2,5,7)	Chief Planning Engineer, District 2, Division of Highways, Wisconsin Department of Transportation	G. F. Hill (3)	City Manager, City of Whitewater
Arnold L. Clement (1,2)	Planning Director and Zoning Administrator, Racine County	Bill R. Hippenmeyer	Director of Planning, City of Oak Creek
Lucien M. Darin (2)	Director of Public Works, City of Hartford	Lester O. Hoganson (2,6)	City Engineer, City of Racine
Vencil F. Demshar (2)	County Highway Commissioner, Waukesha County	Donald K. Holland (2,6)	Director of Public Works, City of Kenosha
Russell A. Dimick (2)	City Engineer, City of Cedarburg	Karl B. Holzwarth (2,4)	Park Director, Racine County
Arthur D. Doll (1)	Director, Bureau of Planning, Wisconsin Department of Natural Resources	Maurice J. Hovland (4)	County Agricultural Agent, Washington County
John L. Doynne (1,5)	County Executive, Milwaukee County	Robert F. Hutter (2)	Director of Public Works, Village of Sussex
William R. Drew (1,2,3,4,5,6,7)	Commissioner, Department of City Development, Milwaukee	Stanley Ihlenfeldt (1,4)	County Agri-Business Agent, Walworth County
Raymond T. Dwyer (6)	City Engineer, City of Greenfield	Paul G. Jaeger (1,2,4)	County Agricultural Agent, Kenosha County
James E. Foley (7)	Airport Engineer, General Mitchell Field, Milwaukee	George A. James (1,2)	Director, Bureau of Local and Regional Planning, Wisconsin Department of Local Affairs and Development
Thomas G. Frangos (1)	Administrator, Division of Environmental Protection, Wisconsin Department of Natural Resources	Edward A. Jenkins (5)	Transportation Director, City of Kenosha
John M. Fredrickson (1)	Village Manager, Village of River Hills	James A. Johnson (1)	County Planner, Walworth County
John W. Fuller (3)	Chief, Policy and Goal Analysis Section, Wisconsin Department of Transportation	Dr. Leonard Johnson (4)	Soil and Water Conservation Specialist, Board of Soil and Water Conservation, State of Wisconsin
Thomas J. Gaffney (2)	Traffic Engineer, City of Kenosha	Roger A. Johnson (1)	City Planner, City of New Berlin
Arne L. Gausmann (1,2)	Director, Bureau of Systems Planning, Division of Planning, Wisconsin Department of Transportation	Paul Juhnke (3)	Manager, Urban Research and Development, Metropolitan Milwaukee Association of Commerce
Norman N. Gill (1,3)	Executive Director, Citizens Governmental Research Bureau, Milwaukee	Russell Julian (3)	Director, Comprehensive Health Planning Agency of Southeastern Wisconsin, Inc., Milwaukee
Herbert A. Goetsch (2,4,6)	Commissioner of Public Works, City of Milwaukee	John E. Kane (1,3)	Director, Milwaukee Area Office, U. S. Department of Housing and Urban Development

**TECHNICAL COORDINATING AND ADVISORY COMMITTEE
ON REGIONAL LAND USE-TRANSPORTATION PLANNING
(Continued)**

Richard A. Keyes (2) Environmental Engineer, Milwaukee
County Department of Public Works
Thomas R. Kinsey (2) District Engineer,
District 2, Division of Highways,
Wisconsin Department of Transportation
David L. Kluge (6) Director of Public Works,
Village of Pewaukee
Douglas C. Knox (4) Conservationist,
U. S. Conservation Service
Robert F. Kolstad (1,2,4,5) Director of Community Development,
City of Kenosha
Thomas A. Kroehn (1) District Director, Southeast District,
Wisconsin Department of Natural Resources
Harvey Kruchten (1,3) Long-Range Planning Engineer,
Wisconsin Telephone Company, Milwaukee
Edwin J. Laszewski, Jr. (2) City Engineer, City of Milwaukee
Wilmer F. Lean (2,7) County Highway Commissioner,
Walworth County
Gerald P. Lee (1) Building Inspector, Muskego
Elwin G. Leet (1,3,4) County Agricultural Agent,
Racine County
Russell Leitch (3) Trade Specialist, Field Services,
U. S. Department of Commerce, Milwaukee
Edward G. Lemmen (6) Water Utility Manager, Lake Geneva
James Lenz (6) Village Engineer, Village of Hartland
J. William Little (2,6) City Administrator, City of Wauwatosa
Gilbert R. Loshek (2) Area General Manager,
Greyhound Lines-West, Milwaukee
James J. Lynch (1) Village Planner, Village of Shorewood
William L. Marvin (2,7) Director, Traffic Engineering Department,
American Automobile Association, Madison
Henry M. Mayer (5) President and Manager of Operations,
Milwaukee Transport Services, Inc.
Norman H. McKegney (5) Terminal Superintendent,
The Milwaukee Road, Milwaukee
George Mead (3) Marketing Research Manager,
The Milwaukee Journal
Raymond F. Michaud (2) City Engineer, City of Delavan
Robert J. Mikula (2,4) General Manager,
Milwaukee County Park Commission
William A. Muth (6) Director of Public Works,
City of Brookfield
Thomas J. Muth (1) Public Works Director,
Village of Germantown
Melvin J. Noth (2,6) Director of Public Works,
Village of Menomonee Falls
George J. Novenski (7) Chief, Travel Statistics and Data
Coordination Section, Division of Planning,
Wisconsin Department of Transportation
Dwayne Partain (1,5) Librarian, MATC, Milwaukee
Nick T. Paulos (1,2) Village Engineer, Village of Greendale
Allan P. Pleyte (5,7) Traffic Engineer and Superintendent,
Bureau of Traffic Engineering and
Electrical Services, City of Milwaukee
James F. Popp (5,7) Chief of Planning,
U. S. Department of Transportation,
Federal Aviation Administration,
Great Lakes Region, Chicago
Joyce G. Poulsen (3,5) Executive Director, Southeastern
Wisconsin Area Agency on Aging
John B. Prince (1,3,6) Director of Corporate Planning,
Wisconsin Electric Power Company, Milwaukee
Richard A. Rechlicz (5) Executive Secretary, Wisconsin
School Bus Contractors Association
Richard Repert (3) Associate for United Community
Services Planning, United Community
Services of Greater Milwaukee
Albert P. Rettler (2,7) County Highway Commissioner,
Washington County
Donald V. Revello (5,7) Chief, Planning Methods and
Forecasts Section, Division of Planning,
Wisconsin Department of Transportation
Timeon Richter (4) Director, Department of
Environmental Health, Ozaukee County
Donald A. Roensch (1,6) Director of Public Works,
City of Mequon
William D. Rogan (1,4) County Agri-Business Agent,
Waukesha County
Gordon Rozmus (1,3) City Planner, City of Wauwatosa
Harold Ryan (1) Washington County Board Supervisor

**TECHNICAL COORDINATING AND ADVISORY COMMITTEE
ON REGIONAL LAND USE-TRANSPORTATION PLANNING
(Continued)**

Dr. Eric Schenker (3,5,7) Chairman,
Department of Business Administration,
University of Wisconsin-Milwaukee
John E. Schumacher (2,7) City Engineer, City of West Allis
Gerald Schwerm (2) Village Manager, Village of Brown Deer
Harvey Shebesta (2,3,5,7) District Engineer,
District 9, Division of Highways,
Wisconsin Department of Transportation
Earl G. Skagen (2,4,7) County Highway Commissioner,
Racine County
Leland C. Smith (4) County Horticultural Agent,
Kenosha County
Phillip A. Sundal (3) Research Director, Wisconsin
Department of Business Development
G. D. Tang (1,3) District Business Research Manager,
Wisconsin Telephone Company, Milwaukee
Walter J. Tarmann (1,4) Executive Director, Waukesha County
Park and Planning Commission
Jack Taylor (5) President, Flash City Cab, Racine
Norbert S. Theine (1) Administrator, City of South Milwaukee
Donald J. Tripp (1,4) Agricultural Agent, Ozaukee County
Floyd W. Usher (2) City Engineer, City of Oconomowoc
Rodney M. VandenNoven (6) Director of Public Works,
City of Waukesha
John P. Varda (7) General Manager, Wisconsin Motor
Carriers Association, Madison
Lloyd O. Wadleigh (3) Chairman, Department of Economics,
Carroll College, Waukesha
Leo J. Wagner (1,2) County Highway Commissioner,
Kenosha County
Frank A. Wellstein City Engineer,
(1,2,4,5,6,7) City of Oak Creek
Sylvester N. Weyker (2) County Highway Commissioner,
Ozaukee County
Henry B. Wildschut (2,7) County Highway Commissioner and
Director of Public Works, Milwaukee County
Elgar C. Williams (1,3) City Planner, City of West Allis
Bruce B. Wilson (1) Chief, Urban and Regional Planning Assistance,
Wisconsin Department of Transportation
Dan Wilson (4) Resource Development Agent,
UW Extension, Washington County
Thomas N. Wright (1,3,5) Director of Planning, City of Racine

SEWRPC Staff:

Kurt W. Bauer (1,2,3,4,5,6) Executive Director
Harlan E. Clinkenbeard (1,3,4) Assistant Director
Keith W. Graham (2,5,6,7) Assistant Director
Mark P. Green (2,5,7) Chief Transportation Planner
Thomas D. Patterson (3) Chief of Planning Research
Bruce P. Rubin (1,4) Chief Land Use Planner

**CITIZENS' ADVISORY COMMITTEE ON THE FREEWAY-TRANSIT ELEMENT
OF THE REGIONAL LAND USE-TRANSPORTATION PLAN REEVALUATION**

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Chairman Commissioner, SEWRPC
Mrs. Evelyn L. Petshek Commissioner, SEWRPC
Vice-Chairman
Orren J. Bradley President, Boston Store
Department Stores, Milwaukee
Roger C. Cobb Citizen Member, Milwaukee
James N. Elliott President, Milwaukee Building and
Construction Trades Council AFL-CIO, Milwaukee
Sebastian J. Helfer Director of Campus Planning,
Marquette University, Milwaukee
Leonard C. Hobert Chairman of the Board,
Gimbels Midwest, Milwaukee
Cynthia Kukor Adlman, City of Milwaukee
Thomas P. Leisle Mayor, City of Mequon
Harold A. Lenicheck Citizen Member, Milwaukee
Thomas M. Spellman UW Milwaukee;
West Side Citizens' Coalition

**CITIZENS' ADVISORY COMMITTEE ON THE FREEWAY-TRANSIT ELEMENT
OF THE REGIONAL LAND USE-TRANSPORTATION PLAN REEVALUATION
(Continued)**

Dr. Robert F. Purtell, Jr. Citizen Member, Brookfield
John S. Randall Citizen Member, Milwaukee
Lee G. Roemer Citizen Member, Whitefish Bay
Dr. Eric Schenker Department of Business Administration,
University of Wisconsin-Milwaukee
Dr. Abraham Scherr Citizens Regional Environmental
Coalition, North Lake
Wesley L. Scott Executive Director,
Milwaukee Urban League, Milwaukee
Bert J. Stitt Citizen Member, Milwaukee
L. William Teweles Citizen Member, Milwaukee

**TECHNICAL COORDINATING AND ADVISORY COMMITTEE
ON REGIONAL AIRPORT PLANNING**

William D. Rogan County Agri-Business Agent,
Chairman Waukesha County
Kurt W. Bauer Executive Director, SEWRPC
Secretary
John H. Batten President, Twin Disc, Inc., Racine;
Member, National Business Aircraft Association
Robert R. Brackett Manager, Kenosha Municipal Airport;
Member, Wisconsin Aviation Trades Association
Donald M. Cammack Chief Planning Engineer,
Division of Aeronautics,
Wisconsin Department of Transportation
Arne L. Gausmann Director, Bureau of Systems Planning,
Division of Planning,
Wisconsin Department of Transportation
Bill R. Hippenmeyer Director of Planning, City of Oak Creek
Paul C. Leonard Manager, Central Operations Regional Office,
American Air Transport Association,
Rosemount, Illinois
James F. Popp Chief of Planning,
U. S. Department of Transportation,
Federal Aviation Administration,
Great Lakes Region, Chicago
Joseph F. Sanek Airport Director, Milwaukee County
Earl L. Stier Manager, West Bend Airport
Henry B. Wildschut County Highway Commissioner and
Director of Public Works, Milwaukee County
Lt. Col. Fred R. Wylie Civil Engineer,
120th Air Refueling Group,
Wisconsin Air National Guard, Milwaukee

**TECHNICAL AND INTERGOVERNMENTAL COORDINATING
AND ADVISORY COMMITTEE ON JURISDICTIONAL
HIGHWAY PLANNING FOR KENOSHA COUNTY**

Leo J. Wagner County Highway Commissioner,
Chairman Kenosha County
Robert F. Kolstad City Planner, City of Kenosha
Secretary
Kurt W. Bauer Executive Director, SEWRPC
Howard J. Blackmon Chairman, Town of Somers
Wallace E. Burkee Mayor, City of Kenosha
Phillip Dunek Citizen Member, Village of Paddock Lake
Thomas O. Grady Chairman, Town of Wheatland
Thomas J. Haley Citizen Member, City of Kenosha
Richard Harrison President, Village of Silver Lake
Fred J. Hempel Planning and Research Engineer,
U. S. Department of Transportation, Madison
Donald K. Holland Director of Public Works,
City of Kenosha
Earl W. Hollister County Supervisor, Kenosha County
Merlin F. Jahns Trustee, Village of Twin Lakes

**TECHNICAL AND INTERGOVERNMENTAL COORDINATING
AND ADVISORY COMMITTEE ON JURISDICTIONAL
HIGHWAY PLANNING FOR KENOSHA COUNTY
(Continued)**

Thomas R. Kinsey District Engineer, District 2,
Division of Highways, Wisconsin
Department of Transportation
Maurice Lake Citizen Member, Town of Salem
John J. Maurer Citizen Member, Town of Pleasant Prairie
Glenn L. Miller Citizen Member, Town of Brighton
Roger E. Prange Clerk, Town of Pleasant Prairie
Virginia Taylor Citizen Member, City of Kenosha
August Zirbel, Jr. Chairman, Town of Paris

**TECHNICAL AND INTERGOVERNMENTAL COORDINATING
AND ADVISORY COMMITTEE ON JURISDICTIONAL
HIGHWAY PLANNING FOR MILWAUKEE COUNTY**

Henry B. Wildschut County Highway Commissioner and
Chairman and Secretary Director of Public Works,
Milwaukee County
Kurt W. Bauer Executive Director, SEWRPC
John O. Hibbs Division Engineer,
U. S. Department of Transportation,
Federal Highway Administration, Madison
Edwin J. Laszewski, Jr. City Engineer, City of Milwaukee
J. William Little City Administrator, City of Wauwatosa
Nick T. Paulos Village Engineer, Village of Greendale
Peter J. Peters City Engineer, City of Glendale
John E. Schumacher City Engineer, City of West Allis
Gerald Schwerm Village Manager, Village of Brown Deer
Harvey Shebesta District Engineer,
District 9, Division of Highways,
Wisconsin Department of Transportation
Frank A. Wellstein City Engineer, City of Oak Creek

**TECHNICAL AND INTERGOVERNMENTAL COORDINATING
AND ADVISORY COMMITTEE ON JURISDICTIONAL
HIGHWAY PLANNING FOR OZAUKEE COUNTY**

Sylvester N. Weyker County Highway Commissioner,
Chairman Ozaukee County
Kurt W. Bauer Executive Secretary, SEWRPC
Secretary
Russell A. Dimick City Engineer, City of Cedarburg
Arne L. Gausmann Director, Bureau of
Systems Planning, Division of Planning,
Wisconsin Department of Transportation
Fred J. Hempel Planning and Research Engineer,
U. S. Department of Transportation,
Federal Highway Administration, Madison
Thomas P. Kinsey District Engineer,
District 2, Division of Highways,
Wisconsin Department of Transportation
Herbert H. Peters Consulting Engineer,
Ozaukee County Highway Department
Kenneth A. Roell Manager, Town of Cedarburg
Donald A. Roensch Director of Public Works,
City of Mequon
John H. Sigwart Director of Public Works,
City of Port Washington

**TECHNICAL AND INTERGOVERNMENTAL COORDINATING
AND ADVISORY COMMITTEE ON JURISDICTIONAL
HIGHWAY PLANNING FOR RACINE COUNTY**

Earl G. Skagen County Highway Commissioner,
Chairman Racine County
Cecil F. Mehring County Highway Engineer,
Secretary Racine County
Kurt W. Bauer Executive Director, SEWRPC
Thomas R. Clark Chief Planning Engineer,
District 2, Division of Highways,
Wisconsin Department of Transportation
Arnold L. Clement Planning Director and Zoning
Administrator, Racine County
George Gundersen Chief of Statewide Planning Section,
Division of Planning,
Wisconsin Department of Transportation
Chester J. Harrison Town Engineer, Town of Caledonia
Fred J. Hempel Planning and Research Engineer,
U. S. Department of Transportation,
Federal Highway Administration, Madison
Thomas R. Kinsey District Engineer,
District 2, Division of Highways,
Wisconsin Department of Transportation
Fred H. Larson Commissioner of Public Works,
City of Racine
Thomas R. Wright Director of Planning, City of Racine

**TECHNICAL AND INTERGOVERNMENTAL COORDINATING
AND ADVISORY COMMITTEE ON JURISDICTIONAL
HIGHWAY PLANNING FOR WALWORTH COUNTY**

Milton R. Reik Citizen Member,
Chairman City of Lake Geneva
Wilmer W. Lean County Highway Commissioner,
Secretary Walworth County
Anthony F. Balestrieri Consulting Engineer, Elkhorn;
Commissioner, SEWRPC
William E. Barth Citizen Member, Town of Walworth
Kurt W. Bauer Executive Director, SEWRPC
Schuyler W. Case Citizen Member, Town of Sharon
Charles H. Cruse Chairman, Town of Whitewater
Herbert E. Erickson President, Village of Williams Bay
Oliver W. Fleming Citizen Member, City of Delavan
George Gundersen Chief of Statewide
Planning Section, Division of Planning,
Wisconsin Department of Transportation
Fred J. Hempel Planning and Research Engineer,
U. S. Department of Transportation,
Federal Highway Administration, Madison
G. F. Hill City Manager, City of Whitewater
Emil J. Johnjack Mayor, City of Lake Geneva
Herbert E. Johnson Consulting Engineer, City of Elkhorn
Thomas R. Kinsey District Engineer,
District 2, Division of Highways,
Wisconsin Department of Transportation
Clement Tracy Chairman, Town of East Troy

**TECHNICAL AND INTERGOVERNMENTAL COORDINATING
AND ADVISORY COMMITTEE ON JURISDICTIONAL
HIGHWAY PLANNING FOR WASHINGTON COUNTY**

Lloyd Jacklin Citizen Member, Village of Jackson
Chairman
Albert E. McClurg Engineering Aide,
Secretary City of West Bend
Lucien M. Darin Director of Public Works,
City of Hartford
Kurt W. Bauer Executive Director, SEWRPC
Frederick H. Chlupp Land Use and Park Administrator,
Washington County

**TECHNICAL AND INTERGOVERNMENTAL COORDINATING
AND ADVISORY COMMITTEE ON JURISDICTIONAL
HIGHWAY PLANNING FOR WASHINGTON COUNTY
(Continued)**

Jerome P. Faust County Supervisor, Washington County
Peter Gonnering Chairman, Town of Barton
Cornelius L. Gundrum Supervisor, Washington County;
Member, County Board Highway Committee
Carl Hauch Supervisor, Town of Farmington
Alfred F. Hemauer City Clerk, City of West Bend
Fred J. Hempel Planning and Research Engineer,
U. S. Department of Transportation,
Federal Highway Administration, Madison
Thomas R. Kinsey District Engineer,
District 2, Division of Highways,
Wisconsin Department of Transportation
Walter L. Kletti Member, City of Hartford
Planning Commission
Reuben Koch Supervisor, Town of West Bend
Howard J. Kruepke Citizen Member, Town of Polk
Arnold J. Lepien Supervisor, Town of Hartford
John W. Lietzau Trustee, Village of Germantown
Adolph B. Lofy Chairman, Town of Richfield;
County Supervisor, Washington County;
Member, County Board Highway Committee
Charles F. Miller President, Village of Kewaskum;
County Supervisor, Washington County
Thomas J. Muth Director of Public Works,
Village of Germantown
John A. Oelhafen Chairman, Town of Wayne;
County Supervisor, Washington County
Alois Okruhlica Supervisor, Town of Jackson
John M. Pick Alderman, City of West Bend
Helmuth F. Prah County Supervisor, Washington County;
Member, County Board Highway Committee
Albert P. Rettler County Highway Commissioner,
Washington County
Ralph P. Schnorenberg Alderman, City of Hartford
Hugo Schwulst Chairman, Town of Erin;
County Supervisor, Washington County
Roland S. Senner Chairman, Town of Trenton
Mervin C. Thompson Chairman, Town of Kewaskum
Carl Vogt Town Clerk, Town of Addison
Harley Wachs Town Clerk, Town of Germantown

**TECHNICAL AND INTERGOVERNMENTAL COORDINATING
AND ADVISORY COMMITTEE ON JURISDICTIONAL
HIGHWAY PLANNING FOR WAUKESHA COUNTY**

Vencil F. Demshar County Highway Commissioner,
Chairman and Secretary Waukesha County
Kurt W. Bauer Executive Director, SEWRPC
Arne L. Gausmann Director, Bureau of
Systems Planning, Division of Planning,
Wisconsin Department of Transportation
Roger A. Harris Director of Public Works,
City of New Berlin
Fred J. Hempel Planning and Research Engineer,
U. S. Department of Transportation,
Federal Highway Administration, Madison
Richard M. Jung, Sr. Supervisor, Town of Lisbon
Thomas R. Kinsey District Engineer,
District 2, Division of Highways,
Wisconsin Department of Transportation
Gerald P. Lee Building Inspector, City of Muskego
William A. Muth Director of Public Works,
City of Brookfield
Wilbur G. Perren Supervisor, Town of Genesee
Floyd W. Usher City Engineer, City of Oconomowoc
Rodney M. VandenNoven Director of Public Works,
City of Waukesha
Max A. Vogt Village Engineer,
Village of Menomonee Falls

**TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON
TRANSIT DEVELOPMENT FOR THE KENOSHA PLANNING DISTRICT**

Robert F. Kolstad Director, Department of Community
Chairman Development, City of Kenosha
Frank J. Bennett Alderman, City of Kenosha
Howard J. Blackmon Chairman, Town of Somers
Wallace E. Burkee Mayor, City of Kenosha
Mrs. Ben Ami Chmerow League of Women Voters
John B. Culver Kenosha Manufacturers Association
Arne L. Gausmann Director, Bureau of
Systems Planning, Division of Planning,
Wisconsin Department of Transportation
Keith W. Graham Assistant Director, SEWRPC
Dr. Thomas N. Harvey Regional Representative,
Urban Mass Transportation Administration
Charles W. Haubrich Chairman, Town of Pleasant Prairie
John O. Hibbs Division Engineer,
Federal Highway Administration,
U. S. Department of Transportation
Alvin G. Hoffman Alderman, City of Kenosha
Edward A. Jenkins Transportation Director, City of Kenosha
Thomas R. Kinsey District Engineer,
District 2, Division of Highways,
Wisconsin Department of Transportation
Mrs. Ione Kreamer American Association of University Women
Dr. William J. Murin University of Wisconsin-Parkside
Eric H. Olson Chairman, Kenosha County Board of Supervisors
Francis J. Pitts Vice-Chairman, Kenosha County Board of
Supervisors; Commissioner, SEWRPC
Rev. Robert Rodriguez Director, Latin American Center
Eugene J. Ryshkus Board of Education,
Kenosha Unified Schools
Mrs. Shirley Schmerling University of Wisconsin-Parkside
Donald L. Taske President, Downtown Kenosha Association
Bert A. Thompson Senior Citizens
Tony Valeo Chairman, Kenosha Transit Commission
Elmer F. Wilda Plumbers and Steamfitters Local 182
Charles W. Woelffer Transportation Supervisor,
Kenosha Unified Schools

**TECHNICAL COORDINATING AND ADVISORY COMMITTEE
ON TRANSIT DEVELOPMENT FOR THE RACINE PLANNING DISTRICT**

Dr. William J. Murin Political Science Department,
Chairman University of Wisconsin-Parkside
Kurt W. Bauer Executive Director, SEWRPC
Edwin W. Benter Demographer Planner,
Unified School District No. 1
Eual W. Bodenbach Town Coordinator, Town of Mt. Pleasant
Arnold L. Clement Planner, County of Racine
Marcel A. Dandeneau Supervisor, Town of Caledonia;
State Assemblyman, Racine
Jubentino Gonzales Director, Racine Spanish Center
Lenard Grimmer, Sr. Citizen Member, Racine
John M. Hartz Chief, Urban Transit Section,
Division of Planning,
Department of Transportation
Dr. Thomas N. Harvey Regional Representative, Urban Mass
Transit Administration, Chicago
Robert G. Heck President of Council, City of Racine
James F. Kurcharski Citizen Member, Village of Sturtevant
Richard E. LaFave Citizen Member, Racine
Raymond Mathews Executive Director, Urban League of Racine
Walter Neider Citizen Member, Racine
Eric Schroder Citizen Member, Racine
Victor C. Tannehill Executive Vice President,
Manufacturers Association of Racine
Jack Taylor President, Flash City
Cab Company, Racine
Ray F. Truesdell Division of Vocational Rehabilitation, Racine
Fred Wentorf Gateway Technical Institute,
University of Wisconsin-Racine Campus
Darrell Wright Racine Chamber of Commerce
Erwin F. Zuehlke Director of Business Office,
University of Wisconsin-Parkside

**WAUKESHA MASS TRANSIT CITIZENS
AND TECHNICAL ADVISORY COMMITTEE**

David J. Boulay Citizen Member, City of Waukesha
Chairman
David R. Markiewicz Citizen Member, City of Waukesha
Recording Secretary
Mrs. Helen Backhaus Citizen Member, City of Waukesha
Kurt W. Bauer Executive Director, SEWRPC
Thomas R. Clark District Planning Engineer,
Division of Highways,
Wisconsin Department of Transportation
V. F. Demshar Waukesha County Highway Commissioner
Miss Iva Jean Downs Citizen Member, City of Waukesha
Robert Foley Citizen Member, City of Waukesha
John M. Hartz Chief-Urban Transit Section,
Wisconsin Department of Transportation
Thomas N. Harvey Regional Representative,
U. S. Department of Transportation
Joseph Long Citizen Member, City of Waukesha
James A. Marsho Citizen Member, City of Waukesha
Mrs. Joan Marx Citizen Member, City of Waukesha
Richard Nettum Citizen Member, City of Waukesha
Charles G. Rohr Citizen Member, City of Waukesha
Edward J. Stoltz Citizen Member, City of Waukesha
Michael L. Thaller Citizen Member, City of Waukesha

**COMMUNITY ADVISORY COMMITTEE ON LAND USE PLANNING
FOR THE GENERAL MITCHELL FIELD MASTER PLANNING STUDY**

Norbert S. Theine Administrator,
Chairman City of South Milwaukee
Mrs. Carol F. Pfeifer Alderman,
Vice-Chairman City of St. Francis
Robert A. Anderson Alderman, City of Milwaukee
John M. Bennett City Engineer, City of Franklin
Louis M. Cook Alderman, City of Greenfield
Raymond T. Dwyer City Engineer, City of Greenfield
Ronald Fisco Chairman, City of Franklin
Airport Study Committee
Bill R. Hippenmeyer Director of Planning and Industrial
Development, City of Oak Creek
Lawrence P. Kelly Mayor, City of Cudahy
Ray Klug Alderman, City of St. Francis
Mrs. Marian Kroscher Trustee, Village of Greendale
Allen F. Kujath Alderman, City of Greenfield
J. Henry Kulinski City Engineer, City of St. Francis
Edwin J. Laszewski, Jr. City Engineer, City of Milwaukee
Carl A. Lichte Citizen Member, City of Milwaukee
Thomas Lisota Alderman, City of Cudahy
Donald Lukas Member, Village of Greendale Plan Commission
Anthony L. Luljak Alderman, City of Cudahy
David R. Mayer Alderman, City of Franklin
Nick T. Paulos Village Engineer and Director of
Public Works, Village of Greendale
Rodolfo N. Salcedo Environmental Scientist,
Department of City Development,
City of Milwaukee
Robert H. Thronson Citizen Member, City of South Milwaukee
Allen H. Windschanz Alderman, City of Oak Creek
Frank Zawacki, Jr. Alderman, City of South Milwaukee

ROOT RIVER WATERSHED COMMITTEE

Robert J. Mikula General Manager,
Chairman Milwaukee County Park Commission
Thomas N. Wright Planning Director, City of Racine
Vice-Chairman
Kurt W. Bauer Executive Director, SEWRPC
Secretary
John M. Bennett City Engineer, City of Franklin

ROOT RIVER WATERSHED COMMITTEE

(Continued)

Robert J. Borchardt Chief Engineer and General Manager,
Milwaukee-Metropolitan Sewerage Commissions
Raymond T. Dwyer City Engineer, City of Greenfield
Alvin Erdman District Conservationist,
U. S. Soil Conservation Service,
Waukesha and Milwaukee Counties
Jerome J. Gottfried Mayor, City of Muskego
Kenneth Henrics District Engineer, Wisconsin
Department of Natural Resources
Donald W. Hermann Mayor, City of Oak Creek
Lester O. Hoganson City Engineer, City of Racine
Joseph Kroeninger Village President,
Village of Hales Corners
Elwin G. Leet County Agricultural Agent, Racine County
John Margis, Jr. Chairman, Racine County Board of Supervisors;
Commissioner, SEWRPC
Stephen F. Olsen Mayor, City of Racine
Nick T. Paulos Village Engineer, Village of Greendale
John E. Schumacher City Engineer, City of West Allis
Frank A. Wellstein City Engineer, City of Oak Creek

FOX RIVER WATERSHED COMMITTEE

William D. Rogan County Agri-Business Agent,
Chairman Waukesha County
Paul G. Jaeger County Agri-Business Agent,
Secretary Kenosha County
Kurt W. Bauer Executive Director, SEWRPC
Tim Blohm President, Village of Rochester
Edmund M. Brick Chief, Water Regulation Section,
Bureau of Water and Shoreland Management,
Wisconsin Department of Natural Resources
Dorothy Bucholtz Citizen Member, Town of Burlington
Robert Bucholtz Chairman, Town of Waterford
Arnold L. Clement Planning Director and Zoning
Administrator, Racine County
Alvin A. Erdman District Conservationist,
Milwaukee and Waukesha Counties,
U. S. Soil Conservation Service
Willard R. Evans Supervisor, Waukesha County;
Member, County Health Board
Jerome Gottfried Mayor, City of Muskego
Thomas Grady Chairman, Town of Wheatland
Robert Graf President, Village of Waterford
H. Copeland Greene Citizen Member, Genesee Depot
Henry F. Halter Commissioner,
Norway-Dover Drainage District
Franklin E. Hazelo Supervisor, Town of Rochester
Karl B. Holzworth Park Director, Racine County
Stanley W. Ihlenfeldt County Agri-Business Agent,
Walworth County
James A. Johnson County Planner, Walworth County
Melvin J. Johnson Chairman, Town of Norway
Elwin G. Leet County Agri-Business Agent,
Racine County
Walter Maas Member, Town of Rochester Plan Commission
John H. Mielke Consulting Engineer, Waukesha
Raymond J. Moyer, Jr. Supervisor, Racine County
Eistein Pedersen Citizen Member, Rochester, Wisconsin
Clarence O. Peterson Chairman, Town of Vernon
Cloyd A. Porter Chairman, Town of Burlington
Herbert E. Ripley Health Officer, Waukesha County
Department of Health
Phil Sander Executive Secretary, Southeastern
Wisconsin Sportsmen's Federation
Dr. Bruno E. Schiffler Citizen Member, Elkhorn
Bernard G. Schultz Assistant District Director,
Southeast District, Wisconsin
Department of Natural Resources
Art Stratton Commissioner,
Hoosier Creek Drainage District
Walter J. Tarmann Executive Director, Waukesha County
Joseph A. Thielmann Citizen Member, City of Burlington
Rodney M. VandenNoven Director of Public Works,
City of Waukesha
Frank Walsh Supervisor, Walworth County;
Chairman, Town of Linn
Franklin Wirth Mayor, City of Brookfield
John R. Zillmer Secretary, Ice Age Park and
Trail Foundation, Milwaukee

MILWAUKEE RIVER WATERSHED COMMITTEE

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Appendix C

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Appendix D

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May 10, 1976

To the Commissioners of
Southeastern Wisconsin Regional Planning Commission
916 No. East Avenue
Waukesha, Wisconsin 53186

Gentlemen:

We have examined the accompanying Balance Sheets and the related Statements of Revenues, Expenditures, and Changes in Fund Balances for the year 1975 of the following funds of the Southeastern Wisconsin Regional Planning Commission:

- | | |
|--|---|
| 1. General Fund | 11. Sandstone Aquifer Simulation Modeling Program Custodian Fund |
| 2. Continuing Regional Land Use - Transportation Study Fund | 12. Continuing Regional Environmental Engineering Planning Program Fund |
| 3. Regional Airport System Planning Program Fund | 13. Kinnickinnic River Watershed Study Fund |
| 4. General Mitchell Field Master Plan Fund | 14. Menomonee River Pilot Watershed Study Fund |
| 5. Regional Housing Study Fund | 15. Coastal Zone Management Planning Program Fund |
| 6. Menomonee River Watershed Planning Program Fund | 16. Area-wide Water Quality Management Planning Program Fund |
| 7. Regional Park, Outdoor Recreation, and Related Open Space Planning Program Fund | 17. Equipment Account |
| 8. Regional Air Quality Maintenance Planning Program Fund | 18. Unemployment Compensation Fund |
| 9. Stream Gaging Program Custodian Fund | 19. Treasury Cash Fund |
| 10. Kenosha County Photogrammetric Mapping Program Custodian Fund | |

Our examination was made in accordance with generally accepted auditing standards, and accordingly included such tests of the accounting records and such other auditing procedures as we considered necessary in the circumstances.

Although Revenues are related to general project categories, our examination did not include tests of compliance with policies, rules, and regulations of grantor agencies, or a review of efficiency and economy in the use of resources, or whether desired results were effectively achieved.

In our opinion, these statements fairly present the financial position of the above funds at December 31, 1975, and the results of their financial operations during 1975, subject to adjustments that may be imposed by grantor agencies as a result of any future compliance audits, in accordance with generally accepted accounting principles applied consistently.

Respectfully submitted,

Schley, Boettcher & Co.

SCHLEY, BOETTCHER & CO.
Certified Public Accountants

EXHIBIT A-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

General Fund

Statement of Revenues, Expenditures, and Changes in Fund Balance

As at December 31, 1975

Revenues			
State Grants			
Wisc. Dept. of Local Affairs and Development (Note 1)	\$	\$ 83,147.00	\$
Counties Contribution		254,879.00	
Other Income			
Community Assistance Agreements		14,432.71	
Sale of Publication		5,258.04	
Sale of Aerial Photos		10,622.38	
Interest on Invested Funds		2,960.25	
Flood Plain Hazard Determination		1,357.00	
Total Other Income		34,630.38	
Total Revenues			372,656.38
Expenditures			
Salaries and Fringe Benefits by Divisions			
Executive		14,927.39	
Transportation		1,407.38	
Land Use and Housing		516.59	
Administrative		44,207.97	
Cartography		22,620.82	
Planning Research		2,286.37	
Environmental Planning		4,025.08	
Community Assistance		95,083.73	
Data Collection		4,504.19	
Total Salaries and Fringe Benefits		187,579.52	
Totals Carried Forward		187,579.52	372,656.38

EXHIBIT A-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

General Fund

Comparative Balance Sheet

	December 31, 1975	December 31, 1974
Assets		
Equity in Treasury Fund	\$ 211,699.61	\$ 62,490.86
Accounts Receivable		
Non-Federal - Department of Local Affairs and Development	-	3,289.00
Non-Federal - Community Assistance	13,894.32	12,659.77
Total Receivables	13,894.32	15,948.77
Prepaid Expenses	-	2,701.49
Total Assets	\$225,593.93	\$ 81,141.12
Liabilities		
Payroll Taxes		
State Withholding Tax	2,332.39	3,719.92
FICA Tax	119.18	22,163.18
Federal Withholding Tax	6,586.69	-
Total Payroll Taxes	9,038.26	25,883.10
State Sales Tax	88.99	62.46
Accounts Payable	51,665.15	12,609.40
Due to Technical Consultants	-	7,000.00
Other	-	18,104.88
Total Liabilities	60,792.40	63,659.84
Fund Balance		
Unappropriated Fund Balance (Note 2)	164,801.53	17,481.28
Total Liabilities and Fund Balance	\$225,593.93	\$ 81,141.12

The notes which follow are an integral part of this statement.

* * * * *

EXHIBIT A-A
(Continued)

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

General Fund

Statement of Revenues, Expenditures, and Changes in Fund Balance

As at December 31, 1975

Totals Brought Forward	\$	\$187,579.52	\$372,656.38
Expenditures (Continued)			
Office and Other Expense			
Unemployment Compensation		1,928.86	
Data Processing Services		676.27	
Outside Salaries and Services		1,007.50	
Annual Report Publication		4,390.05	
Newsletter Publication		11,086.16	
Office Drafting and Duplicating Supplies		2,490.73	
Library Acquisition and Dues		2,919.48	
Reproduction and Publication		5,579.88	
Publication of Report		3,000.38	
Travel Expense		3,645.58	
Auto Equipment and Maintenance		1,614.92	
Equipment Service Agreements		342.39	
Rent Expense		9,004.81	
Telephone Expense		2,828.84	
Postage Expense		2,305.87	
Liability and Fire Insurance		455.24	
Audit Expense		1,402.03	
Legal Expense		15.40	
Other Operating Expense		2,224.67	
Total Office and Other Expense		56,919.06	
Total Expenditures		244,498.58	
Excess Revenue over Expenditures		128,157.80	
Fund Balance - Beginning of Year			17,481.28
Add: Received from Wisc. Dept. of Employee Trust Funds (Note 2)		106,244.31	
Less: Contributions to Other Funds (Note 3)		87,081.86	19,162.45
Fund Balance - End of Year			\$164,801.53

The notes which follow are an integral part of this statement.

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

General Fund

Notes to Financial Statements

December 31, 1975

1. Wisconsin Dept. of Local Affairs and Development Grant Revenue of \$83,147.00 shown in the General Fund is part of a total award to all funds of \$97,147.00 from the Department of Local Affairs and Development. The monies received were used to offset expenditures incurred for the printing of the bi-monthly Newsletter, Annual Report, Community Assistance Programs, and A-95 Clearing House Review.
2. In accordance with Chapter 214 of the Wisconsin Statutes, the unfunded accrued liability of SEWRPC under the Wisconsin Retirement Fund was recomputed as of December 31, 1973. The result was a credit balance of \$97,323.00 which, with interest to October 31, 1975, was returned to SEWRPC. With the approval of the Administrative and Executive Committees, the money has been set aside to provide a contingency fund to help offset an anticipated cash flow problem in mid-1977 when the 208 Planning Program will be completed. The U. S. Environmental Protection Agency will withhold 10 percent of the total grant pending approval of the program and final audit. The Commission Treasurer was authorized to invest the fund in U. S. Treasury Notes held in an escrow account specifying the anticipated use.
3. **Contributions to Other Funds**

The following program funds were reimbursed by the General Fund, fund balance for expenditures that exceeded revenues:

Continuing Regional Land Use - Transportation Study Fund	\$ 14,889.61
Regional Airport System Planning Program Fund	9,161.92
Regional Housing Study Fund	6,297.47
Menomonee River Watershed Planning Program Fund	20,305.33
Regional Park, Outdoor Recreation, and Related Open Space Planning Program Fund	3,872.66
Continuing Regional Environmental Engineering Planning Program Fund	8,063.66
Coastal Zone Management Planning Program Fund	6,495.18
Equipment Account	17,172.35
Sandstone Aquifer Simulation Modeling Program Custodian Fund	823.68
	\$ 87,081.86

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EXHIBIT B-A

EXHIBIT B-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Continuing Regional Land Use - Transportation Study Fund (Note 1)

Continuing Regional Land Use - Transportation Study Fund (Note 1)

Statement of Revenues, Expenditures, and Changes in Fund Balance

Comparative Balance Sheet

As at December 31, 1975

Revenues			
Federal Grants			
Dept. of Housing & Urban Development	\$	\$ 227,000.00	\$
State Grants			
Wisc. Dept. of Transportation		559,689.00	
Counties Contribution		138,148.00	
Contribution from the General Fund		14,839.61	
Other Income			
Service Agreements		197,972.07	
Non-Data Processing		9,253.78	
Total Other Income		<u>207,225.85</u>	
Total Revenues			1,146,952.46
Expenditures			
Salaries and Fringe Benefits by Divisions			
Executive		72,391.91	
Data Processing		232,434.12	
Transportation		124,122.04	
Land Use and Housing		60,700.05	
Administrative		37,167.08	
Cartography		43,815.65	
Planning Research		77,761.81	
Environmental Planning		1,919.51	
Community Assistance		16,801.60	
Data Collection		31,567.99	
Total Salaries and Fringe Benefits		<u>698,684.76</u>	
Totals Carried Forward		698,684.76	1,146,952.46

	December 31, 1975	December 31, 1974
Assets		
Equity in Treasury Fund	\$ 21,052.40	\$ -
Accounts Receivable		
Net Earned Federal Grants - HUD (Note 2)	2,104.73	-
Non-Federal - Dept. of Local Affairs and Development Grant	-	8,358.00
Net Earned Non-Federal Grants - Wisc. & U. S. Dept. of Transportation (Note 3)	85,729.74	-
Due from Service Agreements (Note 4)	27,232.65	38,313.08
Total Receivables	<u>115,067.12</u>	<u>46,671.08</u>
Total Assets	<u>\$136,119.52</u>	<u>\$ 46,671.08</u>
Liabilities		
State Sales Tax	14.40	-
Accounts Payable	136,105.12	34,720.11
Other Payables	-	6,787.14
Equity in Treasury Fund	-	5,163.83
Total Liabilities	<u>136,119.52</u>	<u>46,671.08</u>
Fund Balance		
Unappropriated Fund Balance	-	-
Total Liabilities and Fund Balance	<u>\$136,119.52</u>	<u>\$ 46,671.08</u>

The notes which follow are an integral part of this statement.

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EXHIBIT B-A
(Continued)

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Continuing Regional Land Use - Transportation Study Fund (Note 1)

Statement of Revenues, Expenditures, and Changes in Fund Balance

As at December 31, 1975

Totals Brought Forward	\$	\$ 698,684.76	\$1,146,952.46
Expenditures (Continued)			
Office and Other Expense			
Technical Consultants		22,500.97	
Services by Other Public Agencies		4,200.00	
Outside Salaries and Services		14,847.88	
Data Processing Machine Rental		223,910.02	
Annual Report Publication		4,374.50	
Newsletter Publication		6,771.00	
Office Drafting & Duplicating Supplies		37,170.41	
Library Acquisitions and Dues		485.00	
Reproduction and Publication		11,380.92	
Publication of Report		48,746.15	
Travel Expense		5,504.50	
Rent Expense		34,358.94	
Telephone Expense		10,558.39	
Postage Expense		2,697.81	
Liability and Fire Insurance		1,662.96	
Audit Expense		6,706.80	
Legal Expense		122.96	
Auto Equipment and Maintenance		781.52	
Other Operating Expense		121.20	
Depreciation on Auto		2,324.24	
Project Inspection Fee		1,853.00	
Unemployment Compensation Expense		7,188.63	
Total Office and Other Expense		<u>448,267.70</u>	
Total Expenditures			<u>1,146,952.46</u>
Excess Revenue over Expenditures			-
Fund Balance - Beginning of Year			-
Fund Balance - End of Year			<u>\$ -</u>

The notes which follow are an integral part of this statement.

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Continuing Regional Land Use - Transportation Study Fund

Notes to Financial Statements

December 31, 1975

1. The Continuing Regional Land Use - Transportation Study is a continuing planning program directed towards the monitoring of and recommendation for land use development and supporting transportation facility development within the Region.

2. Net Earned Federal Grants - Department of Housing and Urban Development

The Continuing Regional Land Use - Transportation Study Fund was awarded a grant from the U. S. Department of Housing and Urban Development in the amount of \$227,000.00 out of a total award to all funds of \$291,112.00 during 1975. As of December 31, 1975, the U. S. Department of Housing and Urban Development grant to this fund was recognized as earned, and therefore, no unearned portion appears in this statement.

3. Net Earned Non-Federal Grants - Wisconsin Department of Transportation and U. S. Department of Transportation, Federal Highway Administration and Urban Mass Transportation Administration

The Continuing Regional Land Use - Transportation Study Fund was awarded a total grant of \$559,689.00 for the 1975 calendar year. The \$559,689.00 was earned during 1975, and therefore, no unearned portion appears in this statement.

4. Due from Service Agreements

Continuing Regional Land Use - Transportation Study Fund of Southeastern Wisconsin Regional Planning Commission leases an IBM 370 computer and offers electronic data processing services to schools, municipalities, and other agencies within the region. As of December 31, 1975, 75 schools, municipalities and other agencies owed \$27,232.65 to Southeastern Wisconsin Regional Planning Commission for data processing services rendered.

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EXHIBIT C-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Regional Airport System Planning Program Fund (Note 1)

Statement of Revenues, Expenditures, and Changes in Fund Balance

As at December 31, 1975

<u>Revenues</u>			
State Grants			
Wis. Dept. of Transportation	\$	\$ 73,080.88	\$
Contribution from General Fund		9,161.92	
<u>Total Revenues</u>			82,242.80
<u>Expenditures</u>			
Salaries and Fringe Benefits by Divisions			
Executive	3,466.10		
Transportation	633.49		
Land Use and Housing	669.31		
Administrative	1,636.32		
Cartography	12,438.64		
Environmental Planning	140.40		
Community Assistance	8,570.75		
<u>Total Salaries and Fringe Benefits</u>		27,555.01	
Office and Other Expense			
Technical Consultants	48,418.00		
Data Processing Services	321.99		
Office Drafting & Duplicating Supplies	198.30		
Reproduction and Publication	558.98		
Publication of Report	2,426.28		
Travel Expense	410.43		
Rent Expense	1,236.61		
Telephone Expense	418.09		
Postage Expense	45.61		
Liability and Fire Insurance	87.02		
Audit Expense	200.05		
Legal Expense	.66		
Depr. on Auto and Equipment	82.35		
Unemployment Compensation Expense	282.92		
<u>Total Office and Other Expense</u>		54,687.79	
<u>Total Expenditures</u>			82,242.80
Excess Revenue over Expenditures			-
Fund Balance - Beginning of Year			-
Fund Balance - End of Year			\$ -

The notes which follow are an integral part of this statement.

* * * * *

EXHIBIT C-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Regional Airport System Planning Program Fund (Note 1)

Comparative Balance Sheet

	December 31, 1975	December 31, 1974
<u>Assets</u>		
Accounts Receivable		
Non-Federal - Wisc. and U. S.		
Dept. of Transportation	\$ 20,968.00	\$ 48,738.82
Less: Unearned Wisc. and U. S.		
Dept. of Transportation (Note 2)	-	5,043.94
<u>Total Assets</u>	\$ 20,968.00	\$ 5,043.94
<u>Liabilities</u>		
Accounts Payable	20,661.28	166.53
Equity in Treasury Fund	306.72	4,877.41
<u>Total Liabilities</u>	20,968.00	5,043.94
Fund Balance		
Fund Balance	-	-
<u>Total Liabilities and Fund Balance</u>	\$ 20,968.00	\$ 5,043.94

The notes which follow are an integral part of this statement.

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Regional Airport System Planning Program Fund

Notes to Financial Statements

December 31, 1975

1. The Regional Airport System Planning Program is a study being conducted to develop a sound and workable plan to guide the staged improvement of adequate public airport facilities and to coordinate airport facility development within the region.
2. Net Earned Non-Federal Grant - Wisconsin Department of Transportation

Regional Airport System Planning Program Fund was awarded a grant from the Wisconsin Department of Transportation in the amount of \$29,386.00 for the increased costs involved in the amended scope of services to be performed. As of January 1, 1975, \$43,694.88 was shown as unearned grant revenue from prior years. As of December 31, 1975, all Wisconsin Department of Transportation grants to the fund were recognized as earned, and therefore, no unearned portion appears in this statement.

* * * * *

EXHIBIT D-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

General Mitchell Field Master Plan Fund (Note 1)

Statement of Revenues, Expenditures, and Changes in Fund Balance

As at December 31, 1975

<u>Revenues</u>			
Wis. Dept. of Transportation	\$	\$	\$ 10,450.97
<u>Total Revenues</u>			10,450.97
<u>Expenditures</u>			
Salaries and Fringe Benefits by Divisions			
Executive	8,593.15		
Transportation	15.80		
Land Use and Housing	390.62		
Administrative	137.10		
Cartography	133.47		
Planning Research	26.34		
<u>Total Salaries and Fringe Benefits</u>		9,296.48	
Office and Other Expense			
Office Drafting & Duplicating Supplies	36.62		
Reproduction and Publication	101.69		
Publication of Report	74.25		
Travel Expense	73.31		
Rent Expense	551.43		
Telephone Expense	125.80		
Liability and Fire Insurance	25.14		
Audit Expense	41.62		
Depr. on Auto and Equipment	28.47		
Unemployment Compensation Expense	96.16		
<u>Total Office and Other Expense</u>		1,154.49	
<u>Total Expenditures</u>			10,450.97
Excess Revenue over Expenditures			-
Fund Balance - Beginning of Year			-
Fund Balance - End of Year			\$ -

The notes which follow are an integral part of this statement.

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EXHIBIT D-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

General Mitchell Field Master Plan Fund (Note 1)

Balance Sheet

As at December 31, 1975

<u>Assets</u>			
Accounts Receivable			
Non-Federal - Wisconsin and U. S. Dept. of Transportation	\$ 9,816.68	\$	
Less: Unearned Wisconsin and U. S. Dept. of Transportation (Note 2)	<u>9,549.03</u>		<u>267.65</u>
<u>Total Assets</u>		\$	<u>267.65</u>
<u>Liabilities</u>			
Accounts Payable			3.03
Equity in Treasury Fund			<u>264.62</u>
<u>Total Liabilities</u>			<u>267.65</u>
<u>Fund Balance</u>			
Fund Balance			-
<u>Total Liabilities and Fund Balance</u>		\$	<u>267.65</u>

The notes which follow are an integral part of this statement.

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

General Mitchell Field Master Plan Fund

Notes to Financial Statements

December 31, 1975

- The General Mitchell Field Master Plan Study is a study to develop compatible land use plans around General Mitchell Field and provide liaison among affected communities and the Airport Master Plan Consultant.
- Net Earned Non-Federal Grant - Wisconsin Department of Transportation
General Mitchell Field Master Plan Fund was awarded a grant from the Wisconsin Department of Transportation in the amount of \$20,000.00 for Phase I of the Master Plan Study. As of December 31, 1975, \$10,450.97 was earned, and \$9,549.03 remained to be earned.

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EXHIBIT E-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Regional Housing Study Fund (Note 1)

Statement of Revenues, Expenditures, and Changes in Fund Balance

As at December 31, 1975

<u>Revenues</u>			
Federal Grants			
Dept. of Housing and Urban Development	\$	\$ 12,637.00	\$
State Grants			
Wis. Dept. of Local Affairs & Dev. (Note 3)		27,545.09	
Counties Contribution		23,765.11	
Contribution From General Fund		6,297.47	
Other Income			
Interest on Invested Funds		<u>132.85</u>	
<u>Total Revenues</u>			70,377.52
<u>Expenditures</u>			
Salaries and Fringe Benefits by Divisions			
Executive	1,812.20		
Transportation	337.44		
Land Use and Housing	35,377.54		
Administrative	665.77		
Cartography	10,241.80		
Environmental Planning	85.60		
Community Assistance	<u>2,115.59</u>		
<u>Total Salaries and Fringe Benefits</u>		50,635.94	
Office and Other Expense			
Office Drafting & Duplicating Supplies	334.77		
Reproduction and Publication	821.75		
Publication of Report	12,587.82		
Travel Expense	809.85		
Rent Expense	3,156.57		
Postage Expense	26.17		
Telephone Expense	795.69		
Liability and Fire Insurance	79.32		
Audit Expense	357.54		
Depreciation on Auto	156.86		
Unemployment Compensation Expense	521.24		
Project Inspection Fee	<u>54.00</u>		
<u>Total Office and Other Expense</u>		19,741.58	
<u>Total Expenditures</u>			<u>70,377.52</u>
<u>Excess Revenue over Expenditures</u>			
			-
Fund Balance - Beginning of Year			(2,132.15)
Fund Balance - End of Year			\$ (2,132.15)

The notes which follow are an integral part of this statement.

EXHIBIT E-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Regional Housing Study Fund (Note 1)

Comparative Balance Sheet

	December 31, 1975	December 31, 1974
<u>Assets</u>		
Equity in Treasury Fund	\$ 4,621.09	\$ 27,818.05
Accounts Receivable		
Net Earned Fed. Grants (HUD) (Note 2)	5,953.00	-
Non-Federal - Dept. of Local Affairs and Development	-	20,000.00
Less: Unearned Dept. of Local Affairs and Development	<u>-</u>	<u>6,454.91</u>
<u>Total Assets</u>	<u>\$ 10,574.09</u>	<u>\$ 34,272.96</u>
<u>Liabilities</u>		
Accounts Payable	12,706.24	12,640.00
Unearned Grant - Counties	-	<u>23,765.11</u>
<u>Total Liabilities</u>	<u>12,706.24</u>	<u>36,405.11</u>
<u>Fund Balance</u>		
Fund Balance	(2,132.15)	(2,132.15)
<u>Total Liabilities and Fund Balance</u>	<u>\$ 10,574.09</u>	<u>\$ 34,272.96</u>

The notes which follow are an integral part of this statement.

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

EXHIBIT F-B

Regional Housing Study Fund

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Notes to Financial Statements

Menomonee River Watershed Planning Program Fund (Note 1)

December 31, 1975

Comparative Balance Sheet

1. The Regional Housing Study is a study being conducted to provide uniform areawide information on the supply of and demand for housing within the region.

2. Unearned Grants - Department of Housing and Urban Development

The Regional Housing Study Fund was awarded two (2) grants from the Department of Housing and Urban Development in the amount of \$12,637.00 out of a total award to several funds of \$291,112.00. As of December 31, 1975, all U. S. Department of Housing and Urban Development grants to the fund were recognized as earned, and therefore, no unearned portion appears in this statement.

3. Unearned Grants - Department of Local Affairs and Development

The Regional Housing Study Fund 1975 award was \$14,000.00 which represents a portion of the total Southeastern Wisconsin Regional Planning Commission award of \$97,147.00 from the Wisconsin Department of Local Affairs and Development. As of January 1, 1975, \$13,545.09 was shown as unearned grant revenue from the prior year. As of December 31, 1975, all grants from the Wisconsin Department of Local Affairs and Development shown in this fund were earned.

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	December 31, 1975	December 31, 1974
Assets		
Equity in Treasury Fund	\$ -	\$ 15,690.08
Accounts Receivable		
Federal Grants - HUD (Note 2)	-	2,617.44
Less: Unearned HUD Grant	-	2,617.44
Federal - Dept. of Interior		
Environmental Protection Agency	10,215.91	42,869.91
Less: Unearned Dept. of Interior		
Environmental Protection Agency	-	19,352.14
Total Assets	\$ 10,215.91	\$ 41,825.29
Liabilities		
Accounts Payable	194.18	18,732.71
Equity in Treasury Fund	11,612.05	-
Unearned - Dept. of Natural Resources	-	18,357.58
Unearned - Counties	-	6,323.32
Total Liabilities	11,806.23	43,415.61
Fund Balance		
Unappropriated Fund Balance	(1,590.32)	(1,590.32)
Total Liabilities and Fund Balance	\$ 10,215.91	\$ 41,825.29

The notes which follow are an integral part of this statement.

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

EXHIBIT F-A

Menomonee River Watershed Planning Program Fund (Note 1)

Statement of Revenues, Expenditures, and Changes in Fund Balance

As at December 31, 1975

Revenues			
Federal Grants			
Dept. of Housing and Urban Development	\$ 11,511.51	\$	\$
U. S. Environmental Protection Agency	19,352.14		
Total Federal Grants		30,863.65	
State Grants			
Wisc. Dept. of Natural Resources		18,357.58	
Counties Contribution		6,323.32	
Contribution from General Fund		20,305.33	
Other Income			
Community Assistance Agreements		155.00	
Total Revenues			76,006.83
Expenditures			
Salaries and Fringe Benefits by Divisions			
Executive	2,611.35		
Transportation	19.96		
Land Use and Housing	175.64		
Administrative	1,198.30		
Cartography	4,008.57		
Planning Research	313.52		
Environmental Planning	41,112.91		
Community Assistance	1,272.84		
Total Salaries and Fringe Benefits		50,713.09	
Office and Other Expense			
Technical Consultants	7,316.45		
Services by Other Public Agencies	3,900.00		
Outside Salaries and Services	128.00		
Data Processing Services	4,989.98		
Office Drafting and Duplicating Supplies	767.42		
Reproduction and Publication	472.20		
Publication of Report	2,625.34		
Travel Expense	227.37		
Rent Expense	2,595.41		
Telephone Expense	850.89		
Postage Expense	122.84		
Liability and Fire Insurance	101.46		
Audit Expense	385.58		
Legal Expense	3.84		
Depreciation on Auto and Equipment	190.77		
Unemployment Compensation Expense	521.24		
Project Inspection Fee	25.00		
Total Office and Other Expense		25,293.79	
Total Expenditures			76,006.83
Excess Revenue over Expenditures			-
Fund Balance - Beginning of Year			(1,590.32)
Fund Balance - End of Year			\$ (1,590.32)

The notes which follow are an integral part of this statement.

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Menomonee River Watershed Planning Program Fund

Notes to Financial Statements

December 31, 1975

1. The Menomonee River Watershed Planning Program is a study being conducted to develop a workable plan to guide the staged development of multi-purpose water control facilities and related land use and resource conservation and management programs within the Menomonee River watershed.
2. Federal Grants - Department of Housing and Urban Development

The Menomonee River Watershed Planning Program Fund was awarded a grant from the Department of Housing and Urban Development in the amount of \$11,475.00 out of a total award to all funds of \$291,112.00 during 1975. As of December 31, 1975, the U. S. Department of Housing and Urban Development grant to this fund was recognized as earned, and therefore, no unearned portion appears in this statement.

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EXHIBIT G-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Regional Park, Outdoor Recreation, and Related Open Space
Planning Program Fund (Note 1)

Statement of Revenues, Expenditures, and Changes in Fund Balance

As at December 31, 1975

Revenues			
Federal Grants			
Dept. of Housing and Urban Development	\$	\$ 14,704.20	\$
State Grants			
Wisc. Dept. of Natural Resources		11,528.90	
Counties Contribution		11,528.90	
Contribution from General Fund		3,872.66	
Total Revenues			71,634.66
Expenditures			
Salaries and Fringe Benefits by Divisions			
Executive		247.32	
Land Use and Housing		49,518.70	
Administrative		128.31	
Cartography		210.33	
Environmental Planning		35.66	
Community Assistance		6.72	
Total Salaries and Fringe Benefits		50,147.04	
Office and Other Expense			
Data Processing Services		12,333.95	
Office Drafting & Duplicating Supplies		856.62	
Reproduction and Publication		536.37	
Publication of Report		1,127.61	
Travel Expense		540.33	
Rent Expense		2,684.24	
Telephone Expense		754.18	
Postage Expense		1,041.30	
Liability and Fire Insurance		105.51	
Audit Expense		428.18	
Legal Expense		.45	
Depr. on Auto and Equipment		220.22	
Unemployment Compensation Expense		515.66	
Project Inspection Fee		333.00	
Total Office and Other Expense		21,487.52	
Total Expenditures			71,634.66
Excess Revenue over Expenditures			-
Fund Balance - Beginning of Year			309.64
Fund Balance - End of Year			\$ 309.64

The notes which follow are an integral part of this statement.

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Regional Park, Outdoor Recreation, and Related Open Space
Planning Program Fund (Note 1)

Comparative Balance Sheet

	December 31, 1975	December 31, 1974
Assets		
Equity in Treasury Fund	\$ 392.12	\$ -
Accounts Receivable		
Federal Grants - HUD	-	11,166.90
Less: Unearned Grant (Note 2)	-	4,704.17
Miscellaneous	6,000.00	-
Less: Unearned Miscellaneous (Note 4)	6,000.00	-
Total Assets	\$ 392.12	\$ 6,462.73
Liabilities		
Accounts Payable	82.48	282.00
Equity in Treasury Fund	-	2,813.29
Unearned Grants		
Dept. of Natural Resources (Note 3)	-	1,528.90
Counties	-	1,528.90
Total Liabilities	82.48	6,153.09
Fund Balance	309.64	309.64
Total Liabilities and Fund Balance	\$ 392.12	\$ 6,462.73

The notes which follow are an integral part of this statement.

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Regional Park, Outdoor Recreation, and Related Open Space
Planning Program Fund

Notes to Financial Statements

December 31, 1975

- The Regional Park, Outdoor Recreation, and Related Open Space Planning Program is a study being conducted to develop a sound and workable plan to guide the staged acquisition and development of lands needed for public park, outdoor recreation, and related natural resource conservation purposes within the region.
- Unearned Grants - Department of Housing and Urban Development**
The Regional Park, Outdoor Recreation, and Related Open Space Fund was awarded a grant from the Department of Housing and Urban Development in the amount of \$40,000.00 out of a total award to all funds of \$291,112.00 during 1975. As of January 1, 1975 there was a prior year unearned grant of \$4,704.17. As of December 31, 1975, all U. S. Department of Housing and Urban Development grants to this fund were recognized as earned, and therefore, no unearned portion appears in this statement.
- Unearned Grants - Department of Natural Resources**
The Department of Natural Resources awarded during 1975 a grant of \$10,000.00 to the Regional Park, Outdoor Recreation, and Related Open Space Planning Program Fund. As of January 1, 1975 there was a prior year unearned grant of \$1,528.90. As of December 31, 1975, all Wisconsin Department of Natural Resources grants to this fund were recognized as earned, and therefore, no unearned portion appears in this statement.
- Unearned Grants - Milwaukee County Planning Commission**
The Milwaukee County Planning Commission awarded a grant of \$6,000.00 to the Regional Park, Outdoor Recreation, and Related Open Space Planning Program Fund. This grant remains unearned as of December 31, 1975.

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EXHIBIT H-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Regional Air Quality Maintenance Planning Program Fund (Note 1)

Statement of Revenues, Expenditures, and Changes in Fund Balance

As at December 31, 1975

Revenues			
Federal Grants			
U. S. Environmental Protection Agency	\$	\$ 62,622.49	
State Grants			
Wisc. Dept. of Transportation		20,874.16	
Wisc. Dept. of Natural Resources		20,874.16	
Total State Grants		41,748.32	
Total Revenues			104,370.81
Expenditures			
Salaries and Fringe Benefits by Divisions			
Executive		2,369.41	
Transportation		2,790.23	
Land Use and Housing		29.80	
Administrative		467.69	
Cartography		557.42	
Planning Research		343.51	
Environmental Planning		46,733.63	
Community Assistance		193.35	
Total Salaries and Fringe Benefits		53,885.04	
Office and Other Expense			
Technical Consultants		26,964.50	
Outside Salaries and Services		571.16	
Data Processing Services		15,440.13	
Office Drafting & Duplicating Supplies		368.96	
Reproduction and Publication		660.78	
Publication of Report		804.02	
Travel Expense		814.02	
Rent Expense		2,704.58	
Telephone Expense		808.16	
Postage Expense		18.79	
Liability and Fire Insurance		144.28	
Audit Expense		443.36	
Legal Expense		4.63	
Depreciation Expense		183.71	
Unemployment Compensation Expense		554.62	
Total Office and Other Expense		50,485.77	
Total Expenditures			104,370.81
Excess Revenue over Expenditures			-
Fund Balance - Beginning of Year			-
Fund Balance - End of Year			\$ -

The notes which follow are an integral part of this statement.

EXHIBIT H-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Regional Air Quality Maintenance Planning Program Fund (Note 1)

Comparative Balance Sheet

Assets	December 31, 1975	December 31, 1974
Federal - Dept. of Interior		
Environmental Protection Agency	\$ 44,237.56	\$ 57,810.00
Less: Unearned - Dept. of Interior		
Environmental Protection Agency		
(Note 2)	<u>37,039.35</u>	<u>41,851.84</u>
Non-Federal - Wisc. and U. S.	7,198.21	15,959.16
Dept. of Transportation	14,745.85	19,270.00
Less: Unearned Wisc. and U. S.		
Dept. of Transportation (Note 3)	<u>12,346.46</u>	<u>13,950.62</u>
Non-Federal - Wisc. Dept. of	2,399.39	5,319.38
Natural Resources	14,745.86	19,270.00
Less: Unearned - Dept. of Natural		
Resources (Note 4)	<u>12,346.46</u>	<u>13,950.62</u>
	<u>5,319.38</u>	
Total Assets	\$ 11,997.00	\$ 26,596.92
Liabilities		
Accounts Payable	320.54	-
Equity in Treasury Fund	<u>11,676.46</u>	<u>26,596.92</u>
Total Liabilities	11,997.00	26,596.92
Fund Balance		
Fund Balance	-	-
Total Liabilities and Fund Balance	\$ 11,997.00	\$ 26,596.92

The notes which follow are an integral part of this statement.

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Regional Air Quality Maintenance Planning Program Fund

Notes to Financial Statements

December 31, 1975

- The Regional Air Quality Maintenance Planning Program is a study being conducted to develop a sound and workable long-range plan for meeting established ambient air quality objectives and supporting standards within the region.

2. Unearned - Environmental Protection Agency

The Regional Air Quality Maintenance Planning Program was awarded from the Environmental Protection Agency a two (2) year grant of \$115,620.00 of which \$57,810.00 (or one-half) was recognized as possible 1975 revenue. The balance at January 1, 1975 of \$41,851.84 was the unearned 1974 balance of the portion recognized in 1974. As of December 31, 1975, the unearned balance of \$37,039.35 is the unearned balance of the portion recognized as possible 1975 revenue.

3. Unearned - Wisconsin Department of Transportation and United States Department of Transportation

The Department of Transportation award for the two (2) years totaled \$38,540.00 of which one-half or \$19,270.00 was recognized as possible 1975 revenue. The balance at January 1, 1975 of \$13,950.62 was the unearned 1974 balance of the portion recognized in 1974. As of December 31, 1975, the unearned balance of \$12,346.46 is the unearned balance of the portion recognized as possible 1975 revenue.

4. Unearned - Department of Natural Resources

The Department of Natural Resources award for the two (2) years totaled \$38,540.00 of which one-half or \$19,270.00 was recognized as possible 1975 revenue. The balance at January 1, 1975 of \$13,950.62 was the unearned 1974 balance of the portion recognized in 1974. As of December 31, 1975, the unearned balance of \$12,346.46 is the unearned balance of the portion recognized as possible 1975 revenue.

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EXHIBIT I-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Stream Gaging Program Custodian Fund (Note 1)

Statement of Revenues, Expenditures, and Changes in Fund Balance

As at December 31, 1975

Revenues		
Counties Contribution (Note 2)	\$ 21,850.00	\$
Interest on Invested Funds	<u>138.98</u>	
Total Revenues		21,988.98
Expenditures		
Services by Other Public Agencies	<u>13,650.00</u>	
Total Expenditures		13,650.00
Excess Revenue over Expenditures		8,338.98
Custodian Fund Balance - Beginning of Year		5,400.00
Custodian Fund Balance - End of Year		\$ 13,738.98

The notes which follow are an integral part of this statement.

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EXHIBIT I-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Stream Gaging Program Custodian Fund (Note 1)

Comparative Balance Sheet

	Dec.31,1975	Dec.31,1974
Assets		
Equity in Treasury Fund	\$ 10,738.98	\$ 18,931.25
Accounts Receivable	<u>3,000.00</u>	<u>-</u>
Total Assets	\$ 13,738.98	\$ 18,931.25
Liabilities		
Accounts Payable	-	<u>13,531.25</u>
Total Liabilities	-	13,531.25
Fund Balance		
Unappropriated Fund Balance	<u>13,738.98</u>	<u>5,400.00</u>
Total Liabilities and Fund Balance	\$ 13,738.98	\$ 18,931.25

The notes which follow are an integral part of this statement.

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Stream Gaging Program Custodian Fund

Notes to Financial Statements

December 31, 1975

- The Stream Gaging Program is a cooperative program among the U. S. Geological Survey, the Wisconsin Department of Natural Resources, the Metropolitan Sewerage Commission of the County of Milwaukee, the Fond du Lac, Ozaukee, Racine, Washington, and Waukesha County Boards of Supervisors, and the University of Wisconsin-Parkside to monitor river flows and provide data essential for management of the water resources of Southeastern Wisconsin administered by the Southeastern Wisconsin Regional Planning Commission as a trust account.
- The 1975 contributions to the Stream Gaging Program were as follows:

Racine County	\$ 5,725.00
Fond du Lac County	1,425.00
U. W. - Parkside	1,500.00
Waukesha County	3,000.00
Ozaukee County	2,850.00
Milwaukee County Sewerage Commission	4,500.00
Washington County	2,850.00
	<u>\$ 21,850.00</u>

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EXHIBIT J

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Kenosha County Photogrammetric Mapping Program Custodian Fund (Note 1)

Statement of Revenues, Expenditures, and Changes in Fund Balance

As at December 31, 1975

Revenues	
Other Income	
Interest on Invested Funds	\$ 810.30
Total Revenues	810.30
Expenditures	-
Excess Revenue over Expenditures	810.30
Fund Balance - Beginning of Year	15,905.50
Less: Payment of December 31, 1974 Contingent Liability and 1975 Interest	(16,715.80)
Fund Balance - End of Year	\$ -

The note which follows is an integral part of this statement.

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Kenosha County Photogrammetric Mapping Program Custodian Fund

Note to Financial Statements

December 31, 1975

1. The Kenosha County Photogrammetric Mapping Program was a trust account contributed to by the Town of Somers, the City of Kenosha, and Kenosha County, to be administered by the Southeastern Wisconsin Regional Planning Commission by procuring consultant services to provide for the preparation of property boundary line maps for the approximate 12 square mile area comprising the environs of the University of Wisconsin-Parkside in Kenosha County. Because no consultants could be contracted within the monetary limits of the fund, the funds and interest earned were returned to the contributors.

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EXHIBIT K-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Sandstone Aquifer Simulation Modeling Program Custodian Fund (Note 1)

Comparative Balance Sheet

	Dec. 31, 1975	Dec. 31, 1974
Assets		
Equity in Treasury Fund	\$ 4,500.00	\$ 2,452.16
Accounts Receivable	-	1,114.00
Municipal Water Utilities (Note 2)	-	-
Total Assets	\$ 4,500.00	\$ 3,566.16
Liabilities		
Accounts Payable	4,500.00	-
Total Liabilities	4,500.00	-
Fund Balance	-	3,566.16
Custodian Fund Balance (Note 3)	-	3,566.16
Total Liabilities and Fund Balance	\$ 4,500.00	\$ 3,566.16

The notes which follow are an integral part of this statement.

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Sandstone Aquifer Simulation Modeling Program Custodian Fund

Notes to Financial Statements

December 31, 1975

1. The Sandstone Aquifer Simulation Modeling Program is a study conducted by the U. S. Geological Survey in cooperation with the Wisconsin Geological and Natural History Survey and the SEWRPC designed to develop a digital computer model of the deep sandstone aquifer underlying the Southeastern Wisconsin Region.

2. The following municipalities contributed these monies to the Southeastern Wisconsin Regional Planning Commission during 1975:

City of - Delavan	\$ 424.00
- Elkhorn	310.00
- Lake Geneva	380.00
	\$ 1,114.00

3. The following participating Municipal Water Utilities contributed funds to offset a portion of the 1974 fund balance adjustment during 1975:

Village of - Grafton	\$ 38.00
- Menomonee Falls	202.00
City of - Brookfield	206.00
- Cedarburg	49.00
- Oconomowoc	56.00
- Waukesha	258.00
- Hartford	41.00
Village of - Germantown	44.00
City of - New Berlin	171.00
- Whitewater	77.00
Village of - Pewaukee	21.00
- Muskego	74.00
City of - Elkhorn	25.00
	\$ 1,262.00

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EXHIBIT K-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Sandstone Aquifer Simulation Modeling Program Custodian Fund (Note 1)

Statement of Revenues, Expenditures, and Changes in Fund Balance

As at December 31, 1975

Revenues	
Contributions from General Fund	\$ 823.68
Other Income	
Interest on Invested Funds	110.16
Total Revenues	933.84
Expenditures	
Technical Consultants	4,500.00
Total Expenditures	4,500.00
Excess Expenditures over Revenue	(3,566.16)
Fund Balance - Beginning of Year	3,566.16
Fund Balance - End of Year	\$ -

The note which follows is an integral part of this statement.

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EXHIBIT L-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Continuing Regional Environmental Engineering Planning Program Fund (Note 1)

Statement of Revenues, Expenditures, and Changes in Fund Balance

As at December 31, 1975

Revenues			
State Board of Soil and Water Conservation	\$	\$ 2,724.50	\$
Counties Contributions		60,000.00	
Milwaukee Sewerage Commission		4,167.04	
Contribution from General Fund		8,063.66	
Other Income			
Community Assistance Agreements		1,774.00	
Interest on Invested Funds		123.52	
Total Revenues		1,897.52	76,852.72

Expenditures			
Salaries and Fringe Benefits by Divisions			
Executive		2,187.62	
Transportation		39.51	
Land Use and Housing		134.82	
Administrative		1,484.03	
Cartography		6,207.10	
Planning Research		64.49	
Environmental Planning		46,716.18	
Community Assistance		5,348.86	
Total Salaries and Fringe Benefits			62,152.61

Office and Other Expense			
Outside Salaries and Services		270.00	
Data Processing Services		2,478.73	
Office Drafting and Duplicating Supplies		465.11	
Reproduction and Publication		2,064.19	
Publication of Report		2,603.98	
Travel Expense		1,674.77	
Rent Expense		2,601.39	
Telephone Expense		896.01	
Postage Expense		56.53	
Liability and Fire Insurance		144.43	
Audit Expense		484.66	
Legal Expense		6.80	
Other Operating Expenses		18.65	
Depreciation Expense		299.10	
Unemployment Compensation Expense		639.70	
Total Office and Other Expenses			14,700.11

Total Expenditures 76,852.72

Excess Revenue over Expenditures -

Fund Balance - Beginning of Year -

Fund Balance - End of Year \$ -

The notes which follow are an integral part of this statement.

EXHIBIT L-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Continuing Regional Environmental Engineering Planning Program Fund (Note 1)

Comparative Balance Sheet

Assets	December 31, 1975	December 31, 1974
Receivables		
Non-Federal - Wisc. Dept. of Administration	\$ -	\$ 26,060.00
Less: Unearned Wisc. Dept. of Administration	-	23,605.71
Non-Federal - Dept. of Interior - Environmental Protection Agency	-	85,405.00
Less: Unearned Dept. of Interior - Environmental Protection Agency	-	77,147.73
Non-Federal - Wisc. Dept. of Natural Resources	-	5,495.00
Less: Unearned Wisc. Dept. of Natural Resources	-	4,060.41
Milwaukee Sewerage Commission (Note 2)	10,000.00	-
Less: Unearned Milwaukee Sewerage Commission	5,832.96	4,167.04
State Board of Soil and Water Conservation (Note 3)	61,522.59	-
Less: Unearned Board of Soil and Water Conservation	61,450.50	72.09
Total Assets	\$ 4,239.13	\$ 12,126.15
Liabilities		
Accounts Payable	462.44	-
Equity in Treasury Fund	3,776.69	6,186.15
Unearned Dept. of Local Affairs and Development	-	5,940.00
Total Liabilities	4,239.13	12,126.15
Fund Balance	-	-
Unappropriated Fund Balance	-	-
Total Liabilities and Fund Balance	\$ 4,239.13	\$ 12,126.15

The notes which follow are an integral part of this statement.

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Continuing Regional Environmental Engineering Planning Program Fund

Notes to Financial Statements

December 31, 1975

1. The Continuing Regional Environmental Engineering Planning Program is a continuing program conducted to provide for the protection and enhancement of the environment through the implementation of adopted watershed and regional sanitary sewerage system plans, preparation and compilation of floodland data, and water quality related research efforts.

2. Unearned - Milwaukee Sewerage Commission

The Milwaukee Sewerage Commission awarded Continuing Regional Environmental Engineering \$10,000.00 for a flood relief feasibility study of Lincoln Creek. As of December 31, 1975, \$4,167.04 was recognized as revenue, and \$5,832.96 remained to be earned.

3. Unearned - Wisconsin State Board of Soil and Water Conservation Districts

The Wisconsin State Board of Soil and Water Conservation Districts awarded the Continuing Regional Environmental Engineering Fund \$64,175.00 during 1975 for inventories of land uses and problems and flood flow routing in the Washington County area. This contract superseded an earlier contract for \$8,050.00 with the U. W. Board of Regents. As of December 31, 1975, \$2,724.50 was recognized as revenue, and \$61,450.50 remained to be earned.

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EXHIBIT M-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Kinnickinnic River Watershed Study Fund (Note 1)

Statement of Revenues, Expenditures, and Changes in Fund Balance

As at December 31, 1975

Revenues	
Other Income	
Interest on Invested Funds	\$ 391.79
Total Revenues	391.79

Expenditures	
	-
Excess Revenue over Expenditures	391.79

Fund Balance - Beginning of Year	-
Fund Balance - End of Year	\$ 391.79

The note which follows is an integral part of this statement.

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EXHIBIT M-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Kinnickinnic River Watershed Study Fund (Note 1)

Balance Sheet

As at December 31, 1975

Assets	
Equity in Treasury Fund	\$ 13,891.79
Total Assets	\$ 13,891.79
Liabilities	
Accounts Payable	-
Unearned - Milwaukee County	13,500.00
Total Liabilities	13,500.00
Fund Balance	391.79
Total Liabilities and Fund Balance	\$ 13,891.79

The note which follows is an integral part of this statement.

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

EXHIBIT N-B

Kinnickinnic River Watershed Study Fund

Note to Financial Statements

December 31, 1975

1. The Kinnickinnic River Watershed Planning Program is a study to develop a workable plan to guide the staged development of multi-purpose water control facilities and related land use and resource conservation and management programs within the Kinnickinnic River watershed. The future of this fund is undetermined because of funding uncertainties.

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Menomonee River Pilot Watershed Study Fund (Note 1)

Balance Sheet

As at December 31, 1975

Assets			
<u>Receivables</u>			
Non-Federal - Dept. of Interior-Environmental Protection Agency		\$ 27,637.05	\$
Less: Unearned Dept. of Interior-Environmental Protection Agency (Note 2)		<u>5,140.19</u>	22,496.86
Non-Federal - Wisc. Dept. of Natural Resources		<u>1,454.60</u>	
Less: Unearned Wisc. Dept. of Natural Resources (Note 2)		<u>270.54</u>	<u>1,184.06</u>
<u>Total Assets</u>			<u>\$ 23,680.92</u>
<u>Liabilities</u>			
Accounts Payable		1,387.79	
Equity in Treasury Fund		<u>22,293.13</u>	
<u>Total Liabilities</u>			23,680.92
<u>Fund Balance</u>			
Unappropriated Fund Balance			-
<u>Total Liabilities and Fund Balance</u>			<u>\$ 23,680.92</u>

The notes which follow are an integral part of this statement.

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EXHIBIT N-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Menomonee River Pilot Watershed Study Fund (Note 1)

Statement of Revenues, Expenditures, and Changes in Fund Balance

As at December 31, 1975

<u>Revenues</u>			
U. S. Environmental Protection Agency	\$	\$ 72,007.54	\$
Wisc. Dept. of Natural Resources		<u>3,782.87</u>	
<u>Total Revenues</u>			75,797.41

<u>Expenditures</u>			
<u>Salaries and Fringe Benefits by Divisions</u>			
Executive	1,529.67		
Transportation	36.49		
Land Use and Housing	126.05		
Administrative	517.36		
Cartography	14.13		
Planning Research	149.55		
Environmental Planning	31,718.49		
Community Assistance	<u>267.74</u>		
<u>Total Salaries and Fringe Benefits</u>		34,359.48	

<u>Office and Other Expense</u>			
Technical Consultants	5,844.38		
Outside Salaries and Services	2,363.45		
Data Processing Services	29,354.65		
Office Drafting and Duplicating Supplies	181.78		
Reproduction and Publication	403.63		
Travel Expense	834.18		
Rent Expense	1,312.60		
Telephone Expense	407.76		
Postage Expense	1.54		
Liability and Fire Insurance	108.25		
Audit Expense	127.62		
Legal Expense	3.18		
Depreciation Expense	140.91		
Unemployment Compensation Expense	<u>354.00</u>		
<u>Total Office and Other Expense</u>		<u>41,437.93</u>	

<u>Total Expenditures</u>		<u>75,797.41</u>
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<u>Excess Revenue over Expenditures</u>		-
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<u>Fund Balance - Beginning of Year</u>		-
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<u>Fund Balance - End of Year</u>		<u>\$ -</u>
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The notes which follow are an integral part of this statement.

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Menomonee River Pilot Watershed Study Fund

Notes to Financial Statements

December 31, 1975

- The Menomonee River Pilot Watershed Study is a study to determine the level and quantities of pollutants, define the sources and evaluate the impact of urban pollutants, and develop the capability to extend the findings to other settings in the Great Lakes Basin.
- During 1974 combined grants of \$89,900.00 were awarded to the Menomonee River Pilot Watershed Study by the Wisconsin Department of Natural Resources and the Environmental Protection Agency. This study was established by SEMRPC as part of the Continuing Environmental Engineering Fund. In 1975 a separate fund was set up to account for these grants and related expenditures.

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EXHIBIT O-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Coastal Zone Management Planning Program Fund (Note 1)

Statement of Revenues, Expenditures, and Changes in Fund Balance

As at December 31, 1975

<u>Revenues</u>			
Wisc. Dept. of Local Affairs and Development	\$	\$ 5,940.00	\$
Wisc. Dept. of Administration		43,593.42	
Contribution from General Fund		6,495.18	
<u>Total Revenues</u>			56,028.60

<u>Expenditures</u>			
<u>Salaries and Fringe Benefits by Divisions</u>			
Executive		13,742.75	
Land Use and Housing		18,851.54	
Administrative		291.15	
Cartography		22.59	
Planning Research		13.38	
Environmental Planning		5,808.62	
Community Assistance		71.63	
<u>Total Salaries and Fringe Benefits</u>			38,801.66

<u>Office and Other Expense</u>			
Technical Consultants		12,554.43	
Data Processing Services		324.30	
Office Drafting and Duplicating Supplies		232.58	
Reproduction and Publication		353.29	
Travel Expense		347.94	
Rent Expense		1,867.65	
Telephone Expense		558.84	
Postage Expense		33.51	
Liability and Fire Insurance		122.92	
Audit Expense		322.45	
Depreciation Expense		110.44	
Unemployment Compensation Expense		398.59	
<u>Total Office and Other Expense</u>			17,226.94

Total Expenditures 56,028.60

Excess Revenue over Expenditures -

Fund Balance - Beginning of Year -

Fund Balance - End of Year \$ -

The note which follows is an integral part of this statement.

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EXHIBIT O-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Coastal Zone Management Planning Program Fund (Note 1)

Balance Sheet

As at December 31, 1975

<u>Assets</u>			
Equity in Treasury Fund	\$	\$ 7,956.06	
Receivables			
Non-Federal - Wisc. Dept. of Administration		8,592.07	
Less: Unearned Wisc. Dept. of Administration (Note 2)		3,932.29	4,659.78
<u>Total Assets</u>			\$ 12,615.84
<u>Liabilities</u>			
Accounts Payable			12,615.84
<u>Total Liabilities</u>			12,615.84
<u>Fund Balance</u>			-
Unappropriated Fund Balance			-
<u>Total Liabilities and Fund Balance</u>			\$ 12,615.84

The notes which follow are an integral part of this statement.

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Coastal Zone Management Planning Program Fund

Notes to Financial Statements

December 31, 1975

1. The Coastal Zone Management Planning Program is a program to develop data and provide information relating to controlling shoreline erosion, encroachment on ecologically sensitive areas, waterfront blight and flooding problems, as well as the demand for public access, recreational use and further port development along the Southeastern Wisconsin lake shore. During 1974 this program was established under Continuing Regional Environmental Engineering Fund. In 1975, a separate fund was established to account for grants to this program.

2. Unearned - Wisconsin Department of Administration

The Wisconsin Department of Administration awarded the Coastal Zone Management Program Fund \$23,900.00 during 1975. As of December 31, 1975, \$19,967.71 was earned, and \$3,932.29 remained to be earned.

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EXHIBIT P-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Area-wide Water Quality Management Planning Program Fund (Note 1)

Statement of Revenues, Expenditures, and Changes in Fund Balance

As at December 31, 1975

<u>Revenues</u>			
U. S. Environmental Protection Agency	\$	\$155,297.12	\$
Other Income			
Interest on Invested Funds		4,369.73	
<u>Total Revenues</u>			159,666.85

<u>Expenditures</u>			
<u>Salaries and Fringe Benefits by Divisions</u>			
Executive		4,998.52	
Land Use and Housing		123.76	
Administrative		9,301.86	
Cartography		462.77	
Planning Research		248.18	
Environmental Planning		70,340.98	
Community Assistance		5,402.39	
<u>Total Salaries and Fringe Benefits</u>			90,878.46
<u>Office and Other Expense</u>			
Outside Salaries and Services		7,738.24	
Data Processing Services		39,060.14	
Office Drafting & Duplicating Supplies		1,079.92	
Library Acquisitions and Dues		420.00	
Reproduction and Publication		1,478.94	
Travel Expense		1,818.78	
Office Furniture and Equipment		3,524.74	
Rent Expense		4,700.97	
Telephone Expense		1,304.84	
Postage Expense		31.89	
Liability and Fire Insurance		239.07	
Audit Expense		1,492.11	
Legal Expense		91.39	
Other Operating Expenses		159.91	
Depreciation Expense		342.56	
Unemployment Compensation Expense		935.16	
<u>Total Office and Other Expense</u>			64,418.66
<u>Total Expenditures</u>			155,297.12
<u>Excess Revenue over Expenditures</u>			4,369.73

Fund Balance - Beginning of Year -

Fund Balance - End of Year \$ 4,369.73

The notes which follow are an integral part of this statement.

EXHIBIT P-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Areawide Water Quality Management Planning Program Fund (Note 1)

Balance Sheet

As at December 31, 1975

Assets		
Equity in Treasury Fund	\$	\$ 111,232.19
Receivables		
Dept. of Interior - Environmental Protection Agency	2,346,300.00	
Less: Unearned Dept. of Interior - Environmental Protection Agency (Note 2)	2,451,702.88	(105,402.88)
Total Assets		\$ 5,829.31
Liabilities		
Accounts Payable		1,459.58
Total Liabilities		1,459.58
Fund Balance		4,369.73
Unappropriated Fund Balance		
Total Liabilities and Fund Balance		\$ 5,829.31

The notes which follow are an integral part of this statement.

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Areawide Water Quality Management Planning Program Fund

Notes to Financial Statements

December 31, 1975

1. The Areawide Water Quality Management Planning Program is a program to prepare an areawide waste water treatment and water quality plan and implement the plan as part of a Continuing Water Quality Planning Program.
2. Unearned - Environmental Protection Agency

The Environmental Protection Agency awarded the Areawide Water Quality Management Planning Program Fund \$2,607,000.00 during 1975. As of December 31, 1975, \$155,297.12 was recognized as revenue, and \$2,451,702.88 remained to be earned.

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EXHIBIT Q-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Equipment Account

Balance Sheet

As at December 31, 1975

Assets			
Desks	\$ 12,602.55	\$	6,249.61
Less: Allowance for Depreciation	6,352.94		
Chairs	6,749.84		1,994.88
Less: Allowance for Depreciation	4,754.96		
Calculator and Adding Machine	8,366.80		3,599.18
Less: Allowance for Depreciation	4,767.62		
Filing Cabinets	13,770.05		4,355.70
Less: Allowance for Depreciation	9,414.35		
Typewriter and Dictating Equipment	8,900.81		5,565.71
Less: Allowance for Depreciation	3,332.10		
Bookcases and Shelves	6,337.83		4,180.47
Less: Allowance for Depreciation	2,157.36		
Tables	5,075.29		2,025.40
Less: Allowance for Depreciation	3,049.89		
Other Major Equipment	9,395.01		5,942.70
Less: Allowance for Depreciation	3,452.31		
Autos	19,788.06		12,060.76
Less: Allowance for Depreciation	7,725.30		
Miscellaneous	1,721.12		833.61
Less: Allowance for Depreciation	897.51		
Total Assets			\$ 46,808.02
Fund Balance			\$ 46,808.02

Method of Depreciation

Autos are depreciated over five (5) years on the straight-line method with a 10% salvage value used.

Equipment is depreciated over ten (10) years on the straight-line method.

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EXHIBIT R-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Equipment Account

Statement of Revenues, Expenditures, and Changes in Fund Balance

As at December 31, 1975

Revenues		
Rental Usage Charge	\$ 4,076.13	\$
Contribution from the General Fund	17,172.39	
Total Revenues		21,248.43
Expenditures		
Depreciation Expense	5,306.87	
Total Expenditures		5,306.87
Excess Revenue over Expenditures		15,941.61
Fund Balance - Beginning of Year		30,866.41
Fund Balance - End of Year		\$ 46,808.02

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Unemployment Compensation Fund

Statement of Revenues, Expenditures, and Changes in Fund Balance

As at December 31, 1975

Revenues		
Other Income		
Income from Unemployment Compensation Charges to Other Funds	\$	\$ 13,936.85
Total Revenues		13,936.85
Expenditures		
Unemployment Compensation Expense	4,177.05	
Total Expenditures		4,177.05
Excess Revenue over Expenditures		9,759.80
Fund Balance - Beginning of Year		-
Fund Balance - End of Year		\$ 9,759.80

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EXHIBIT R-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Unemployment Compensation Fund

Balance Sheet

As at December 31, 1975

Assets	
Equity in Treasury Fund	\$ 9,759.80
<u>Total Assets</u>	<u>\$ 9,759.80</u>
Liabilities	-
Fund Balance	9,759.80
Unappropriated Fund Balance	
<u>Total Liabilities and Fund Balance</u>	<u>\$ 9,759.80</u>

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EXHIBIT S

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Treasury Cash Fund

Balance Sheet

As at December 31, 1975

Assets		
Treasurer's Cash Account	\$	\$ 29,244.96
Treasurer's Savings Account		214,454.74
Treasurer's Investments		102,214.67
		<u>345,914.37</u>
Accounts Receivable - Overdrafts		
Due from - Regional Airport System Planning Program Fund	306.72	
- General Mitchell Field Master Plan Fund	264.62	
- Menomonee River Watershed Planning Program Fund	11,612.05	
- Regional Air Quality Maintenance Planning Program Fund	11,676.46	
- Continuing Regional Environmental Engineering Planning Program Fund	3,776.69	
- Menomonee River Pilot Watershed Study Fund	22,293.13	49,929.67
<u>Total Assets</u>		<u>\$395,844.04</u>
Liabilities		
Due to - General Fund		211,699.61
- Continuing Regional Land Use - Transportation Study Fund		21,052.40
- Regional Housing Study Fund		4,621.09
- Regional Park, Outdoor Recreation, and Related Open Space Planning Program Fund		392.12
- Stream Gaging Program Custodian Fund		10,738.98
- Sandstone Aquifer Simulation Modeling Program Custodian Fund		4,500.00
- Kinnickinnic River Watershed Study Fund		13,891.79
- Coastal Zone Management Planning Program Fund		7,956.06
- Areawide Water Quality Management Planning Program Fund		111,232.19
- Unemployment Compensation Fund		9,759.80
<u>Total Liabilities</u>		<u>\$395,844.04</u>

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KURT W. BAUER
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