



Seventeenth annual report. August 1978

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August 1978

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Dept. of Urban & Regional Planning
The University of Wisconsin
Old Music Hall, 925 Lathrop Dr.
Madison, Wisconsin 53706~~

1977 ANNUAL REPORT

JUN 19 1979

**SOUTHEASTERN
WISCONSIN
REGIONAL
PLANNING
COMMISSION**

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

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SEVENTEENTH ANNUAL REPORT

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Commission Offices
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August 1978

Inside Region	\$2.00
Outside Region	\$4.00

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

916 NO EAST AVENUE

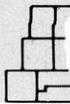
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Serving the Counties of

KENOSHA
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RACINE
WALWORTH
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August 25, 1978

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 17th annual report of the Commission, summarizes the accomplishments of the Commission for the calendar year 1977 and contains a statement of financial position of the Commission 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 the 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 participation in 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 nation, being intended to serve as a permanent reference document concerning the activities of the Commission.

The 1977 annual report has been organized to present the report material by each of the major working divisions of the Commission. The Commission has eight such divisions, including four planning divisions—Transportation, Environmental, Land Use and Housing, and Community Assistance—and four support divisions—Planning Research, Administrative Service, Systems Engineering and Data Processing, and Cartographic and Graphic Arts. The Commission hopes that this organization will make the report useful to the intended users.

In 1977 the Commission adopted three new major regional plan elements: the Menomonee River watershed plan, the regional park and open space plan, and a transportation systems management plan for the Kenosha, Milwaukee, and Racine urbanized areas. In addition, late in 1977 the Commission adopted a new regional land use plan, representing the first major regional plan element to be updated and extended to the design year 2000. Significant progress was also made during the year in moving toward a new regional surface transportation plan, an areawide water quality management plan, and a comprehensive plan for the Kinnickinnic River watershed.

The Commission believes that significant progress has been made in gathering and maintaining in 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 the strong commitment in southeastern Wisconsin to a voluntary system of cooperative, areawide, intergovernmental planning.

Very truly yours,

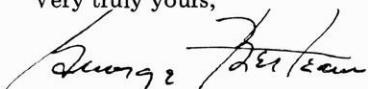

George C. Berteau
Chairman

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ABOUT THE COMMISSION

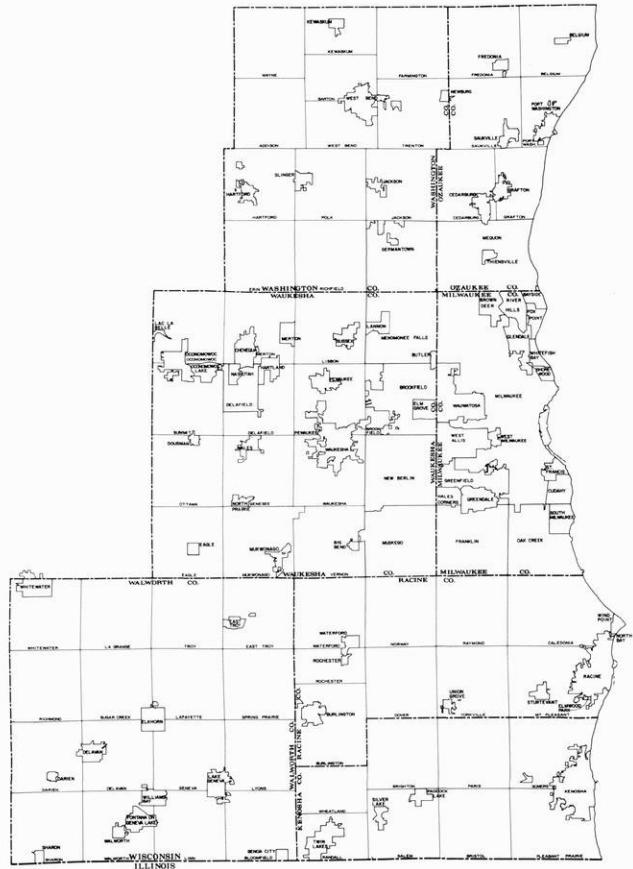
AUTHORITY

The Southeastern Wisconsin Regional Planning Commission was established in 1960 under Section 66.945 of the Wisconsin Statutes as the official areawide planning agency for the rapidly urbanizing southeastern region of the State. The Commission was created to provide the basic information and planning services necessary to solve problems which transcend the corporate boundaries and fiscal capabilities of the local units of government comprising the Region.

AREA SERVED

The Commission serves a Region consisting of the seven counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha. These seven counties have an area of about 2,689 square miles, or about 5 percent of the total area of the State. These counties, however, have a resident population of 1.78 million persons, or about 38 percent of the total population of the State. The seven counties provide about 835,000 jobs, or about 39 percent of the total

THE SOUTHEASTERN WISCONSIN REGION



employment of the State, and contain real property worth about \$28.4 billion as measured in equalized valuation, or about 39 percent of all the tangible wealth of the State as measured by such valuation. There are 154 general-purpose local units of government in the seven-county Region, of which all but two—the Town of Vernon in Waukesha County and the Town of Saukville in Ozaukee County—participate in the work of the Commission. During 1977 the Village of West Milwaukee, which withdrew from the Commission in December 1965, acted to rejoin the Commission.

BASIC CONCEPTS

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

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

Private as well as public interests are vitally affected by these kinds of areawide problems and by proposed solutions to these problems, and it appears neither desirable nor possible for any one level or agency of government to impose the decisions required to resolve these kinds of problems. Such decisions can better come from a consensus among the public and private interests concerned, based on a common interest in the welfare of the entire Region. Regional planning is necessary to promote this consensus and the

OLD COURTHOUSE, COMMISSION OFFICES WAUKESHA COUNTY



necessary cooperation between urban and rural; local, state, and federal; and public and private interests. In this light, regional planning is not a substitute for federal, state, or local public planning or for private planning. Rather, regional planning is a vital supplement to such planning.

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

BASIC FUNCTIONS

The Commission conceives regional planning as having three basic functions. The first involves the collection, analysis, and dissemination of basic planning and engineering data on a uniform, areawide basis in order that better development decisions can be made in both the public and private sectors. The Commission believes that the establishment and utilization of such data can

in and of itself contribute to better development decisionmaking within the Region. The second function involves the preparation of a framework of long-range areawide plans for the physical development of the Region. This function is mandated by State Statutes. While the scope and content of these plans can extend to all phases of regional development, the Commission believes that emphasis should be placed on the preparation of plans for land use and supporting transportation, utility, and community facilities. The third function involves the provision of a center for the coordination of day-to-day planning and plan implementation activities of all of the units and levels of government operating within the Region. Through this function, the Commission seeks to integrate regional and local plans and planning efforts and thereby promote regional plan implementation.

ORGANIZATION

The Commission consists of 21 members, three from each of the seven member counties, who serve without pay. One Commissioner from each county is appointed by the county board and is an elected county board supervisor. The remaining two from each county are appointed by the Governor, one from a list prepared by the county board.

The full Commission meets at least four times a year and is responsible for establishing overall policy, adopting the annual budget, and adopting regional plan elements. The Commission has four standing committees—Executive, Administrative, Planning and Research, and Intergovernmental and Public Relations. The Executive Committee meets monthly to oversee the work effort of the Commission and is empowered to act for the Commission in all matters except the adoption of the budget and the adoption of regional plan elements. The Administrative Committee meets monthly to oversee the routine but essential house-keeping activities of the Commission. The Planning and Research Committee meets at least monthly and reviews all of the technical work carried out by the Commission staff and its consultants. The Intergovernmental and Public Relations Committee serves as the Commission's principal arm in the communication process with the constituent county boards. The Committee meets as necessary to consider intergovernmental problems. The Commission and committee rosters are set forth in Appendix A.

The Commission is assisted in its work by 33 technical, citizen, and intergovernmental coordinating and advisory committees. These committees include both elected and appointed public officials and interested private citizens with knowledge in the Commission work areas. The committees perform a significant function in both the formulation and in the execution of the Commission work programs. Membership on the advisory committees, which totals more than 600 persons, is set forth in Appendix B.

STAFFING

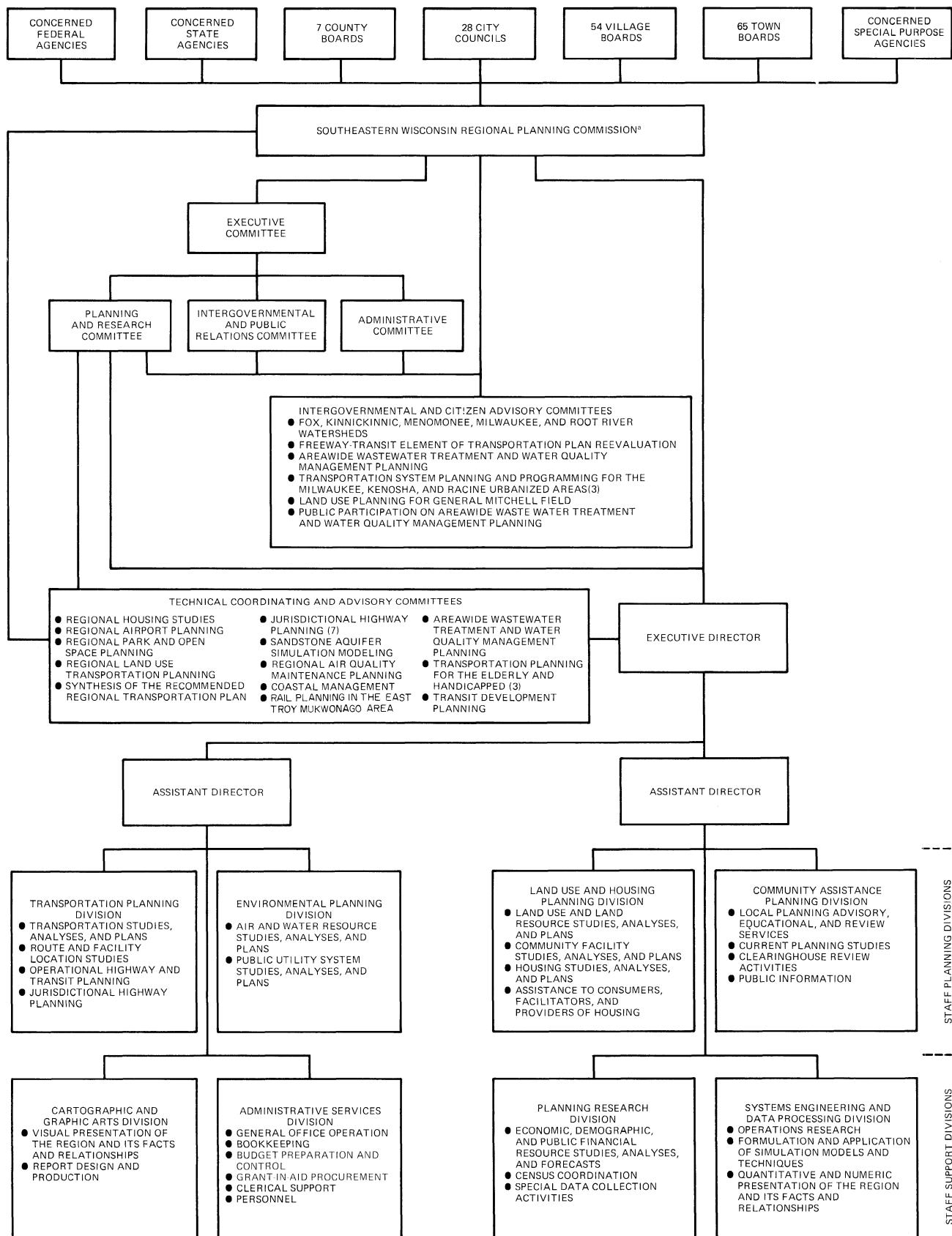
The Commission prepares an annual work program which is reviewed and approved by federal and state funding agencies. This work program is then carried out by a core staff of full-time professional, technical, administrative, and clerical personnel, supplemented by additional temporary staff and consultants as required by the various work programs underway. At the end of 1977, the staff totaled 127, including 94 full-time and 33 part-time employees. Interagency staff assignments during the year involved eight professional and technical personnel from the Wisconsin Department of Transportation, the Wisconsin Department of Natural Resources, the University of Wisconsin-Extension, and the U. S. Department of Transportation, Federal Highway Administration.

As shown on the figure on page 4, the Commission is organized into eight divisions. Four of these divisions—Transportation Planning, Environmental Planning, Land Use and Housing Planning, and Community Assistance Planning—have direct responsibility for the conduct of the Commission's major planning programs. The remaining four divisions—Planning Research, Administrative Services, Systems Engineering and Data Processing, and Cartographic and Graphic Arts—provide day-to-day support of the four planning divisions.

FUNDING

Basic financial support for the Commission's work program is provided by county tax levies apportioned on the basis of equalized valuation. These basic funds are heavily supplemented by state and federal aids. Revenues received by the Commission during 1977 totaled about \$3.55 million, or about \$500,393, or about \$0.28 per capita. The sources of this revenue for 1977 and the trend in funding since the inception of the Commission in 1960 are

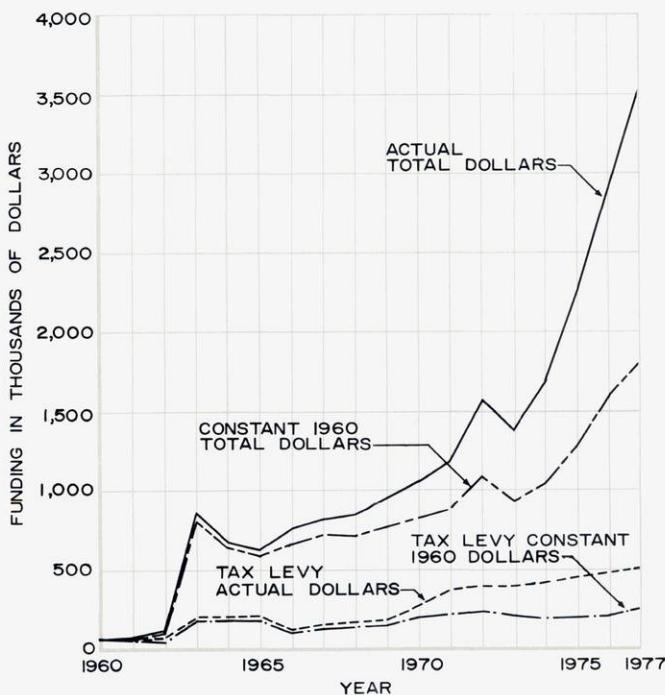
SEWRPC ORGANIZATIONAL STRUCTURE



^aTHE COMMISSION IS COMPOSED OF 21 CITIZEN MEMBERS, THREE FROM EACH COUNTY, WHO SERVE WITHOUT PAY.

shown in the figures on this page. It may be seen from the first of these figures that there has been little change in the tax levy for regional planning since 1963, when that levy is expressed in constant 1960 dollars.

FUNDING TREND 1960-1977

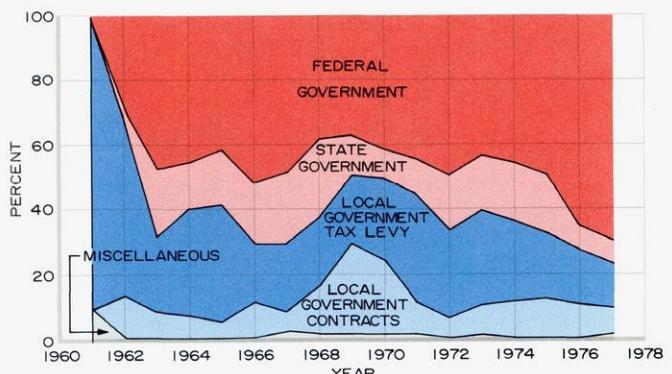


The Commission has a complete financial audit performed each year by a certified public accountant. The report of this audit for 1977 is set forth in full in Appendix F. In addition to the Commission's own audit, the federal and state funding agencies perform periodic independent audits of projects to which they contribute financial support.

DOCUMENTATION

Documentation in the form of published reports is considered very important, if not absolutely essential, to any public planning effort. Printed planning reports represent the best means for

SOURCE OF REVENUES TREND 1960-1977



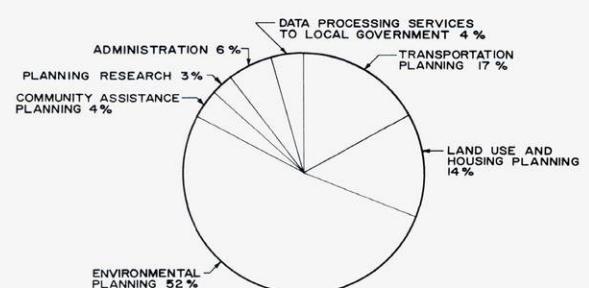
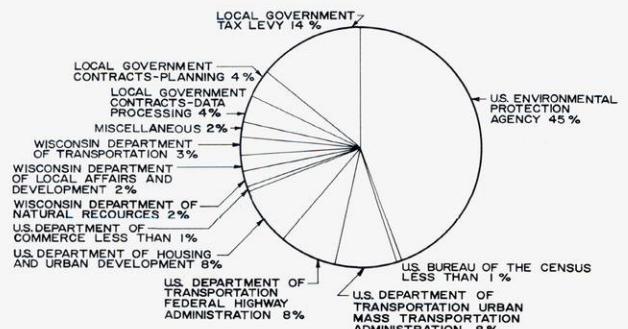
1977 REVENUES AND EXPENDITURES

REVENUES

Federal Government	\$2,454,972	69%
State Government	243,670	7%
Local Government Tax Levy	500,393	14%
Local Government Contracts	293,415	8%
Miscellaneous	55,874	2%
Total	\$3,548,324	100%

EXPENDITURES

Transportation Planning	\$ 616,789	17%
Land Use and Housing Planning ..	484,245	14%
Planning Research	116,082	3%
Environmental Planning	1,838,180	52%
Community Assistance Planning ..	131,465	4%
Data Processing Services to Local Governments	137,432	4%
Administration	224,131	6%
Total	\$3,548,324	100%



1977 MEETINGS

COMMISSION AND ADVISORY COMMITTEE MEETINGS

Full Commission	6
Executive Committee	9
Administrative Committee	8
Planning and Research Committee	8
Intergovernmental and Public Relations Committee.	0
Technical Coordinating and Advisory Committee on Regional Land Use-Transportation Planning	
Land Use Subcommittee	4
Highway Subcommittee	3
Transit Subcommittee.	3
Socioeconomic Subcommittee	0
Utility Subcommittee	0
Natural and Recreation-Related Resources Subcommittee	0
Traffic Studies, Models, and Operations Subcommittee.	0
Citizens Advisory Committee on the Freeway Transit Element of the Regional Land Use-Transportation Planning Reevaluation	5
Technical Coordinating and Advisory Committee on Regional Airport Planning . .	0
Technical and Intergovernmental Coordinating and Advisory Committees on Jurisdictional Highway System Planning	
Kenosha County	0
Milwaukee County	0
Ozaukee County	1
Racine County	0
Walworth County	1
Washington County.	0
Waukesha County	0
Waukesha Mass Transit Citizens and Technical Advisory Committee	1
Community Advisory Committee on Land Use Planning for the General Mitchell Field Master Planning Study . . .	4
Intergovernmental Coordinating and Advisory Committees on Transportation System Planning and Programming	
Kenosha Urbanized Area.	3
Milwaukee Urbanized Area	4
Racine Urbanized Area	3
Technical Coordinating and Advisory Committees on Transportation Planning for the Elderly and Handicapped	
Kenosha and Walworth Counties.	7
Milwaukee, Ozaukee, Washington, and Waukesha Counties.	8
Racine County	8
Technical Coordinating and Advisory Committee on Rail Planning in the East Troy-Mukwonago Area	2

Task Force on Synthesis of the Recommended Regional Transportation Plan.	2
Watershed Committees	
Root River	0
Fox River	0
Milwaukee River	0
Menomonee River.	0
Kinnickinnic River	4

Technical Coordinating and Advisory Committee on Sandstone Aquifer Simulation Modeling	0
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Technical Advisory Committee on Areawide Wastewater Treatment and Water Quality Management Planning.	7
Intergovernmental Coordinating Committee on Areawide Wastewater Treatment and Water Quality Management Planning.	0
Sludge Management	
Planning Subcommittee.	5

Citizens Advisory Panel for Public Participation on Areawide Wastewater Treatment and Water Quality Management Planning	3
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Technical Coordinating and Advisory Committee on Regional Air Quality Maintenance Planning.	3
Technical and Citizen Advisory Committee on Coastal Management in Southeastern Wisconsin.	8
Technical and Citizen Advisory Committee on Regional Park and Open Space Planning.	6
Technical and Citizen Advisory Committee on Regional Housing Studies.	0

STAFF TECHNICAL MEETINGS

Executive Director	288
Assistant Directors	195
Administrative Services Division	12
Cartographic and Graphic Arts Division . .	20
Community Assistance Planning Division . .	168
Environmental Planning Division.	210
Land Use and Housing Planning Division. .	288
Planning Research Division	85
Transportation Planning Division	56

STAFF SPEAKING ENGAGEMENTS

Executive Director.	70
Assistant Directors	55
Administrative Services Division	6
Community Assistance Planning Division . .	5
Environmental Planning Division.	24
Land Use and Housing Planning Division. .	20
Planning Research Division	1
Transportation Planning Division	2

disseminating inventory data which has permanent historic value and for promulgating plan recommendations and alternatives to such recommendations. Published reports are intended to serve as important references for public officials at the federal and state levels, as well as at the local level, when considering important development decisions. Perhaps most importantly, however, published reports are intended to provide a focus for generating enlightened citizen interest in, and action on, plan recommendations. Accordingly, the Commission has established a series of published reports.

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

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

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

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

in more fully understanding the Commission work programs and contributes toward advancing the science and art of planning.

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

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

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

activities and thereby to provide a focal point for the promotion of regional plan implementation.

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

While many of the Commission publications are relatively long and are, necessarily, written in technical style, they do provide the conscientious, concerned citizen and elected official, as well as concerned technicians, with all of the data and information needed to comprehend fully the scope and complexity of the areawide developmental and environmental problems and of the Commission recommendations with respect to the resolution of those problems. A complete publication list is set forth in Appendix E.

THE EVOLVING COMPREHENSIVE PLAN FOR THE REGION

PLAN DESIGN FUNCTION

As already noted, 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 enabling legislation, extend to all phases of regional development, implicitly emphasizing, however, the preparation of alternative spatial designs for the use of land and for supporting transportation and utility facilities.

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

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

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

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

ADOPTED PLAN ELEMENTS—1977

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

By the end of 1977, the adopted regional plan consisted of 24 individual plan elements. These plans are identified in the accompanying table. Four of these plan elements—dealing with regional land use, regional housing, regional library facilities and services, and regional park and open space—were prepared by the Commission's Land Use

THE ADOPTED REGIONAL PLAN—1977

Functional Area	Plan Element	Plan Document	Date of Adoption
Land Use, Housing, and Community Facility Planning	Regional Land Use Plan ^a	Planning Report No. 25, <u>A Regional Land Use Plan and A Regional Transportation Plan for Southeastern Wisconsin: 2000, Volume One, Inventory Findings; Volume Two, Alternative and Recommended Plans</u>	December 19, 1977
	Regional Library Facilities and Services Plan	Planning Report No. 19, <u>A Library Facilities and Services Plan for Southeastern Wisconsin</u>	September 12, 1974
	Regional Housing Plan	Planning Report No. 20, <u>A Regional Housing Plan for Southeastern Wisconsin</u>	June 5, 1975
	Regional Park and Open Space Plan	Planning Report No. 27, <u>A Regional Park and Open Space Plan for Southeastern Wisconsin: 2000</u>	December 1, 1977
Transportation Planning	Regional Transportation Plan	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 Plan: 1990</u>	December 1, 1966
	Milwaukee County Jurisdictional Highway System Plan	Planning Report No. 11, <u>A Jurisdictional Highway System Plan for Milwaukee County</u>	June 4, 1970
	Milwaukee Area Transit Plan	Milwaukee Area Transit Plan	March 2, 1972
	Walworth County Jurisdictional Highway System Plan	Planning Report No. 15, <u>A Jurisdictional Highway System Plan for Walworth County</u>	March 1, 1973
	Ozaukee County Jurisdictional Highway System Plan	Planning Report No. 17, <u>A Jurisdictional Highway System Plan for Ozaukee County</u>	March 7, 1974
	Racine Area Transit Development Plan	Community Assistance Planning Report No. 3, <u>Racine Area Transit Development Program: 1975-1979</u>	September 12, 1974
	Waukesha County Jurisdictional Highway System Plan	Planning Report No. 18, <u>A Jurisdictional Highway System Plan for Waukesha County</u>	June 5, 1975
	Kenosha County Jurisdictional Highway System Plan	Planning Report No. 24, <u>A Jurisdictional Highway System Plan for Kenosha County</u>	September 11, 1975
	Washington County Jurisdictional Highway System Plan	Planning Report No. 23, <u>A Jurisdictional Highway System Plan for Washington County</u>	September 11, 1975
	Racine County Jurisdictional Highway System Plan	Planning Report No. 22, <u>A Jurisdictional Highway System Plan for Racine County</u>	December 4, 1975
	Regional Airport System Plan	Planning Report No. 21, <u>A Regional Airport System Plan for Southeastern Wisconsin</u>	March 4, 1976
	Kenosha Area Transit Development Plan	Community Assistance Planning Report No. 7, <u>Kenosha Area Transit Development Program: 1976-1980</u>	June 3, 1976
	Transportation Systems Management Plan	Community Assistance Planning Report No. 21, <u>A Transportation Systems Management Plan for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1978</u>	December 19, 1977

^a The regional land use plan represents a second generation plan, the initial regional land use plan was adopted by the Commission on December 1, 1966 and documented in SEWRPC Planning Report No. 7, Regional Land Use-Transportation Study, Volume 3, Recommended Regional Land Use-Transportation Plan—1990.

THE ADOPTED REGIONAL PLAN—1977

Functional Area	Plan Element	Plan Document	Date of Adoption
Environmental Planning	Root River Watershed Plan	Planning Report No. 9, <u>A Comprehensive Plan for the Root River Watershed</u>	September 22, 1966
	Fox River Watershed Plan	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	Amendment to the <u>Comprehensive Plan for the Fox River Watershed</u>	September 13, 1973
	Amendment—Lower Watershed Drainage Plan	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	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
	Regional Sanitary Sewerage System Plan	Planning Report No. 16, <u>A Regional Sanitary Sewerage System Plan for Southeastern Wisconsin</u>	May 13, 1974
Community Assistance Planning	Menomonee River Watershed Plan	Planning Report No. 26, <u>A Comprehensive Plan for the Menomonee River Watershed, Volume One, Inventory Findings and Forecasts; Volume Two, Alternative Plans and Recommended Plan</u>	January 20, 1977
	Kenosha Planning District Comprehensive Plan	Planning Report No. 10, <u>A Comprehensive Plan for the Kenosha Planning District, Volumes One and Two</u>	June 1, 1972
	Racine Urban Planning District Comprehensive Plan	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 Ordinances</u>	June 5, 1975

and Housing Planning Division. Thirteen of the plan elements relate to transportation and were prepared by the Commission's Transportation Planning Division. These consist of the regional transportation plan (highways and transit), the regional airport system plan, the transportation systems management plan, the seven individual county jurisdictional highway system plans, and transit development plans for the Kenosha, Racine, and Milwaukee urbanized areas.

Five of the adopted plan elements fall within the broad functional area of environmental planning and were prepared by the Commission's Environmental Planning Division. These consist of the regional sanitary sewerage system plan and comprehensive watershed development plans

for the Root, Fox, Milwaukee, and Menomonee River watersheds.

The final two plan elements were prepared by the Commission's Community Assistance Planning Division and consist of comprehensive community development plans for the Racine and Kenosha urbanized areas.

THE CYCLICAL NATURE OF THE PLANNING PROCESS

The Commission views the planning process as cyclical in nature, alternating between system, or areawide planning, and project, or local planning. For example with respect to transportation planning, under this concept transportation facilities

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

By the end of 1977, the land use-transportation planning process for southeastern Wisconsin was into its second cycle, the initial cycle having consisted of the systems level planning completed by the Commission in 1966, and the project level planning carried out by many implementing agencies in the approximate decade that has elapsed since that completion. In December 1977 the Commission had adopted a regional land use plan for the design year 2000, representing the first of the second generation plans.

PLAN ELEMENTS UNDER PREPARATION

At the beginning of 1978, the Commission had underway six major planning programs designed

to prepare new regional plan elements or to revise existing adopted plan elements. New regional plan elements were to be provided by the Kinnickinnic River watershed study, with completion and plan adoption scheduled for late 1978; the regional air quality maintenance planning program, with completion and plan adoption scheduled for late 1978; the areawide water quality management planning program, with completion and plan adoption scheduled for late 1978; the regional sludge management planning program, with completion and adoption scheduled for late 1978; and the regional elderly-handicapped transportation planning program, with completion and adoption scheduled for early 1978. The remaining work program relates to a comprehensive reevaluation of the regional transportation plan initially adopted more than a decade ago. A second generation regional transportation system plan is scheduled to be completed and adopted early in 1978.

POSSIBLE FUTURE WORK PROGRAMS

Depending upon future funding, the Commission intends to carry out—in addition to a series of continuing planning programs designed to ensure that the already adopted plan elements are kept up to date—planning programs designed to prepare the following additional plan elements: a regional water supply system plan, a regional solid waste management plan, a regional mineral conservation plan, and a Lake Michigan direct drainage area and estuary plan. A bar chart summarizing all past, present, and anticipated future work programs is set forth in Appendix D.

LAND USE AND HOUSING PLANNING DIVISION

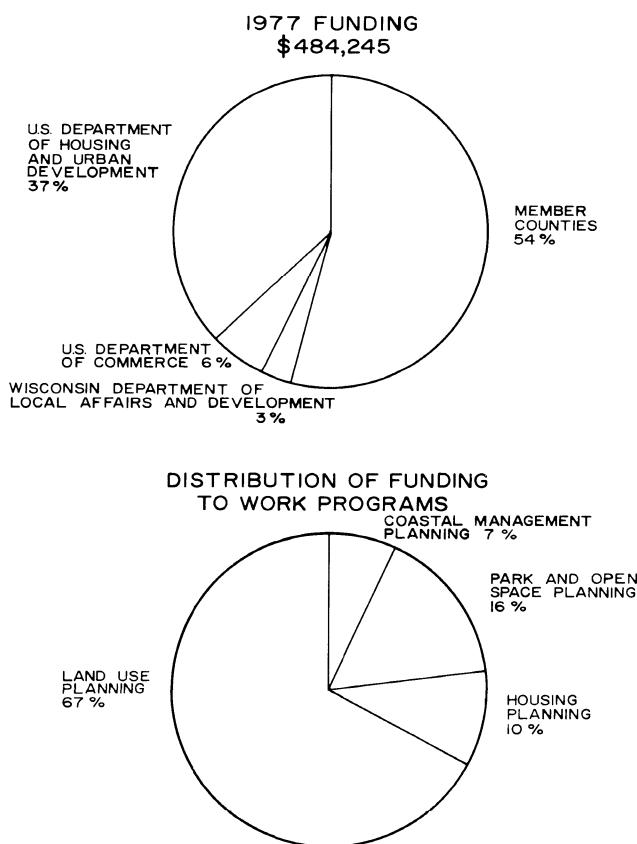
DIVISION FUNCTIONS

The Land Use and Housing Planning Division conducts studies and prepares plan recommendations concerning the physical aspects of land use development. The kind of basic questions addressed by this Division include:

- What is the existing pattern of land use development in the Region? How is this pattern changing over time?
- Where are the critical natural resource areas of the Region located, including the wetlands, woodlands, wildlife habitat areas, and the prime agricultural lands? What is happening to these resources over time?

- What are the probable future demands within the Region for each of the various land use categories and what appears to be the best way to accommodate these demands?
- How can new urban development and redevelopment be adjusted to the limitations of the natural resource base?
- What is the need for housing in both physical and economic terms?
- How much publicly assisted housing is needed in the Region and where should it be located?

LAND USE AND HOUSING PLANNING DIVISION



In an attempt to help find answers to these and similar questions, the Land Use and Housing Planning Division during 1977 conducted a number of activities in four identifiable areas: land use planning, park and open space planning, housing planning, and coastal management planning.

LAND USE PLANNING

During 1977 the Division staff efforts in land use planning were directed primarily toward the completion and documentation of the new regional land use plan for the year 2000. In addition, an inventory was conducted of subdivision platting activity during 1977. Finally, the Division staff provided land use data and technical assistance to other Commission divisions for use in major work programs, to local units of government, and to private interests.

New Regional Land Use Plan

Following a series of public hearings in the fall of 1977, the Regional Planning Commission on December 19, 1977, formally adopted a new regional land use plan for the year 2000. The plan is documented in SEWRPC Planning Report No. 25, A Regional Land Use Plan and a Regional Transportation Plan for Southeastern Wisconsin: 2000, Volume Two, Alternative and Recommended Plans, scheduled for publication in 1978.

The new recommended regional land use plan for the design year 2000 is shown in graphic summary form on the accompanying map. The basic concepts underlying the new land use plan are essentially the same as those underlying the regional land use plan for the year 1990. That plan had been adopted by the Commission in 1966. Like the adopted year 1990 land use plan, the recommended new land use plan for 2000 advocates a return to the historic development trends that were evident within the Region prior to 1950, with new urban development proposed to occur largely in concentric rings outward from, and generally along, the full periphery of the established urban centers of the Region.

The recommended new land use plan seeks to centralize land use development to the greatest degree practicable; to encourage new urban development to occur at densities consistent with the provision of public centralized sanitary sewer, water supply, and mass transit facilities and services; to encourage new urban development to occur only in areas covered by soils well suited to urban use and not subject to special hazards, such as flooding; and to encourage new urban development and redevelopment to occur in areas in which essential urban facilities and services are available—particularly the existing urban centers of the Region—or into which such facilities and services can be readily and economically extended. Thus, while the plan continues to recognize the importance of the urban land market in determining the location, intensity, and character of future urban development, it proposes to regulate to a greater degree than in the past the effect of this market on development in order to promote a more orderly and economic settlement pattern; to avoid further intensification of the existing and creation of new areawide developmental and environmental problems and to avoid the creation of more of these types of problems; and to generally channel the results of market forces into better conformance with sound area-wide land use development objectives.

The recommended regional land use plan envisions converting about 113 square miles of land from rural to urban use over the period 1970 through 2000, less than half of the approximately 235 square miles which would have to be converted if decentralization of urban development is allowed to continue unrestrained. The degree of centralization envisioned in the new plan is indicated by the fact that more than 60 percent of all new urban residential land and about 49 per-

cent of the forecast increase in resident population would be located within 20 miles of the Milwaukee central business district. The plan envisions that new urban development would occur primarily in planned neighborhood development units at medium-density population levels; that is, at about four dwelling units per net residential acre, or about 5,000 persons per gross square mile. The plan envisions that by the year 2000 about 92 percent of all urban land and about 93 percent of all the people in the Region would be served with public sanitary sewer service.

The plan recognizes that there will continue to be some demand for rural, or "country," living by nonfarm people. To a large extent in past years, this demand has been met through the development of subdivisions served by septic tanks and private wells with lot sizes ranging from less than one acre to three acres or more. The new regional land use plan seeks to discourage this kind of development since such growth represents neither rural nor urban development. Rather, the plan recommends that this portion of the housing market be satisfied through very low-density country estate-type development with lot sizes averaging at least five acres per dwelling unit. This type of rural residential development can effectively satisfy the demands of those nonfarm people who want to live in rural areas. With proper attention to soil and other natural resource base limitations, such development can be sustained without public sanitary sewer, water supply, or urban storm drainage facilities; high-value woodland and wetland areas can be preserved; and wildlife can continue to sustain itself in the area. The plan envisions that up to 10 percent of the forecast increase in regional population can be accommodated through such truly rural residential development.

Major regional activity centers specifically addressed in the regional land use plan include retail and service, industrial, and recreational centers. There were 12 major retail and service centers in 1970. The regional plan for 2000 envisions retaining 11 of these existing major centers and adding five new major retail and service centers. One of these new major centers—Northridge in Milwaukee—has already been developed. The second new major center—called Racine West—would supplant the existing Elmwood Plaza shopping area as a major center, and has been actively proposed for development by 1980. A third new major retail and service center would be located in the City of Oak Creek. The remaining two new centers func-

tion today as the central business districts of the Cities of West Bend and Waukesha. The plan envisions that these two central business districts would be strengthened and improved through expansion in retail and service floor space so that by the year 2000 they could meet the criteria established for designation as a major regional center.

There were 17 major industrial centers in the Region in 1970. All 17 of these areas—including the major center in the Menomonee River Valley in the City of Milwaukee—are proposed in the recommended new regional land use plan to be retained, and five new major industrial centers would be added. All five of these centers were proposed in the 1990 land use plan and in 1970 were under initial stages of development. These five centers are located on the western edge of Kenosha, in the Granville portion of the City of Milwaukee, and in the Cities of Oak Creek, Burlington, and Waukesha.

Due in part to significant implementation of the 1990 regional land use plan recommendations, there were in 1970 a total of 27 major public outdoor recreation centers in the Region. Thus, the new regional land use plan calls for the acquisition and development of only two new major public parks—parks having a site area of 250 acres or more: one on Sugar Creek in the Town of LaFayette, Walworth County, and the other in Paradise Valley in the Town of West Bend, Washington County. In addition, the plan calls for additional land acquisition at the site of one existing park—Monches Park in the Town of Merton, Waukesha County. These major public outdoor recreation center recommendations are the same as those included in the regional park and open space plan prepared and adopted by the Commission in 1977.

The most important elements of the natural resource base of the Region, including the best remaining woodlands; wetlands; wildlife habitat areas; surface waters and associated shorelands and floodlands; areas covered by organic soils; areas containing rough topography and significant geological formations; scenic, historic, and scientific sites; groundwater recharge and discharge areas; existing park sites; and the best remaining potential park and related open space sites have been found to occur largely together in linear patterns and have been termed primary environmental corridors. Like the 1990 regional land use

plan, the year 2000 regional land use plan proposes that these environmental corridors be protected and preserved in essentially natural, open space use. Such protection and preservation is considered essential to the protection and wise use of the natural resource base; essential to the preservation of the Region's cultural heritage and natural beauty; and important to the enrichment of the physical, intellectual, and spiritual development of the resident population, as well as to the prevention of new and intensification of existing environmental problems such as flooding and water pollution. The topography, soils, and flood hazards existing in these corridors, moreover, make them poorly suited to intensive urban development of any kind, but well suited to recreational and conservancy uses. Together the net primary environmental corridors encompass about 503 square miles, or about 20 percent of the area of the Region.

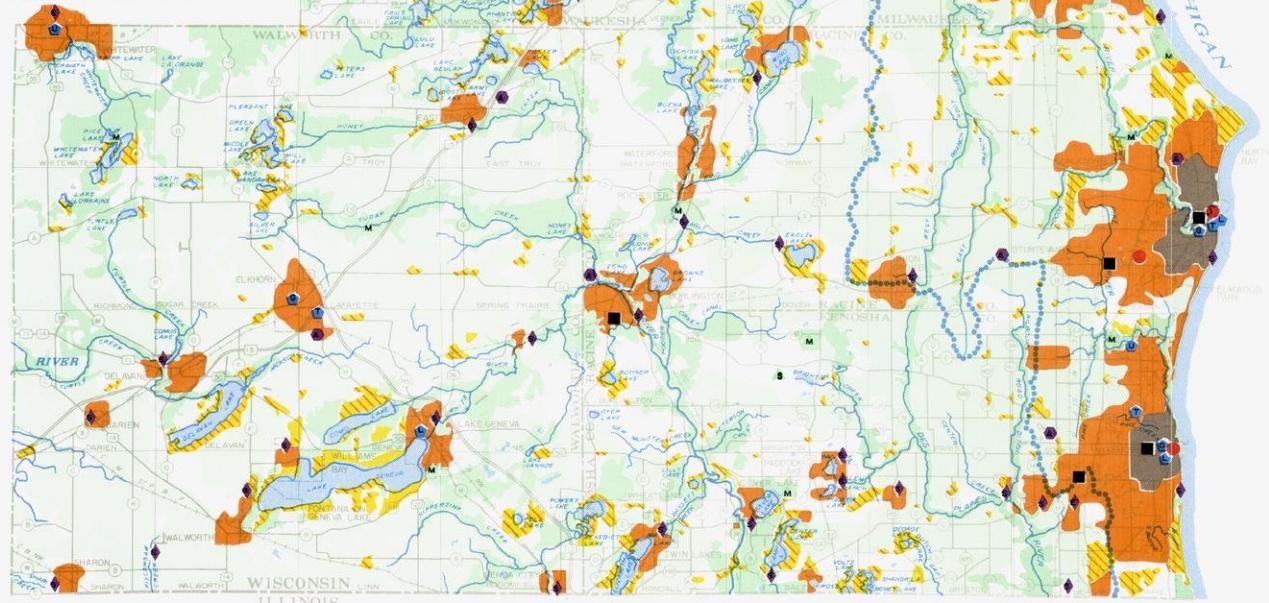
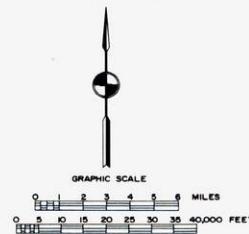
Like the 1990 regional land use plan, the design year 2000 regional land use plan proposes to preserve to the greatest extent practicable those areas identified as prime agricultural lands. In 1970 these lands totaled about 746 square miles, or 28 percent of the area of the Region. The year 2000 plan proposes to convert to urban use only those prime agricultural lands which have already been, in effect, committed to urban development due to the proximity to existing and expanding concentrations of urban uses and the prior commitment of heavy capital investments in utility extensions. Only about 13 square miles, or about 2 percent, of the prime agricultural lands would be converted to urban use under the plan.

The land use plan map shown on page 16 represents a traditional approach to the graphic display of a land use plan, emphasizing the desired physical location and arrangement of the various land uses required to meet the socioeconomic needs of the Region. An alternative approach to the graphic display of the recommended year 2000 regional land use plan is set forth on a second accompanying map. Whereas the traditional approach portrays the recommended plan within the context of urban residential densities and specific concentrations of major land uses, this alternative portrays the plan within a "development policy framework" context. Viewed within this context, the land use plan would divide the Region into two essentially different areas: an urban service area and a rural service area. Different development policies would guide land use development and redevelopment

ADOPTED REGIONAL LAND USE PLAN FOR SOUTHEASTERN WISCONSIN: 2000

LEGEND

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



RECOMMENDED REGIONAL LAND USE PLAN: SELECTED DATA FOR THE REGION

Plan Element	Existing	Planned Increment	Total
Population			
Kenosha County	117,900	56,900	174,800
Milwaukee County	1,054,300	- 4,700	1,049,600
Ozaukee County	54,500	59,500	114,000
Racine County	170,800	46,900	217,700
Walworth County	63,500	36,100	99,600
Washington County	63,800	79,200	143,000
Waukesha County	231,300	189,300	420,600
Region Total.	1,756,100	463,200	2,219,300
Employment			
Kenosha County	40,600	13,700	54,300
Milwaukee County	508,500	85,100	593,600
Ozaukee County	19,300	18,700	38,000
Racine County	63,600	31,900	95,500
Walworth County	24,100	17,100	41,200
Washington County	21,200	14,800	36,000
Waukesha County	71,500	85,900	157,400
Region Total.	748,800	267,200	1,016,000
Land Use (Square Miles)			
Urban			
Residential			
High Density (1/10 Acre Per Dwelling Unit)	38.1	0.6	38.7
Medium Density (1/3 Acre Per Dwelling Unit)	58.0	64.1	122.1
Low Density (1 Acre Per Dwelling Unit)	113.6	12.0	101.6
Suburban Density (2 Acres Per Dwelling Unit)	34.6	7.6	42.2
Residential Subtotal.	244.3	60.3	304.6
Commercial	10.2	1.1	11.3
Industrial	15.7	10.4	26.1
Governmental	26.0	1.5	27.5
Transportation.	170.9	33.5	204.4
Recreation	45.3	6.5	51.8
Urban Land Subtotal	512.3	113.3	625.6
Rural			
Residential (5+ Acres Per Dwelling Unit)	0.0	34.8	34.8
Prime Agricultural	633.1	13.1	620.0
Other Agricultural	992.0	111.5	880.5
Other Open Lands	551.8	23.5	528.3
Rural Land Subtotal.	2,176.9	113.3	2,063.6
Total.	2,689.2	--	2,689.2
Relative Degree of Centralization Based on 20-Mile Distance From Downtown Milwaukee			
New Urban Residential Land (Percent)	--	60	--
Total Urban Residential Land (Percent)	57	--	58
New Population (Percent)	--	49	--
Total Population (Percent)	75	--	69
Major Regional Centers			
Commercial	11	5	16
Industrial	17	5	22
Recreational	27	2	29
Airport	8	4	12
Primary Environmental Corridors			
Square Miles	503.5	--	503.5
Urban Population Density			
Persons Per Square Mile (Total)	4,400	--	3,500
Public Sanitary Sewer Service			
Urban Land Development Served			
Square Miles	286.5 ^a	299.6	586.1
Percent of Total Urban Land	72	--	92
Population Served			
Number	1,488,700	571,100	2,059,800
Percent of Total Population	85	--	93
Population Unserved.	267,400	--	159,500

NOTE: Existing employment data are for 1972; all other existing data are for 1970. The plan design year is 2000.

^a Does not include 22.9 square miles of land served with public sanitary sewer located outside the 1970 urban growth ring.

DEVELOPMENT POLICY FRAMEWORK OF THE ADOPTED REGIONAL LAND USE PLAN

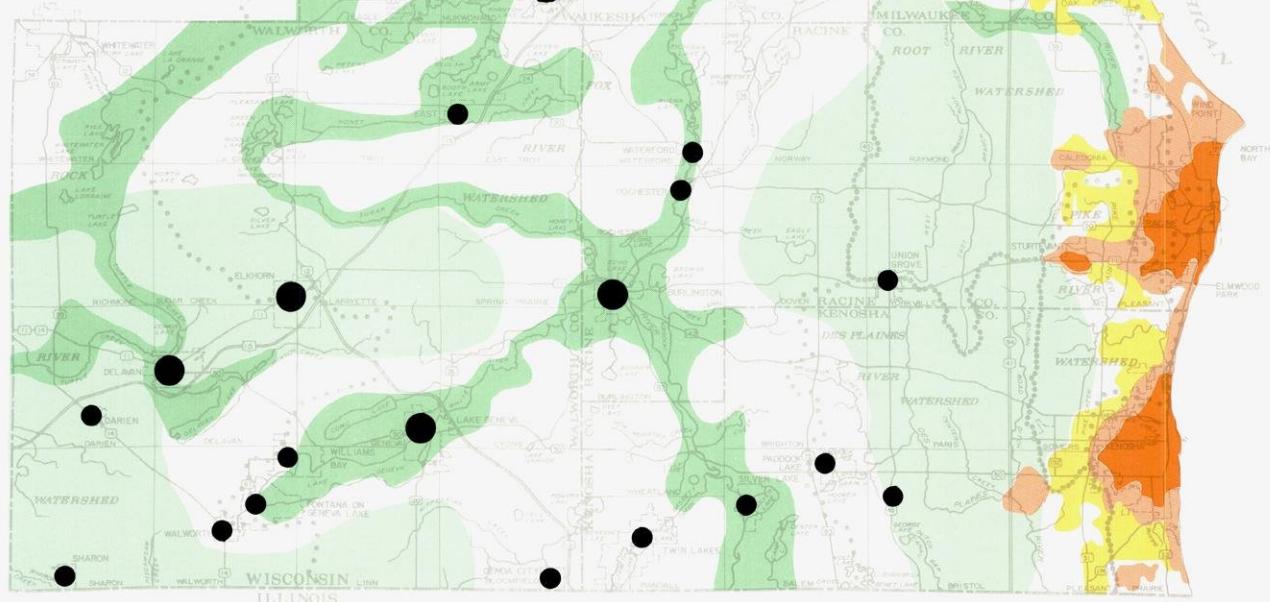
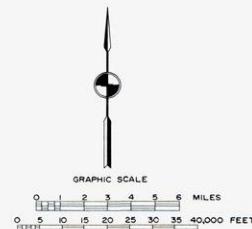
LEGEND

URBAN SERVICE AREA

- █ FULLY DEVELOPED AREA: 1970
- █ INFILL AREA: 1970-2000
- █ URBAN SERVICE AREA ADDITION: 1970-2000
- FREESTANDING GROWTH CENTER

RURAL SERVICE AREA

- █ COMMERCIAL AGRICULTURE
- █ ENVIRONMENTAL PRESERVATION AREA
- █ GENERAL RURAL AREA
- RURAL COMMUNITY CENTER



within each of these two service areas, the policies being keyed to the adopted regional land use development objectives. The policies would seek to restrict urban growth in the rural service areas through proper zoning and other land use controls, while encouraging the preservation of agricultural and other open space lands. The policies would seek to encourage orderly urban growth in the urban service areas through the timely extension of public facilities and services, and through proper zoning and other land use controls.

The urban service area would be further divided into two components: that allotted to the outward expansion of the Milwaukee, Racine, and Kenosha urbanized areas, and that allotted to the outward expansion of 12 free-standing urban growth centers. The urban service area would, by the design year of the plan, encompass an aggregate area of about 516 square miles, or about 81 percent of the total urban land in the Region. The resident population of this urban service area would total about 1.88 million, or about 85 percent of the total regional population. The urban service area would also provide about 939,000 jobs, or about 93 percent of the total regional employment. A full range of urban services and facilities would be provided within the urban service area, including centralized sanitary sewer and water supply, solid waste collection, and police, fire, and rescue services, and in the Milwaukee, Racine, and Kenosha urbanized areas, mass transit services.

The Milwaukee, Racine, and Kenosha urbanized areas would by the design year of the plan encompass a total area of 453 square miles, or about 88 percent of the total areal extent of the urban service area within the Region and 71 percent of the total of 635 square miles of urban land within the Region. These three urbanized areas would have an estimated design year population level of about 1.71 million, or about 91 percent of the design year urban service population and 77 percent of the total design year regional population. They would also provide an estimated 854,800 jobs, or 91 percent of the design year urban service area employment and 84 percent of the total design year regional employment.

The growth management policy for the Milwaukee, Racine, and Kenosha urban areas would specifically seek to encourage the development and redevelopment of these urban areas in planned residential neighborhood units. Areas designated on the map as "urban service area additions" would utilize this neighborhood concept to shape the new

urban development. All new residential development would be properly serviced by public sanitary sewer and water supply facilities, and would contain within the immediate vicinity of each dwelling unit the full complement of public facilities needed by the family in its daily activities, such as elementary school and church and local park and convenience shopping centers. Also, all new residential development would provide ready access from residential areas to the regional transportation system. Such a policy would not only promote the efficient provision of community facilities and services to residential areas but would provide for the development of stable residential areas containing a wide range of housing types, designs, and costs, and would provide a desirable environment for family life.

Areas designated on the map as "fully developed" and as "in fill" could also utilize the neighborhood unit concept in development proposals but in a somewhat different manner. Instead of planning for new urban growth in such fully developed areas, existing neighborhood unit boundaries would be determined and policies promulgated which would seek to conserve and rehabilitate not only the residential portions but the commercial, industrial, and recreational components of such neighborhoods.

The free-standing urban growth centers represent concentrations of urban activity outside of the Milwaukee, Racine, and Kenosha urbanized areas in predominantly rural areas of the Region. Each of the 12 proposed free-standing urban growth centers would have a resident population in the design year of at least 7,000 persons and a diversified economic base sufficient to provide at least 2,000 jobs. Altogether the 12 free-standing urban growth centers proposed in the plan would, by the design year, encompass an area of 63 square miles, or about 12 percent of the total areal extent of the urban service area, and about 10 percent of the total urban land in the Region. Together these centers would have an estimated year 2000 resident population level of about 179,000 persons, or about 9 percent of the total urban service area population and about 8 percent of the total regional population. Such centers would together provide an estimated 84,500 jobs, or about 9 percent of the total urban service area employment and 9 percent of the total regional employment. Growth management policies to be encouraged within these free-standing growth centers would be similar in most respects to those instituted in the Milwaukee, Racine, and Kenosha urbanized areas.

The proposed rural service area consists of all lands in the Region outside the Milwaukee, Racine, and Kenosha urbanized areas and the 12 free-standing growth centers. The rural service area, while encompassing 2,173 square miles of land area, or 81 percent of the total area of the Region, would contain only about 335,000 persons, or 15 percent of the design year regional population level, and would provide about 76,700 jobs, or about 7 percent of the design year employment level. The rural service area would, however, include an overwhelming majority of the regional agricultural and open space lands, as well as 28 rural community centers. Like the free-standing growth centers, almost all of these rural community centers would be provided with urban-type facilities and services, including centralized sanitary sewer and public water supply facilities. Such areas would, however, lack the population concentration and the diversified economic base to sustain a large employment level. Growth management policies to be encouraged in the rural service area include policies to preserve agricultural areas which, because of their unique productive capability, should remain indefinitely in open natural use, as well as other natural open areas containing significant elements of the natural resource base; and to maintain the stability of the rural community centers.

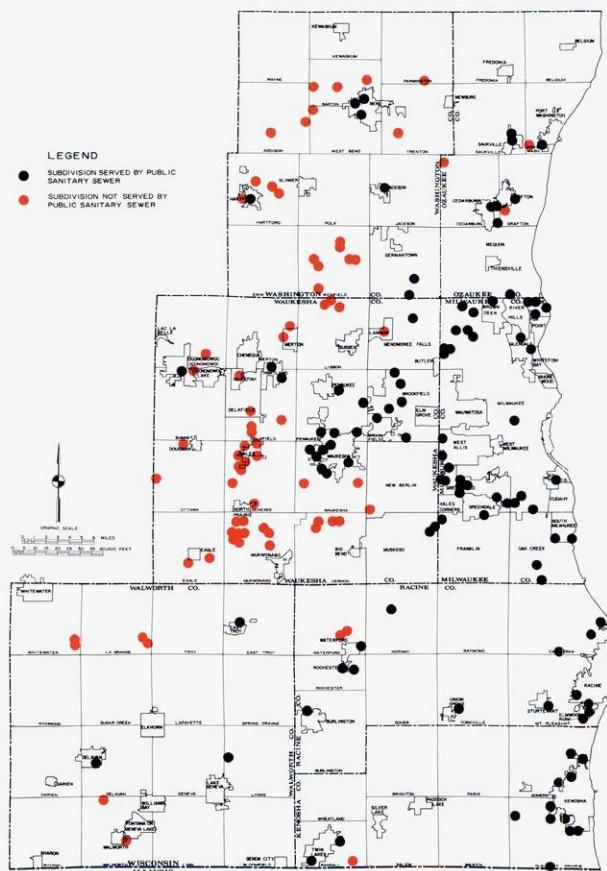
Thus, the regional land use plan, when viewed within a development framework context, highlights the rural-urban dichotomy which should exist in the Region in the design year of the plan with respect to land use. The graphic display of the plan in this context clearly indicates a stratification of urban areas ranging from rural community centers to free-standing growth centers to contiguous urban growth concentrations. The description of the latter by the categories of "fully developed areas," "infill areas," or "urban service area additions," rather than by ultimate residential density as indicated on the more traditional land use plan map facilitates a better understanding of the various growth management policies which would have to be encouraged in order to implement the recommended land use plan for the year 2000 within each of these areas.

Residential Subdivision Platting Activity

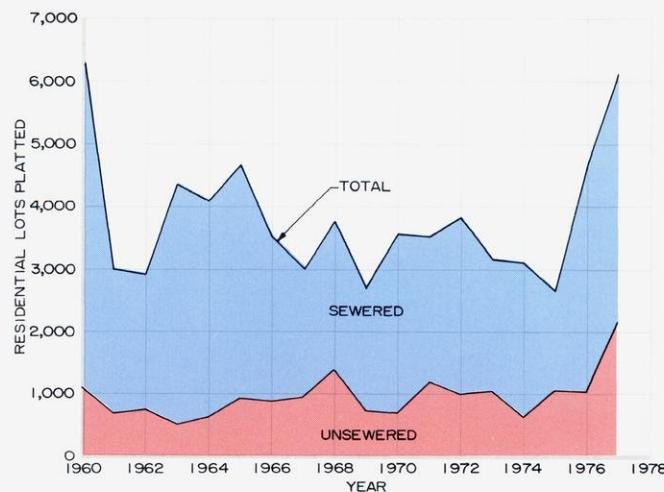
The Division staff annually monitors land subdivision activity in the Region. A total of 6,124 residential lots were created in the Region during 1977 through subdivision plats. Of this total, 3,968 lots,

or about 65 percent, were served by public sanitary sewers, with the remaining 2,156 lots, or 35 percent, designed to be served by onsite septic tank sewage disposal systems. Nearly half of all lots platted in 1977 were located in Waukesha County, and in that county about half of the lots platted were not designed to be served by public sanitary sewers. About 64 percent of all lots created during the year that were not designed to be served with public sewers were located in Waukesha County. The historic trend in residential platting activity since 1960 is shown by county in the accompanying graphs.

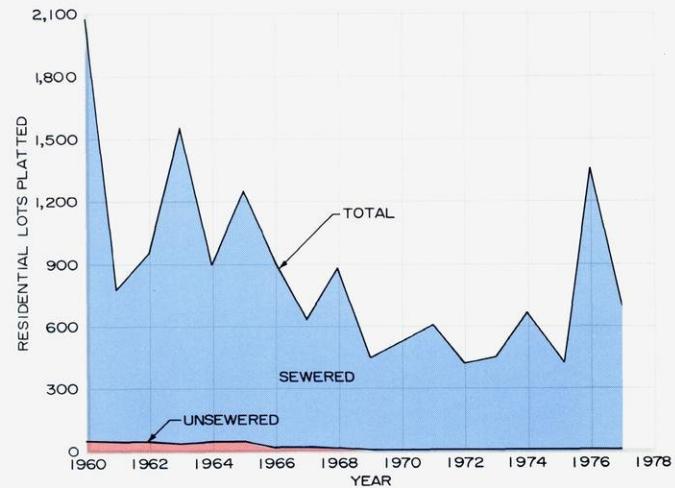
RESIDENTIAL PLATTING ACTIVITY
IN THE REGION: 1977



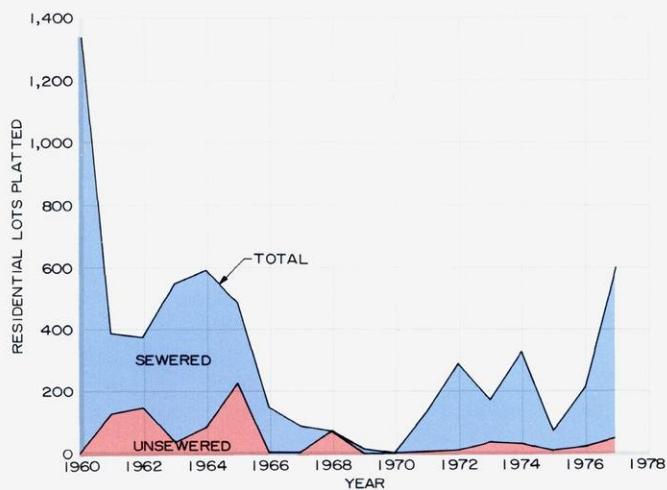
**RESIDENTIAL LOTS PLATTED
IN THE REGION: 1960-1977**



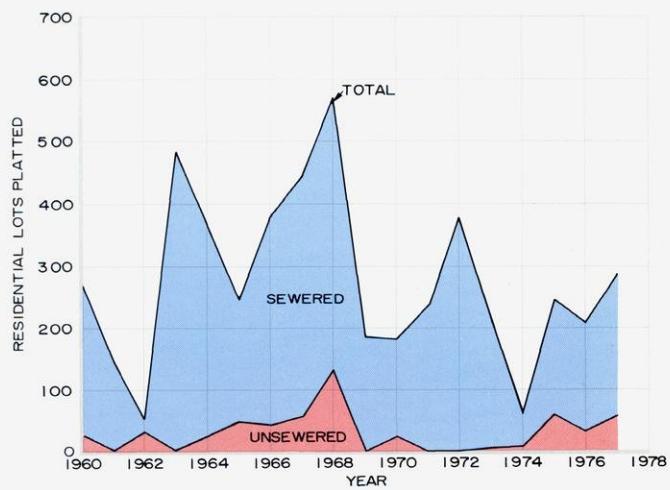
**RESIDENTIAL LOTS PLATTED
IN MILWAUKEE COUNTY: 1960-1977**



**RESIDENTIAL LOTS PLATTED
IN KENOSHA COUNTY: 1960-1977**



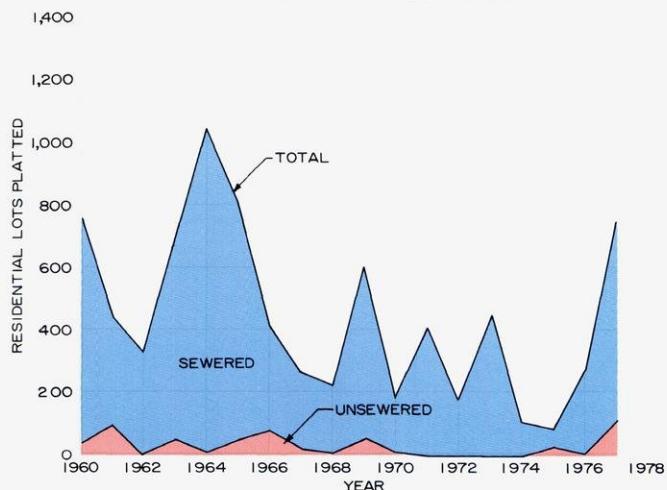
**RESIDENTIAL LOTS PLATTED
IN OZAUKEE COUNTY: 1960-1977**



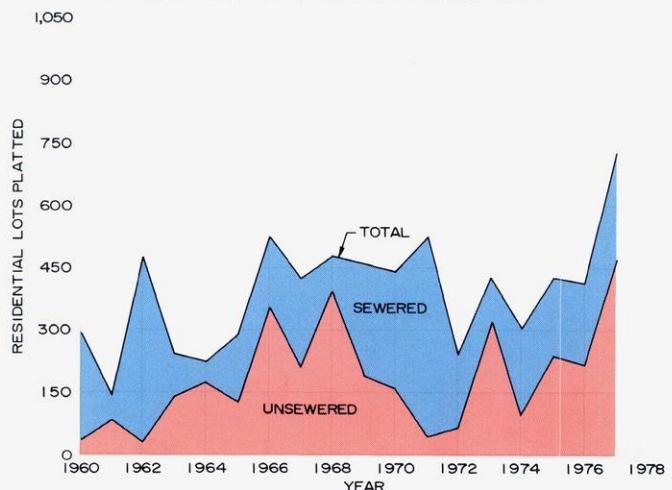
RESIDENTIAL SUBDIVISION PLATTING ACTIVITY IN THE REGION: 1977

County	Sewered Lots		Unsewered Lots		Total	
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Region
Kenosha	540	90.9	54	9.1	594	9.7
Milwaukee	697	100.0	0	0.0	697	11.4
Ozaukee	229	79.5	59	20.5	288	4.7
Racine.	645	85.4	110	14.6	755	12.3
Walworth.	57	39.3	88	60.7	145	2.4
Washington	257	35.6	465	64.4	722	11.8
Waukesha.	1,543	52.8	1,380	47.2	2,923	47.7
Total	3,968	64.8	2,156	35.2	6,124	100.0

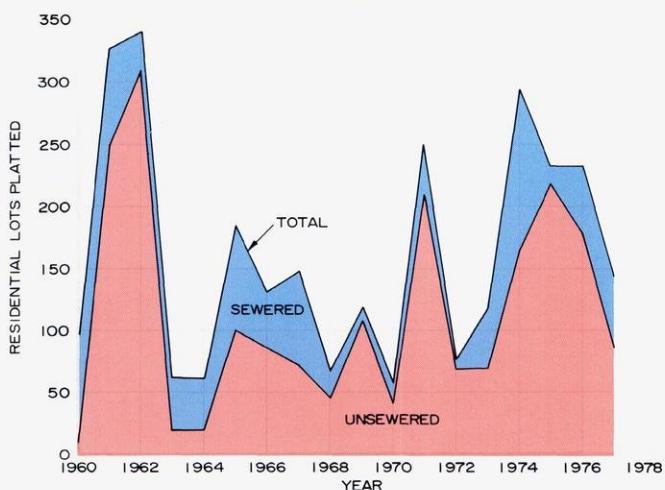
RESIDENTIAL LOTS PLATTED IN RACINE COUNTY: 1960-1977



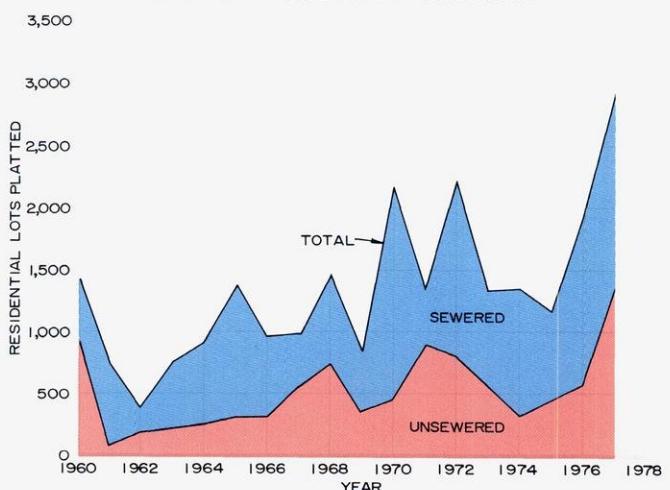
RESIDENTIAL LOTS PLATTED IN WASHINGTON COUNTY: 1960-1977



RESIDENTIAL LOTS PLATTED IN WALWORTH COUNTY: 1960-1977



RESIDENTIAL LOTS PLATTED IN WAUKESHA COUNTY: 1960-1977



Data Provision and Assistance

The regional land use data files are extensively used in other Commission planning programs, as well as by local units of government and private interests. Examples of data extension provided by the Division during 1977 include the following:

- Preparation of a special file of existing land use and dwelling unit data for use in the preparation by the Commission of a land use development plan for the General Mitchell Field area at the request of the Milwaukee County Board of Supervisors.

- Preparation of a special file of existing and planned land use data on the Lincoln Creek subwatershed of Milwaukee County for use in the preparation by the Commission of a floodland management report at the request of the Sewerage Commission of the City of Milwaukee.

- Preparation of a special file of existing and planned land use data for use in the conduct by the Commission of the Kinnickinnic River watershed study at the request of the City of Milwaukee.

- Preparation of a special file of existing and planned land use data for use by the Commission in the preparation of a floodland information report for Sussex Creek and Willow Spring Creek at the request of the Village of Sussex.
- Preparation of a special file of base year data relating to floodlands, woodlands, wetlands, wildlife habitat areas, existing recreational sites, potential park sites, and cultural and historic sites for use by the Commission in the preparation of land use plans for the Village of Germantown and the Town of Trenton at the request of those local units of government.
- Preparation of a special file of existing and planned land use data on the Town of Pewaukee at the request of the Town for use in an incorporation proposal.
- Preparation of a special file of planned land use data on the service area of the Milwaukee-Metropolitan Sewerage Commissions at the request of those Commissions.
- Provision of special demographic, land use, and natural resources data to engineering consultants for their use in the preparation of detailed sewerage facilities plans in the Kenosha, Fontana, Lake Geneva, Walworth, and Williams Bay areas of the Region.

PARK AND OPEN SPACE PLANNING

During 1977 the Division staff efforts in park and open space planning were directed primarily toward the completion and documentation of a regional park and open space plan for the year 2000. In addition, work began during the year on assisting local communities in the preparation of more detailed local park plans within the context of the new regional park and open space plan. Park and open space data were also provided to federal, state, and local units and agencies of government and private interests.

New Regional Park and Open Space Plan

Following a series of public informational meetings and a public hearing in the summer of 1977, the Regional Planning Commission on December 1, 1977, formally adopted a regional park and open space plan for the year 2000. The plan is docu-

mented in SEWRPC Planning Report No. 27, A Regional Park and Open Space Plan for South-eastern Wisconsin: 2000. The plan was prepared with the assistance of a 28-member Technical and Citizen Advisory Committee on Regional Park and Open Space Planning, the membership of which is set forth in Appendix B. Importantly, the new plan ensures the continued eligibility of counties and local units of government in the Region for federal and state grants-in-aid for the acquisition and improvement of park lands.

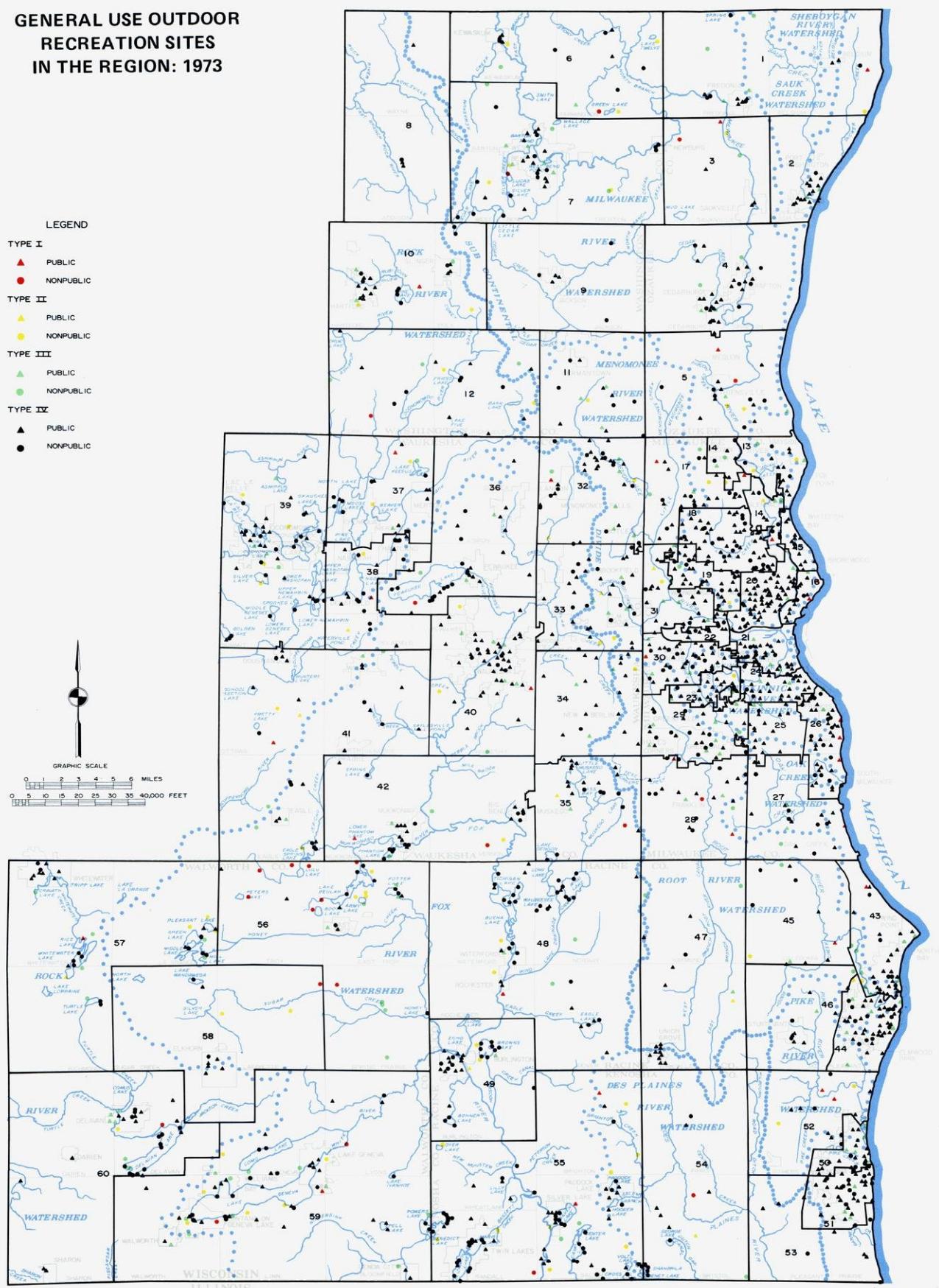
Some of the more important inventory findings emanating from the Commission regional park and open space planning program include:

- Almost 267,000 persons may be expected to be enjoying themselves at public and private general use outdoor recreation sites in the Region on a typical summer Sunday, with 185,000 people, or 70 percent, using public sites. About 57,000 persons may be expected to utilize public and private general use outdoor recreation sites on a typical winter Sunday, with about 39,000 people, or 68 percent, utilizing public sites. These use figures do not include use of such special facilities as the Milwaukee County zoo, stadium, or conservatory.
- Approximately 9 percent of the persons utilizing the public and private recreation facilities within the Region on any given Sunday reside outside of the Region. Moreover, the ratio of out-of-Region participants increases in the southern part of the Region, particularly in Walworth and Kenosha Counties, where an average of 26 percent of the participants are non-Wisconsin residents. If large, natural, resource-oriented facilities only are considered, the use of out-of-Region participants increases to 20 and 45 percent, respectively.
- Population densities in the Region, which peaked in 1920 at a level of about 11,000 persons per square mile, have been steadily declining since to a level of about 4,300 persons per square mile in 1970. The attendant diffusion of urban development is being attracted to the prime recreation resources of the Region, intruding into riverine areas, clustering around inland lakes, and spreading out along the Lake Michigan shoreline and into the Kettle Moraine Forest areas. This

dispersion threatens the destruction of potential park and recreation sites and related open space required to maintain good outdoor recreation opportunities within the Region and to protect the natural resource base and preserve the overall quality of the environment.

- Inland lakes and perennial streams are focal points for water-related recreational activities. There are 100 major inland lakes of 50 acres or more. Together these lakes provide 57 square miles of surface area, or 2 percent of the total area of the Region, and 448 lineal miles of shoreline. There are also 1,148 miles of perennial streams whose channels and attendant floodlands comprise about 7 percent of the total area of the Region.
- Woodlands in 1970 covered a combined area of about 196 square miles, or 7 percent of the total area of the Region—a decrease of almost eight square miles from 1963. Water and wetlands covered 283 square miles in 1970, or about 10 percent of the area of the Region—a decrease of about 2.5 square miles from 1963.
- Wildlife habitat areas covered about 406 square miles in 1970, or 15 percent of the total area of the Region—a decrease of about 2 square miles from 1963. About 40 percent of the existing habitat area is rated as high-value, about 36 percent as medium-value, and about 24 percent as low-value.
- Primary environmental corridors are defined by the Commission as generally elongated areas in the landscape which encompass the best remaining elements of the natural resource base, including the lakes and streams and their associated undeveloped shorelands and floodlands; woodlands; wetlands; wildlife habitat areas; areas of ground-water discharge and recharge; areas covered by organic soils; areas containing rough topography and significant geological formations; areas having scenic, historic, and scientific value; and the best remaining potential park and related open space sites. Net primary environmental corridors totaled 503 square miles in 1970, or about 19 percent of the total area of the Region—a decrease of about 6 square miles from 1963.
- Prime agricultural lands covered about 746 square miles in 1970, or almost 28 percent of the total area of the Region—a decrease of about 13 square miles from 1963.
- There were 1,773 general use outdoor recreation sites totaling about 49,000 acres in the Region in 1973, with about 24,000 acres, or almost half this acreage, in public ownership (see accompanying map). Almost 26,000 acres, or more than 50 percent of the 49,000 acres of general use outdoor recreation site acreage, were located within the Region's primary environmental corridors, with almost 11,000 publicly owned acres, or almost 50 percent of all publicly owned site acreage, also located in the corridors. The Region had more than 49,000 acres of natural areas in the Region in 1973, almost all in public ownership. More than 31,000 acres, or more than 60 percent of the natural areas, were classified as woodlands or wetlands; the remaining acres were scientific sites, nature conservancy areas, parkways, or other open lands. More than 35,000 acres, or more than 70 percent of the natural areas of the Region, were located within the primary environmental corridors.
- In total, the Region had more than 103,000 acres of publicly and privately owned outdoor recreation and open space land in 1973 averaging about 58 acres per thousand residents. This total recreation and open space acreage represents about 6 percent of the total area of the Region. Almost 74,000 acres, or about 71 percent of the 103,000 acres, were in public ownership.
- Within the Region in 1973 there were: 51 public and 153 private swimming beaches with 60,300 lineal feet of beach; 224 public and 185 private sites with picnic areas supplying almost 16,000 picnic tables; 11 public and 36 private sites with camping areas providing almost 3,200 camp sites; 20 public and 60 private sites with 9- to 36-hole regulation golf courses and 7 public and 14 private ski hills with more than 180 acres of developed ski slopes. There were also 1,056 public and 222 private softball diamonds; 1,758 public and 579 private basketball goals; 775 public and 248 private tennis courts; 186 public and 30 private baseball diamonds; 245 public and 47 private ice-skating rinks; 844 public and 331 private playfields; 725 public and 220 private play-

GENERAL USE OUTDOOR RECREATION SITES IN THE REGION: 1973



grounds; and 31 public and 39 private swimming pools.

- Within the Region in 1973 there were also 73 miles of scenic auto drives, 38 miles of public bike trails and 339 miles of public bike routes, 104 miles of public backpack hiking trails, 69 miles of public and 21 miles of private horseback riding trails, and 18 miles of public and 30 miles of private ski touring trails.
- Recreation activities that rely heavily on the natural resource base—such as camping, skiing, and swimming—were popular with both sexes and most age groups. Commission surveys indicated that participants in these activities are willing to travel relatively long distances from their homes—25 miles or more—to sites providing such activities, with two out of 10 participants in these activities being from out of state. Activities that rely less on the natural resource base—such as softball, tennis, and pool swimming—were generally popular with school age children and young adults who usually traveled less than 3 miles to sites providing such facilities.
- In terms of actual dollars, local units of government increased their total expenditures for park and recreation purposes from \$15.4 million to \$30.0 million, or by 95 percent, and their per capita expenditures from \$9.35 to \$16.65, or by 78 percent, between 1964 and 1974. In terms of constant 1967 dollars, however, these increases were only 27 and 16 percent, respectively. Park and recreation expenses for operation and maintenance, excluding expenses for recreation programs, increased from \$10.2 million to \$24.2 million, or by 137 percent over the same period in actual dollars, but by only 54 percent in constant dollars. Expressed in actual dollars, park and recreation department earnings for all local units of government increased from \$1.5 million to \$5.5 million, or by 267 percent, in the same time period. In terms of constant dollars the increase was 138 percent.
- A special land value study in Milwaukee County to determine the impact of public park and open space lands on adjacent residential property values showed that public park and open space lands which

preserve and enhance the attractive elements of the natural resource base, such as parks along the Lake Michigan shoreline or parkways along water courses, increased adjacent residential property values by an average of 30 percent. Large parks, which enhance the beauty of the area in addition to providing space and facilities for recreation pursuits, increased adjacent property values by an average of 16 percent while small local neighborhood parks had a negligible impact on adjacent property values, increasing such values by approximately 3 percent.

- The Region has a substantial reserve of potential park sites to draw upon to meet future recreational demand. Between 1963 and 1975 a total of 751 potential park sites totaling 140,000 acres were identified by the Commission. Between 1963 and 1975 more than 12,800 acres, or 9 percent of the potential park site acreage, were in fact committed to recreation or open space use, while more than 9,100 acres, or almost 7 percent of the original site acreage, were lost to urbanization. In addition, about 2,000 acres, although unchanged in use, were deleted from the potential park sites inventory as a result of recreational development which effectively isolated portions of the original potential park sites to the extent that the remnant parcels no longer constitute viable potential park areas. In 1975, there then remained a total of 682 potential park sites totaling more than 116,000 acres. Of the remaining sites, 211 were identified as possessing high-value recreation resources, 234 possessed medium-value recreation resources, and 237 possessed low-value recreation resources. About 87 percent of the 211 high-value potential park sites were located within the primary environmental corridors of the Region, and about 81 percent of such high-value sites were located in the outlying Counties of Ozaukee, Walworth, Washington, and Waukesha.

Seven regional park and open space preservation, acquisition, and development objectives relating specifically to the needs and values of the citizens of southeastern Wisconsin were developed. These objectives support the development of a park and open space system in southeastern Wisconsin which will: 1) provide adequate outdoor recreation opportunities for the resident population of the Region,

2) serve as form determinants for future urban growth, and 3) protect and enhance the underlying and sustaining natural resource base of the Region. As shown by example for the two most basic objectives in the accompanying table, each of the seven park and open space objectives is supported by a planning principle and set of planning standards which permit the objectives to be quantita-

tively used in plan design, test, and evaluation. The planning standards were formulated primarily from results of the detailed inventories and surveys conducted by the Commission under the park and open space planning program, and provide detailed per capita, accessibility, and design standards that can be used for county and local as well as regional park planning.

EXCERPTS FROM OBJECTIVES, PRINCIPLES, AND STANDARDS FOR THE RECOMMENDED REGIONAL PARK AND OPEN SPACE SYSTEM

OBJECTIVE NO. 1

The provision of an integrated system of public general use outdoor recreation sites and related open space areas which will allow the resident population of the Region adequate opportunity to participate in a wide range of outdoor recreation activities.

PRINCIPLE

Attainment and maintenance of good physical and mental health is an inherent right of all residents of the Region. The provision of public general use outdoor recreation sites and related open space areas contributes to the attainment and maintenance of physical and mental health by providing opportunities to participate in a wide range of both intensive and extensive outdoor recreation activities. Moreover, an integrated park and related open space system properly adapted to the natural resource base, such as the existing surface water network, can generate the dual benefits of satisfying recreational demands in an appropriate setting while protecting and preserving valuable natural resource amenities. Finally, an integrated system of public general use outdoor recreation sites and related open space areas can contribute to the orderly growth of the Region by lending form and structure to urban development patterns.

A. PUBLIC GENERAL USE OUTDOOR RECREATION SITES

PRINCIPLE

Public general use outdoor recreation sites promote the maintenance of proper physical and mental health by providing opportunities to participate in such athletic recreational activities as baseball, swimming, tennis and ice skating—activities that help maintain proper physical health, because of the exercise involved, and also provide opportunities to participate in such passive recreational activities as pleasure walking, picnicking, or just rest and reflection. These activities tend to reduce everyday tensions and anxieties and thereby help maintain proper physical and mental well-being. Well designed and properly located public general use outdoor recreation sites also provide a sense of community, bringing people together for social and cultural as well as recreational activities, and thus contribute to the desirability and stability of residential neighborhoods and therefore the communities in which such facilities are provided.

STANDARDS

1. The public sector should provide general use outdoor recreation sites sufficient in size and number to meet the recreation demands of the resident population. Such sites should contain the natural resource or man-made amenities appropriate to the recreational activities to be accommodated therein and be spatially distributed in a manner which provides ready access for the resident population. To meet this standard, the following general use outdoor recreation site requirements should be met: (See Attachment I)

2. Public general use outdoor recreation sites should, to the greatest extent possible, be located within the designated primary environmental corridors of the Region.

B. RECREATION-RELATED OPEN SPACE

PRINCIPLE

Effective satisfaction of recreation demands within the Region cannot be accomplished solely with provision of public general use outdoor recreation sites. Certain recreational pursuits such as hiking, biking, pleasure driving, and ski touring, are best accommodated through a system of recreation corridors located on or adjacent to linear resource oriented open space lands.

Attachment I

Site Type	Size (gross acres)	Publicly Owned General Use Sites							
		Parks				Schools ^a			
		Minimum Per Capita Public Requirements (acres per 1,000 population) ^d	Typical Facilities	Maximum Service Radius (Miles) ^b		Minimum Per Capita Public Requirements (acres per 1,000 population) ^f	Typical Facilities	Maximum Service Radius (Miles) ^c	
Urban ^e	Rural	Urban ^e		Rural	Urban ^e	Rural		Urban ^e	Rural
I ^g Regional	250 or more	5.3	Camp sites, swimming beach, picnic areas, golf course, ski hill, ski touring trail, boat launch, nature study area, playfield, softball diamond, passive activity area ^h	10.0	10.0	--	--	--	--
II ⁱ Multi-Community	100-249	2.6	Camp sites, swimming pool or beach, picnic areas, golf course, ski hill, ski touring trail, boat launch, nature study area, playfield, softball and/or baseball diamond, passive activity area ^h	4.0 ^j	10.0 ^j	--	--	--	--
III ^k Community	25-99	2.2	Swimming pool or beach, picnic areas, boat launch, nature study area, playfield, softball and/or baseball diamond, tennis court, passive activity area ^h	2.0 ^j	--	0.9	Playfield, baseball diamond, softball diamond, football field, track, tennis court	0.5- ^l 1.0	--
IV ^m Neighborhood	less than 25	1.7	Wading pool or beach, picnic areas, playfield, softball and/or baseball diamond, tennis court, playground, basketball goal, ice skating rink, passive activity area	0.5 ⁿ 1.0	--	1.6	Playfield, playground, baseball diamond, softball diamond, tennis court, basketball goal	0.5- ^l 1.0	--

A well designed system of recreation corridors provided as an integral part of linear open space lands can also serve to physically connect existing and proposed public parks, thus forming a truly integrated park and recreation-related open space system. Such open space lands, in addition enhance adjacent residential land values, satisfy the human need for natural surroundings, serve to protect the natural resource base, and ensure that many scenic areas and areas of natural, cultural, or historic interest assume their proper place as form determinants for both existing and future land use patterns.

STANDARDS

The public sector should provide sufficient open space lands to accommodate a system of resource oriented recreation corridors to meet resident demands for extensive trail oriented recreation activities. To fulfill these requirements the following recreation-related open space standards should be met:

1. A minimum of 0.16 linear mile of recreation-related open space consisting of linear recreation corridors^o should be provided for each 1,000 persons in the Region.
2. Recreation corridors should have a minimum length of 15 miles and a minimum width of 200 feet.
3. The maximum travel distance to recreation corridors should be five miles in urban areas and 10 miles in rural areas.
4. Resource oriented recreation corridors should maximize utilization of:
 - a. Primary environmental corridors as location for extensive trail oriented recreation activities.
 - b. Outdoor recreation facilities provided at existing public park sites.
 - c. Existing recreation trail type facilities within the Region.

OBJECTIVE NO. 6

The preservation of sufficient high quality open space lands for protection of the underlying and sustaining natural resource base and for enhancement of the social and economic well-being and environmental quality of the Region.

PRINCIPLE

Ecological balance and natural beauty within the Region are primary determinants of the ability to provide a pleasant and habitable environment for all forms of life and to maintain the social and economic well-being of the Region. Preservation of the most significant aspects of the natural resource base, that is, primary environmental corridors and prime agricultural lands, contribute to the maintenance of ecological balance, natural beauty, and economic well-being of the Region.

A. PRIMARY ENVIRONMENTAL CORRIDORS

PRINCIPLE

The primary environmental corridors are a composite of the best of the individual elements of the natural resource base including lakes, streams and rivers and their associated floodlands and shorelands; woodlands, wetlands; wildlife habitats areas; areas of groundwater discharge and recharge; organic soils; rugged terrain and high relief topography; and significant geological formations and physiographic features. By protecting these elements of the natural resource base, flood damage can be reduced, soil erosion abated, water supplies protected, air cleansed, wildlife population enhanced, and continued opportunities provided for scientific, educational, and recreational pursuits.

STANDARD

All remaining nonurban lands within the designated primary environmental corridors in the Region should be preserved in their natural state.

B. PRIME AGRICULTURAL LANDS

PRINCIPLE

Prime agricultural lands constitute the most productive farmlands in the Region. In addition to providing food and fiber, they contribute significantly to maintaining the ecological balance between plants and animals; provide locations proximal to urban centers for the production of certain food commodities which may require nearby population concentration for an efficient production-distribution relationship; provide open spaces which give form and structure to urban development; and serve to maintain the natural beauty and unique cultural heritage of southeastern Wisconsin.

STANDARDS

1. All prime agricultural lands should be preserved.
2. All agricultural lands should be preserved that surround adjacent high value scientific, educational, or recreational resources and are covered by soils rated in the regional detailed operational soil survey as having very slight, slight, or moderate limitations for agricultural use.

^a*In urban areas the facilities commonly located in Type III or IV school outdoor recreation areas often provide a substitute for facilities commonly located in parks by providing opportunities for participation in intensive non-resource oriented activities.*

^b*The identification of a maximum service radius for each park type is intended to provide another guideline to assist in the determination of park requirements and to assure that each resident of the Region has ready access to the variety of outdoor recreation facilities commonly located in parks.*

^c*The identification of a maximum service radius for each school site is intended to assist in the determination of outdoor recreation facility requirements and to assure that each urban resident has ready access to the variety of facilities commonly provided in school recreation areas.*

^dFor park Types I and II, which generally provide facilities for resource oriented outdoor recreation activities for the total population of the Region, the minimum per capita acreage requirements apply to the total resident population of the Region. For Type III and IV sites, which generally provide facilities for intensive recreation activities primarily in urban areas, the minimum per capita acreage requirements apply to the resident population of the Region residing in urban areas.

^eUrban areas are defined as areas containing a closely spaced network of minor streets and may include concentrations of residential, commercial, industrial, governmental, or institutional land uses having a minimum total area of 160 acres and a minimum population of 500 persons. Such urban areas have been further classified into the following densities: low density urban areas or areas with 2.0 to 6.5 persons per net residential acre, medium density urban areas or areas with 6.6 to 21.0 persons per net residential acre, and high density urban areas or areas with 21.1 to 63.0 persons per net residential acre.

^fFor public school sites, which generally provide facilities for intensive outdoor recreation activities, the minimum per capita acreage requirements apply to the resident population of the Region residing in urban areas.

^gType I sites are defined as large outdoor recreation sites having a multicounty service area. Such sites rely heavily for their recreational value and character on natural resource amenities. Type I parks provide opportunities for participation in a wide variety of resource oriented outdoor recreation pursuits.

^hA passive activity area is defined as an area within an outdoor recreation site which provides an opportunity for passive recreational pursuits such as pleasure walking, rest and relaxation, and informal picnicking. Such areas generally are located in parks or urban open space sites, and usually consist of a landscaped area with mowed lawn, shade trees, and benches.

ⁱType II sites are defined as intermediate size sites having a countywide or multicomunity service area. Like Type I sites, Type II sites rely for their recreational value and character on natural resource amenities. Type II parks, however, usually provide a smaller variety of recreation facilities and have smaller areas devoted to each activity.

^jIn general, each resident of the Region should reside within 10 miles of a Type I or Type II park. It should be noted, however, that within urban areas each urban resident should reside within 4 miles of a Type I or Type II park. In urban areas the need for a Type III site is met by the presence of a Type II or Type I site. Thus, each urban resident in the Region should be within 2 miles of a Type III, II or I park site.

^kType III sites are defined as intermediate size sites having a multineighborhood service area. Such sites rely more on the developmental characteristics of the area to be served than on natural resource amenities for location.

^lThe typical service radius of school outdoor recreation facilities is governed by the individual facilities within the school site and by the population densities in the vicinity of the site. In high-density urban areas each urban resident should reside within 0.5 mile of the facilities commonly located in a Type III or IV school outdoor recreation area; in medium-density urban areas each urban resident should reside within 0.75 mile of such facilities and in low-density urban areas each urban resident should reside within one mile of such facilities.

^mType IV sites are defined as small sites which have a neighborhood as the service area. Such sites usually provide facilities for intensive recreation activities and are generally provided in urban areas.

ⁿThe maximum service radius of Type IV parks is governed primarily by the population densities in the vicinity of the park. In high density urban areas, each urban resident should reside within 0.5 mile of a Type IV park; in medium density urban areas, each resident should reside within 0.75 mile of a Type IV park; and in low density urban areas, each urban resident should reside within one mile of a Type IV park. It should be noted that the requirement for a Type IV park is also met by a Type I, II, or III park within the 0.5 - 1.0 mile service radii in high-, medium- and low-density urban areas, respectively. Further, it should be noted that, in the application of the service radius criterion for Type IV sites, only multi use parks five acres or greater in area should be considered as satisfying the maximum service radius requirement.

^oA recreation corridor is defined as a publicly owned continuous linear expanse of land which is generally located within scenic areas or areas of natural, cultural, or historical interest; and which provides opportunities for participation in trail oriented outdoor recreation activities especially through the provision of trails designated for such activities such as biking, hiking, horseback riding, and ski touring.

The formulation of alternative plan elements in the regional park and open space planning program was relatively simple compared to other Commission plans. The open space preservation element of the plan—because of its direct relationship to the natural resource base—as well as the urban non-resource-oriented recreation plan component of the outdoor recreation plan element—because of its direct relationship to the urban areas identified in the regional land use plan—required no alternative plan proposals. The resource-oriented recreation plan component of the outdoor recreation plan element did, however, generate two alternative plan proposals from which a choice had to be made. One proposal stressed accessibility and the other proposal stressed maximum use of the resource base. After careful consideration of these two alternatives, the Advisory Committee chose the resource-based alternative plan for incorporation into the recommended plan. This selection was based upon a belief that the resource-based alternative would provide a higher quality of recreational experience than the accessibility-based plan. Moreover, the resource-based plan would contribute significantly to the protection and wise use of the natural resource base of the Region.

The adopted regional park and open space plan for southeastern Wisconsin is graphically summarized on the accompanying map. The plan consists of two basic elements: an open space preservation element and an outdoor recreation element. The open space preservation element consists of recommendations for the preservation of primary environmental corridors and prime agricultural lands. Net primary environmental corridor lands, excluding the 66 square miles of surface water area of lakes and streams, totaled 437 square miles in 1970. About 72 square miles, or 16 percent of this area, are presently in public ownership. The open space preservation plan element recommends public acquisition of an additional 113 square miles, or an additional 26 percent of the primary environmental corridor lands. Including the 72 miles currently in public ownership, a total of 185 square miles of environmental corridor lands, or about 42 percent of such lands and about 7 percent of the total area of the Region, would be permanently held in public trust upon full implementation of this plan element. Those areas of the primary environmental corridors which are not actually acquired by the public sector, including existing private outdoor recreation areas, would be kept in compatible, essentially

natural open uses through the use of exclusive agricultural, floodland, shoreland, conservancy, and very low-density residential zoning. In total, about 252 square miles, or 58 percent of the primary environmental corridor lands in the Region, would be zoned in such a manner.

The open space preservation plan element further recommends the preservation and protection through exclusive agricultural zoning of 733 square miles of prime agricultural lands, or about 98 percent of the existing prime agricultural acreage in the Region. An additional 40 square miles of other agricultural lands are also recommended to be kept in agricultural use to provide a desirable open space setting around major scientific, educational, and recreational sites. A total of 773 square miles of agricultural land, or about 52 percent of the total agricultural land and 29 percent of the total area of the Region, would be preserved in agricultural use.

The outdoor recreation plan element consists of two components: a resource-oriented outdoor recreation plan which includes recommendations for the number and location of large parks, proposed recreation corridors to accommodate trail-oriented activities, and water access facilities to facilitate the use of rivers, inland lakes, and Lake Michigan; and an urban outdoor recreation plan which provides recommendations for the number and distribution of local parks and facilities required in urban areas of the Region.

Under the resource-oriented outdoor recreation plan component, the acreage of large parks within the Region would be increased 48 percent from 11,610 acres in 1973 to about 17,200 acres by the plan design year 2000. About 3,860 acres, or 69 percent of the proposed 5,590-acre increase, would result from public acquisition and development of 20 new large—greater than 100-acre—parks. The remaining 1,730 acres would result from the development or expansion of existing park lands.

Other proposals include developing five more public swimming beaches along Lake Michigan and five more inland swimming beaches; adding almost 220 additional public camp sites at six large parks and golf facilities at 12 existing or proposed large parks; providing about 2,200 new picnic tables and eight more public nature study areas; and adding public downhill skiing areas in the Region at one existing and one proposed large park site.

ADOPTED PARK AND OPEN SPACE PLAN FOR SOUTHEASTERN WISCONSIN: 2000

LEGEND

OPEN SPACE PRESERVATION ELEMENT

PRIMARY ENVIRONMENTAL CORRIDOR COMPONENT

 EXISTING STATE OWNERSHIP	 PROPOSED STATE OWNERSHIP
 EXISTING LOCAL OWNERSHIP	 PROPOSED LOCAL OWNERSHIP
 EXISTING COMPATIBLE PRIVATE OUTDOOR RECREATION USE	 PROPOSED TO BE PROTECTED THROUGH PUBLIC LAND USE REGULATION
 PROPOSED TO BE PROTECTED THROUGH PUBLIC LAND USE REGULATION	

PRIME AGRICULTURAL LAND COMPONENT

 PROPOSED TO BE PROTECTED THROUGH PUBLIC LAND USE REGULATION	
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OUTDOOR RECREATION ELEMENT

RESOURCE ORIENTED COMPONENT

MAJOR PUBLIC PARK SITE—TYPE I (250 OR MORE ACRES)

 EXISTING STATE OWNERSHIP	 PROPOSED STATE OWNERSHIP
 EXISTING LOCAL OWNERSHIP	 PROPOSED LOCAL OWNERSHIP
 EXISTING STATE OWNERSHIP	 PROPOSED STATE OWNERSHIP
 EXISTING LOCAL OWNERSHIP	 PROPOSED LOCAL OWNERSHIP

OTHER PUBLIC PARK SITE—TYPE II (100-249 ACRES)

 EXISTING STATE OWNERSHIP	 PROPOSED STATE OWNERSHIP
 EXISTING LOCAL OWNERSHIP	 PROPOSED LOCAL OWNERSHIP

RECREATION CORRIDOR (TRAIL)

 PROPOSED STATE RESPONSIBILITY	
 PROPOSED LOCAL RESPONSIBILITY	

PROPOSED RECREATIONAL BOATING WATER ACCESS POINT

 MAJOR INLAND LAKE OR RIVER	
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LAKE MICHIGAN

URBAN ORIENTED COMPONENT

 EXISTING OR PLANNED URBAN DEVELOPMENT REQUIRING TYPE III AND TYPE IV PUBLIC PARK SITES	
 MAJOR PUBLIC PARK SITE—TYPE III (25-99 ACRES)	

OTHER PUBLIC PARK SITE—TYPE IV (5-24 ACRES)

 EXISTING	 PROPOSED
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OTHER OUTDOOR RECREATION SITE OR LAND USE

 EXISTING MAJOR SPECIAL PURPOSE STATE OUTDOOR RECREATION SITE	
 EXISTING MAJOR SPECIAL PURPOSE LOCAL OUTDOOR RECREATION SITE	

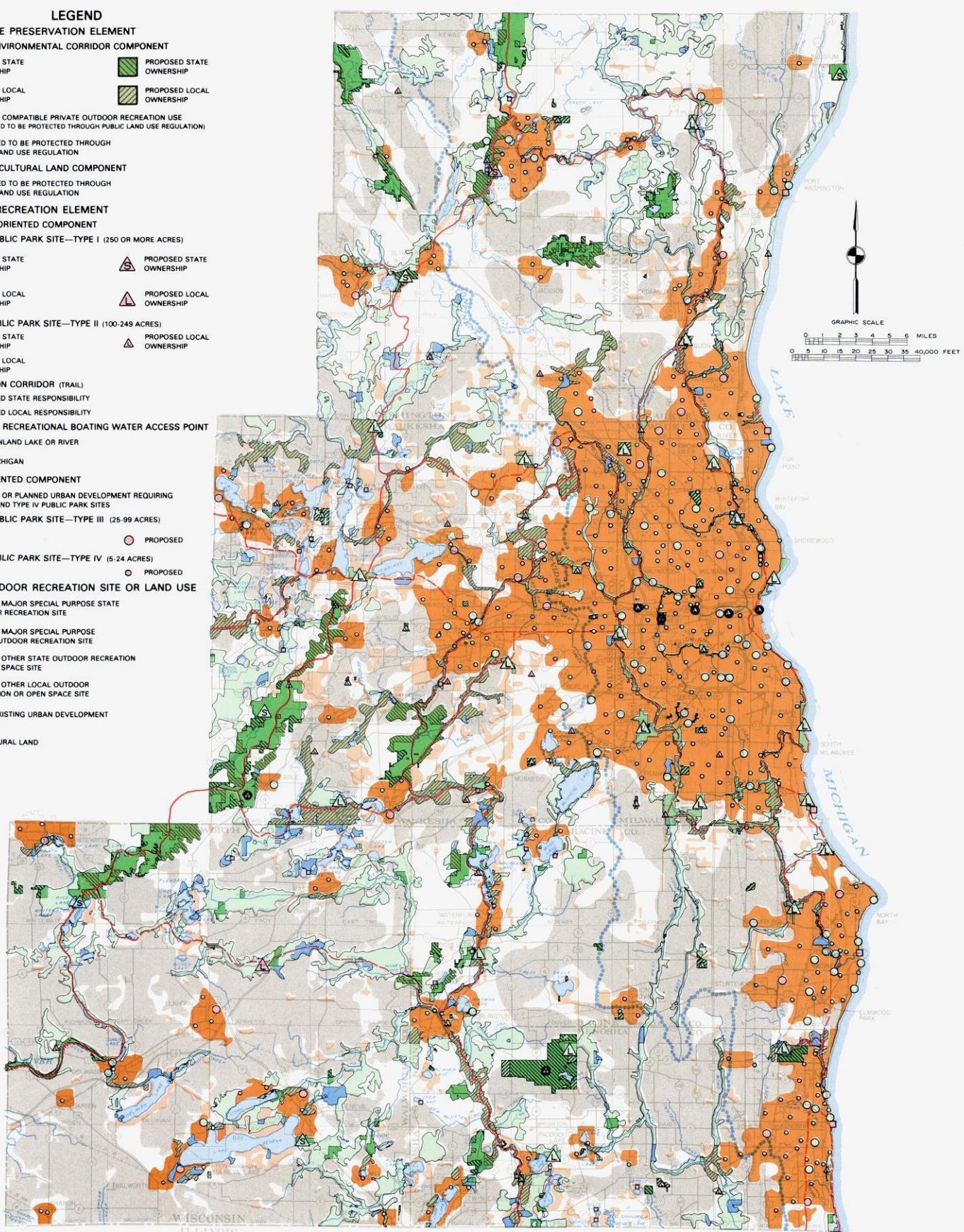
EXISTING OTHER STATE OUTDOOR RECREATION OR OPEN SPACE SITE

EXISTING OTHER LOCAL OUTDOOR RECREATION OR OPEN SPACE SITE

OTHER EXISTING URBAN DEVELOPMENT

OTHER RURAL LAND

WATER



The resource-oriented recreation plan component proposes the development of a recreation corridor network with a total length of about 437 linear miles. This network would accommodate trails for biking and hiking, horseback riding, and ski touring and would connect many of the existing and proposed large parks, thereby enhancing the integrity of the regional park and open space system. Biking and hiking trails would be developed throughout the entire 437 miles of proposed corridor, while the corridor network would accommodate 113 miles of horseback riding trails, 45 linear miles of nature study trails, and 48 linear miles of ski touring trails.

The resource-oriented recreation plan component recommends additional small boat water access points on 18 inland lakes in the Region, primarily for slow boating activities, as well as four canoe access points on the Milwaukee River and four canoe access points on the Fox River. This plan component also proposes more than 1,300 additional boat mooring slips and 19 additional boat launch ramps within harbors-of-refuge along the Lake Michigan shoreline within the Southeastern Wisconsin Region to meet the existing and anticipated future needs for recreational water access facilities on Lake Michigan.

The urban outdoor recreation plan component seeks to provide local recreational sites—sites less than 100 acres in area—and intensive nonresource-oriented outdoor recreation facilities, including baseball diamonds, basketball goals, ice-skating rinks, playfields, playgrounds, tennis courts, and swimming pools, to meet the demand for outdoor recreation within urban areas of the Region through the plan design year 2000. Such planning requires a different approach and different resources from rural type facilities. Although a smaller land base ordinarily is required for each activity, needed sites often are in densely populated and already built-up areas of the Region. Specifically over 2,000 additional acres of outdoor recreation lands are required to meet per capita outdoor recreation site acreage needs in the older, central city areas in Milwaukee, Racine, and Kenosha. This amount of land is currently not available in these central city areas. For example, even if the recently cleared Park Freeway-West corridor—which covers a total of 145 acres in the high density area of the City of Milwaukee—were entirely converted to outdoor recreation uses, only a small fraction of the outdoor recreation site acreage need in the central city area of Milwaukee would be met.

Thus, since clearance and redevelopment are notably expensive in such areas, the plan calls for only enough clearance and redevelopment to allow each resident of an urban area to have access—within one-half mile—to a public outdoor recreation site. Under the urban outdoor recreation plan component, about 3,158 acres of additional local public recreation lands would be provided at almost 250 park and school recreation sites by the plan design year. About 673 acres, or 21 percent of this total increment, would be provided through subdivision dedication; about 230 acres, or about 7 percent of the total increment, may be expected to be provided through school expansion; and about 748 acres, or 24 percent of the increment, would be provided through the development of existing, publicly owned, undeveloped, park sites. In addition, this plan component would require the public acquisition and development of 1,333 acres of existing open lands in urban areas throughout the Region and the public acquisition, clearance, and redevelopment for park purposes of about 174 acres of land currently in urban use in the densely populated and already built-up areas of the Region.

The existing legal and governmental framework in the Region permits the state, county, and local units of government to readily implement the major recommendations contained in the regional park and open space plan. Primary emphasis on implementing this plan lies with actions of the Wisconsin Department of Natural Resources (DNR), the seven county boards of the counties in southeastern Wisconsin, and the individual municipal units of government in the Region. It is recommended that the DNR purchase the remaining environmental corridor lands within Department project boundaries, such as the Kettle Moraine State Forest, as well as certain additional environmental corridor lands adjacent to the selected Department project boundaries, and acquire additional segments of primary environmental corridor lands immediately west of West Bend in Washington County. These environmental corridor lands would encompass about 31 square miles, or 27 percent of the 113 square miles of corridor lands proposed for acquisition under the plan. It is further recommended that the DNR provide one additional state park within the Region at the Lucas Lake site in Paradise Valley in Washington County; acquire lands as necessary and develop recreation trails within a continuous recreation corridor traversing the western portion of the Region through parts of Walworth, Wash-

ington, and Waukesha Counties; and develop recreation trails within other state-owned lands as necessary to provide continuity throughout the whole regional recreational corridor system. Thus, the State would be responsible for acquisition of lands and development of 100 miles, or about 23 percent of the 437 miles of recreation trail facilities proposed under the plan.

The plan further recommends that county units of government adopt appropriate zoning ordinances, including exclusive agricultural, floodlands, shoreland conservancy, or other appropriate zoning district regulations and zoning district delineations, to be effective within the unincorporated areas of the counties to preserve the prime agricultural lands and remaining net primary environmental corridor lands and other lands required for recreation use; and acquire remaining undeveloped land within designated segments of the primary environmental corridor, especially those areas of the corridor which lie in or adjacent to existing urban areas or areas which may be expected to be in urban use by the plan design year. About 82 square miles, or 73 percent of the 113 square miles of primary environmental corridor lands proposed for acquisition under this plan, would be the responsibility of county units of government. It is also recommended that county units of government provide all additional large parks, with the exception of a proposed state park to be provided at Paradise Valley, and develop necessary recreation facilities at such parks. The counties also would be responsible for the acquisition of lands and development of almost 337 miles, or about 77 percent, of the 437-mile recreation trail facilities proposed under the plan. Finally, it is recommended that county units of government provide additional boat access facilities to selected major inland lakes and rivers within the Region and cooperate with the U. S. Department of the Army, Corps of Engineers, in selecting sites and identifying locations for access facilities to Lake Michigan within the Region.

The plan recommends that all local units of government adopt appropriate zoning ordinances, including zoning district regulations and zoning district boundaries, to preserve the prime agricultural lands and remaining net primary environmental corridor lands and other lands required for recreation use within the Region through exclusive agricultural, floodlands, shoreland conservancy, or other appropriate zoning districts; prepare and adopt an official map showing as parkways all

primary environmental corridors recommended for acquisition under the regional park and open space plan, and as parks all park sites identified in the local refinement of the regional park and open space plan; adopt ordinances controlling the subdivision of lands which include a requirement for park land dedication and/or fee in lieu of dedication during the land subdivision process; and provide additional local parks and related urban outdoor recreation facilities within their respective communities. It is further recommended that local units of government provide access facilities to selected inland lakes and rivers within the Region and cooperate with the U. S. Department of the Army, Corps of Engineers, in identifying locations for access facilities to Lake Michigan.

The full capital cost of implementing the adopted regional park and open space plan for local units of government in southeastern Wisconsin is estimated at \$212.4 million. The average annual cost of total capital investment required for plan implementation would be approximately \$8.2 million, or \$4.08 per capita. In order to assess the possible impact of implementation of the regional park and open space plan on the public financial resources of local units of government within the Region, an analysis was made of the long-term historic public expenditures by the counties, cities, villages, and towns within the Region for park and open space purposes. A continuation of historic rates of expenditure for park and open space acquisition and development by local units of government in the Region would make \$221.2 million available over the plan design period. Thus funding would be more than adequate for plan implementation. It is important to recognize, however, that there would have to be a shift in the distribution of spending for parks and open space among local units of government in the Region, with governmental units in the outlying areas of the Region required to substantially increase outlays for park and open space acquisition and development, while the level of outlays for parks and open space in Milwaukee County would remain substantially unchanged.

The estimated capital cost to the State of implementing the regional park and open space plan is approximately \$26.4 million. A large share of this total outlay—\$21.4 million, or 81 percent—would be required for land acquisition. Between 1964 and 1974, state spending for park and open space land acquisition within the Region totaled \$6.1 million, or an annual average of \$0.6 million

over the 10-year period. State outlays for land acquisition alone, excluding expenditures for facility development and operation and maintenance, would have to average \$1.0 million per year for full implementation of the regional park and open space plan. An increased level of state spending is reasonable in view of the fact that the Southeastern Wisconsin Region contains about 38 percent of the state population but only 4 percent of the state park and open space land. It may reasonably be argued that, within the state, the greatest need for recreation land is within southeastern Wisconsin where the largest concentration of population exists. It may be further argued that within the state the greatest need for open space acquisition is also in southeastern Wisconsin because of the widespread urbanization of the Region and the attendant danger of losing valuable open space lands. Finally, increasing concerns over energy consumption indicate that more effort should be given to providing outdoor recreation sites in and near major population centers so as to minimize recreation-oriented travel.

Preparation of Local Park and Open Space Plans

As the regional park and open space plan was nearing completion, the Commission began to receive requests for assistance in the preparation, within the framework of the regional plan, of local park and open space plans. The first such request came from the Ozaukee County Park Commission. At year's end, the Division staff had begun preparation of a new Ozaukee County park and open space plan. This plan is intended to refine and detail the regional park and open space plan recommendations for that County, and will include individual park plans for each of the 14 civil divisions within the County.

In addition, the Commission received a request from the Village of Darien to prepare a local park and open space plan. This work was scheduled to begin early in 1978. Finally, the Commission received a request from the Town of Eagle Park Commission to provide technical assistance to that Commission in the preparation of a local park and open space plan. At year's end, the Division staff had collated planning data for the Town of Eagle Park Commission for its use in the preparation of a new plan document.

Data Provision and Assistance

The regional park and open space planning program data files are available for use by federal,

state, and local units of government and private interests. Examples of such data provision and assistance provided by the Division during 1977 include:

- Provision of existing park and open space site inventory and outdoor recreation need data on Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties to the U. S. Department of the Interior, Heritage Conservation and Recreation Service for use in a federal urban outdoor recreation needs study.
- Provision of existing park and open space inventory data to the U. S. Department of the Army, Corps of Engineers, for use in an Illinois-Wisconsin Fox River flood control study. This study would assist in implementing the Commission's adopted comprehensive plan for the Fox River watershed.
- Provision of potential park site data on the West Bend area to the City of West Bend for use in updating its local park and open space plan.
- Provision of existing outdoor recreation site inventory and outdoor recreation need data to the City of Milwaukee, Department of City Development, for use in the preparation of an outdoor recreation plan for that City.
- Provision of potential park site data to the Milwaukee County Park Commission for use in updating the Milwaukee County park and open space plan.

HOUSING PLANNING

The Commission adopted a housing plan for southeastern Wisconsin in 1975. This plan addresses unmet housing needs in the Region and includes a recommended geographic allocation of publicly assisted housing to remedy the most serious of the identified housing problems. During 1977 the Division staff concentrated its housing planning efforts on the provision of housing assistance services to public housing agencies and to certain private housing interest groups. In addition, the staff continued to monitor progress toward meeting the goals for housing assistance recommended under the regional subsidized housing allocation strategy.

Examples of the types of housing assistance services provided during 1977 include the following:

- Assistance to the Sherman Park Community Association in monitoring marketing practices of Milwaukee area realtors to determine the extent of racial "steering" and other discriminatory practices in the sale of housing.
- Assistance in the formation of the Metropolitan Milwaukee Fair Housing Council, an organization consisting of local public officials, representatives of neighborhood housing groups, and private citizens formed to promote equal opportunity in housing in the Milwaukee area.
- Assistance to the Community Housing Services Cooperative in preparing its application for second year funding to the Wisconsin Department of Local Affairs and Development for a home repair program involving retired craftsmen.
- Assistance to La Casa de Esperanza, Inc., a Waukesha nonprofit corporation concerned with improving housing conditions of the Spanish-American population, in preparing a proposal under the federal Comprehensive Employment and Training Act to hire staff to conduct a housing needs survey of the Spanish population in Ozaukee, Washington, and Waukesha Counties.
- Assistance to the Waukesha County Commission on Aging and the University of Wisconsin-Extension in their joint effort to identify the condition of housing in Waukesha County through the application of the Regional Planning Commission's exterior housing condition survey technique. The staff trained the surveyors in correct survey procedures and provided 30,000 survey forms for the project.
- Assistance to the Community Relations-Social Development Commission in Milwaukee County in the administration of its federally funded energy relief aid program.
- In conjunction with the U. S. Department of Commerce, Small Business Administration, continued assistance to minority contractors in their effort to become more involved with construction activities financed with federal funds.

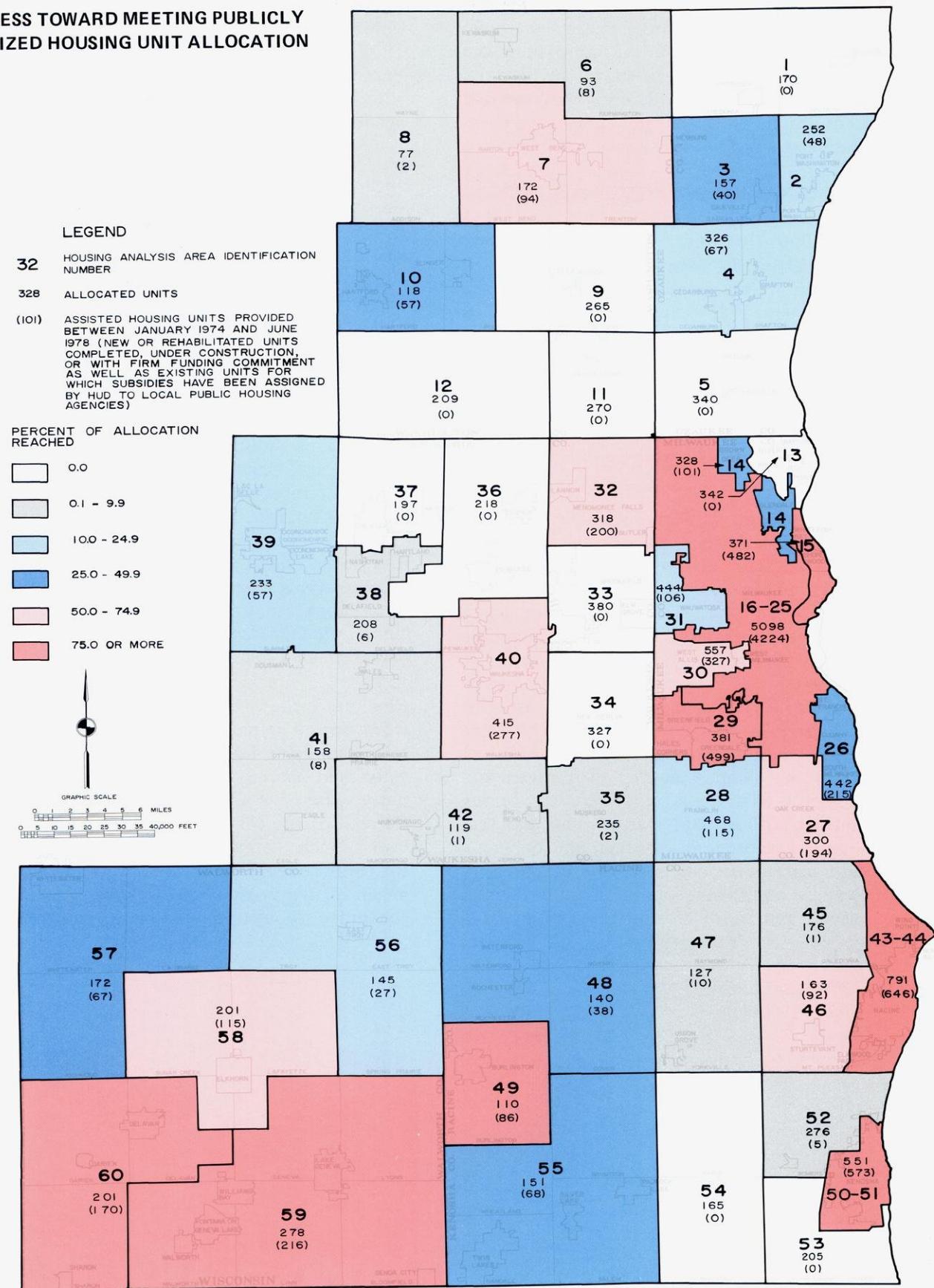
The adopted regional housing plan recommends the provision by 1980 of about 17,800 publicly

assisted housing units over and above such units provided within the Region as of the end of 1973. The plan includes a recommended geographic allocation of the 17,800 housing units to 49 housing allocation areas in the Region consisting of a community or a group of communities (see accompanying map). To monitor progress toward meeting the recommended goals, information concerning the use of housing assistance programs was collected from those state and federal agencies which are instrumental in administering existing housing assistance programs—namely, the U. S. Department of Housing and Urban Development (HUD); the U. S. Department of Agriculture, Farmers Home Administration (FmHA); and the Wisconsin Housing Finance Authority. Included in the inventory of assisted housing shown on the accompanying map are rental units authorized under the HUD Section 8 and FmHA Section 515 programs, as well as rental units authorized under the HUD Section 236 and HUD Section 221(d)(3) programs since January 1974. Also included in this inventory are any single-family homes authorized under the HUD Section 235 and FmHA Section 502 home ownership programs since January 1974.

About 9,430 units of publicly assisted housing have been provided in the Region since January 1, 1974. A total of 6,065 units, or 65 percent, have been provided through new construction, 229 units, or 2 percent, have been provided through rehabilitation ; and 3,136 units, or about 33 percent, have been provided through the utilization of the existing stock of sound housing. These 9,400 units represent about 53 percent of the total number of units recommended in the plan to be provided by 1980. As indicated in the accompanying map, 37 of the 49 "allocation" areas have shown at least some progress toward meeting the allocation. Fifteen areas have met more than half of their goals, and three of these have surpassed their recommended allocations.

Newly constructed housing for the elderly is the most popular form of publicly assisted housing in the Region. About 70 percent of the housing subsidies provided in the Region since 1973 were for elderly households. Subsidization of needy elderly households is in itself desirable and such activity may free-up sound housing formerly occupied by the elderly for families which currently live in substandard or overcrowded units. It should be noted, however, that the housing problem of elderly persons was found under the regional housing study to be largely economic in

PROGRESS TOWARD MEETING PUBLICLY SUBSIDIZED HOUSING UNIT ALLOCATION



nature. The continued subsidization of households whose housing problems are largely economic may necessitate the provision of more than the 17,800 subsidized units specified in the regional housing plan if substandard and overcrowded housing conditions in the Region are to be eventually eliminated.

COASTAL MANAGEMENT PLANNING

During 1977 the Division staff continued to provide assistance to the Wisconsin Department of Administration in the conduct of the Wisconsin Coastal Management Program. This program is intended to coordinate governmental activities toward achieving the objective of better management of the resources of Wisconsin's coastal areas including the Lake Michigan shoreline. The program is being carried out by the State of Wisconsin pursuant to the federal Coastal Zone Management Act of 1972.

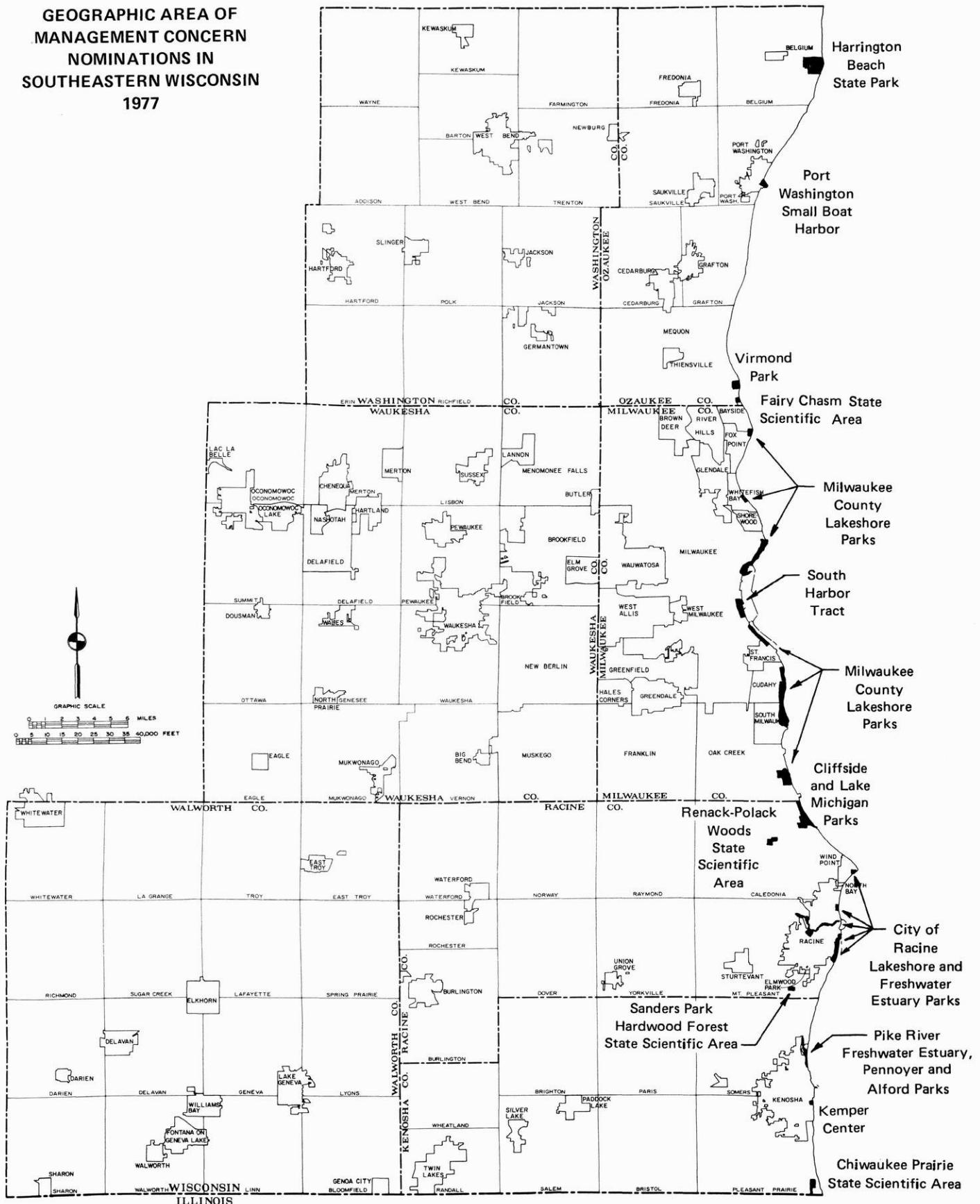
Under an agreement with the Wisconsin Department of Administration, the Commission has formed and staffed a Technical and Citizens Advisory Committee on Coastal Management in Southeastern Wisconsin. This 29-member Committee represents a variety of interests, including local elected officials, the University community, and recreational, navigational, and environmental interest groups. The primary function of this Committee is to review and comment on state coastal studies and reports as they are produced. During 1977 the Committee met eight times and provided review comments on a series of working papers dealing with coastal management program goals, boundaries, program funding, and organizational structure and technical reports prepared by state agencies concerning shore erosion damage compensation and shore erosion protection struc-

tural design. In addition, the Division staff participated in the public hearings held during May 1977 in the Cities of Kenosha, Milwaukee, and Port Washington in an attempt to help assess public reaction to the proposed Wisconsin Coastal Management Program.

During 1977 the Division staff also assisted in the preparation of nominations of geographic areas of management concern as required in the federal act. Information concerning such nominations was provided to the Cities of Kenosha, Mequon, Milwaukee, Port Washington, and Racine; the Village of Whitefish Bay; the Town of Pleasant Prairie; and the Kenosha, Milwaukee, and Ozaukee County Park Commissions. In December 1977 the Commission conducted a public hearing on the geographic area of management concern nominations submitted by the Kenosha, Milwaukee, and Ozaukee County Park Commissions, Racine County, the Cities of Kenosha, Milwaukee, Port Washington, and Racine, the Town of Caledonia, and the Wisconsin Department of Natural Resources. These nominations are shown on the accompanying map. At year's end, the nominations were submitted to the Wisconsin Coastal Management Council for inclusion in the Wisconsin Coastal Management Program.

Finally, during 1977 the Division staff initiated work on the preparation of a prospectus for a Lake Michigan estuaries and direct drainage area subwatershed planning program. This prospectus is an outgrowth of a formal request by the Common Council of the City of Milwaukee in 1973 that the Commission conduct a comprehensive study of the Milwaukee Harbor freshwater estuary. Work began on the prospectus in October 1977 and was scheduled to be completed in late summer of 1978.

**GEOGRAPHIC AREA OF
MANAGEMENT CONCERN
NOMINATIONS IN
SOUTHEASTERN WISCONSIN
1977**



TRANSPORTATION PLANNING DIVISION

DIVISION FUNCTIONS

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

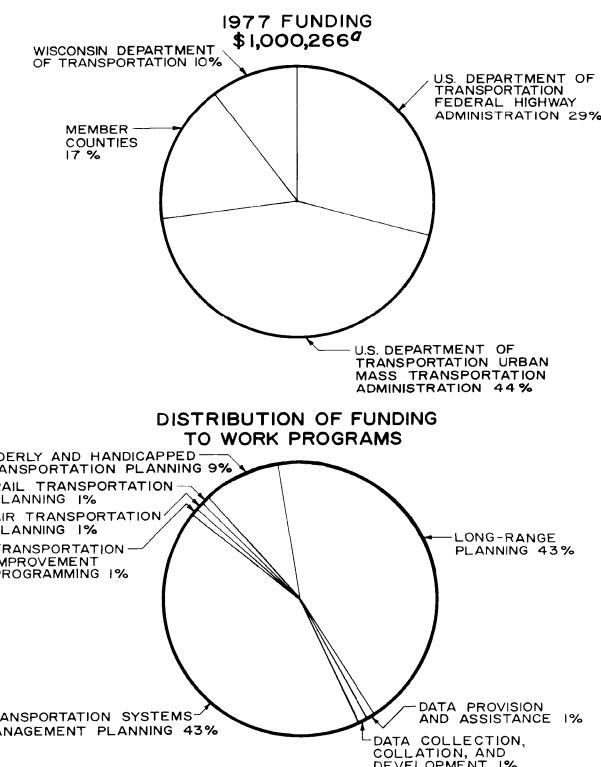
- What are the travel habits and patterns in the Region? How are these changing over time?
- What is the existing and probable future demand for transportation increment?
- What is the existing supply of transportation facilities?
- How much travel in the future will likely be accommodated by the various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

In attempting to find sound answers to these and other questions, to make plan recommendations concerning these questions, and to monitor transportation system development activities in the Region, the Transportation Planning Division during 1977 conducted a number of activities in eight identifiable areas: data collection, collation, and development; long-range planning; transportation systems management planning; elderly and

handicapped transportation planning; transportation improvement programming; rail transportation planning; air transportation planning; and data provision and assistance.

As the official metropolitan planning organization for transportation planning in the Southeastern Wisconsin Region, the Commission not only conducts transportation planning work programs with its own staff and consultants, but also oversees related subregional transportation planning by other governmental agencies. In many cases federal funds for the conduct of these subregional planning efforts "pass through" the Commission to other agencies. Through monitoring of work progress and service on task forces and advisory

TRANSPORTATION PLANNING DIVISION



^a Includes \$383,477 for agencies other than SEWRPC to conduct subregional transportation planning activities identified in the 1977 SEWRPC Overall Work Program.

committees, the Commission is ultimately responsible for all of this transportation-related planning work. Accordingly, all transportation planning activities bearing upon the Commission's overall work program are reported herein whether or not they are directly conducted by the Commission.

DATA COLLECTION, COLLATION, AND DEVELOPMENT

During 1977 the Division staff continued to monitor secondary data sources for changes in automobile and truck availability, mass transit ridership, and traffic volumes.

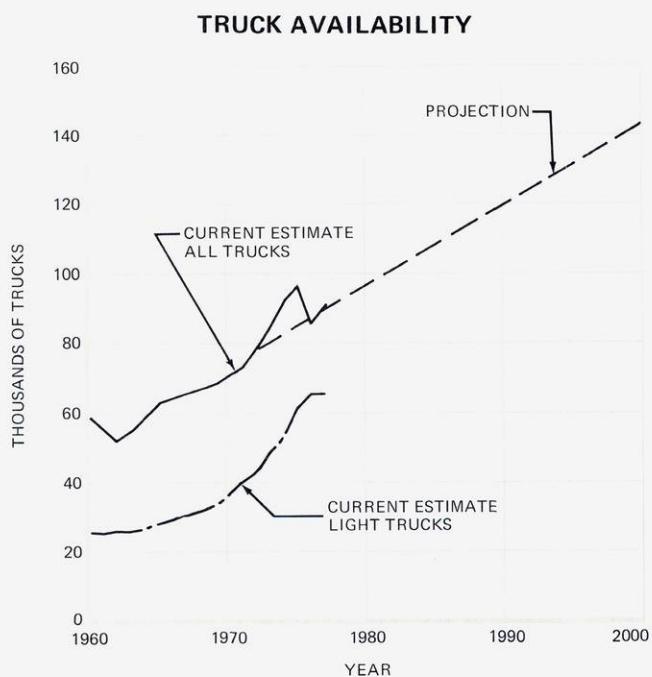
Automobile and Truck Availability

The number of automobiles available to residents in the Region during 1977 totaled about 748,700. This represents a decrease of about 10,000, or about 1.3 percent, from the 1976 level of 758,700. A similar decrease occurred in 1975, probably due in part to a growing preference for the use of light duty trucks as passenger vehicles. Prior to 1975, automobile availability in the Region had risen steadily since World War II. As shown in the accompanying table, only Ozaukee, Washington, and Waukesha Counties registered gains in automobile availability during the year. The number of persons per automobile available is estimated at about 2.37 in 1977, up slightly from about 2.36 in 1976.

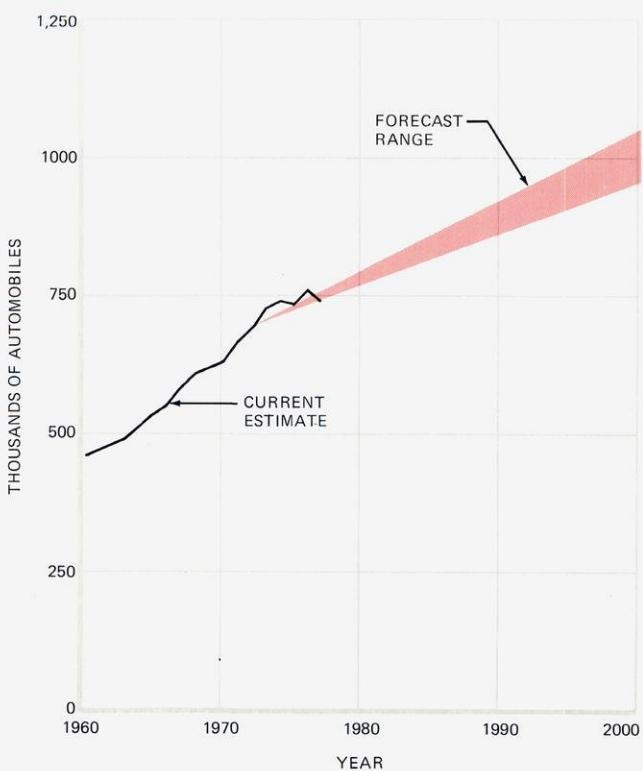
The number of trucks in the Region increased during the year to about 90,900, or about 4,800 more than the 1976 level of 86,100. This represents an increase of about 6 percent. As shown in the accompanying figure, the increase is due almost entirely to heavy- and medium-duty trucks, with the number of light trucks leveling off during the year at about 66,200.

AUTOMOBILE AVAILABILITY

County	1963	1976	1977
Kenosha . . .	35,162	53,224	50,647
Milwaukee . . .	304,123	417,643	408,722
Ozaukee . . .	14,319	29,727	30,296
Racine.	47,583	75,638	74,367
Walworth. . . .	19,437	29,854	29,762
Washington . .	16,235	32,740	33,215
Waukesha. . . .	61,889	119,924	121,720
Total	498,758	758,740	748,729



AUTOMOBILE AVAILABILITY



TRUCK AVAILABILITY

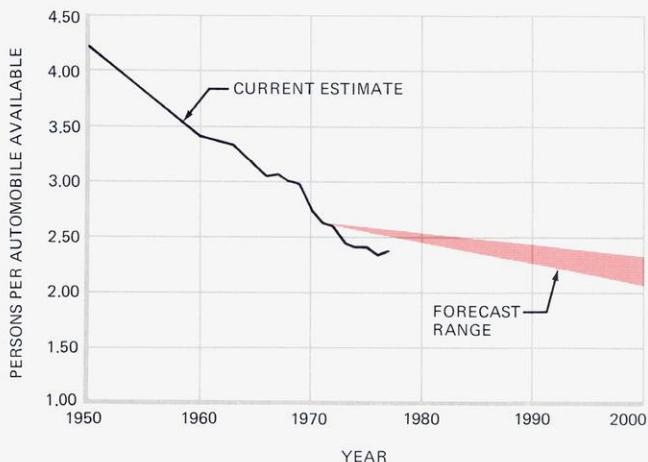
County	1963	1976	1977
Kenosha	4,855	7,614	7,838
Milwaukee	25,867	35,884	37,565
Ozaukee	2,286	3,453	3,688
Racine.	6,201	9,778	10,217
Walworth.	4,490	6,135	6,417
Washington . . .	3,413	5,415	6,049
Waukesha.	8,283	17,466	19,072
Total	55,395	86,083	90,899

MASS TRANSIT RIDERSHIP

Urbanized Area	1976	1977	Percent Change
Kenosha	973,400	1,064,400	9
Milwaukee	46,622,100	48,343,200	4
Racine.	1,005,600	1,491,800	48
Total	48,601,100	50,899,400	5

NOTE: Does not include special transit services to the elderly and handicapped.

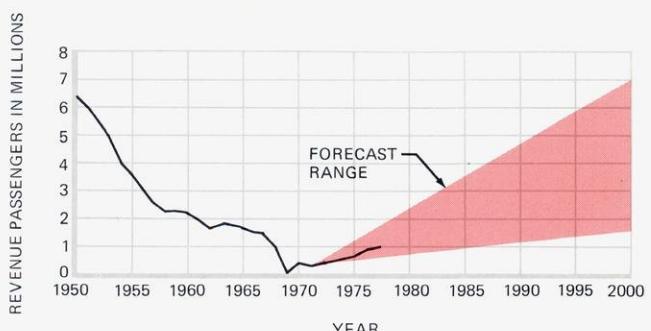
PERSONS PER AUTOMOBILE AVAILABLE



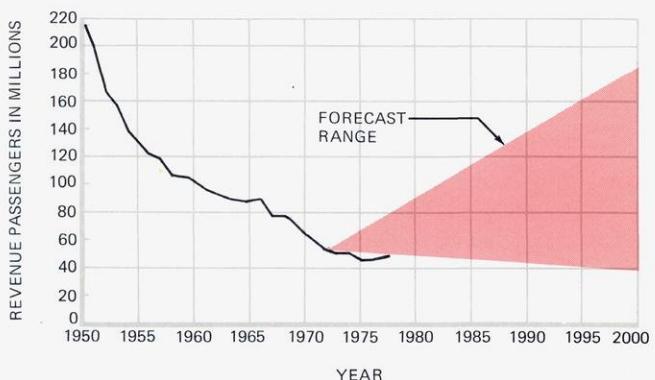
Mass Transit Ridership

Publicly owned fixed route mass transit service is provided in the Region in the Kenosha, Milwaukee, and Racine urbanized areas. In the Kenosha urbanized area, mass transit ridership showed a significant increase in 1977, maintaining a trend which began with the reestablishment of the Kenosha mass transit system as a publicly owned system in September 1971. Ridership during the year approximated 1,064,000, an increase of about 9 percent over the 1976 ridership level of about 973,000. The number of bus miles traveled during the year totaled 589,100, representing a slight decrease of less than 1 percent from the 591,200 bus miles traveled during 1976. Bus miles traveled is an important indicator of the level of transit service provided.

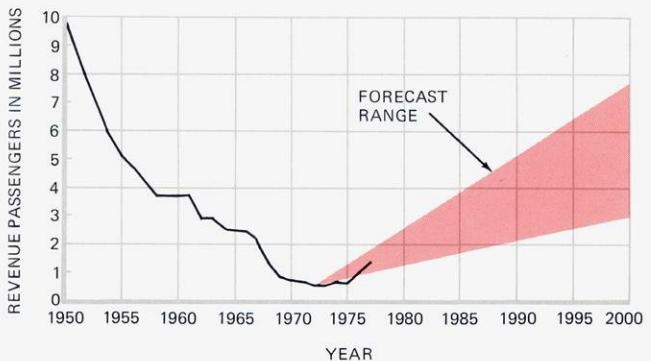
MASS TRANSIT RIDERSHIP—KENOSHA



MASS TRANSIT RIDERSHIP—MILWAUKEE



MASS TRANSIT RIDERSHIP—RACINE



In the Racine urbanized area, mass transit ridership rose dramatically during 1977 to nearly 1.5 million revenue passengers. This represents an increase of about 486,000 revenue passengers, or 48 percent over the 1976 level of 1,005,600 passengers. The year 1977 represented the first full year of operation of a new transit system as recommended in the transit development program for the Racine area published by the Commission in SEWRPC Community Assistance Planning Report No. 3, Racine Area Transit Development Program. A new system of routes and an aggressive marketing program have resulted in significant increases in transit ridership over the past two years. The number of bus miles traveled during 1977 totaled 993,700, representing an increase of about 36 percent over the 731,400 bus miles traveled during 1976.

Transit ridership also increased significantly in the Milwaukee urbanized area during 1977. Ridership increased by about 4 percent during the year, from a 1976 level of about 46.6 million to a 1977 level of about 48.3 million. During 1977 transit service in the Milwaukee urbanized area was provided primarily by the Milwaukee County

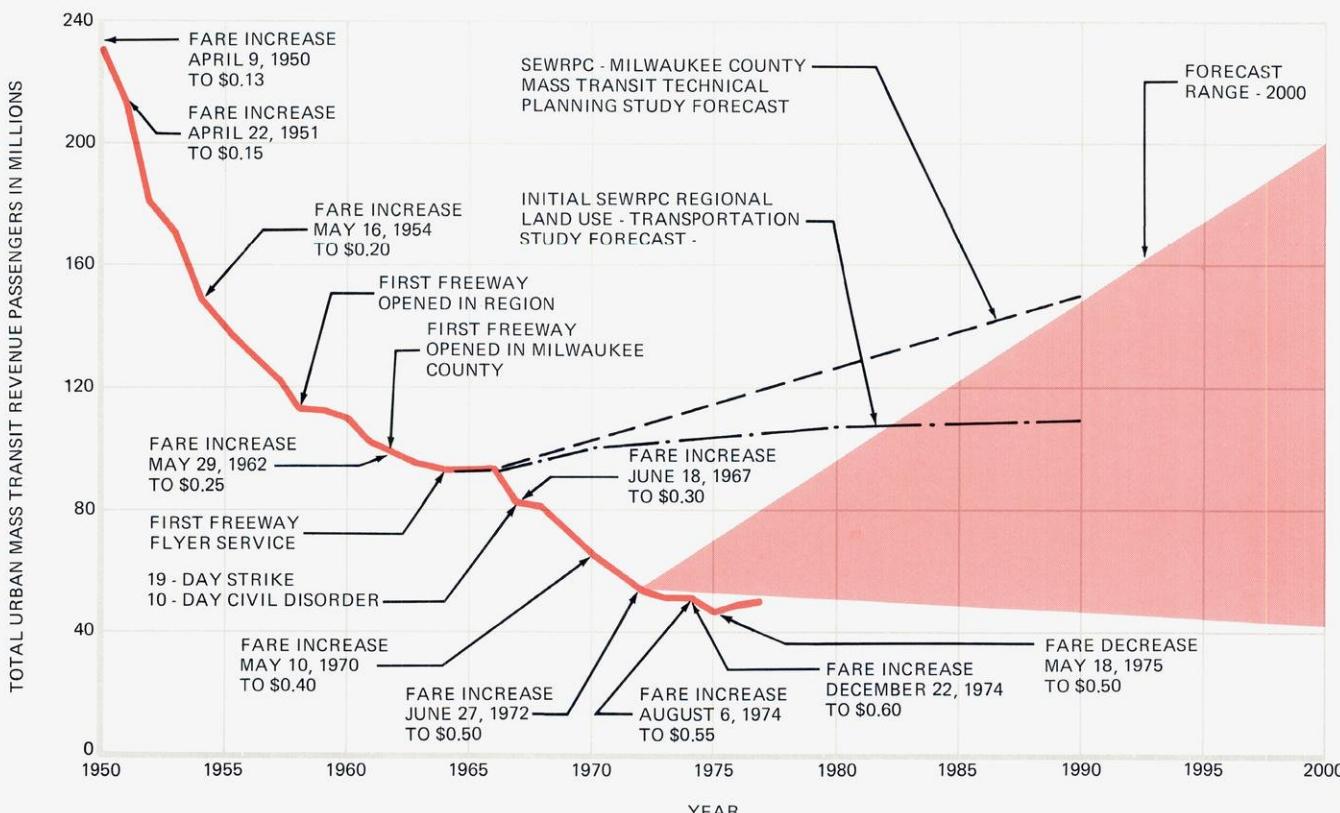
Transit System, with commuter-oriented transit service to downtown Milwaukee provided by Waukesha and Ozaukee Counties.

During 1977 ridership on the freeway flyer, or primary, transit service in the Milwaukee urbanized area totaled about 975,000 passengers, representing an increase of about 4 percent over the 937,600 passengers carried in 1976. Progress in implementing the transit stations recommended in the 1990 regional transportation plan is summarized on the accompanying map. No new stations were opened in 1977.

The number of bus miles traveled during 1977 in the Milwaukee area totaled about 18.3 million. This represents an increase of about 3 percent over the 1976 level of 17.7 million bus miles.

The use of available parking supply at freeway flyer terminals was also monitored during 1977. As shown in the accompanying table, offstreet parking is provided at five public transit/park-ride stations and at eight shopping center lots. Of the 1,140 available parking spaces at the five public

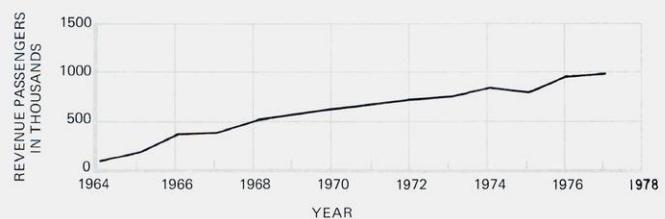
HISTORICAL TREND IN MASS TRANSIT RIDERSHIP IN THE REGION



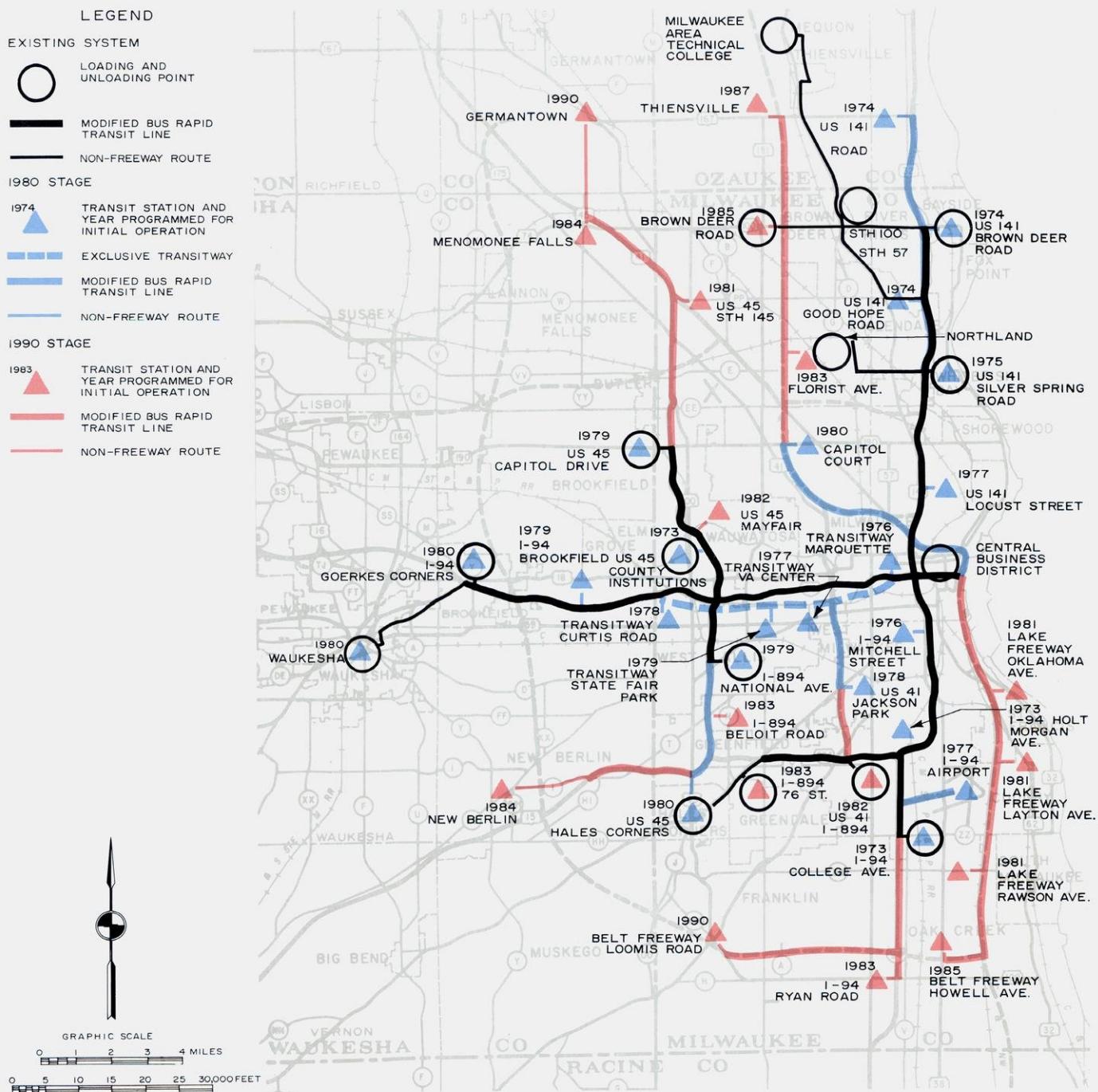
NOTE: FARE INCREASES AND DECREASES SHOWN IN THIS FIGURE REFER ONLY TO THE MILWAUKEE COUNTY TRANSIT SYSTEM AND TO THE SINGLE-RIDE ADULT CASH FARE.

transit stations, 496 spaces were used on an average weekday during 1977, representing a utilization rate of 44 percent. Of the 818 available parking spaces in the eight shopping center lots, 548 were used on an average weekday in 1977, representing a utilization rate of 67 percent. At the Treasure Island shopping center lots in both West Allis and Brookfield, and at the Spring Mall shopping center lot in Greenfield, use of designated parking spaces nearly equaled or exceeded the available supply.

MILWAUKEE AREA FREEWAY FLYER RIDERSHIP



ADOPTED MILWAUKEE AREA TRANSIT PLAN



USE OF PARKING SUPPLY AT FREEWAY FLYER TERMINALS

Terminal	Available Parking Spaces	Autos Parked on an Average Weekday—1977	Percent of Spaces Used
Public Transit Stations			
W. College Avenue (Milwaukee)	300	157	52
W. Watertown Plank Road (Wauwatosa)	200	93	47
North Shore (Glendale)	190	89	47
Brown Deer (River Hills)	250	52	21
Goerke's Corners (Brookfield)	200	105	53
Subtotal	1,140	496	44
Shopping Center Lots			
Northland (Milwaukee)	100	10	10
K-Mart (Hales Corners)	93	77	83
Treasure Island (West Allis)	100	98	98
Treasure Island (Brookfield)	100	124	124
Spring Mall (Greenfield)	100	138	138
S. 27th Street Target (Milwaukee)	100	58	58
Northridge (Milwaukee)	100	22	22
Treasure Island (Brown Deer)	125	21	17
Subtotal	818	548	67
Total	1,958	1,044	53

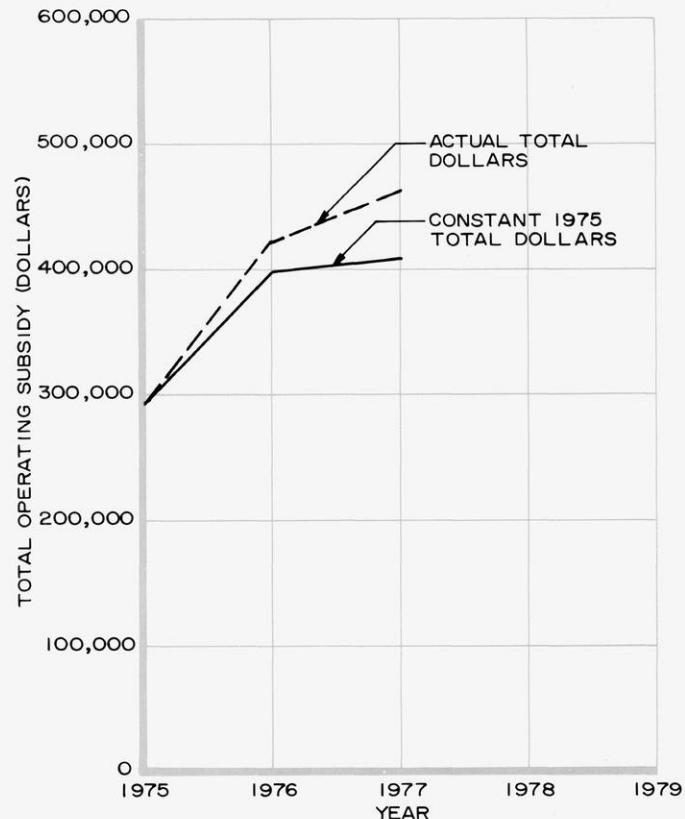
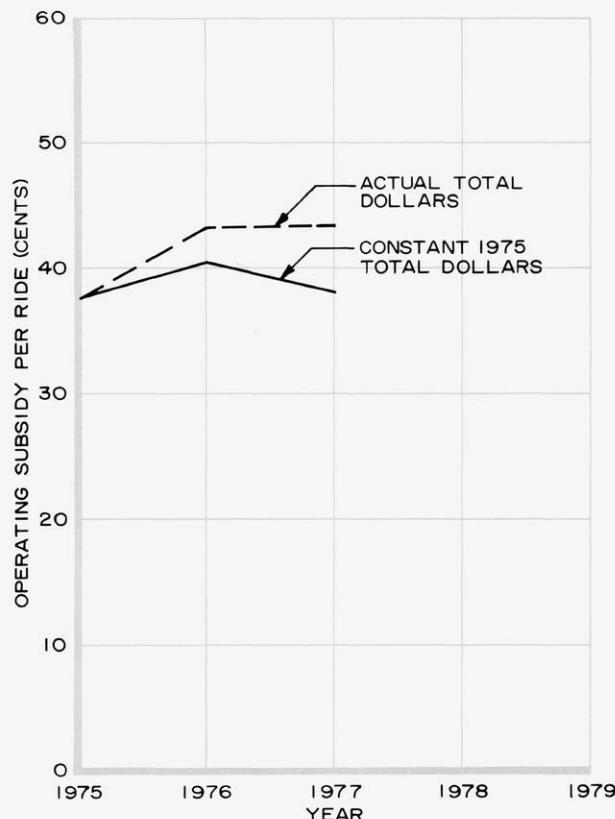
MASS TRANSIT OPERATING SUBSIDIES

Urbanized Area	Public Operating Assistance (dollars)							
	1976				1977			
	Federal	State	Local	Total	Federal	State	Local	Total
Kenosha . . .	209,939	127,076	82,864	419,879	230,404	92,712	137,693	460,809
Milwaukee . . .	3,656,462	1,887,307	1,447,276	6,991,045	5,410,065	2,225,197	3,021,668	10,656,930
Racine.	266,465	167,925	97,065	531,455	381,761	149,550	232,211	763,522
Total	4,132,866	2,182,308	1,627,205	7,942,379	6,022,230	2,467,459	3,391,572	11,881,261

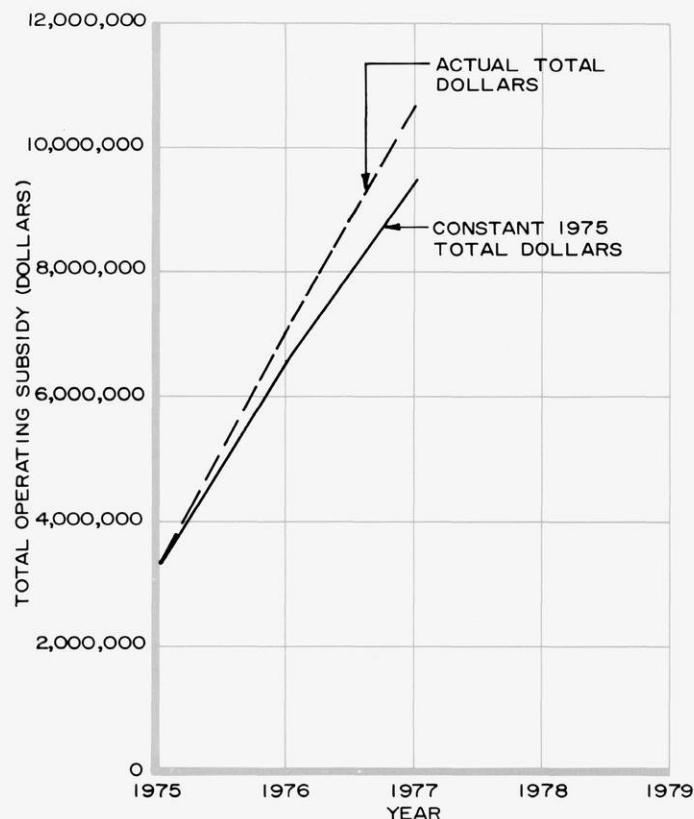
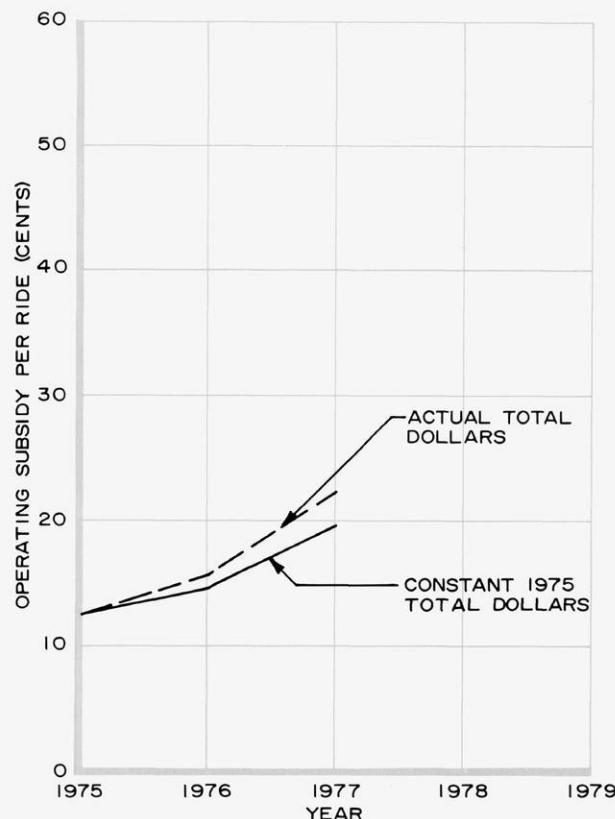
Urbanized Area	Operating Subsidy per Ride (cents)							
	1976				1977			
	Federal	State	Local	Total	Federal	State	Local	Total
Kenosha	21.6	13.0	8.5	43.1	21.6	8.7	12.9	43.2
Milwaukee	8.1	4.1	3.2	15.4	11.2	4.6	6.2	22.0
Racine.	26.4	16.7	9.7	52.8	25.6	10.0	15.6	51.2

NOTE: 1976 figures are post audit; 1977 figures are preaudit.

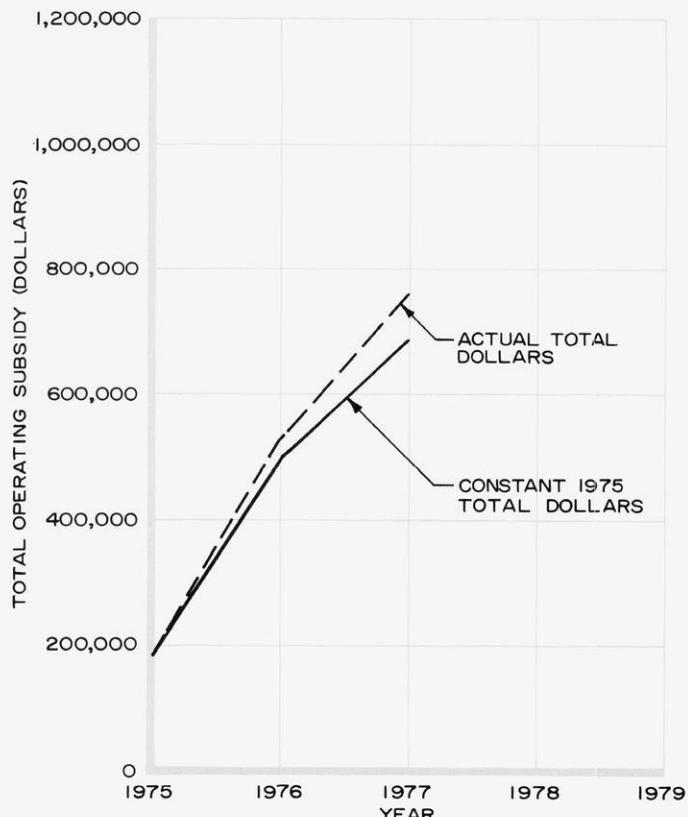
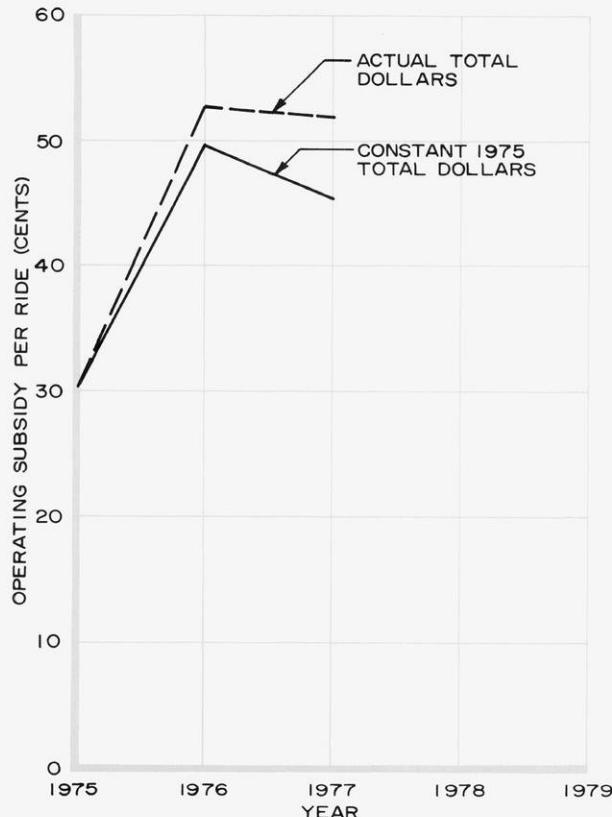
MASS TRANSIT OPERATING SUBSIDIES IN THE KENOSHA URBANIZED AREA: 1975-1977



MASS TRANSIT OPERATING SUBSIDIES IN THE MILWAUKEE URBANIZED AREA: 1975-1977



MASS TRANSIT OPERATING SUBSIDIES IN THE RACINE URBANIZED AREA: 1975-1977



In all, slightly more than one-half of all available offstreet parking spaces at freeway flyer terminals were used on an average weekday in 1977.

Transit operating subsidies during 1977 totaled nearly \$11.9 million, as compared to about \$7.9 million in 1976. The operating subsidies were distributed by urbanized area as shown in the accompanying table. The overall public operating subsidy per ride in the Kenosha urbanized area remained at about \$0.43 during 1977. In the Racine urbanized area the per ride operating subsidy declined slightly from about \$0.53 to about \$0.51. In the Milwaukee urbanized area the operating subsidy per ride increased significantly from about \$0.15 in 1976 to about \$0.22 in 1977.

Traffic Count Data

The Division staff also collated traffic count data during the year. These data are useful in monitoring changes in travel in the Region and in calculating estimates of levels and trends of vehicle miles of travel. During 1977 traffic volume data were collected from the Wisconsin Department of Transportation, the Milwaukee County Expressway

and Transportation Commission, and the City of Milwaukee, all of which operate regular traffic counting programs.

LONG-RANGE PLANNING

During 1977 the Division staff conducted a major work effort aimed at completion of a new long-range regional transportation plan for the design year 2000. This important work task, which was expected to be completed during 1976, remained uncompleted at the end of 1977 due in large part to a sharp division of public opinion as to whether or not any additional freeways should be constructed in Milwaukee County. This division of opinion was reflected in the technical and citizens advisory committees assisting the Commission in the preparation of the new plan. The division of opinion concerning future freeway and major arterial street construction reflected many considerations. The business and labor communities and those elected officials who favored completion of the Milwaukee area freeway system as originally planned cited the need to meet travel demand and reduce traffic congestion on freeways and standard arterial streets; the potential conservation of motor

fuel and decrease in air pollution which could result from a completed freeway system; the maintaining and strengthening of the Milwaukee area economy attributable to freeway completion; and the substantial public financial and social costs incurred in the clearance of land for and the construction of such facilities as the uncompleted Park Freeway-West and the Daniel Webster Hoan Memorial Bridge, costs which would have been incurred for naught without completion of the total freeway system. Those citizens and public officials opposed to further freeway construction in Milwaukee County expressed concern about the escalating costs of constructing freeways; the number of housing units and businesses that would have to be displaced by the construction of certain freeway segments; uncertainties as to future levels of population and employment and motor fuel availability; a belief that additional freeway construction would contribute to further population loss and economic decline in the City of Milwaukee; and a belief that modifications in peak hour travel demand and more effective utilization of existing transportation facilities in southeastern Wisconsin would result in an efficient transportation system without further freeway construction.

Five final alternative transportation plans were prepared and reviewed by Commission advisory committees during the first nine months of 1977. These five alternatives ranged from a "no build" plan to a plan that included completion of the Milwaukee County freeway system as originally planned. After consideration of these final alternatives, both the Technical Coordinating and Advisory Committee on Regional Land Use-Transportation Planning and the Citizens Advisory Committee on the Freeway-Transit Element of the Regional Land Use-Transportation Plan Reevaluation voted to recommend to the Regional Planning Commission a final plan that included all of the remaining uncompleted segments of the initial planned Milwaukee County freeway system—the Park Freeway-West, the Stadium Freeway-North "gap closure," the Stadium Freeway-South, the Park Freeway-East, and the Lake Freeway. Within both committees, however, there was significant opposition to this recommendation, with those voting in the minority tending to favor a final recommended plan that included little or no additional freeway construction in Milwaukee County. The two committees differed with respect to a recommendation concerning the basic transit fare in Milwaukee County, with the Technical Coordinating and Advisory Committee recom-

mending retention of the current \$0.50 base transit fare and the Citizens Advisory Committee recommending implementation of a \$0.25 base transit fare.

The advisory committee recommendations were reported to the Regional Planning Commission in September 1977. Simultaneously, the Commission was given another set of recommendations from an ad hoc task force established by a group of Milwaukee-area legislators. The report submitted by the task force urged the Commission to acknowledge that the unfinished portions of the Milwaukee County freeway system would not be built in the foreseeable future because, among other reasons, the posture of the state legislature was such that it would not make available sufficient construction monies to complete the system. The ad hoc task force report further suggested that steps be taken to deal with the traffic congestion problems existing at the "stub ends" of currently completed freeway segments, effecting relatively low capital improvements that would abate these problems, and that measures be instituted which would modify travel demand by discouraging peak-hour auto use.

After weighing the advisory committee recommendations, the suggestions made by the legislative ad hoc task force, and the acknowledged sharp division of public opinion that exists concerning completion of the Milwaukee County freeway system—and the impasse that has been created by that division of opinion—the Commission prepared a preliminary recommended regional transportation plan for presentation at public hearings in late fall 1977. The preliminary plan was based on the plan recommended by the technical and citizens advisory committees and proposed a \$0.50 transit fare in the Milwaukee area. However, the plan consisted of two tiers with respect to the freeway system in Milwaukee County.

Under the two-tier concept, the Commission directed that all of the remaining uncompleted freeway segments in Milwaukee County be placed on the preliminary recommended plan, but that these segments be divided into two groups. The first group, constituting the lower tier, would consist of those freeway segments which in the Commission's judgement should be constructed as soon as possible. The second group, constituting the upper tier, would consist of those freeway segments the construction of which in the Commission's judgement should be deferred for at least

a decade while attempts are made both to increase the capacity of the existing system through low capital investment transportation system improvement measures and to reduce the anticipated peak-hour travel demand through the institution of automobile use disincentives.

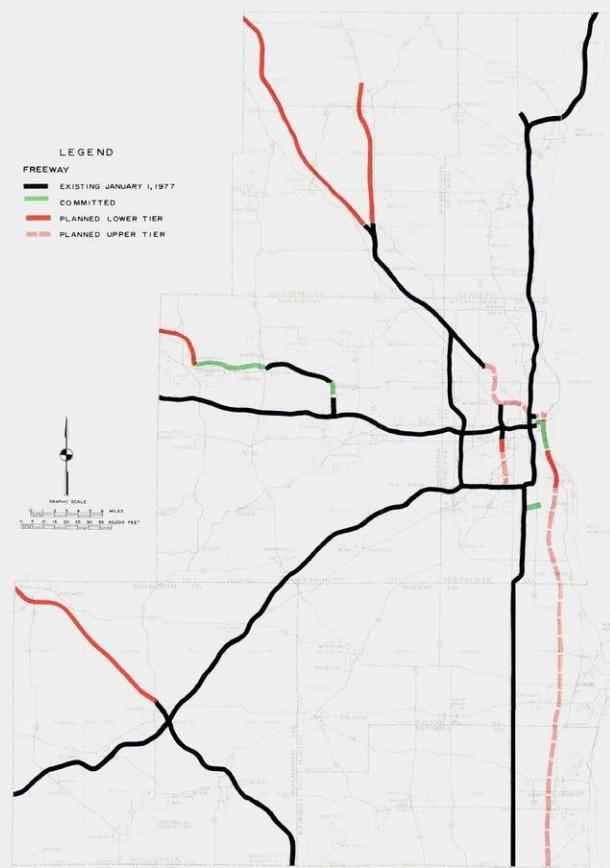
The Commission directed that the preliminary recommended plan include such major management proposals as an extensive freeway control system to be effected through areawide ramp metering; increased promotion of carpooling and vanpooling; significantly improved mass transit service; and institution of such automobile use disincentives as parking supply restrictions, parking rate restructuring, and a parking surcharge, all to be carried out in the Milwaukee central business district. Under the two-tier concept, such efforts would be designed to optimize the utilization of the existing system while encouraging a shift from the automobile mode to transit and other high-occupancy vehicle modes of travel. The essence of the two-tier approach is that if such efforts are successful, peak-hour automobile travel demand would be reduced and, consequently, it may not be necessary in the long term to construct those uncompleted freeway segments included in the upper tier of the plan. The Commission further directed that the preliminary recommended plan include low capital intensive improvements in the Milwaukee County freeway corridors which would consist of minor freeway modifications; ramp improvements; and adjustments in the connecting surface arterials to effect better transitions between the "stub ends" of the uncompleted freeway system and the surface arterial system for those freeways not included in the lower tier of the plan.

The freeway and transit elements of the preliminary recommended plan are summarized on the accompanying maps. Those freeways included in the lower tier of the preliminary plan were the West Bend and USH 41 Freeways in Washington County; the USH 12 Freeway in Walworth County; the USH 16 Freeway in Waukesha County; and the Stadium Freeway-South to W. Lincoln Avenue and the Lake Freeway-South to E. Layton Avenue in Milwaukee County. The freeways included in the upper tier of the plan were the Park Freeway-East, the Park Freeway-West, the Stadium Freeway-North "gap closure," and the Lake Freeway-North, all in Milwaukee County; and the Lake Freeway south of E. Layton Avenue in Kenosha, Racine, and Milwaukee Counties. In addition to the 239 miles

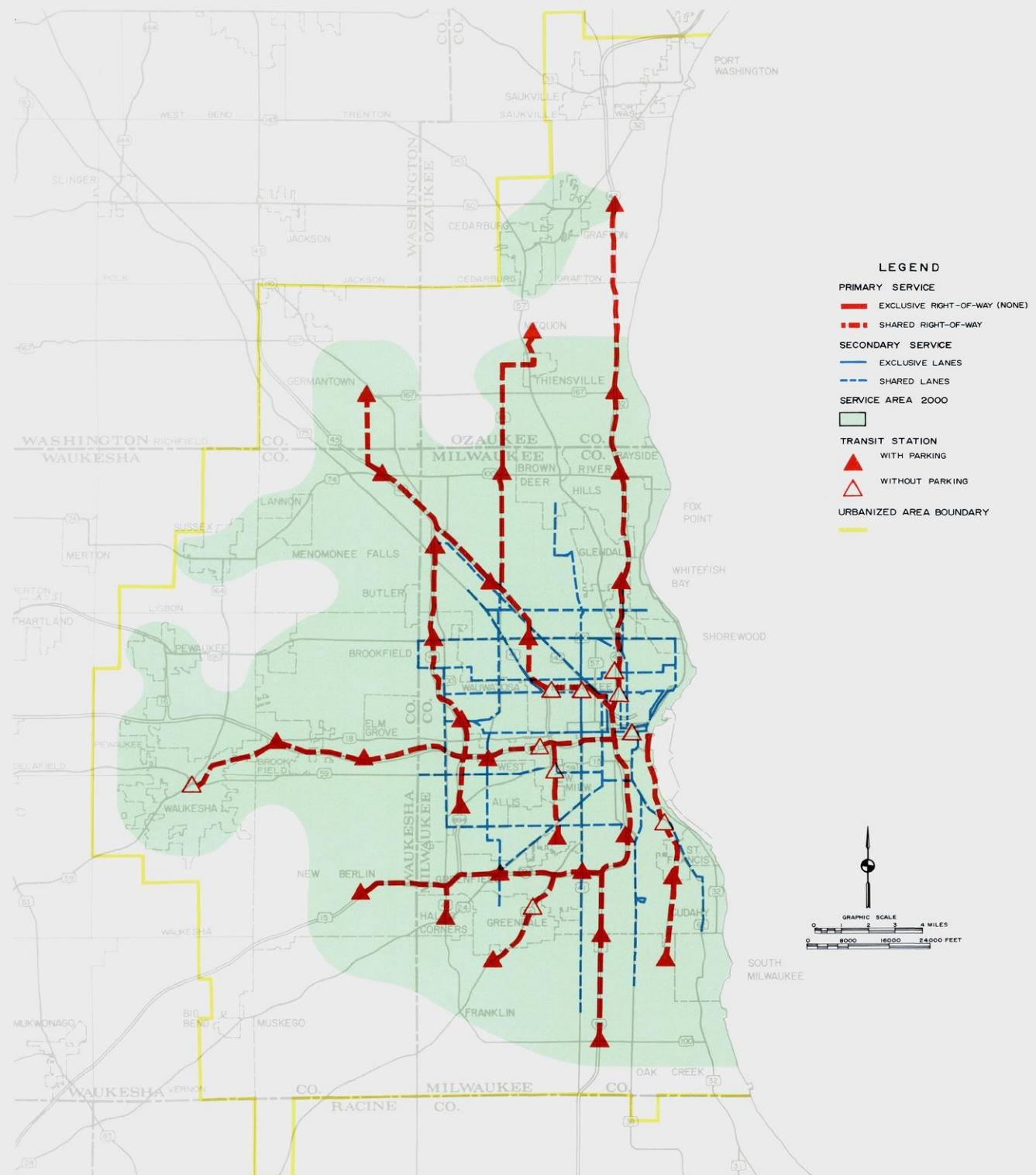
of existing and committed freeways, the lower tier would add 60 miles of planned freeways and the upper tier 46 miles of planned freeways. Thus, by the year 2000 there would be about 345 miles of freeways in the Region if the planned improvements in both the lower and upper tiers were fully implemented.

As already noted, the preliminary recommended plan also proposed that an attempt be made to effect better surface arterial connections at existing freeway "stub ends" for those freeways included in the upper tier of the plan. A number of possible alternatives were developed and presented at the public hearings. Those alternatives developed for the Park Freeway-East are shown on the accompanying map.

PRELIMINARY RECOMMENDED 2000 FREEWAY SYSTEM

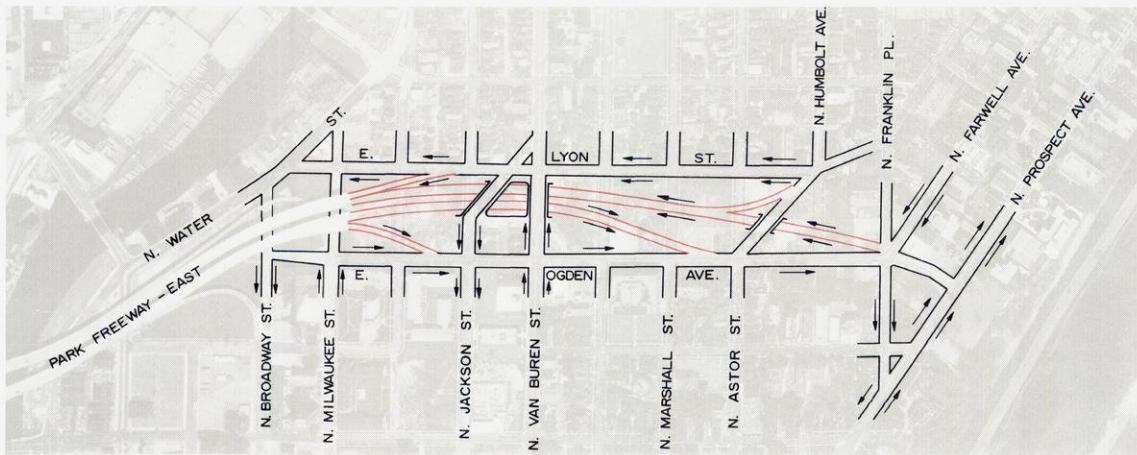


PRELIMINARY RECOMMENDED 2000 TRANSIT SYSTEM IN THE MILWAUKEE URBANIZED AREA

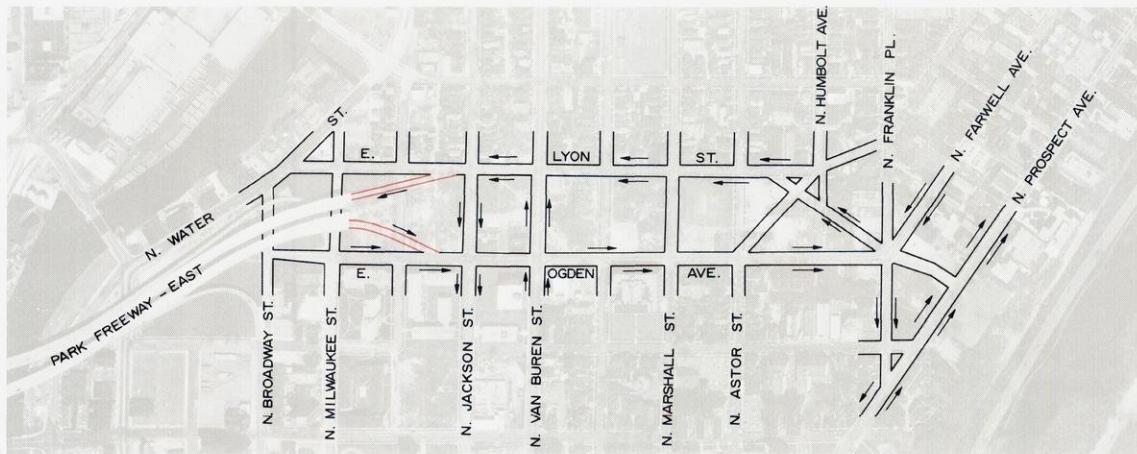


ALTERNATIVE PARK FREEWAY EAST "STUB END" TREATMENTS

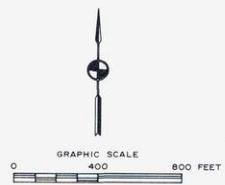
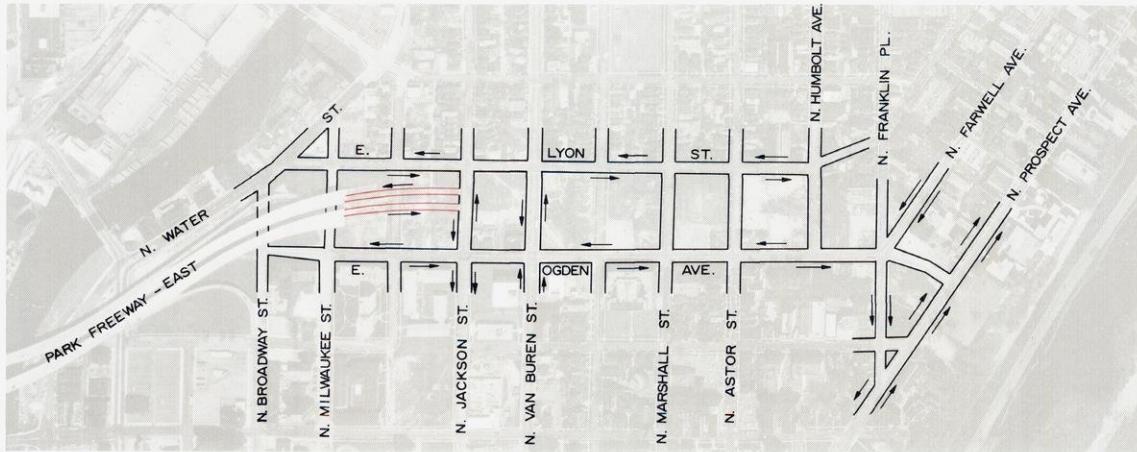
ALTERNATIVE NO. 1



ALTERNATIVE NO. 2



ALTERNATIVE NO. 3



Under the preliminary recommended plan the base transit fare would remain at \$0.50 in the Milwaukee urbanized area and at \$0.25 in the Kenosha and Racine urbanized areas. In the Kenosha and Racine urbanized areas the plan envisioned implementation of all of the transit improvement recommendations previously made in transit development programs prepared for these areas. In the Milwaukee urbanized area the preliminary recommended plan envisioned significant expansion of transit service, including primary, or freeway flyer, service; the establishment of a network of secondary or express bus service on local arterial streets, including in some instances the establishment of exclusive transit lanes on such streets; and a greatly expanded tertiary or local level of transit service. In addition, 32 new transit stations would be provided along the primary transit system in addition to the six public transit stations now in existence.

There were four major transportation system management recommendations included in the preliminary plan. First, the plan recommended the establishment of a freeway operational control system in the Milwaukee urbanized area that would constrain access to the freeway system during peak hours so as to ensure high rates of traffic flow at reasonable operating speeds on the existing freeway system. This would permit the provision of a relatively high level of express transit service on the freeway system and, hopefully, obviate the need to construct exclusive right-of-way transit facilities in the heavy travel corridors of Milwaukee County. The second management recommendation proposed the imposition of a parking surcharge in the Milwaukee central business district that would ensure that the all-day parking cost would be at least equivalent to a round-trip transit fare. The third recommendation proposed constraining the supply of parking in the Milwaukee central business district so as to make it more difficult to obtain all-day automobile parking, and thereby encourage work trips to that area by mass transit and in high-occupancy carpools and vanpools. Finally, the fourth recommendation proposed the institution of curb parking prohibitions on arterial streets as necessary during peak hours of travel so as to ensure that all available arterial street capacity is being used before commitments are made for additional capital investments in arterial street facilities.

The preliminary recommended transportation plan was the subject of a series of four well-attended public hearings held by the Commission

over the period November 28 to December 5, 1977. Prior to the hearings, the Commission prepared and widely distributed a newsletter which presented in summary form the preliminary plan recommendations. Extensive coverage of the proposed new plan was given by the public information media, including a major two-page feature story in the Thanksgiving Day issue of the *Milwaukee Journal*.

Following the public hearings, the Commission met to deliberate on the public reaction to the preliminary plan. After considerable discussion and debate focusing primarily on the question of whether or not to continue to plan for completion of the Milwaukee County freeway system, the Commission—in meetings held on December 19 and December 28, 1977—directed that the Commission staff prepare a final recommended regional transportation plan that would include all of the uncompleted Milwaukee County freeways except the Park Freeway-West and the Stadium Freeway-North “gap closure.” In addition, the Commission directed that the proposed transportation system management actions relating to the imposition of an all-day parking surcharge in downtown Milwaukee and the restriction of the downtown parking supply be removed in their entirety from the plan. These actions were taken by the Commission in light of the considerable opposition in the Milwaukee area to these preliminary plan proposals. The Commission also directed that before completing and publishing the final regional transportation plan for 2000, the Commission staff meet with each of the seven county jurisdictional highway system planning advisory committees to review in detail the recommendations contained in the preliminary plan with respect to the surface arterial street and highway system and to explore any other arterial issues raised at the hearings. At year’s end the Division staff began work on the preparation of the final recommended long-range transportation system plan.

TRANSPORTATION SYSTEM MANAGEMENT PLANNING

During 1977 the Division staff completed preparation of the first formal transportation systems management (TSM) plan for the Kenosha, Milwaukee, and Racine urbanized areas of the Region. In addition, a number of other short-term transportation planning and management efforts by the Commission and by state agencies, local agencies, and universities were underway in 1977.

Transportation Systems Management Plan

On December 19, 1977, the Commission adopted its first transportation systems management plan. This plan is documented in SEWRPC Community Assistance Planning Report No. 21, A Transportation Systems Management Plan for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1978. A transportation systems management plan examines the current operations and management of highway and public mass transit systems and proposes ways in which to enhance the efficiencies of those systems. The TSM plan was developed with the assistance of intergovernmental coordinating and advisory committees in each of the three urbanized areas.

The TSM plan recommends the implementation over an approximate 5-year period of 223 projects and studies at a total cost of nearly \$201 million. The recommendations consist of eight projects at a cost of \$3,397,200 in the Kenosha urbanized area, 164 projects at a cost of \$189,603,200 in the Milwaukee urbanized area, 13 projects at a cost of \$5,598,000 in the Racine urbanized area, 32 projects at a cost of \$2,034,300 in rural areas of the Region, and six projects of a regionwide scope at a cost of \$335,000. Projects recommended in the TSM were derived from two sources: 1) almost 95 percent of the projects by number—mostly of a minor highway improvement, traffic operations, and transit service nature—were proposed by individual transportation implementing agencies throughout the Region; and 2) just over 5 percent of the projects were initially proposed by the Regional Planning Commission and reworked and reshaped at a series of intergovernmental meetings involving the major transportation implementing agencies.

The individual TSM projects were grouped into 24 categories of actions and are presented in the accompanying table in approximate priority order. The table identifies implementing agency responsibilities and an implementation schedule.

TSM actions of the type included in the plan have for many years been implemented in the Region. Three recommendations for new types of actions are, however, included in the plan:

- A recommendation for a detailed planning study of a freeway operational control system for the Milwaukee urbanized area;

- A recommendation for examining alternatives to improve the efficiency of the “stub ends” of the uncompleted freeways in Milwaukee County; and
- A recommendation for a series of other studies including a “cross town” arterial street study, a study of downtown parking rate structures, a taxi fare and regulation study, a study of the effects of staggered work hours on peak hour traffic congestion, and preparation of a regional transportation contingency plan to deal with a sudden motor fuel emergency, among others.

Waukesha Transit Development Program

Early in 1977 the Division staff completed a transit development program for the City of Waukesha. The program is documented in SEWRPC Community Assistance Planning Report No. 12, Waukesha Area Transit Development Program. The program called for the reestablishment of transit service in the City of Waukesha through a publicly owned and operated transit system. The service envisioned in the program was a demand-responsive type service that would initially be provided by taxi vehicles.

The proposed new public transit system was decisively rejected by City of Waukesha voters in a referendum on April 5, 1977. About 64 percent of the approximately 6,300 voters opposed the establishment of the new system. This rejection of the proposed new system ended, at least for the time being, any efforts to reestablish a mass transit system in the City of Waukesha.

Milwaukee County Transit Development Planning

Using federal transit planning monies made available through the Commission, Milwaukee County conducted during 1977 a work effort that began the updating and extension of the initial Milwaukee County transit development program. A detailed study design for the program updating work effort was prepared. In addition, a report laying out policy choices for the Milwaukee County Transit Board concerning service changes and extensions was prepared. Finally, the Milwaukee County staff participated in the preparation of the regional transportation system management plan and the regional transportation improvement program.

**SUMMARY OF RECOMMENDATIONS IN
TRANSPORTATION SYSTEMS MANAGEMENT PLAN**

TSM Action	Project Type and Quantity	Lead Agency	Recommended Implementation
Freeway Control System	Continued Implementation (2) and Prospectus/Detailed Planning Study (1)	Wisconsin Department of Transportation (WisDOT) SEWRPC with WisDOT	Continued Implementation
"Stub End" Freeway Treatments	Implementation (1), Design Study (1) and Design and/or Planning Studies	Milwaukee County and WisDOT Milwaukee County/SEWRPC	Prospectus to be initiated as soon as possible; completed by 12/31/78; study to follow immediately Continued Implementation
Improved Transit Service	Continued Implementation (18)	Various	Studies to be initiated by 7/1/78
Traffic Signing, Pavement Marking, and Signalization	Continued Implementation (83)	Various	Continued Implementation
Park-and-Ride Lots with Express Transit Service and Park-and-Pool Lots	Continued Implementation (16)	Milwaukee County and WisDOT	Continued Implementation
Transit Route Evaluation	Planning Study (1)	Milwaukee County	(Milwaukee) Study design to be completed by 2/28/78; first updated transit development program completed by 2/28/79
Spot Street and Highway Improvements	Continued Implementation (70)	Various	Continued Implementation
UBUS/UPARK Arterial Studies	Continued Implementation Prospectus/Planning and Design Study (1)	Milwaukee County/UWM WisDOT or SEWRPC	Continued Implementation Prospectus to be initiated as soon as possible; completed by 7/1/78; studies to follow
Downtown Shuttle Services	Continued Implementation	Milwaukee County	Continued Implementation
Transit Shelters	Continued Implementation (3)	Milwaukee County, Kenosha and Shorewood	Continued Implementation
Carpool and Vanpool Promotion	Expanded Implementation (2)	Milwaukee County and WisDOT	Continued Implementation
Pedestrian and Bicycle Provisions	Continued Implementation (7)	Various	Continued Implementation
Miscellaneous Low-Capital Actions	Continued Implementation (4)	Various	Continued Implementation
Major Transit Generator Study	Prospectus/Planning Study (1)	Milwaukee County	Prospectus to be initiated as soon as possible; completed by 12/31/78; study to follow
Bus Stop Location Study	Continued Implementation (1) and Planning Study (1)	City of Milwaukee and Milwaukee County	Continued Implementation and study to be initiated as soon as possible and completed by 12/31/78
Downtown Parking Rate Structure Study	Planning Study (1)	City of Milwaukee Department of Public Works (DPW)	Study to be initiated as soon as possible with first report completed by 12/31/78
Taxi Fare and Regulation Study	Planning Study (1)	City of Milwaukee Department of City Development (DCD)	Study to be initiated as soon as possible and completed by 12/31/78
Exclusive Bus Lanes	Design Study	Milwaukee County	Implementation upon adoption of Milwaukee Downtown Transportation Center Study; others as part of Arterial Studies (arterial studies above)
Commuter-Impacted Permit Parking	Continued Implementation (1)	City of Milwaukee DPW	Continued Implementation
Community Assistance	Planning Assistance Program (2)	SEWRPC/City of Milwaukee	To be initiated as soon as possible
Traffic Engineering and Transit Planning			
Work Time Rescheduling Study	Prospectus/Planning Study (1)	SEWRPC	Prospectus to be initiated as soon as possible; to be completed by 9/30/78; study to follow
Energy Emergency Contingency Plan	Prospectus for Planning Study (1)	SEWRPC	Prospectus to be initiated as soon as possible; to be completed by 9/30/78; study to follow
Weekend and Special Event Traffic Planning	Prospectus for Planning Study	SEWRPC with WisDOT	Postponed until 1979

Milwaukee Downtown Transportation Center Study

Another Milwaukee County planning effort during 1977 involved the conduct of a downtown transportation center study. This work effort was undertaken to determine what improvements in transit facilities and transit routes and services should be provided in the Milwaukee central business district. A task force was established to provide technical guidance to the study. At year's end the draft study report was completed and a final downtown transportation center plan recommended to the County Transit Board. This plan, which is graphically summarized on the accompanying map, includes proposals for revising the downtown circulation patterns of the freeway flyers, as well as for establishing a new Kilbourn Avenue shuttle bus route. In addition, the recommended transportation center plan proposes the establishment of a transit mall on Wisconsin Avenue extending from N. 6th Street to N. Water Street.

Milwaukee County Transit Facilities Study

Work continued during 1977 on the conduct of a Milwaukee County transit system facilities study. This study is intended to provide specific recommendations for garage and maintenance facilities needed to operate the Milwaukee County transit system. During the year, the task force established by the Milwaukee County Transit Board to provide guidance in the conduct of the study reviewed draft reports setting forth alternative facility development plans. At year's end the consultant conducting the study was directed to prepare additional alternatives that would investigate the possible use of existing County-owned land for the location of any needed new garage and maintenance facilities.

University of Wisconsin-Milwaukee/East Side-North Shore Area Transit Improvement Study

The University of Wisconsin-Milwaukee/East Side-North Shore area transit improvement study was nearly completed during 1977. This study was initially conceived to deal with possible transportation uses of land acquired by Milwaukee County from the Chicago and Northwestern Transportation Company in the corridor between the Milwaukee central business district and the University of Wisconsin-Milwaukee campus. The study focus was expanded to include recommendations for

traffic management in the University of Wisconsin-Milwaukee/East Side area, including fringe area parking and shuttle bus service to the campus, the possible institution of parking disincentives on the campus, and the provision of traffic improvements on the streets in the East Side area.

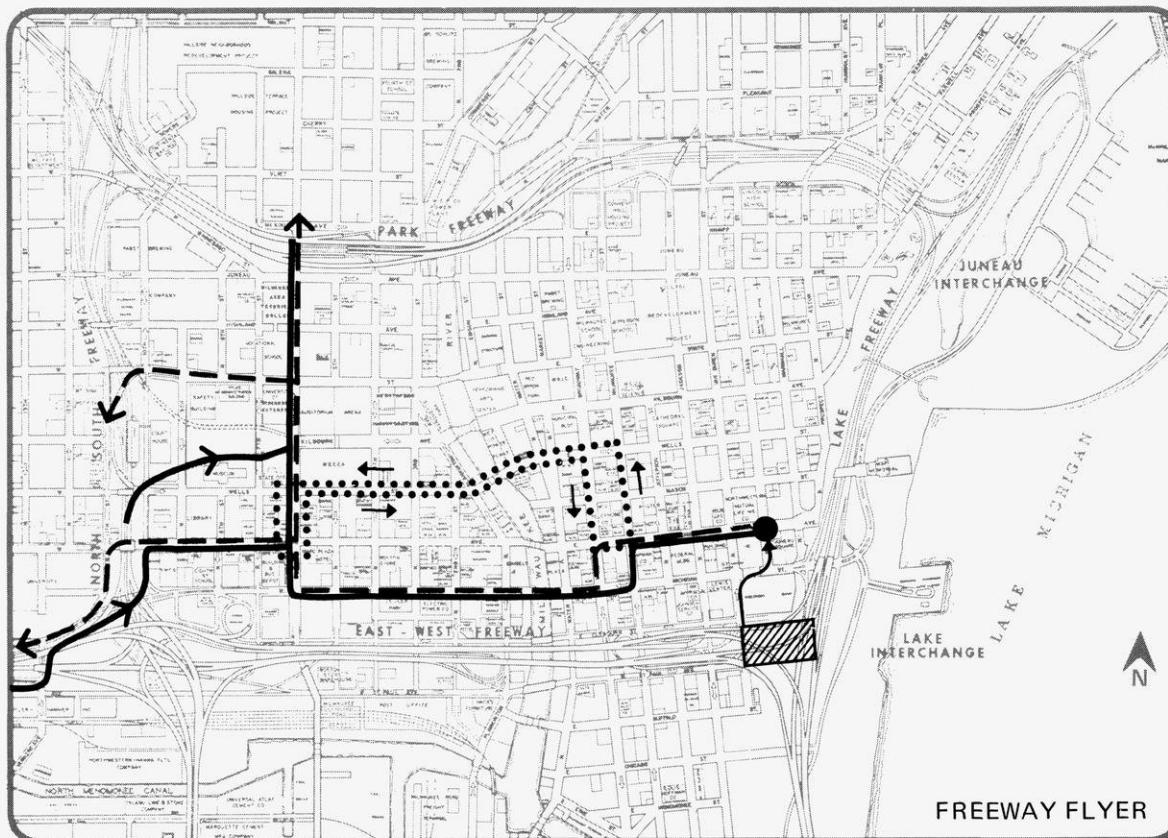
The study is being guided by a citizens task force and a technical team. During the year these committees established a series of objectives and proceeded through a process involving transportation system problem identification and the development of alternative solutions. The problems and the alternative solutions were grouped into four main categories: local transit alternatives, local traffic alternatives, management alternatives, and alternatives for the potential use of the abandoned railroad right-of-way. By year's end the citizens task force and the technical team were considering a final recommended set of alternatives to the street and highway and transit problems identified in the University of Wisconsin-Milwaukee/East Side area.

University of Wisconsin Transportation Studies

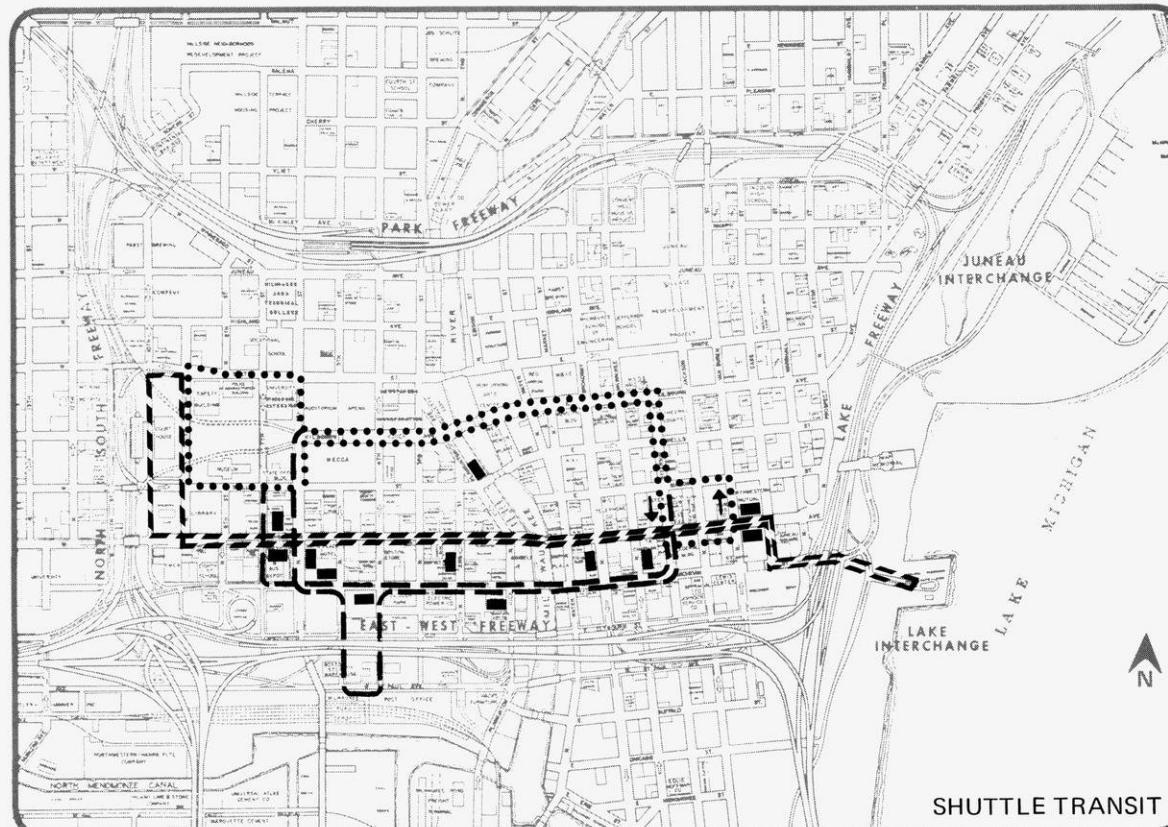
Work continued during 1977 on two studies being conducted by the University of Wisconsin using federal transit planning monies provided through the Regional Planning Commission. At the University of Wisconsin-Milwaukee, analysis and evaluation continued on the University-oriented UBUS transit service program and remote parking/shuttle UPARK program. These programs have been very successful in encouraging transit use to and from the University of Wisconsin-Milwaukee area and have helped to abate the severe offstreet parking problems in the neighborhoods surrounding the University of Wisconsin-Milwaukee campus. Technical reports were prepared during 1977 which examined potential transit operational improvements in the University of Wisconsin-Milwaukee area, evaluated choice ridership on the UBUS system, and evaluated the relationship between parking restrictions and transit ridership in the University of Wisconsin-Milwaukee area. The results of these reports are being used by the University of Wisconsin-Milwaukee and the Milwaukee County transit system in making further adjustments and improvements in transit service to the University of Wisconsin-Milwaukee area.

At the University of Wisconsin-Parkside in the Kenosha and Racine area, work continued during 1977 on the analysis of the travel habits and

RECOMMENDED TRANSPORTATION CENTER PLAN FOR DOWNTOWN MILWAUKEE



— A.M. ROUTES
 - - - P.M. ROUTES
 ••••• ULTIMATELY, ADD TWO ROUTES ON
 WELLS STREET, WITH W.B. TRANSIT ONLY LANE
 ■■■■■ BUS MARSHALLING FACILITY



••••• KILBOURN AVE. ROUTE - MIDDAY
 - - - KILBOURN AVE. ROUTE EXTENSIONS FOR
 A.M. / P.M. HOURS AND SPECIAL EVENTS
 - - - WISCONSIN AVE. ROUTE

NOT SHOWN: Transit Mall on Wisconsin Ave. - Water to 6th St. Local Transit - Same Routes as Existing

patterns of students, faculty, and staff of the Parkside campus. A draft report was completed during the year. It is anticipated that a final report will be completed for this study in 1978.

Southeastern Wisconsin Commuter Study

During 1977 the Wisconsin Department of Transportation, using federal transit monies made available through the Commission, continued work on a southeastern Wisconsin commuter study. This study concerns the transit needs of commuters from the Region to the Chicago central business district. During 1977 the technical and citizens advisory committee created to assist the Department and its consultant in the conduct of this study reviewed and commented on a project report that presented three alternatives for meeting Chicago-oriented commuter transportation needs in Walworth and Kenosha Counties. These alternatives consisted of an all bus service alternative to railheads in Illinois, an all rail service alternative from railheads in Wisconsin, and a combination of rail and bus service. Following review of these alternatives, the advisory committee recommended that the Department conduct certain additional work steps, including an analysis of a "do nothing" alternative for comparison purposes and a reexamination of the costs of the various alternatives presented. In addition, the committee recommended that the completion of the southeastern Wisconsin commuter study await and be fully coordinated with a McHenry County, Illinois, public transportation plan being prepared by the Northeast Illinois Regional Transit Authority. At year's end the Department was in the process of preparing materials in response to the advisory committee recommendations.

Milwaukee Area Carpooling Program

During 1977 the Commission cooperated with Milwaukee County in completing an evaluation of the metropolitan Milwaukee area carpooling program, which began in 1975 as a demonstration project. The Commission and the University of Wisconsin-Milwaukee cooperatively prepared an evaluation report based upon two surveys: one of a sample of households in the four-county metropolitan area and the other of a sample of those individuals who applied to the carpooling program for matching services. The results of this evaluation are documented in SEWRPC Technical Report No. 20, Carpooling in the Metropolitan Milwaukee Area.

The program evaluation report indicated that carpooling within the four-county study area did provide substantial motor fuel savings as well as cost savings as a result of reduced work trip-related vehicular travel. Of the 505,000 employed persons living in the study area, more than 18 percent, or about 92,000, were found to carpool on a regular basis in almost 39,000 carpools. These carpools result in more than a 9 percent reduction in work trip vehicle miles of travel per average weekday within the four-county area and a savings of 38,000 gallons of motor fuel per weekday. During the 11 months following the initiation of the metropolitan Milwaukee area carpooling program, more than 35,000 persons, or 38 percent of the total carpoolers, began to carpool, thus indicating that during its first year of operation the carpooling program was successful in fulfilling its primary objective. The survey findings also disclose a significant latent demand for carpooling, an indication that further efforts in carpool promotion should be successful.

The program evaluation also indicated, however, that the process of diverting auto drivers to carpool participants is an arduous task requiring perseverance in a consistent long-range program; that the promotion of carpooling may to a certain extent conflict with the promotion of increased mass transit use within the four-county area; and that, even with successful program implementation, heavy reliance on the auto driver mode of travel can be expected to continue within the study area.

In late summer 1977 the Milwaukee County Board of Supervisors authorized an application by Milwaukee County for a continuing carpooling program for the next three years, subject to the availability of federal funding. Preparation of the application was underway at the end of the year.

ELDERLY AND HANDICAPPED TRANSPORTATION PLANNING

During 1977 the Division staff continued work on a transportation plan for transportation handicapped persons in southeastern Wisconsin. Transportation handicapped persons are those individuals who are hampered in using public transportation facilities and services without specialized features because of illness, injury, age, congenital malfunction, or other permanent or temporary incapacity or disability, including those who are nonambulatory or wheelchair-bound and those with semiambulatory capabilities. In order to

be eligible for continued federal aid from the U. S. Department of Transportation, Urban Mass Transportation Administration, publicly owned mass transit systems must adopt a transportation plan for the transportation handicapped.

A transportation plan for transportation handicapped persons was requested by the Milwaukee County Transit Board in 1976. The studies required to prepare the plan were begun on August 1, 1976. The plan was developed with the assistance of a private consultant, Applied Resource Integration, Ltd., out of Boston, Massachusetts, and three inter-governmental coordinating and citizen advisory committees—one for the four-county Milwaukee Standard Metropolitan Statistical Area, one for Racine County, and one for Kenosha and Walworth Counties combined. A final draft of the report documenting the plan was near completion by the end of 1977.

The study has indicated that about 73,000 persons, or about 4 percent of the resident population of the Southeastern Wisconsin Region, are transportation handicapped. Of this number, about 56 percent are 65 years of age or older; about 40 percent are 17 through 64 years of age; and the remaining 4 percent are under 17 years of age. Transportation handicapped persons throughout the Region experience both physical and economic barriers to satisfying their travel demands. About 62 percent of noninstitutionalized transportation handicapped live in households with an income of less than \$8,000 a year. Only 15 percent, or about 7,600, of the 51,000 noninstitutionalized chronically disabled transportation handicapped have an automobile available to drive.

The relatively low economic status of the transportation handicapped in general and/or the severity of their handicap makes it difficult, if not impossible, for those without an automobile to use taxi or mass transit to fully meet their travel needs. About 24,900 of the 51,000 noninstitutionalized chronically disabled transportation handicapped are unable to use existing public transit services in the Region as a result of their disabilities. Many transportation handicapped persons require the more personalized services of specialized transportation provided by private chair car carriers and private nonprofit social service agency transportation service providers, both of which operate wheelchair lift-equipped vehicles. At the same time, however, Commission studies determined that the average cost of more than \$10 per one-way trip charged by private chair car carriers and the

limited capacity of social service agency transportation providers to serve anything more than the most essential travel demands of their clients result in an unmet latent demand for travel among the Region's transportation handicapped population. Transportation handicapped persons living in private households in the Region make an average of one trip per person per day, and the institutionalized transportation handicapped make an average of 0.2 trip per person per day. By contrast, the trip generation rate of the regional population as a whole is about 2.5 trips per person per day.

The regional transportation plan for transportation handicapped persons in southeastern Wisconsin being readied for public hearing at year's end was designed to reduce and, for some transportation handicapped individuals, eliminate the existing physical and/or economic barriers to travel. The plan recommended that the local public bus systems serving the Milwaukee, Racine, and Kenosha urban areas be equipped with wheelchair lifts or ramps and other conveniences to the extent that the base period (nonpeak-hour) bus fleets would be fully accessible to wheelchair users and semi-ambulatory persons. For those transportation handicapped persons in these three urban areas who would be unable to use the accessible public bus systems, the implementation of a user-side subsidy program was recommended. This program would enable eligible transportation handicapped persons to arrange for their own transportation by taxi or private chair car carrier at 50 percent of the regular fare for local taxi service, with a maximum charge of \$2.50 per one-way trip. For transportation handicapped persons living outside of the Milwaukee, Racine, and Kenosha urban areas, the preliminary plan recommended that each county implement a demand responsive transportation service administered through the county and operated by either an interested privately owned transportation service provider or a social service agency transportation provider. The plan also recommended that the transportation services of existing social service agency transportation providers operating in each county be coordinated to make more efficient use of their transportation-related facilities and services.

TRANSPORTATION IMPROVEMENT PROGRAMMING

In late fall 1977 the Division staff completed a transportation improvement program. This program is set forth in a document entitled,

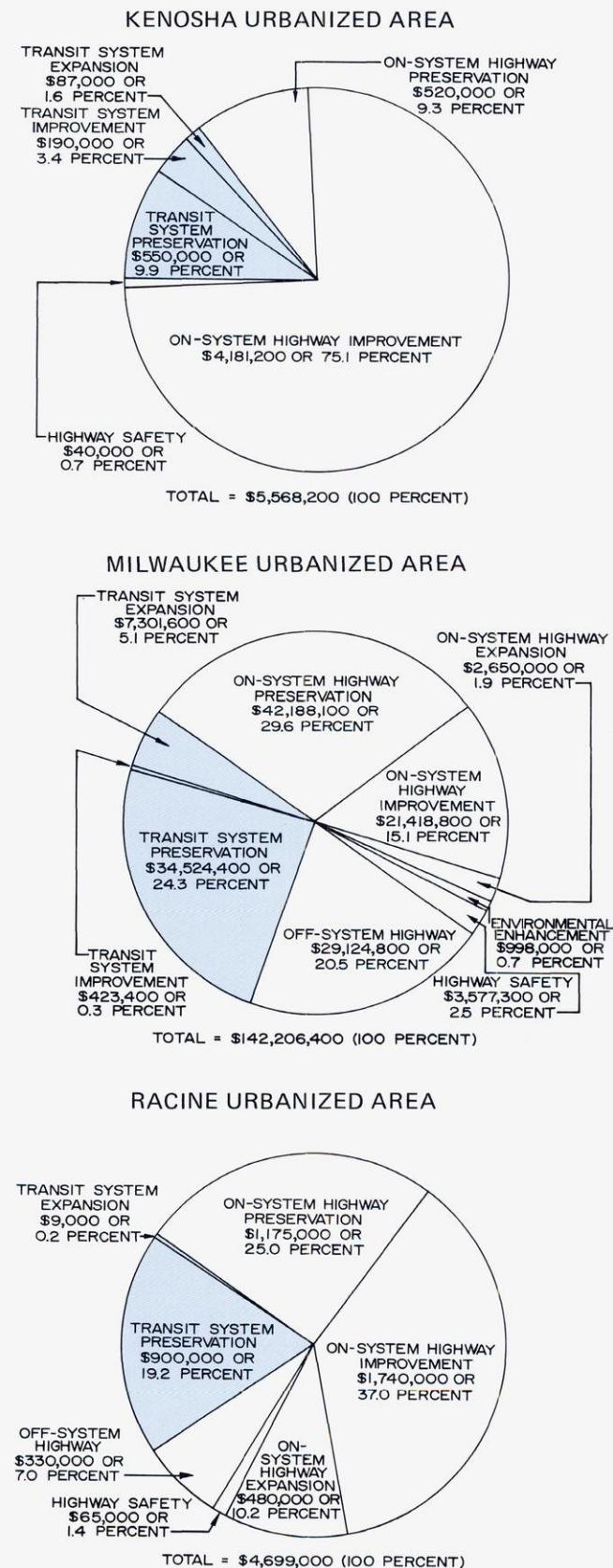
Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1978-1982. The program was developed in close cooperation with the technical coordinating and advisory committees for transportation system planning and programming in the Kenosha, Milwaukee, and Racine urbanized areas. The program is a federally required listing of all federally assisted highway and mass transit improvement projects to be carried out in an urbanized area over a five-year period. For highways, only capital expenditures are included in the program. For transit, both capital and operation and maintenance expenditures are included in the program. The program was formally adopted by the Regional Planning Commission on December 19, 1977.

The program contains 532 projects over the five-year period representing a total potential investment in transportation improvements and services of about \$605 million. Of this total, \$378 million, or about 63 percent, is proposed to be provided in federal aids; \$92 million, or about 15 percent, in state funds; and \$135 million, or about 22 percent, in local monies.

While the entire five-year program is an important planning tool, it is the annual element which is of primary interest, for it represents those projects which are intended to be implemented during the 12 to 21 months beginning January 1, 1978 (the longer period is used for federally assisted highway projects). A cost summary of these projects is shown in the accompanying table. Cost data presented in this table represent the proposed annual element expenditures on a total of 399 projects.

In an attempt to provide a basis for a better understanding of the types of transportation improvements proposed to be undertaken in the three urbanized areas, projects were gathered into nine categories: 1) highway preservation—that is, reconstruction of existing facilities to maintain the existing capacity; 2) highway improvement—that is, reconstruction of existing facilities to expand the existing capacity; 3) highway expansion—that is, the construction of new facilities; 4) highway safety; 5) highway-related environmental enhancement projects; 6) off-federal aid system highway improvements; 7) transit preservation; 8) transit improvement; and 9) transit expansion projects. The accompanying figures graphically reflect the proposed expenditures in the annual element of these nine project categories for each of the three urbanized areas. At least three of the expenditure patterns apparent in the figures deserve brief comment, particularly with respect to the

BREAKDOWN OF EXPENDITURES IN ANNUAL ELEMENT BY PROJECT CATEGORY



Milwaukee urbanized area, where the number of projects proposed is sufficiently high to prevent a few exceptionally large projects from distorting the picture:

- A great deal of money is required simply to preserve existing transportation facilities and services—54 percent of expenditures in the annual element in the Milwaukee urbanized area, 44 percent in Racine, and 19 percent in Kenosha. This is especially striking since funding for routine highway maintenance activities—snowplowing, ice control, grass-cutting, street lighting, litter pickup, and ordinary maintenance—is not included in the subprogram.
- Transit facilities and services account for a substantial share of proposed expenditures in the annual element—15 percent in Kenosha, 30 percent in Milwaukee, and 19 percent in Racine. This amount assumes even greater significance when one takes into account the fact that the annual element contains 12 months of transit expenditures but 21 months of highway expenditures.
- Highway expansion is virtually nonexistent in the Region, accounting for none of the proposed projects in the annual element of the Kenosha urbanized area, 2 percent of the expenditures in Milwaukee, and 10 percent of the expenditures in Racine.

RAIL TRANSPORTATION PLANNING

Planning for the improvement of an economically viable railroad system in the United States has taken on increased emphasis and awareness in the last few years. The Wisconsin Department of Transportation is currently engaged in a statewide railroad planning program within the framework of the federal Railroad Revitalization and Regulatory Reform Act of 1976. The Department of Transportation prepared a Wisconsin State rail plan in 1976. This plan identified specific light density branch lines within the State that are likely to be abandoned by the railroads over the next several years.

As part of the continuing rail planning program in Wisconsin, the Department requested the Commission to join in the rail planning process in an effort to assure adequate local response to this emerging transportation issue. On April 11,

1977, the Commission adopted a resolution indicating an intent to cooperate with the Department of Transportation in the conduct of a continuing statewide rail planning program. The Commission also submitted to the Department a memorandum report entitled Request for Consideration, Selected Light Density Rail Lines of Southeastern Wisconsin. This memorandum reviewed from a regional perspective the branch lines of southeastern Wisconsin identified in the 1976 state rail plan document.

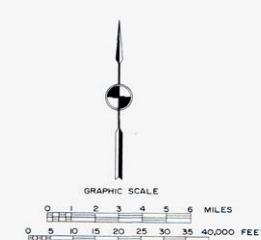
One of the six branch lines discussed in the memorandum report is the railroad owned and operated by the Village of East Troy. On June 9, 1977, the Commission entered into an agreement with the Department of Transportation to prepare a “project justification study” for the Municipality of East Troy, Wisconsin Railroad. A project justification study is a detailed analysis of the economic and physical characteristics of a rail line and its attendant service to communities within the State. The evaluation is intended to consider the alternatives available for a continuation of some form of freight service and provides the basis of a formal application for assistance under the federal act. The project justification study is set forth in SEWRPC Community Assistance Planning Report No. 20, A Rail Transportation Service Plan for the East Troy Area. The report was prepared with the assistance of an advisory committee, the membership of which is identified in Appendix B.

The report documents the condition of the existing East Troy railroad plant, equipment, and facilities; provides an economic and operational analysis of present and future freight service needs in the area served by the railroad; sets forth the characteristics of the shippers now using the railroad, including data on the traffic generated and commodity type; analyzes the effects of potential abandonment on the transportation needs of the area and on the businesses served; estimates the future economic potential of the area and railroad, including estimates of the potential profitability of the railroad and the need for public or shipper subsidy; and explores alternative methods of providing the essential transportation services now provided by the railroad and the costs thereof, including the cost of rehabilitating the railroad. The report recommends that means be found by the Municipality of East Troy, Wisconsin Railroad, to continue railroad freight service to the Village, preferably under continued Village ownership. The total cost of rehabilitating the line is estimated at \$555,500

STATUS OF FREIGHT RAIL LINES IN SOUTHEASTERN WISCONSIN 1977

LEGEND

— C.M.S.T.P. & P.
— C. & NW.
— SOO LINE
— METW
— C. & O. (CAR FERRY)
— G.T.W. (CAR FERRY)
— ABANDONED
— SUBJECT TO
— ABANDONMENT



COST SUMMARY OF PROJECTS WITHIN ANNUAL ELEMENT BY URBANIZED AREA: 1978 TIP

Funding	Urbanized Area			Total	Percent of Total
	Kenosha	Milwaukee	Racine		
Federal . . .	\$3,808,600	\$ 75,272,400	\$3,275,200	\$ 82,356,200	54
State.	438,500	23,812,400	347,100	24,598,000	16
Local	1,321,100	43,121,600	1,076,700	45,519,400	30
Total	\$5,568,200	\$142,206,400	\$4,699,000	\$152,473,600	100

and could be funded under the Federal Railroad Revitalization and Regulatory Act of 1976. Potential economic losses to the local economy are estimated at about \$14.2 million per year if the railroad is abandoned.

The project justification study set forth in SEWRPC Community Assistance Planning Report No. 20 was submitted to the Wisconsin Department of Transportation for inclusion in the state rail plan.

AIR TRANSPORTATION PLANNING

During 1977 Division staff activities in air transportation planning included monitoring through secondary data sources aviation activity in the Region and assisting in the preparation of airport master plans. Such plans are being prepared as a step toward implementation of the regional airport system plan adopted by the Commission in 1976. This plan is documented in SEWRPC Planning Report No. 21, A Regional Airport System Plan for Southeastern Wisconsin, and is graphically summarized on the accompanying map.

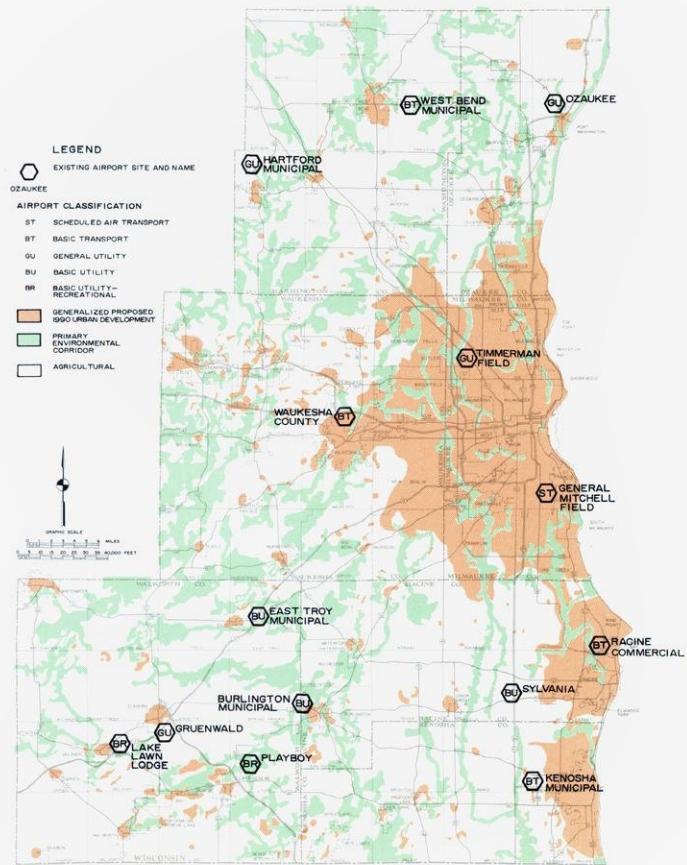
Airport Master Planning

Prior to 1977, airport master plans were completed for the Kenosha and West Bend municipal airports. These plans were approved and adopted by the Common Councils of the Cities of Kenosha and West Bend during 1977. Each of the master plans is intended to refine and detail the more general system level recommendations contained in the regional airport plan.

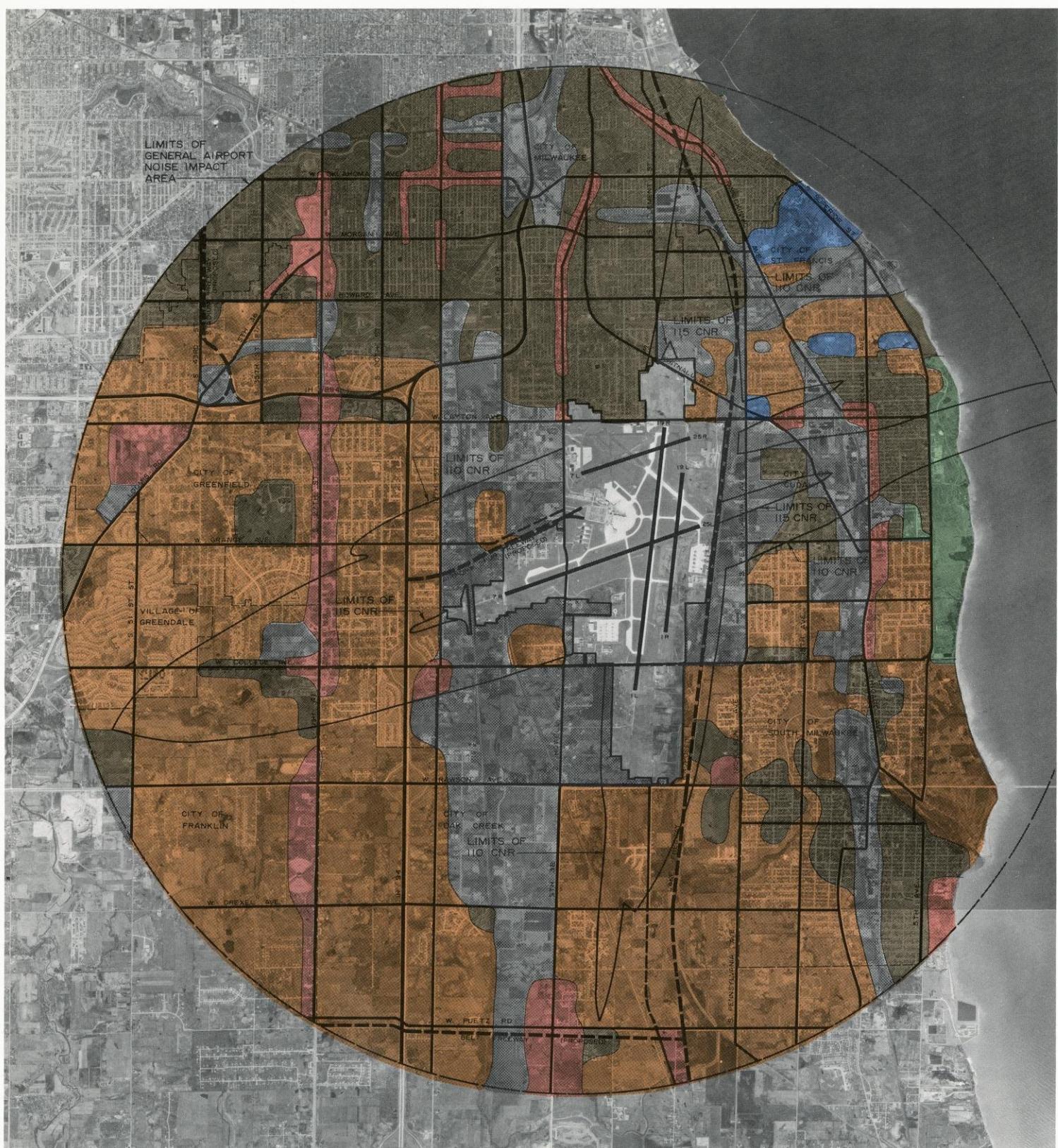
During 1977 all technical work was completed on the airport master plan for General Mitchell Field in Milwaukee. Under this planning effort the Regional Planning Commission was responsible for preparing a land use plan for the Mitchell Field area that is compatible with the onsite facilities plan. The results of this work effort are docu-

mented in SEWRPC Community Assistance Planning Report No. 15, Off-Airport Land Use Development Plan for General Mitchell Field and Environs: 1977. The land use plan for the environs of General Mitchell Field as recommended by the advisory committee created to assist the Commission in this effort is shown on the accompanying map. This off-airport land use plan and the onsite airport facilities plan together constitute the master plan for General Mitchell Field. At year's end this plan was awaiting approval and adoption by the Milwaukee County Board of Supervisors.

FINAL RECOMMENDED REGIONAL AIRPORT SYSTEM PLAN: 1995



RECOMMENDED LAND USE PLAN FOR GENERAL MITCHELL FIELD ENVIRONS



LEGEND

 MEDIUM DENSITY
RESIDENTIAL

 HIGH DENSITY
RESIDENTIAL

GENERAL COMMERCIAL

INDUSTRIAL

INSTITUTIONAL

 OUTDOOR RECREATION

As noted in the 1976 Commission Annual Report, all technical work has been concluded on the airport plan for the Waukesha County Airport. The Commission has objected to the final draft of the master plan, citing significant differences between that plan and the recommendations contained in the regional airport system plan. These differences relate primarily to the provision of an additional paralleling east-west runway at the field. This proposed runway was included in the final report of the airport master plan but was not included in the regional system plan. These differences remained unresolved at the end of 1977.

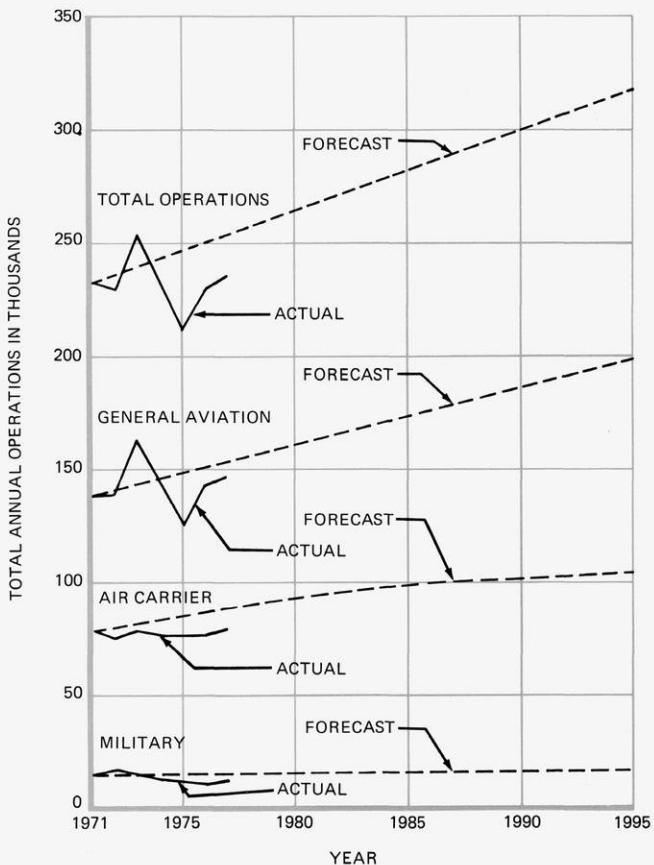
During 1977 the City of Hartford requested that the Wisconsin Department of Transportation prepare a master plan for the Hartford Municipal Airport. Necessary local matching monies for the master planning effort were provided by the City. Due to lack of sufficient federal airport planning funds, however, this master planning effort was deferred, and will be reconsidered for funding in 1978.

Aviation Activity

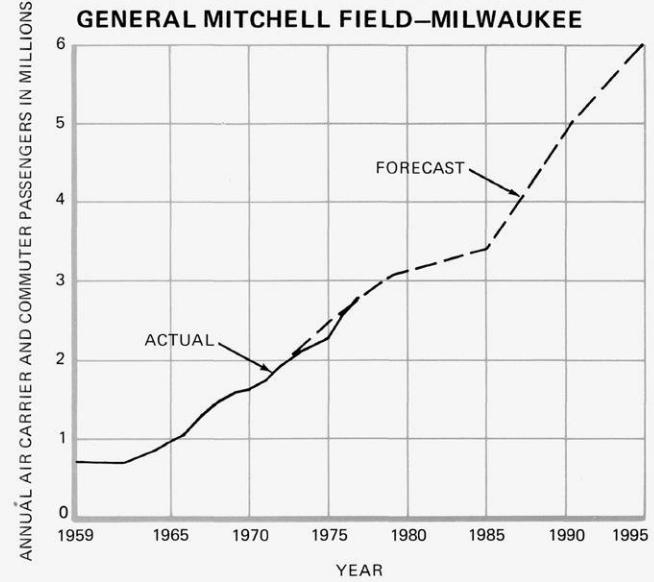
The Division staff monitored aviation activity in the Region in 1977 in order to compare such activity with the forecasts of based aircraft, aircraft operations, and passenger enplanement as set forth in the adopted regional airport system plan. One set of forecasts deals with anticipated total annual aircraft operations at General Mitchell Field in Milwaukee, the Region's only scheduled air carrier airport. As shown on the accompanying graph, total aircraft operations at General Mitchell Field stood at about 235,000 in 1977, about 18,000 or 7 percent less than the forecast operations. Total aircraft operations at this field are comprised of air carrier, general aviation, and military operations. Air carrier operations totaled about 78,000 in 1977, about 9,500, or 11 percent less than forecast. General aviation operations totaled about 146,000 in 1977, or about 3,999, or 3 percent fewer than forecast. Military operations totaled about 10,000 in 1977, or about 5,000, or 33 percent, less than forecast.

Air carrier and commuter enplaning and deplaning passengers at General Mitchell Field, as shown on the accompanying graph, totaled about 2.8 million in 1977, or nearly 2 percent more than the forecast of 2.75 million such passengers set forth in the adopted regional airport system plan.

ANNUAL AIRCRAFT OPERATIONS GENERAL MITCHELL FIELD—MILWAUKEE



ANNUAL AIR CARRIER AND COMMUTER ENPLANING AND DEPLANING PASSENGERS GENERAL MITCHELL FIELD—MILWAUKEE



Aircraft based in the Region during 1977 totaled about 1,500, as compared to the forecast total of about 1,310 based aircraft, a difference of about 14 percent.

AIRCRAFT BASED IN THE REGION

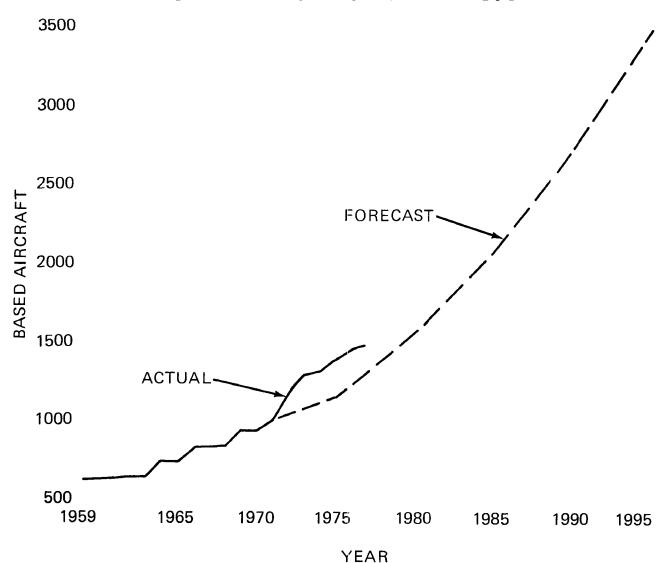
County	1960	1965	1970	1975	1976	1977
Kenosha	28	60	76	111	120	143
Milwaukee	338	362	356	516	535	546
Ozaukee	19	13	32	39	37	43
Racine.	65	89	108	177	177	184
Walworth.	23	31	48	96	97	100
Washington	45	63	118	160	190	189
Waukesha.	118	163	243	301	298	294
Total	636	781	981	1,400	1,454	1,499

DATA PROVISION AND ASSISTANCE

Considerable Division staff time is directed each year at answering requests for transportation data. The following list indicates the types of data requests responded to by the Division staff during 1977:

- Provision of a summary of existing transit travel times between selected areas in the City of Milwaukee to the City of Milwaukee Department of City Development for use in an evaluation of transit service.
- Provision of transit trip data by age of trip maker and by trip purpose to Milwaukee Transportation Services, Inc., the operator of the Milwaukee County Transit System, for use in estimating the impact of an adjustment in the student pass policy on transit revenue.
- Provision of 10-, 20-, and 30-minute street and highway travel isochronal line maps to the Southeastern Wisconsin Health Systems Agency, Inc., for use in evaluating health-related facilities at 51 sites in the Region.
- Provision of geographic U. S. Public Land Survey quarter section codes for about 11,600 addresses to the Milwaukee Catholic Archdiocese.
- Provision of socioeconomic and transit trip data on elderly persons in Milwaukee County to the Milwaukee County Office on Aging for use in a study of the travel needs of Milwaukee County elderly.
- Provision of travel time and distance data to the Racine County Planning and Zoning

AIRCRAFT BASED IN THE REGION



Department for use in the conduct of a county solid waste management study.

- Provision of travel data on the seven North Shore suburbs in Milwaukee County to the Milwaukee County District 5 Civil Divisions Office for use in an analysis of the placement of a paramedic unit.
- Provision of transit network, highway travel time, travel cost, and person trip data to the U. S. Department of Transportation, Urban Mass Transportation Administration for use by its consultant in evaluating possible advanced group rapid transit concepts.
- Provision of existing and forecast person trip data in the Milwaukee central business district to Milwaukee County for use in the conduct of a special downtown transportation center study.

ENVIRONMENTAL PLANNING DIVISION

DIVISION FUNCTIONS

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

- What is the existing quality of the lakes, streams, and groundwaters of the Region? Is water quality getting better or worse over time?
- What are the sources of water pollution? How can these sources best be controlled to abate water pollution and meet water quality objectives?
- What is the extent of the natural floodlands along lakes and streams?
- What are the best ways to resolve existing flooding problems and to ensure that new flooding problems are not created?
- What is the existing air quality in the Region? Is air quality getting better or worse over time?
- What are the sources of air contaminants? What can be done to control the emissions of these contaminants?
- Will future emissions of air contaminants result in air clean enough to meet the air quality standards? If not, what strategies can be employed to ensure that the standards are met?
- What needs to be done to ensure a continued ample supply of safe drinking water?
- How can solid wastes best be managed for recycling and disposal in an environmentally safe and energy efficient manner?

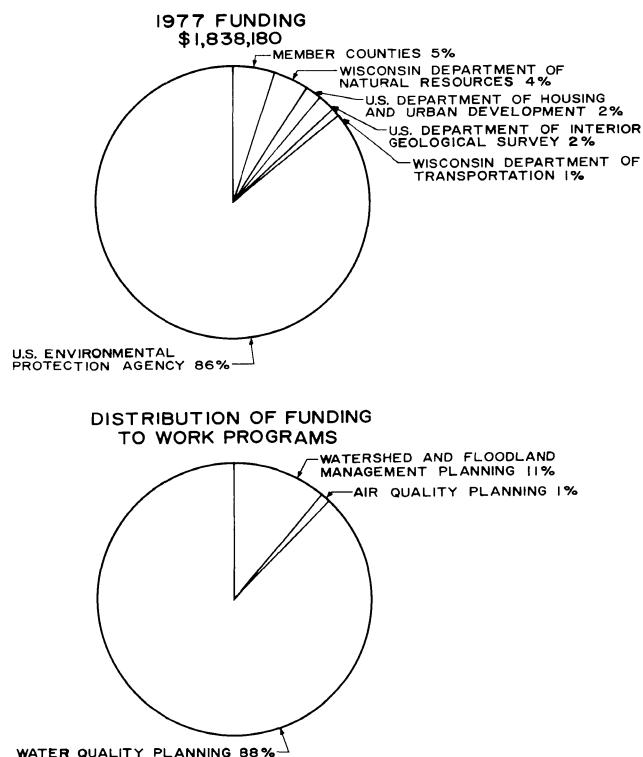
In attempting to find sound answers to these and similar important questions, develop recommendations concerning environmental protection and

enhancement, monitor levels of environmental quality in the Region, and respond to requests for data and technical assistance, the Environmental Planning Division in 1977 conducted a number of activities in three identifiable areas: water quality planning, watershed and floodland management planning, and air quality planning.

WATER QUALITY PLANNING

During 1977 the water quality planning efforts of the Division were largely concentrated in the conduct of a planning program designed to meet the requirements of Section 208 of the Federal Water Pollution Control Act of 1972. This program has been designed to provide recommendations for the control of water pollution from both point sources—sewage treatment plants, sewer overflows, and industrial waste outfalls—and from nonpoint sources—urban and rural storm water runoff.

ENVIRONMENTAL PLANNING DIVISION 1977



Included in the program as a major subelement was a set of recommendations for the management of sewage sludge, the waste residual from sewage treatment plants. In addition, during 1977 the Division staff contributed toward the conduct of two water quality-oriented applied research programs—the International Joint Commission (IJC) Menominee River pilot watershed study and the Washington County soil erosion and sediment control project. Finally, additional efforts were made in 1977 in the area of stream sampling in order to add to the historic water quality data base previously established by the Commission.

Areawide Water Quality Management Planning

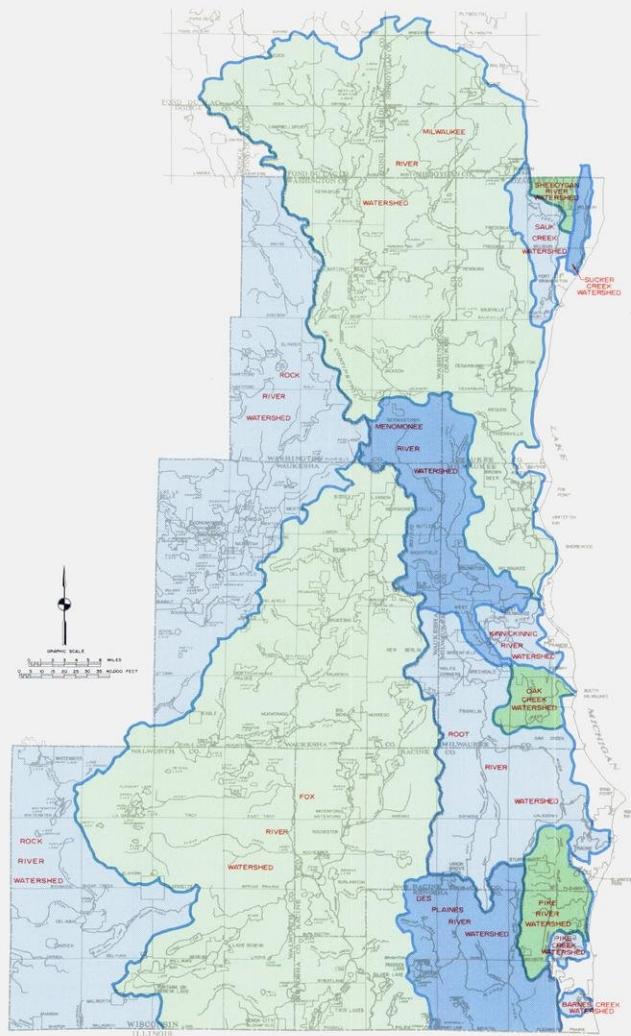
Water quality management planning requires that the existing level of water quality be determined and compared against the water use objectives and supporting water quality standards established by federal and state legislative bodies; that the sources of water pollution be identified, described, and quantified; that alternative methods of controlling pollution sources so as to abate water pollution and meet the water use objectives and supporting standards be evaluated; and that a single recommended plan be selected from among the alternatives considered for adoption and cooperative implementation. During 1977 work efforts on the areawide water quality management planning program being conducted pursuant to Section 208 of Public Law 92-500 were focused largely on basic analyses of existing water quality of streams in the Region and on inventories of existing sources of pollution. In addition, state-of-the-art studies were completed that identify the costs and effectiveness of various water pollution control techniques. Work also continued on the preparation of alternative point and nonpoint subelements and a wastewater sludge management plan as a major subelement of the areawide water quality management plan. Finally, work efforts were also directed at coordinating sewerage facilities planning being conducted at the local level of government under Section 201 of Public Law 92-500 and at the conduct of a public participation program.

The Commission had completed a bench mark survey of stream water quality in 1964, and carried out a continuing stream water quality monitoring effort from 1964 through 1975. During 1977 an analysis was completed of all of the stream water quality monitoring data collected over the approximate decade since the conduct of that bench mark survey. The analyses included the main streams and major tributaries of the 11 major watersheds in the Region—the Sheboygan

River, Sauk Creek, Milwaukee River, Rock River, Menominee River, Kinnickinnic River, Fox River, Oak Creek, Root River, Pike River, and Des Plaines River. In addition three relatively small streams discharging directly to Lake Michigan—Sucker, Pike, and Barnes Creeks—were included in the analysis. The boundaries of these watersheds and drainage areas are identified on the accompanying map. In total, nearly 460 miles of streams in the Region were analyzed, representing about 41 percent of the 1,118 total stream miles in the Region.

The extent to which the sampled streams in the Region met the water quality standards in 1964 and 1975 is summarized in the accompanying table and maps. In 1964, 164 miles, or nearly 36 percent

MAJOR WATERSHEDS AND DRAINAGE AREAS STUDIED UNDER THE SOUTHEASTERN WISCONSIN WATER QUALITY MONITORING PROGRAM



**LINEAL EXTENT OF WATER QUALITY STANDARDS VIOLATIONS
IN MAJOR STREAMS IN SOUTHEASTERN WISCONSIN: 1964 AND 1975**

Watershed	Stream Length (miles)					Total Stream Length Sampled (miles) ^a	
	1964		1975				
	Water Quality Standards Met	Water Quality Standards Violated	Water Quality Standards Met	Water Quality Standards Violated	Water Quality Standards Violated Due to Nutrients (NO ₃ + TP) Only		
Des Plaines River	9.9	6.4	0	16.3	0	16.3	
Kinnickinnic River.	4.0	0.0	0	0.0	4.0	4.0	
Menomonee River	6.0	33.5	0	39.5	0	39.5	
Milwaukee River	0	99.8	0	78.6	21.2	99.8	
Fox River	87.5	87.4	2.5	130.2	42.2	174.9	
Oak Creek	10.0	0	0	10.0	0	10.0	
Pike River	6.0	6.6	0	6.6	6.0	12.6	
Rock River.	18.3	26.0	6.0	33.3	5.0	44.3	
Root River.	13.2	24.3	0	37.5	0	37.5	
Sauk Creek.	3.7	5.3	0	9.0	0	9.0	
Sheboygan River.	4.0	0	0	4.0	0	4.0	
Minor Streams Tributary to Lake Michigan.	1.4	5.8	0	5.8	1.4	7.2	
Total	164.0	295.1	8.5	370.8	79.8	459.1	
Percent of Total	35.7	64.3	1.9	80.7	17.4	100	

^a Approximately 459, or 41 percent, of the 1,118 total stream miles in the Region were sampled. No data are available for the remaining 659 miles of streams.

of the sampled streams in the Region, met the then Commission proposed water quality standards relating to dissolved oxygen and coliform. By 1975 only about 88 miles, or 19 percent of the sampled streams, met those same standards. In addition, of these 88 stream miles, only about nine miles, or 2 percent of all sampled streams, would meet recommended water quality standards when new Commission proposed standards for nitrogen and phosphorus are taken into account. Those streams fully meeting all applicable standards in 1975, including coliform, dissolved oxygen, nitrogen, and phosphorus, were located in only two watersheds: the Mukwonago River from Lower Phantom Lake to the Fox River in the Fox River watershed, the Rubicon River from Pike Lake to Hartford in the Rock River watershed, and the Oconomowoc River a short distance below Upper Oconomowoc Lake, also in the Rock River watershed. In all other cases, at least one of the water quality standards was found to have been violated.

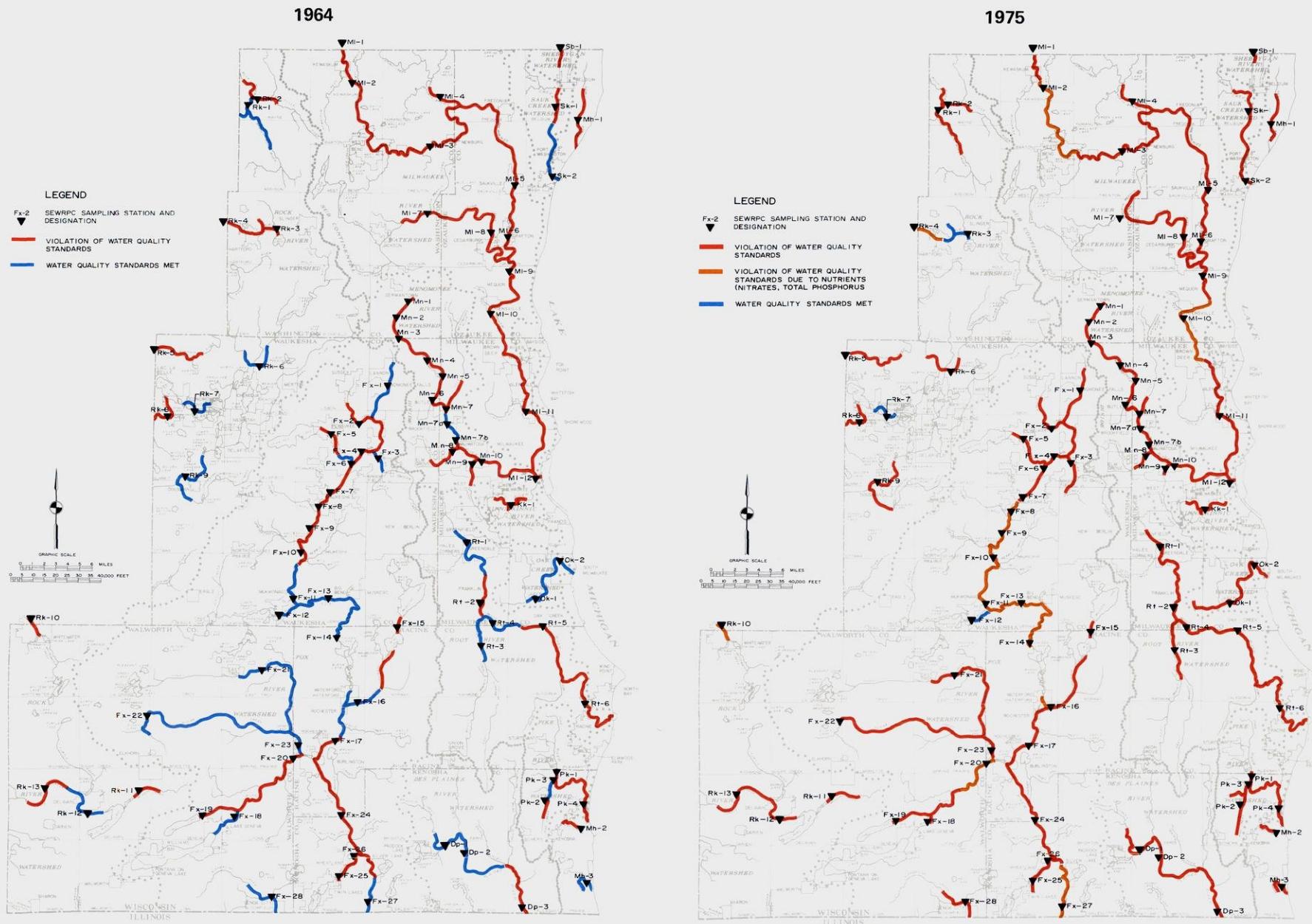
At year's end the technical work was nearly completed on the analyses of the existing condition of water quality and of historic trends in such quality within the Region. The data are to be published in

1978 in SEWRPC Technical Report No. 17, Water Quality of Streams and Lakes in Southeastern Wisconsin: 1964-1975.

During 1977 work was completed on technical analyses of the state of the art of water pollution control in the Region. These analyses include consideration of the techniques of pollution control currently available; their applicability in the Southeastern Wisconsin Region, given the wastewater characteristics, climate, soils, topography, land uses, population distribution, and land management practices in the Region; the costs of applicable pollution control measures; and the expected effects on wastewater characteristics. The results of these analyses were published during 1977 in a four-volume report entitled, SEWRPC Technical Report No. 18, State of the Art of Water Pollution Control in Southeastern Wisconsin.

Volume One of the report, Point Sources, discusses the options for collecting and treating municipal and industrial wastewater, including combined and separate sanitary sewage overflows and bypasses to specific levels of effluent quality. Control alternatives presented include flow or load reduc-

COMPLIANCE WITH WATER QUALITY STANDARDS IN SOUTHEASTERN WISCONSIN: 1964 AND 1975



tion at the point sources and alternatives for treatment and discharge, treatment and reuse, and land application.

The second volume of the report, Sludge Management, discusses sludge processing, transport, utilization, and disposal techniques. The types of sludge considered include sanitary sewage sludges, water supply treatment sludges, industrial wastewater sludges, and septic and holding tank wastes.

Volume Three of the report, Urban Storm Water Runoff, presents an evaluation of the structural processes for controlling urban storm water runoff, including collection and treatment arrangements, as well as a review of methods for controlling combined storm and sanitary sewer overflows. In addition, the report addresses the means for controlling construction-related erosion.

The fourth volume of the report, Rural Storm Water Runoff, discusses alternatives for controlling surface water pollution from croplands, woodlands, livestock operations, and stream bank erosion. Where appropriate, all four volumes of the report address not only the cost of construction and operation and maintenance but also such noneconomic factors as energy requirements, manpower requirements, chemical requirements, reliability, and environmental factors, in addition to water quality effects.

Work continued during 1977 on the preparation of a regional wastewater sludge management plan for southeastern Wisconsin, the plan being a major subelement of the areawide water quality management plan. Inventories of existing practices relating to the disposal of municipal sewage sludge in the Region were completed during the year and the preparation of alternative sludge management plans begun. The accompanying map identifies the current methods and locations of the disposal of municipal sewage sludge in the Region. The sludge management plan is being prepared for the Commission by Camp, Dresser, and McKee, Inc., and is being guided by the Regional Sludge Management Subcommittee of the Technical Advisory Committee on Areawide Wastewater Treatment and Water Quality Planning. The plan is to be documented during 1978 in SEWRPC Planning Report No. 29, A Regional Wastewater Sludge Management Plan for Southeastern Wisconsin.

During 1977 the Division staff continued to work extensively with local engineering consultants in

the conduct of detailed sewerage facilities plans designed to meet the requirements of Section 201 of the Federal Water Pollution Control Act Amendments of 1972. Such work efforts included the provision of basic economic, demographic, land use, and resource data and the review of report outlines and drafts. In addition, the staff attended technical meetings to discuss report content and public meetings to explain the detailed facility recommendations set forth in the reports.

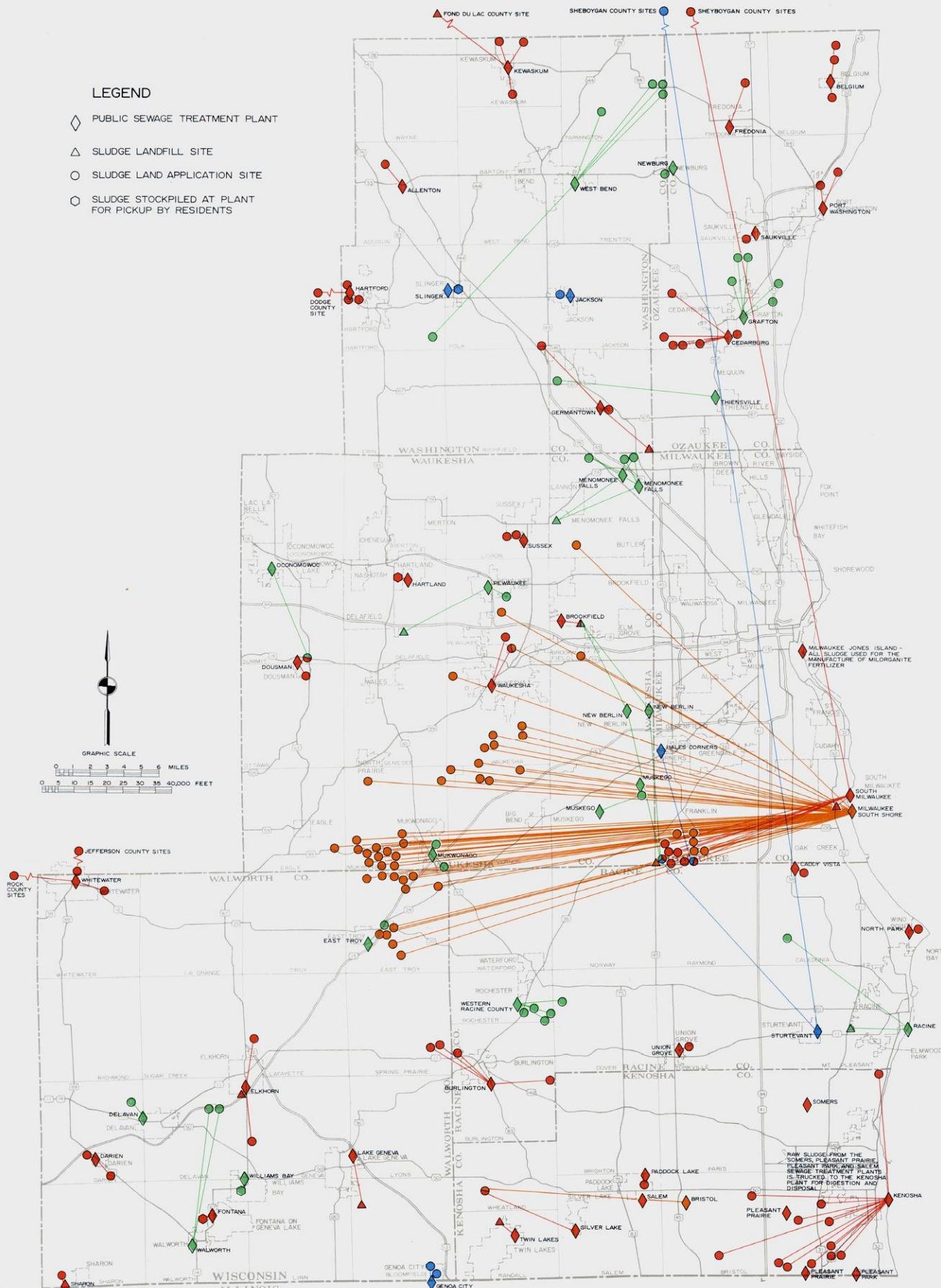
Besides coordinating Section 201 facilities planning, the Commission Chairman and Executive Director served on a special Task Force established by the Milwaukee Executive of Milwaukee County to provide guidance in the programs of the Milwaukee-Metropolitan Sewerage Commissions. A major work effort by the Division staff during 1977 involved the preparation, at the request of this Task Force, of a series of alternative apportionments of an incremental sewage allotment agreed to during the year between the State of Wisconsin and the joint Commissions. Under this agreement, the joint Commissions would be confined to a maximum annual increase of sewage flow of 2.1 million gallons per day until such time as the Commissions meet the conditions of their waste discharge permit. These alternatives were set forth in a final memorandum dated July 21, 1977, and entitled, "SEWRPC Staff Analysis of Alternative Apportionments of Incremental Sewage Allotment in the Milwaukee-Metropolitan Area for the Advisory Task Force on Metropolitan Sewerage Commission Development." This memorandum includes, in addition to the alternative and recommended incremental sewage flow allocation schemes, a draft of proposed rules to be followed by the joint Commission in implementing the selected waste load allocation scheme.

The conduct of the Section 208 planning effort during 1977 also included extensive public involvement activities. In a joint effort with the University of Wisconsin-Extension, which included the assignment of a full-time Extension agent to the Commission staff, a public information program was conducted which involved the development of SEWRPC newsletters, fact sheets, educational television/telephone network programs, press releases, workshop meetings, television and radio talk shows, citizen advisory panel meetings, and local governmental meetings. A fact sheet entitled *Update* was prepared on a bimonthly basis and mailed to approximately 3,800 citizens and public officials in the Region. Special work-

DISPOSAL OF MUNICIPAL SEWAGE SLUDGE IN THE REGION: 1975-1976

LEGEND

- ◊ PUBLIC SEWAGE TREATMENT PLANT
- △ SLUDGE LANDFILL SITE
- SLUDGE LAND APPLICATION SITE
- ◊ SLUDGE STOCKPILED AT PLANT
FOR PICKUP BY RESIDENTS



shops on sewage sludge problems, nonpoint source pollution abatement problems, and point source pollution control were conducted. Display boards were set up at state and county fairs, as well as at such local civic events as the Tosafest in Wauwatosa and the Alewives Days celebration in the City of Milwaukee.

IJC Menomonee River Pilot Watershed Study

The Menomonee River pilot watershed study is being jointly conducted by the Wisconsin Department of Natural Resources, the University of Wisconsin Water Resources Center, and the Commission under the direction of the International Joint Commission, a Commission established by treaty between the governments of Canada and the United States. The study is primarily a research endeavor with emphasis on determining the effects of land use patterns on Great Lakes water quality. A total of seven pilot studies are being conducted, one of which is for the Menomonee River watershed in southeastern Wisconsin.

The principal objectives of the Menomonee River pilot watershed study are:

- To determine the levels and quantities of major and trace pollutants, including nutrients, pesticides, and sediments, reaching the stream systems tributary to the Great Lakes.
- To identify the sources and evaluate the behavior of pollutants from an urban complex on stream water quality, 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.
- 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.

During 1977 the Division staff made the following contributions to this study:

- Participation in coordination and working meetings of interagency technical committees formed to guide the study.

- Provision of base maps, land use data, soils information, slope data, imperviousness information, aerial photographs, subbasin delineations, meteorologic data, and water quality data to the study participants.
- Completion of a soil erosion analysis for the watershed.
- Utilization of discharge-sediment data to develop a sediment yield estimating procedure for urban areas.
- Utilization of streamflow monitoring data from small catchments to refine hydrologic-hydraulic modeling techniques.

Washington County Sediment and Erosion Control Study

During 1977 the Division staff participated in a research and demonstration project being conducted by the Wisconsin State Board of Soil and Water Conservation Districts and the University of Wisconsin System dealing with diffuse, or nonpoint, water pollution sources, particularly sources of sediment. This study, commonly known as the Washington County project has the following principal objectives:

- To demonstrate through a monitoring program the effectiveness of land use control techniques in improving surface water quality.
- To develop a model sediment control ordinance for application on a countywide basis.
- To determine the combination of institutional elements required for implementing the model sediment control ordinance on a countywide basis.
- To 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.
- To develop and systematize the educational and informational dissemination effort required for implementing a sediment control program using a regulatory approach.
- To estimate the water quality benefits to be derived from the implementation of sediment control ordinances throughout the

Great Lakes drainage basin, and to develop educational materials useful for implementing sediment control programs.

During 1977 the Division staff cooperated in a detailed study of the Kewaskum Creek subwatershed in order to more precisely determine the types of diffuse pollution control measures necessary to abate water pollution in that watershed and the specific location where such measures should be applied. This effort included field surveys and meetings with local soil and water conservation officials.

Water Quality Monitoring Program

As noted above, the Commission has long carried on an annual water quality monitoring effort designed to build upon the benchmark water quality data obtained by the Commission in 1964. This effort continued during 1977 but was concentrated in the Fox, Rock, Milwaukee, and Sauk River watersheds so as to provide the intensive storm event data necessary to calibrate the Commission's hydrologic-hydraulic water quality simulation model. As shown on the accompanying map, the Commission established 87 stream sampling stations in 1964. Instream water quality data were collected at a total of 18 of these stations during 1977. Of the 13 new stations established in 1976 as part of the Section 208 planning program, data were collected at eight stations during 1977. The 1977 intensive water quality water sampling program was conducted over the rainfall period of March 27, 1977 through April 6, 1977 at these 26 selected sites. The program included diurnal sampling throughout the rainfall period and daily sampling as the stream stage receded. Water quality data were collected and analyzed at these stations for the following parameters: temperature, pH, suspended solids, specific conductance, dissolved oxygen, five-day carbonaceous biochemical oxygen demand, nitrate-nitrogen, nitrite-nitrogen, soluble orthophosphate, total phosphorus, chloride, and fecal coliform.

Also in 1977, a special in-depth lake water quality study involving sampling efforts continued at 13 major lakes in the Region identified on the accompanying map. These studies, conducted jointly with the Wisconsin Department of Natural Resources, involved the establishment of 198 surface water and groundwater sampling stations, representing an average of 15 stations per lake. Sampling efforts under these studies are intended

to help identify sources of water pollution in the lake drainage areas.

WATERSHED AND FLOODLAND MANAGEMENT PLANNING

In 1977 Division staff efforts under the watershed and floodland management planning category concentrated on completion of a comprehensive watershed plan for the Menomonee River watershed, continuation of work on a comprehensive watershed plan for the Kinnickinnic River watershed, preparation of a prospectus for a possible study of the Oconomowoc River watershed, conduct of special floodland management and storm water control studies as requested by local units of government, provision of data to engineering firms and governmental agencies completing analyses used in flood insurance rate studies, and conduct of a continuing stream gaging program.

Menomonee River Watershed Study

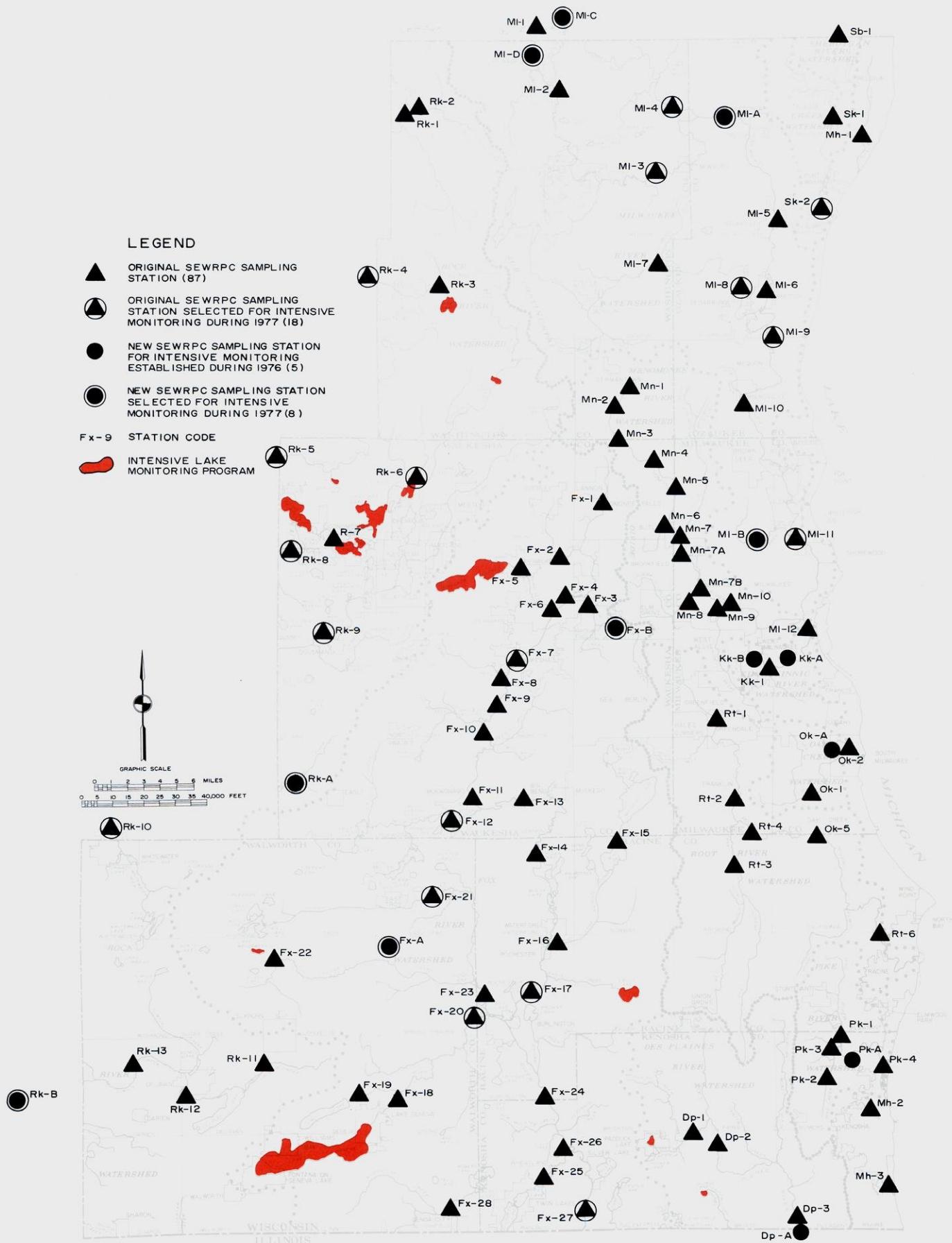
The Menomonee River watershed plan, which, as presented at public hearings, was described in the 1976 Commission Annual Report, was formally adopted by the Commission on January 20, 1977, and certified to all affected units and agencies of government shortly thereafter. The plan is documented in SEWRPC Planning Report No. 26, A Comprehensive Plan for the Menomonee River Watershed. During 1977 the plan was adopted by the Washington and Waukesha County Boards of Supervisors and endorsed by the Wisconsin Department of Natural Resources, the Wisconsin Department of Health and Social Services, and the U. S. Department of Agriculture, Soil Conservation Service.

Kinnickinnic River Watershed Study

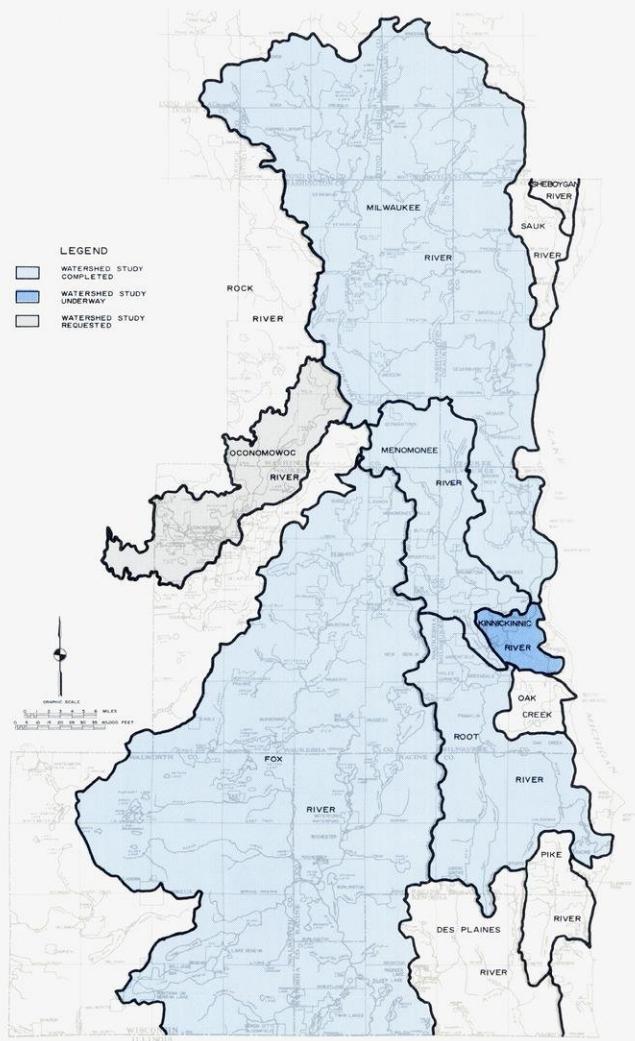
During 1977 the Division staff continued work on the Kinnickinnic River watershed study. This study, which began on July 1, 1976, was requested by the City of Milwaukee to provide solutions to the serious and costly flooding and water pollution problems in this heavily urbanized basin.

The inventory phase of the study was completed by the end of 1977. The analysis and forecast phase of the study, which consists primarily of hydrologic-hydraulic-water quality-flood damage simulation under existing and probable future conditions, was nearly completed by the end of the year. The comprehensive plan will consist of

STREAM AND LAKE WATER QUALITY SAMPLING LOCATIONS: 1977



SEWRPC WATERSHED STUDY STATUS



three plan elements—a floodland management plan element, a water quality management plan element, and a land use and natural resource protection plan element. The Division staff completed the land use and natural resource protection plan element by the end of 1977. In addition, substantial progress had been made by year's end on the water quality and floodland management plan elements.

Subsequent to the July 1976 initiation of work on the Kinnickinnic River watershed study, the Milwaukee-Metropolitan Sewerage Commissions and the City of Milwaukee recognized the seriousness of the flooding problem along the Kinnickinnic River between S. 6th and S. 16th Streets, and took steps to implement a solution to the problem

consisting of bridge removal and channel modification. During the year, the SEWRPC Kinnickinnic River Watershed Committee reviewed and endorsed a proposal, prepared by the City Engineer of Milwaukee, for bridge removal and replacement. The Division staff, at the request of the Milwaukee-Metropolitan Sewerage Commissions, provided flood discharges and stage profiles for the 6th and 16th Streets reach of the Kinnickinnic River to be used for the design of bridge waterway openings and channel modifications.

Oconomowoc River Watershed Study

In response to a request from the Waukesha County Board of Supervisors, the Division staff prepared in 1977, a preliminary draft prospectus for an Oconomowoc River watershed study. The prospectus identifies the water resource and water resource-related problems within the watershed, including storm water drainage and flood water control; deteriorating stream, lake, and ground water quality; destruction of fish and wildlife habitat; and problems brought about by changing land use. At year's end, however, the Washington County Board had not concurred in the need for the study and, consequently, a watershed committee to review the prospectus had not been formed.

Special Floodland Management- Storm Water Control Studies

In addition to comprehensive watershed planning, the Division staff conducts from time to time, on specific requests of local units of governments, special floodland management and storm water control studies. During 1977 work was completed on a floodland information report for the Village of Sussex, a storm water and flood control plan for Lincoln Creek in the City of Milwaukee, and a storm water storage alternatives report for the Village of Fox Point. Also, in 1977 work was nearly completed on a floodland management plan for the Village of Pewaukee.

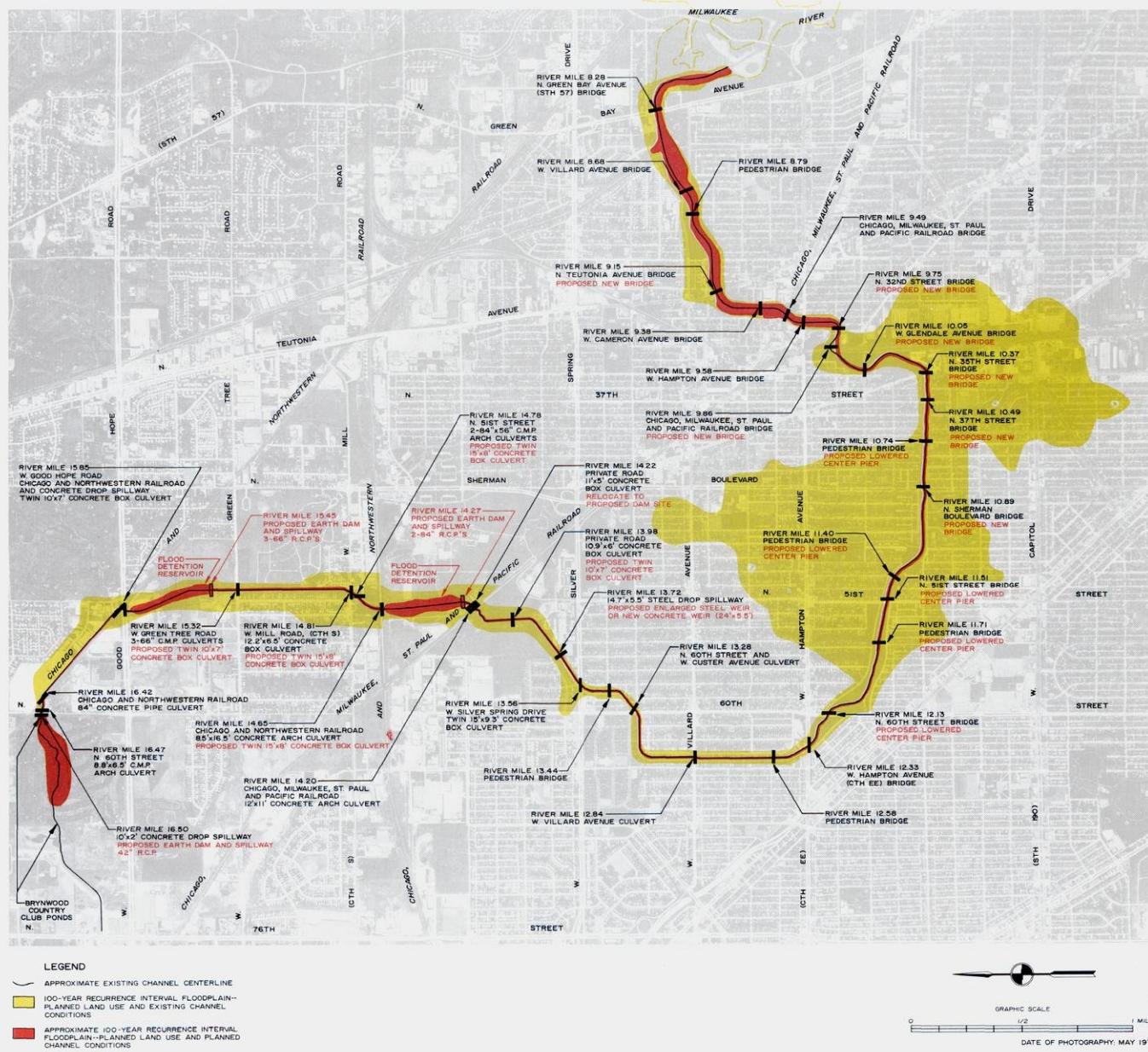
The findings and recommendations of the Sussex study are documented in SEWRPC Community Assistance Planning Report No. 11, Floodland Information Report for Sussex Creek and Willow Springs Creek. The report presents detailed floodland information for Sussex Creek and Willow Springs Creek within and near the Village of Sussex, including flood discharges, stages, delineation of a floodway and floodplain fringe, and suggested floodland regulations. As such, the

report refines and details the floodland management recommendations initially set forth by the Commission in the adopted comprehensive plan for the Fox River watershed. At year's end, the Village began the process of adopting floodland regulations.

The findings and recommendations of the Lincoln Creek storm water-floodwater control are documented in SEWRPC Community Assistance Planning Report No. 13, Flood Control Plan for Lincoln Creek. The report was prepared at the request of the City of Milwaukee Sewerage Commission and

presents flood discharges and profiles under existing and probable future land use conditions and identifies the extent and magnitude of existing and probable future flood damages. The report also sets forth alternative means for resolving storm water drainage and flood control problems, including structure floodproofing and removal and the construction of major channel improvements, detention reservoirs, and dikes and floodwalls. The report contains several preliminary staff recommendations. The recommended solutions for storm water and flooding problems in the portion of the basin upstream of W. Silver Spring Drive

RECOMMENDED FLOOD CONTROL PLAN FOR THE LINCOLN CREEK SUBWATERSHED



include regrading the entire length of the Lincoln Creek channel, supplemented with paving of selected reaches; retaining as flood detention reservoirs existing ponds of the Brynwood Country Club; construction of two flood control reservoirs on Lincoln Creek; and replacement of six culverts.

One of the proposed flood detention reservoirs in the Upper Lincoln Creek subwatershed would be located on the former U. S. Army Disciplinary Barracks site north of W. Silver Spring Drive. The lands formerly utilized for the Disciplinary Barracks have been conveyed to the City of Milwaukee. A Disciplinary Barracks Advisory Task Force established by the City of Milwaukee has made recommendations concerning the future use of these lands, which lands have been named Havenwoods. These recommendations include a proposal that the area along Lincoln Creek be developed as a natural drainageway and environmental corridor in conjunction with the proposed development of an environmental teaching and learning center. The proposal by the Commission to provide for an approximately 12-acre flood detention reservoir along Lincoln Creek on the Havenwoods site for the temporary storage of flood waters to alleviate downstream flooding problems, is fully consistent with the Advisory Task Force recommendations, and has been incorporated into a detailed development plan for the Havenwoods site prepared for the City of Milwaukee by the University of Wisconsin-Madison.

For the lower Lincoln Creek subwatershed, channel modifications are recommended within the reach bounded at the downstream end by N. 32nd Street and at the upstream end by W. Hampton Avenue, with the major alterations being carried out over the reach between N. 32nd Street and N. 35th Street. These modifications would require the replacement of seven bridges. The report was transmitted to the Sewerage Commission in the fall of the year for its consideration.

The findings and recommendations of the Fox Point study are documented in SEWRPC Community Assistance Planning Report No. 19, Storm Water Storage Alternatives for the Crossway-Bridge on Port Washington-Bayfield Drainage Areas. The report, prepared at the request of the Village of Fox Point, presents a storm water storage alternative to storm water drainage problems currently being experienced in portions of the Village. The storage-oriented alternative presented in the report is intended to facilitate comparison with three

conveyance-oriented storm water control alternatives previously developed by the Village staff. The storage-oriented alternative developed by the Division staff consists of two principal components: a 24 acre-foot underground concrete reservoir located beneath the Village ice rink and a supplemental system of storm sewers intended to convey storm water to the underground reservoir for temporary storage. Although the level of control provided by the storage-oriented alternative would be similar to that provided by the conveyance-oriented alternatives, the study found one of the conveyance alternatives to be more cost-effective. This alternative would involve construction of local storm sewers tributary to a trunk storm sewer to Lake Michigan. Accordingly, the report finds this conveyance-oriented alternative to be the most cost-effective of the available alternatives.

Floodplain Data Availability

The status of existing flood hazard data in the Region is shown on the accompanying map. The Commission has completed comprehensive watershed studies for the Root, Fox, Milwaukee, and Menomonee River watersheds resulting in the delineation of floodlands for about 608 miles of major stream channels, not including stream channels in the Milwaukee River watershed lying outside of the Region in Sheboygan and Fond du Lac Counties. In addition, Commission special floodland management studies completed for the City of Hartford, the Village of Sussex, and the Village of Pewaukee have resulted in the delineation of floodlands for another 12 miles of stream channel. Large-scale flood hazard maps are available for about 34 percent of the 620 miles of major stream channel for which the Commission has developed flood hazard data.

Flood Insurance Rate Studies

Under the National Flood Insurance Act of 1968, the U. S. Department of Housing and Urban Development was given broad authority to conduct all types of studies concerning the determination of floodlands and the risks involved in insuring development that may be situated in natural floodland areas. The Department is proceeding with the conduct of such studies on a community-by-community basis throughout the Region. While the Commission has not directly contracted with the Department for the conduct of such studies, the Division staff does cooperate with all of the

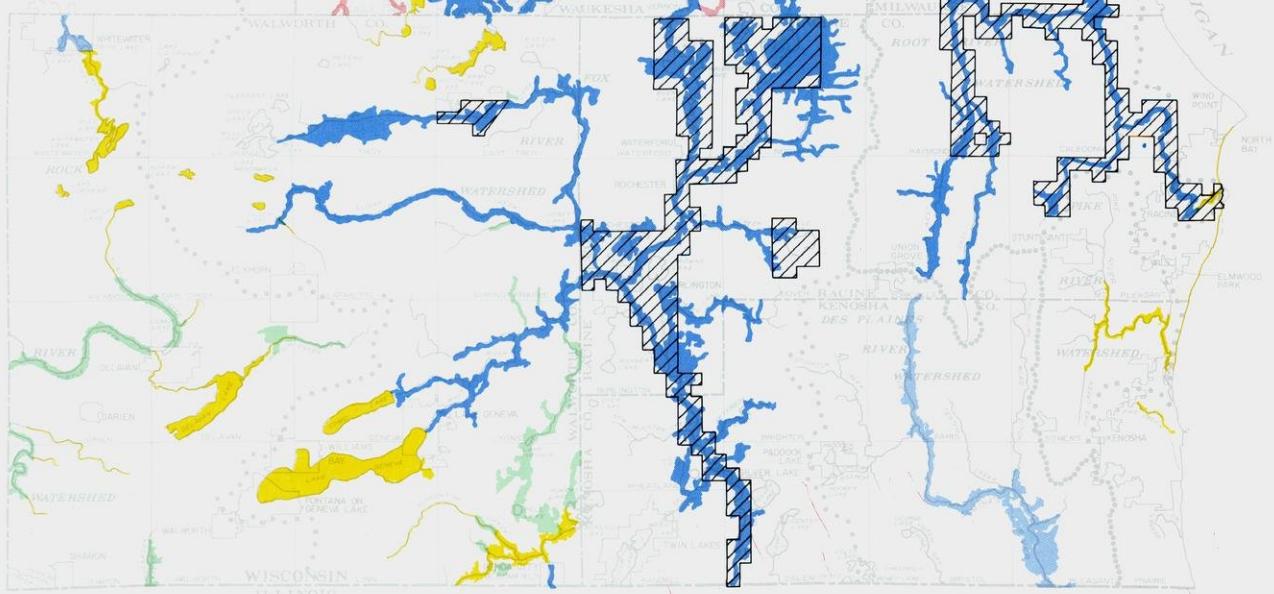
DELINEATION OF FLOODLANDS: 1977

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



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



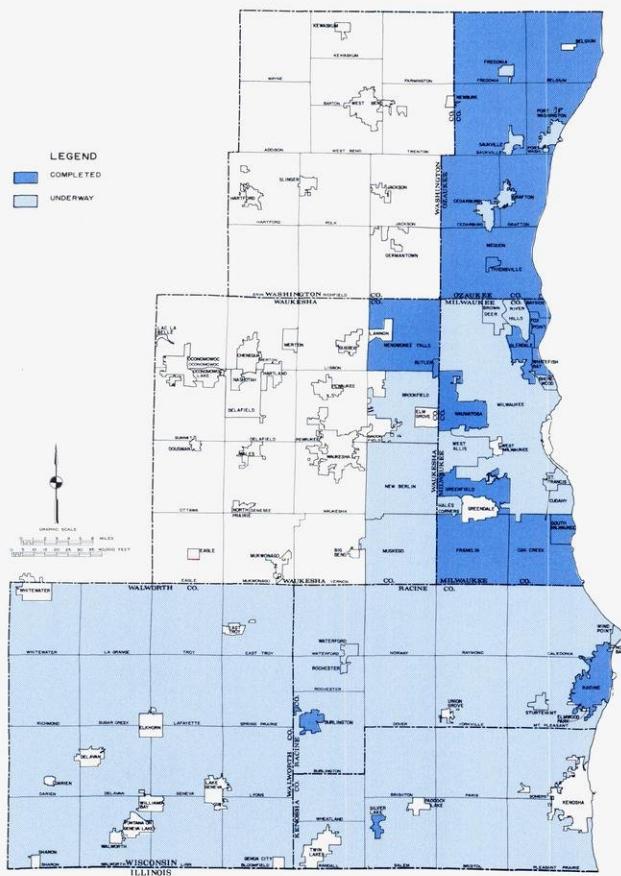
engineering firms and federal agencies involved in the conduct of such studies, particularly in the provision of basic floodland data already developed by the Commission in a more comprehensive and cost-effective manner through the Commission's series of watershed studies. The Commission provides to the contractors all of the detailed hydraulic and hydrologic data developed under the watershed studies for the various streams in the Region and shares with the contractors the results of the analytical phases of such studies. Development by the Commission of such data makes it possible for the Department of Housing and Urban Development to carry out the flood insurance rate studies more efficiently and at considerably less cost than if such data had to be developed on an individual community-by-community basis.

By the end of 1977, federal flood insurance rate studies were completed and underway for, respectively, 17 and 23 civil divisions in the Region as shown on the accompanying map. The Division staff was involved not only in providing available data from the Commission files to the contractors conducting such studies, but also in delineating floodways and attending numerous meetings with local officials to discuss the conduct of, and results of, the flood insurance rate studies.

Stream Gaging Program

Stream flow data are essential for the rational management of the water resources of the Region. When the Commission began its regional planning program in 1960, only two continuous recorder stream gages were in operation on the entire regional stream network. Since that time, the Commission has been instrumental in establishing, through cooperative, voluntary intergovernmental action, 14 additional continuous recorder stream gages in an effort to provide the basis for the establishment of long-term records of stream flow. The locations of these 16 gages are identified on the accompanying map. All of these gages are maintained under a contract by the Commission with the U. S. Geological Survey, which publishes the data obtained. Local funds to support the operation of the gages are provided by the Fond du Lac, Ozaukee, Racine, Washington, and Waukesha County Boards of Supervisors; the Metropolitan Sewerage Commission of the County of Milwaukee; and the Kenosha Water Utility.

STATUS OF FLOOD INSURANCE RATE STUDIES: 1977



AIR QUALITY PLANNING

Work continued during 1977 on the preparation of a regional air quality maintenance plan. This plan is being prepared at the request of and in full cooperation with the Wisconsin Departments of Natural Resources and Transportation. The plan is intended to meet federal requirements that air pollution problems be adequately considered in transportation planning in urban regions, and federal environmental planning requirements that areas either presently exceeding national ambient air quality standards or having the potential for exceeding such standards in the foreseeable future be identified and that a plan be prepared to achieve the air quality standards over an approximately 10-year planning period.

Air quality planning work efforts during 1977 were directed toward the evaluation of the final alternative transportation plans discussed elsewhere.

LOCATION OF U. S. GEOLOGICAL SURVEY STREAM GAGING STATIONS: 1977

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; FOND DU LAC OZAUKEE, RACINE, WASHINGTON, AND WAUKESHA COUNTY BOARDS; METROPOLITAN SEWERAGE COMMISSION OF MILWAUKEE COUNTY; UNIVERSITY OF WISCONSIN-PARKSIDE; AND SEWRPC (14)

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 (12)

▲ 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)

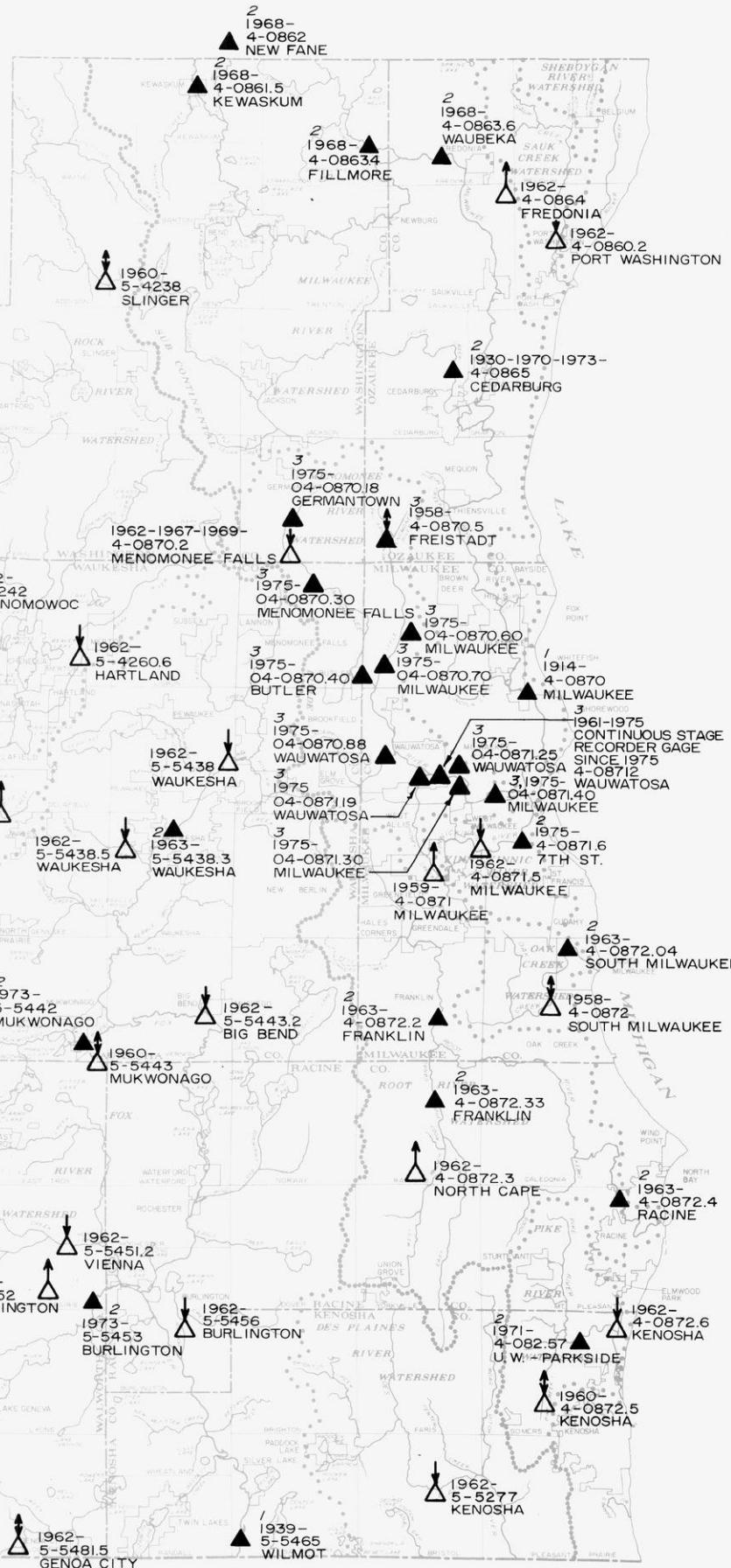
1914- PERIOD OF RECORD
NOTE: LOW FLOW GAGES ARE READ ONLY DURING YEARS EXHIBITING UNUSUALLY LOW FLOWS BUT ARE, NEVERTHELESS, CONSIDERED ACTIVE DURING THE INDICATED PERIOD OF RECORD

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



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



where in this report. The air quality simulation model, which is the primary analytical tool used to evaluate the impact of the alternative transportation plans and which was developed by the University of Wisconsin-Madison, College of Engineering, was being adapted and made operational on the Commission's computer facilities at year's end. The results of the modeling effort during 1977 continued to support the preliminary findings that ambient air concentrations over the Region for all pollutants may be expected to be essentially of the same magnitude and of the same geographic extent under any combination of regional land use and transportation plans.

During 1977 the Division staff also participated with the City of Milwaukee, Department of City

Development, in the preparation of a study design for a program to evaluate sources of and controls for fugitive dust emissions in the heavily industrialized area of the Menomonee River Valley. This program, which entered the data collection phase in mid-1977, consists of expanding the existing air quality monitoring network for particulate matter in the Menomonee River Valley from three to nine sites, chemically and physically analyzing a statistically representative sample of the particles collected at these sites in order to ascertain their probable origin and, through simulation modeling, determining effective measures to control these emissions and abate the particulate matter air quality standard violations observed in this area.

PLANNING RESEARCH DIVISION

DIVISION FUNCTIONS

The Commission's Planning Research Division is responsible for developing demographic, economic, and public financial resource data that serve as the basis for preparation of regional and subregional plans by other Commission divisions. The kind of basic questions addressed by this Division include:

- How many people live and work in the Region? How are these levels of population and employment changing over time?
- Where in the Region do people live and work? How are these distribution patterns changing over time?
- What are the characteristics of those who live and work in the Region in such terms as age, sex, race, income, household size, and occupation? How are these characteristics changing over time?
- What is the structure of the Region's economy in terms of employment in major industry groups? How is this structure changing over time?
- What is the most probable future level of population and employment in the Region? Where will people live and work in the future?
- How much is being spent to provide public facilities and services? What are the sources of this money? How are these patterns changing over time?
- Will there likely be sufficient public financial resources to carry out regional plan recommendations?

In an attempt to find sound answers to these and other questions, the Planning Research Division during 1977 conducted a number of activities in three identifiable areas: data collation and development, data provision and assistance, and census coordination.

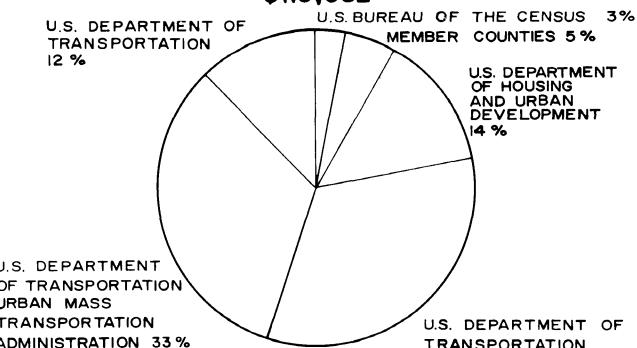
DATA COLLATION AND DEVELOPMENT

During 1977 the Division staff continued to monitor secondary data sources for changes in population, employment, and school enrollment levels. In addition, the Division staff provided significant support to the Land Use and Housing, Transportation, and Environmental Planning Division staffs in the conduct of major work programs by those divisions.

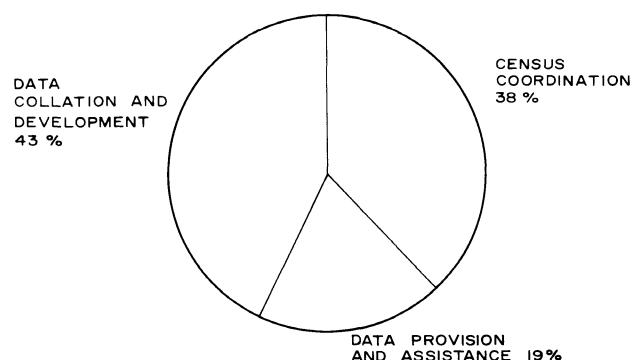
Based on current estimates of population made by the Wisconsin Department of Administration (DOA), it would appear that the total regional population is no longer continuing to grow at a significant rate. In 1970 the Census-enumerated resident population of the Region was 1,756,100.

PLANNING RESEARCH DIVISION

1977 FUNDING \$116,082



DISTRIBUTION OF FUNDING TO WORK PROGRAMS



REGIONAL POPULATION

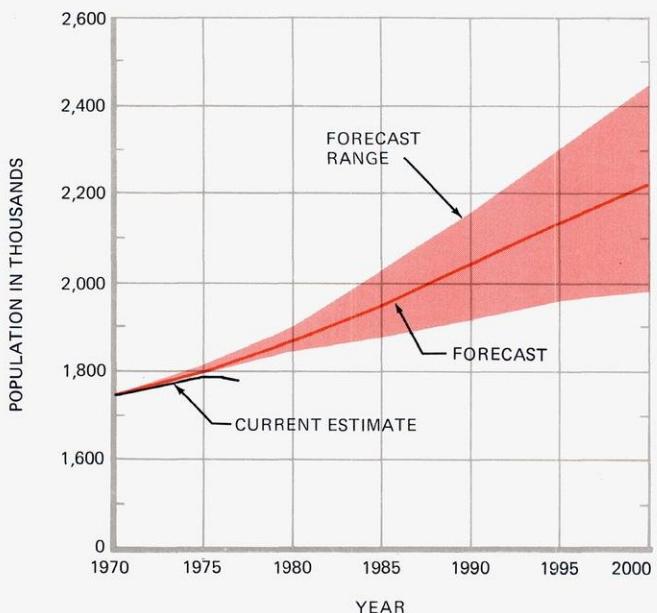
County	1970	1977	Difference 1970-1977	
			Number	Percent
Kenosha	117,917	125,653	7,736	6.56
Milwaukee	1,054,249	975,504	- 78,745	- 7.47
Ozaukee	54,461	68,474	14,013	25.73
Racine.	170,838	178,252	7,414	4.34
Walworth.	63,444	68,781	5,337	8.41
Washington	63,839	81,143	17,304	27.11
Waukesha.	231,335	278,427	47,092	20.36
Total	1,756,083	1,776,234	20,151	1.15

Source: April 1, 1977, Wisconsin Department of Administration preliminary estimate.

In 1977, the estimated resident population of the Region was 1,776,200, or only 20,100 persons, or about 1 percent, above the 1970 figure. Current population estimates are made by the DOA, which has the responsibility of preparing such estimates as a basis for distributing state-shared taxes to local governments. The estimates are based on symptomatic indicators of population change, including the number of automobiles registered, the number of persons filing income tax returns, and the dollar value of exemptions for dependents on those income tax returns. The estimated regional population increase since the 1970 Census has averaged about 2,900 persons annually. This average annual growth rate contrasts sharply with the average annual growth rate during the 1960 to 1970 decade of about 18,200 per year, and even more sharply with the average annual growth rate in the preceding decade of 33,300 persons per year.

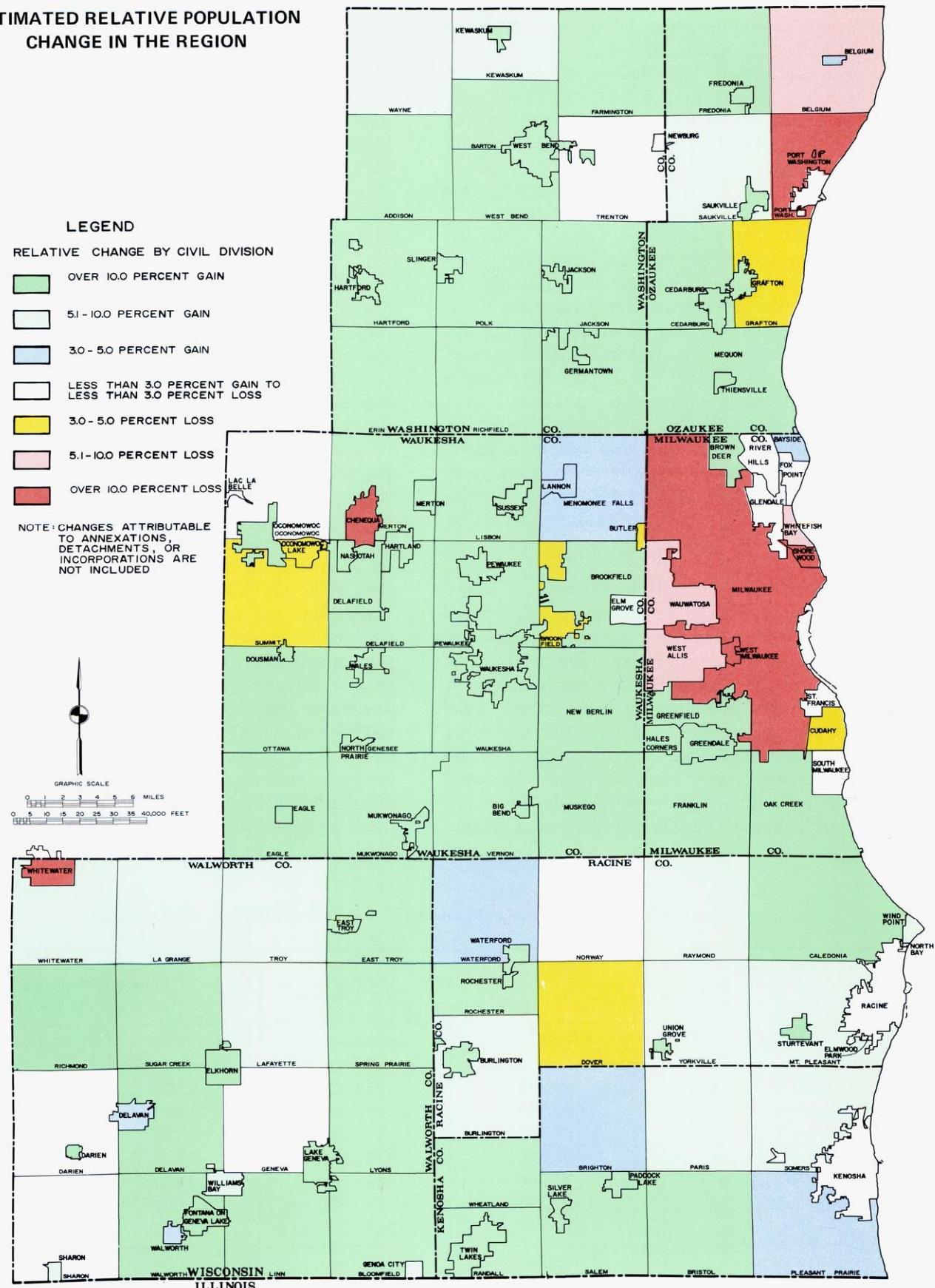
While overall regional population growth has thus apparently come to a virtual halt, the distribution of the population in the Region has continued to change significantly. The populations of Ozaukee, Washington, and Waukesha Counties have each grown in excess of 20 percent since 1970. The populations of Kenosha, Racine, and Walworth Counties have also grown since 1970, but at more moderate rates of less than 10 percent. Milwaukee County's population has declined by about 7 percent, representing an absolute population loss of nearly 79,000 persons.

POPULATION FORECAST AND CURRENT POPULATION ESTIMATE FOR THE REGION



Those civil divisions experiencing relatively significant population loss in the Region since 1970 are identified on the accompanying map. Within Milwaukee County, the City of Milwaukee has lost an estimated 80,140 persons since 1970. Other civil divisions losing population are the Cities of Cudahy, Wauwatosa, and West Allis, and the Villages of Shorewood, West Milwaukee, and Whitefish Bay. Outside of Milwaukee County there are

ESTIMATED RELATIVE POPULATION CHANGE IN THE REGION



12 civil divisions that are estimated to have experienced population loss since 1970. For the most part the losses are relatively and absolutely small. The most significant loss outside of Milwaukee County has occurred in the City of Whitewater, which has lost an estimated 1,120 persons, or about 11 percent of its 1970 population. Declining enrollment levels at the University of Wisconsin-Whitewater have been a significant factor in this population decline.

A comparison of the forecast and estimated regional population by county in the Region is set forth in the accompanying table. Based on the year 2000 population forecast used in the preparation of the new regional land use and transportation plans, the overall population level of the Region was anticipated to reach about 1.83 million in 1977. The estimated population level noted above for 1977 of 1.78 million is about 3 percent below the forecast level for that year. Comparisons of the estimated and forecast population levels by county are shown in the accompanying set of graphs.

The Commission's population forecast is based upon anticipated changes in the two basic components of population change: natural increase, or the difference between births and deaths, and net migration, or the difference between immigration and outmigration. A review of the available data on these two components of population change since 1970 indicates that the observed rates of natural increase have generally been in conformance with the assumptions underlying the population forecast. For the Region as a whole,

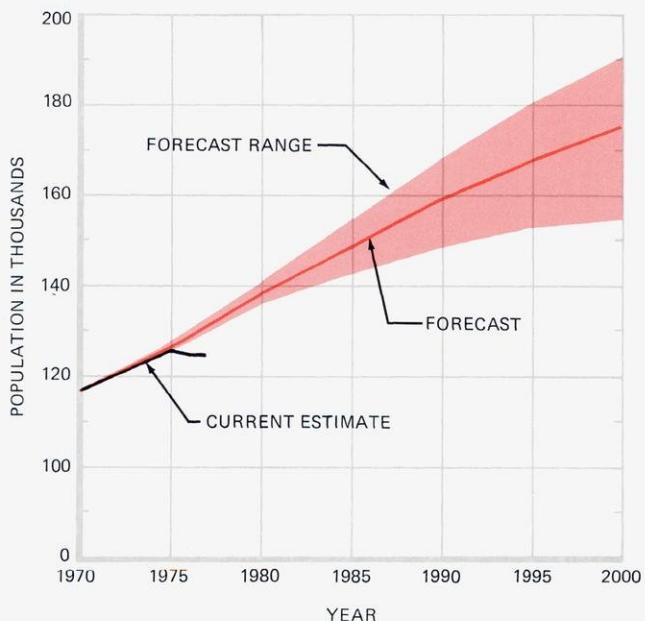
the observed change in population due to natural increase appears to be running slightly above the change anticipated in the forecast. Just the opposite is true, however, for the net migration component of population change. The forecast had assumed a slight excess of outmigration over inmigration during the 1970s. Available data indicate, however, that the excess of outmigration over inmigration has been substantially greater than forecast. This has been particularly true in Milwaukee County.

The foregoing data concerning population size and distribution in the Region could have important implications relating to future regional development patterns, the fiscal health of communities in the Region, and the economy of the Region. It is apparent that the 1980 stage of the Commission's year 2000 population forecast will not be met by 1980. It is even conceivable that the Region will evidence an absolute decline in population over the 1970 to 1980 decade. As shown in the accompanying tables and charts, the most significant deviations from the forecasts appear to be occurring in Kenosha and Milwaukee Counties, although all of the other counties except Waukesha are also continuing to lag behind the anticipated growth rates. In Waukesha County population growth continues to occur in excess of the forecast growth rate. The effect of these deviations from the forecasts will have to be taken into account in future systems planning efforts by the Commission, particularly after the 1980 census which is needed to confirm the annual population estimates and provide additional data upon which to base new and revised plans.

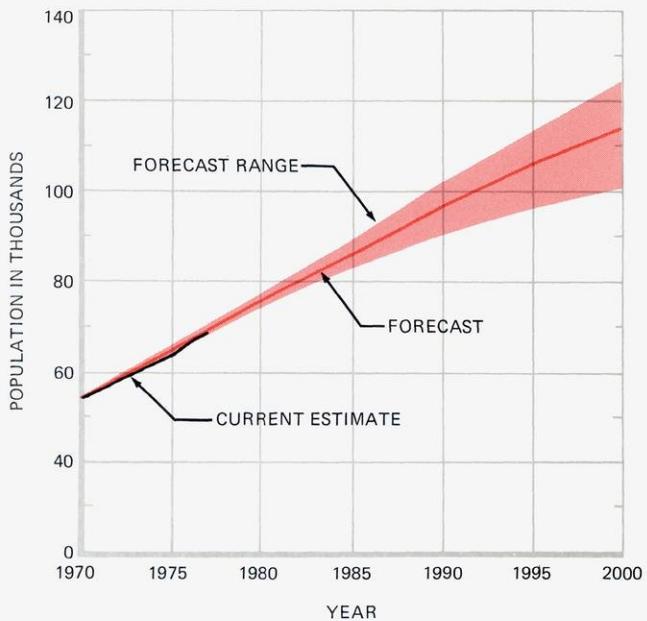
COMPARISON OF THE FORECAST AND ESTIMATED REGIONAL POPULATION

County	1977 Population		Difference: Estimate Minus Forecast	
	Forecast	Estimated	Number	Percent
Kenosha	132,360	125,653	- 6,707	- 5.07
Milwaukee	1,022,780	975,504	- 47,276	- 4.62
Ozaukee	69,660	68,474	- 1,186	- 1.70
Racine.	180,680	178,252	- 2,428	- 1.34
Walworth.	71,280	68,781	- 2,499	- 3.51
Washington	82,740	81,143	- 1,597	- 1.93
Waukesha.	274,240	278,427	4,187	1.53
Total	1,833,740	1,776,234	- 57,506	- 3.14

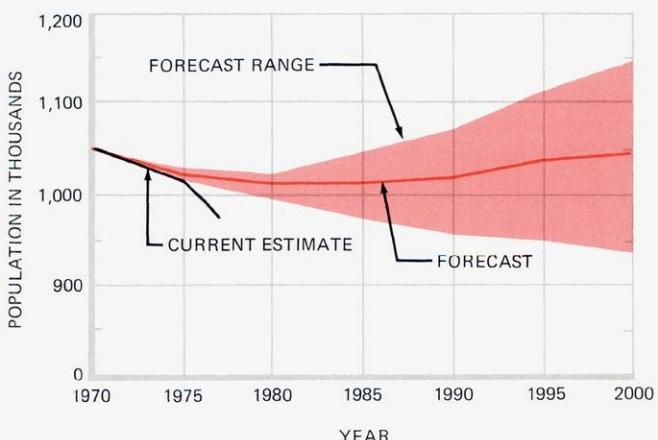
**POPULATION FORECAST AND
CURRENT POPULATION ESTIMATE
FOR KENOSHA COUNTY**



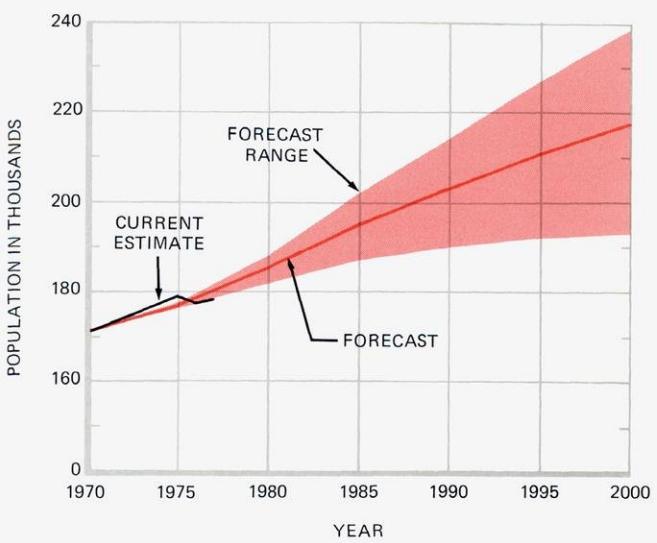
**POPULATION FORECAST AND
CURRENT POPULATION ESTIMATE
FOR OZAUKEE COUNTY**



**POPULATION FORECAST AND
CURRENT POPULATION ESTIMATE
FOR MILWAUKEE COUNTY**



**POPULATION FORECAST AND
CURRENT POPULATION ESTIMATE
FOR RACINE COUNTY**

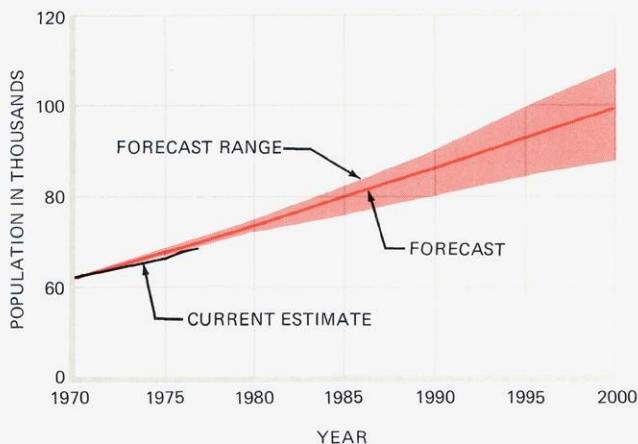


Employment in the Region during 1977 was estimated at about 835,100, representing an increase of about 19,900 jobs, or about 2.4 percent, over the 1976 level of 815,200. Unemployment in the Region during 1977 was estimated at about 48,600 persons, a decrease of about 4,400 persons,

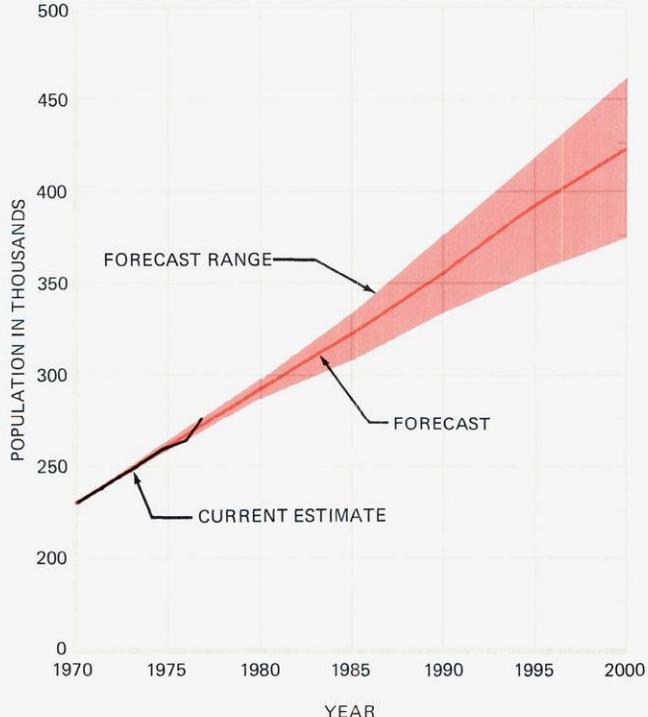
or about 8.3 percent, from the 1976 level of about 53,000 persons. The estimated unemployment rate in the Region during 1977 was about 5.5 percent.

It should be noted that the foregoing employment estimates were made utilizing new procedures for

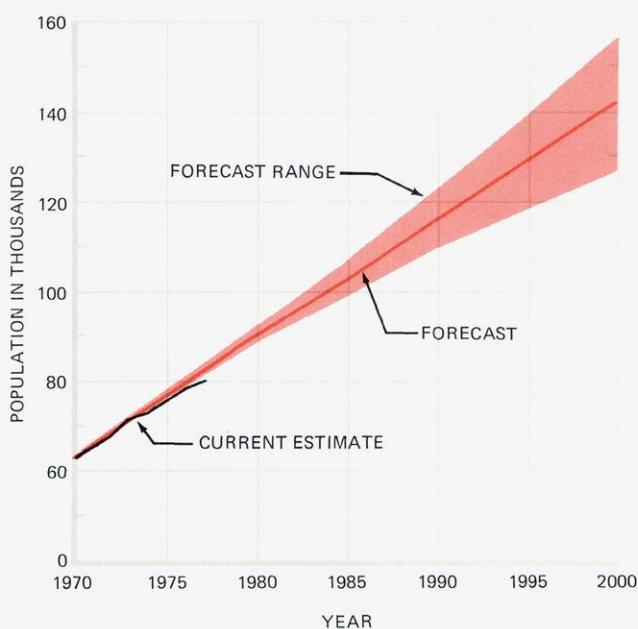
**POPULATION FORECAST AND
CURRENT POPULATION ESTIMATE
FOR WALWORTH COUNTY**



**POPULATION FORECAST AND
CURRENT POPULATION ESTIMATE
FOR WAUKESHA COUNTY**



**POPULATION FORECAST AND
CURRENT POPULATION ESTIMATE
FOR WASHINGTON COUNTY**



estimating labor force and employment adopted in 1977 by the U. S. Department of Labor, Bureau of Labor Statistics (BLS). The BLS adopted new estimating techniques as a result of research showing that the previous estimating techniques were producing underestimates of employment, especially in the metropolitan areas of the Nation. Accordingly, the data presented herein for 1976 and 1977 are not directly comparable to the

employment estimates for the years 1971 through 1976 presented in previous Commission annual reports. A comparison of the two sets of estimates for 1976 indicates that the new estimating technique produces employment estimates about 4 percent greater than the old estimating technique.

On a county basis, as shown in the accompanying table, all counties except Walworth County registered employment gains between 1976 and 1977. The number of jobs in Walworth County remained essentially unchanged from the previous years. Since 1970, the Region has added about 93,500 jobs, with about 41,100 of these jobs being added in Milwaukee County which supplies about 66 percent of the Region's employment. The greatest rates of employment increase in the 1970-1977 period occurred in Ozaukee and Waukesha Counties—30.7 percent and 34.2 percent, respectively.

Based on a regional employment forecast of about 1.02 million jobs in the year 2000, the employment level of the Region was anticipated to approximate 805,600 jobs in 1977. As noted

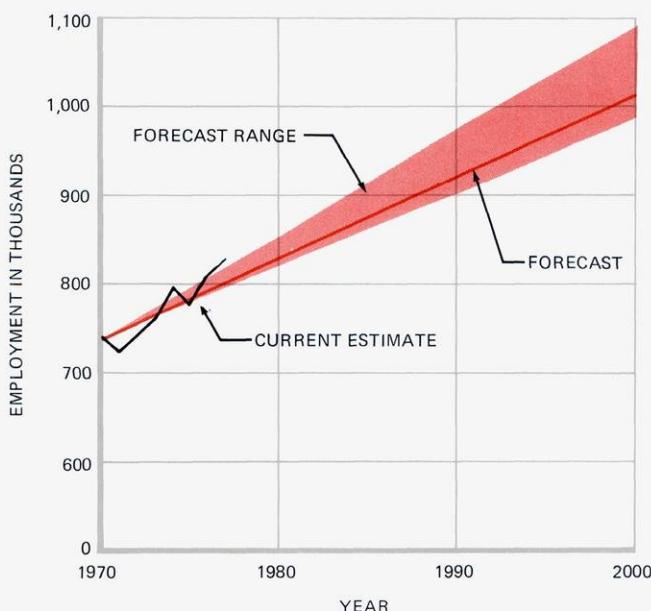
REGIONAL EMPLOYMENT

County	1970	1976	1977	Difference 1970-1977	
				Number	Percent
Kenosha	39,200	43,200	44,300	5,100	13.0
Milwaukee	510,900	539,800	552,000	41,100	8.0
Ozaukee	17,900	22,800	23,400	5,500	30.7
Racine.	61,900	70,100	72,600	10,700	17.3
Walworth.	24,200	28,500	28,400	4,200	17.4
Washington	20,300	23,600	24,200	3,900	19.2
Waukesha.	67,200	87,200	90,200	23,000	34.2
Total	741,600	815,200	835,100	93,500	12.6

COMPARISON OF FORECAST AND ESTIMATED REGIONAL EMPLOYMENT

County	1977 Employment		Difference: Estimate Minus Forecast	
	Forecast	Estimated	Number	Percent
Kenosha	42,700	44,300	1,600	3.6
Milwaukee	530,200	552,000	21,800	3.9
Ozaukee	22,600	23,400	800	3.4
Racine.	69,700	72,600	2,900	4.0
Walworth.	28,200	28,400	200	0.7
Washington	23,900	24,200	300	1.2
Waukesha.	88,300	90,200	1,900	2.1
Total	805,600	835,100	29,500	3.5

ESTIMATED AND FORECAST EMPLOYMENT SOUTHEASTERN WISCONSIN REGION



above, the estimated number of jobs in the Region in 1977 was 835,100, or about 29,500 jobs more than forecast. This represents about a 3.5 percent difference. As shown in the accompanying table, most of the difference occurs in Milwaukee County, where the current estimate is nearly 22,000 jobs greater than the forecast.

Total school enrollment in the Region continued to decline during 1977 as shown in the accompanying table. The decline of about 15,600 students represents almost a 4 percent decrease during the year. Public school enrollment declined by about 14,900 students, or slightly more than 4 percent, while nonpublic school enrollment declined by about 700 students, or about 1 percent.

DATA PROVISION AND ASSISTANCE

Considerable Division staff time is directed each year at answering requests for demographic, economic, and public financial resource data. In

REGIONAL SCHOOL ENROLLMENT

County	1970	1976	1977	Difference 1970-1977		Difference 1976-1977	
				Number	Percent	Number	Percent
Kenosha	32,332	30,479	29,670	- 2,662	- 8.23	- 809	- 2.65
Milwaukee	267,929	220,958	209,566	- 58,363	- 21.78	- 11,392	- 5.16
Ozaukee	15,876	17,566	17,020	1,144	7.21	546	3.11
Racine.	48,597	45,226	43,187	- 5,410	- 11.13	- 2,039	- 4.51
Walworth.	15,570	15,477	15,103	- 467	- 3.00	374	2.42
Washington . . .	19,169	22,463	22,605	3,436	17.92	142	0.63
Waukesha.	73,077	74,665	74,078	1,001	1.37	587	0.79
Total	472,550	426,834	411,229	- 61,321	- 12.98	- 15,605	- 3.66

addition, this function includes the provision of technical assistance to local units of government, public agencies, and school districts in the conduct of special data acquisition activities and in problems of data analysis. The following are examples of Division staff activity during 1977 in performing this function:

- Preparation of letter responses to 175 requests for population, employment, public financial resources, and related data contained in the Commission's data bank. An additional 700 requests were handled by telephone. These requests came from local units of government, state and federal agencies, private firms, and individual citizens.
- Preparation of minor civil division five-year incremental planned population allocations for the period 1970 to 2000 for the Racine County Planning and Zoning Department to be used in a county solid waste disposal study.
- Dissaggregation of the Commission's year 2000 regional population forecasts to hospital planning subareas defined by the Southeastern Wisconsin Health Systems Agency.
- Estimation of existing resident population by U. S. Postal Service zip code areas within the Milwaukee urbanized area for a local retail store chain.
- Estimation of the number of persons living in single-family housing units in selected cities in the Region for a local financial institution.
- Preparation of a specially formatted listing of the Racine geographic base file (a geographic base file is a computer readable street map) to be used by the Racine County Planning Council for Health and Social Services to geo-code data collected by street address.
- Provision of information on residential subdivision platting activity and building permits issued by local units of government in Milwaukee County to the Citizens' Governmental Research Bureau.
- Provision of socioeconomic data and technical assistance to the Walworth County Overall Economic Development Planning Committee in the preparation of a county overall economic development plan.
- Provision of technical assistance to the Racine County Planning Council for Health and Social Services in the conduct of an Elderly Adult Needs Assessment Study.
- Provision of technical assistance to the Waukesha Joint School District No. 1, in conducting its annual school census, including preparing a list of all household addresses in the district, providing preprinted school census forms, keypunching the collected data, editing and checking the data, and preparing summary reports as requested by school district personnel.

The Planning Research Division staff provides significant support to other Commission divisions in the conduct of major work programs. For

example, during 1977 the Division staff provided population estimates and area measurements for civil divisions and watersheds to the areawide water quality management planning program. In addition, data concerning park and recreation-related expenditures in 1974 by the 154 local units of government in the Region were compiled for use in completing the regional park and open space plan. Finally, during 1977 the Planning Research Division staff began the process of quantifying the 1975 regional land use inventory, with measurements made using an interactive digitizer. By the end of 1977, about 10 percent of the area of the Region had been so quantified.

CENSUS COORDINATION

The Commission serves a coordinating function for the U. S. Bureau of the Census in the seven-county Southeastern Wisconsin Region. Under agreements between the Commission and the U. S. Bureau of the Census, the Commission provides staff services to county census statistical areas committees and provides technical services directly to the Bureau in the form of base map preparation and the development of a geographic base file, which is a computer readable description of the geographic coordinates of street intersections, street address ranges, and census statistical reporting area boundaries of an area.

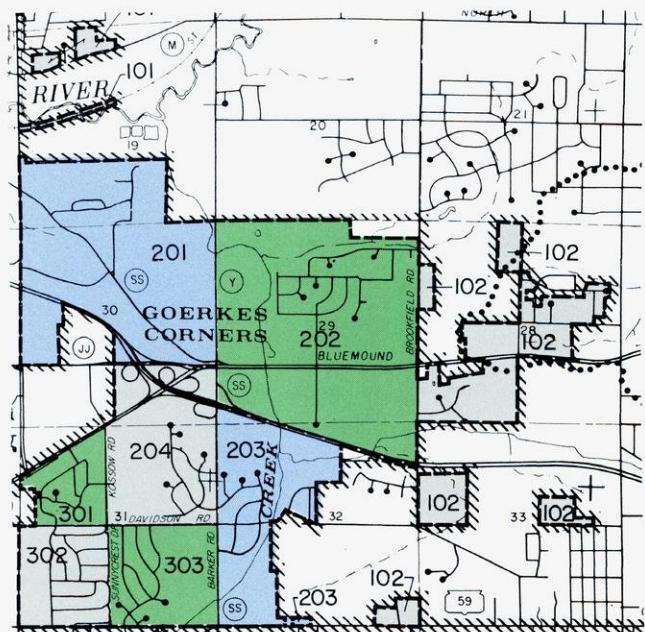
During 1977, considerable Division effort was expended in preparation for the 1980 Census of Population and Housing. Division staff members serve as the census key persons for three of the seven counties comprising the Region—Ozaukee, Walworth, and Washington. In the remaining four counties, Division staff members serve on the county's Census Statistical Areas Committee and supply staff support as requested. During 1977, the committees for six of the regional counties—all but Milwaukee County—developed enumeration district plans for the nonurbanized area portions of the counties and reviewed the census designated place (unincorporated place) definitions. The committees also reviewed major retail center definitions to be used by the Census Bureau for the 1977 Census of Retail Trade.

Considerable effort was also expended during 1977 by the Division staff in continuing to maintain

current the Census Metropolitan Map Series and the geographic base files for the Kenosha, Milwaukee, and Racine urbanized areas. During the year, a major geographic feature update—through the summer of 1975—was completed for both the maps and the files. In addition, the files were completely edited for the first time since the 1970 census.

In an activity related to its census coordination work, the Division staff aided a number of the Region's civil divisions in the preparation of ward or election precinct plans. Under a voluntary program announced by the Census Bureau in 1976, local units of government were given the opportunity in 1977 of dividing their territory into wards for which the Census Bureau would provide population counts from the 1980 census. In all, 66 units of government in the Region prepared and submitted ward plans. Eight of these plans were prepared by the Division staff at the request of the communities involved. The Division staff advised five other communities in the preparation of ward plans through interpretation of the procedures, provision of suitable base maps, and instruction in preparing small area population estimates.

TYPICAL WARD PLAN MAP



COMMUNITY ASSISTANCE PLANNING DIVISION

DIVISION FUNCTIONS

The Community Assistance Planning Division has primary responsibility for assisting local units of government in the Region in local planning efforts, thereby promoting coordination of local and regional plans and plan implementation actions. The Division provides five basic types of services: educational, advisory, review, project planning, and resident planning. The Division staff also is responsible for the conduct, on request, of urban district planning programs.

EDUCATIONAL SERVICES

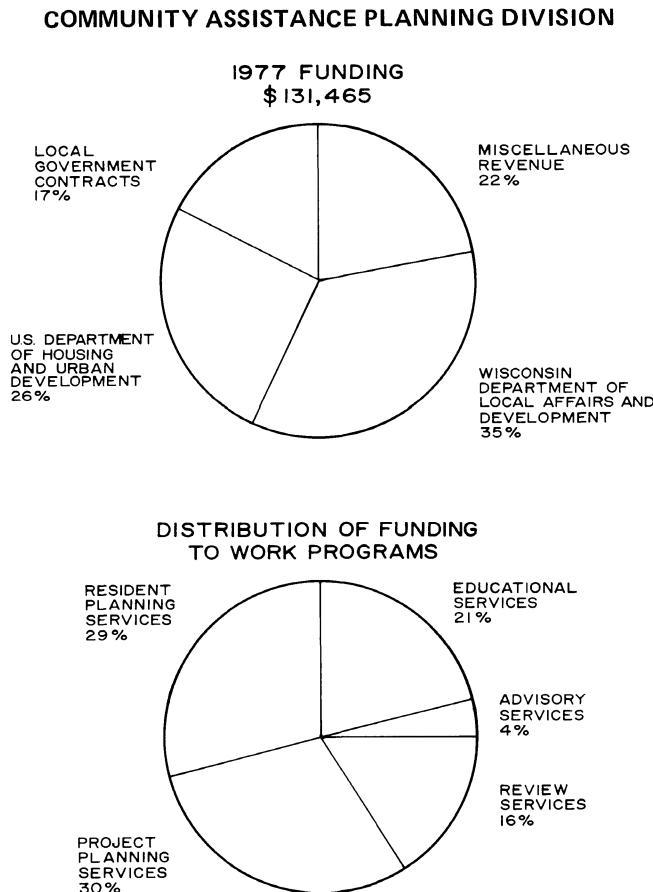
Educational services are provided by the Division staff to local units of government and citizen groups on request and are directed at explaining

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. In addition, these efforts are directed at encouraging the creation, organization, staffing, and financing of local planning programs. During 1977, educational efforts included the following:

- Presentations on the Commission work programs to student groups at the University of Wisconsin-Milwaukee, the University of Wisconsin-Whitewater, the University of Wisconsin-Madison, Carroll College, Muskego High School, Waukesha North High School, and West Bend High School.
- Numerous presentations to local governmental, civic, and professional groups, such as the Cedarburg-Grafton Rotary Club, the West Allis Rotary Club, the Greater Milwaukee Conference on Religion and Urban Affairs, the University of Wisconsin Extension Housing Seminar, Robeddeaux Realty Associates, Summit Township Resident and Property Owners Association, and Plan Commissions of the Villages of Hartland and Paddock Lake, and of the Town of Trenton.
- Preparation of six Commission Newsletters discussing Commission planning programs and related activities. The newsletters are distributed to about 2,400 individuals, agencies, and local governments.
- Preparation and distribution to newspapers and radio and television stations of five news releases during the year pertaining to Commission work activities.
- Preparation of the 1976 Commission Annual Report.

ADVISORY SERVICES

Advisory services consist of the provision of basic planning and engineering data available in the Commission files to local units of government and private interests and the provision on an ad hoc



basis of technical planning and engineering assistance to local communities. Representative advisory services performed during 1977 include the following:

- Provision of technical data and advice for the preparation of floodway/flood fringe delineations in the Cities of Burlington, Milwaukee, Oak Creek, and Wauwatosa, and the Villages of Menomonee Falls and Butler.
- Preparation of contracts and specifications for large-scale topographic mapping and attendant control survey programs in the Cities of Muskego and West Bend.
- Provision of staff testimony at two public hearings concerning the proposed incorporation of the Village of Okauchee Lake.
- Provision of data and advice concerning the interpretation of floodland limits in the Cities of Milwaukee and Waukesha, the Village of Silver Lake, the Town of Pewaukee, and Racine County.
- Participation in a panel of technicians providing guidance to the City of Oconomowoc Plan Commission at regular monthly meetings.
- Provision of technical data and advice on the Commission-recommended horizontal and vertical control survey system and the Commission interactive digitizing data management system to the City of Chicago data processing and engineering staff and the A. O. Smith, Inc., engineering staff.

REVIEW SERVICES

Review services are designed to encourage the incorporation of regional studies and plans into local planning programs, plans, and plan implementation devices, such as zoning and subdivision control ordinances. In addition, review services are designed to avoid duplication of planning efforts and to coordinate and encourage regional plan implementation. Three basic types of review services are performed: review of local plans, plan implementation devices, and development proposals; review of federal and state grant applications under U. S. Office of Management and Budget Circular A-95; and review of flood hazards affecting individual properties.

The following represent typical review services completed in 1977 by the Division staff in the first review category:

- Review of and comment on 68 preliminary subdivision plats at the request of Kenosha and Walworth Counties; the Cities of Cedarburg, Franklin, Hartford, Muskego, and Port Washington; and the Villages of Bayside, Germantown, Rochester, and Sussex.
- Review of and comment on 26 proposed zoning district map changes at the request of the City of Franklin and the City of Hartford.
- Review of and comment on long-range natural resource plans prepared by the seven county soil and water conservation districts in the Region.
- Review of and comment on an agricultural land preservation plan for Walworth County.
- Review of and comment on outdoor recreation plans prepared by the Waukesha County Park and Planning Commission for the City of Oconomowoc and the Village of Mukwonago and on outdoor recreation plans for the Village of East Troy.
- Review of and comment on 13 environmental impact statements as shown in the accompanying table. Comments are provided by the Commission relating the projects and the data contained in the environmental impact statements to the adopted regional plans.

The Division activities regarding review of federal and state grant applications are summarized in the accompanying table. In total, review comments were provided for 446 applications for federal and/or state grants, loans, or mortgage insurance guarantees requesting in the aggregate more than \$240 million in federal and state financial assistance. Of the total 446 requests, 167 were found to be in conformance with and serving to implement the adopted regional plan elements, 278 were found to be not in conflict with the adopted regional plan elements, and one—a proposed elderly and low-income family housing project in the City of Milwaukee—was found to conflict with the airport area land use element of the adopted regional system plan, since the housing was proposed to be constructed in an area adjacent

ENVIRONMENTAL IMPACT STATEMENT REVIEWS: 1977

Document Reviewed	Requesting Agency
EIS for Construction of a Lecture Demonstration Hall on the South Campus of the Milwaukee Area Technical College	Milwaukee Area District Board of Vocational, Technical and Adult Education
EIS for Construction of a Lecture Demonstration Hall on the North Campus of the Milwaukee Area Technical College	Milwaukee Area District Board of Vocational, Technical and Adult Education
EIS for Classrooms and Agricultural Mechanics Laboratory on the Present Site of the Elkhorn Campus, Gateway Technical Institute	Gateway Technical Institute
EIS for Waukesha County Technical Institute, Area Vocational, Technical and Adult Education District Number Eight, Pewaukee, Wisconsin	State of Wisconsin Board of Vocational, Technical and Adult Education
EIS for Addition to Trade and Industrial Building on the Present Site of the Kenosha Campus, Gateway Technical Institute	Gateway Technical Institute
EIS for Southwest Parking Lot, University of Wisconsin-Parkside	University of Wisconsin System
Environmental Assessments for the Hales Corners Interceptor and the Menomonee Falls-Germantown Interceptor	Metropolitan Sewerage District of the County of Milwaukee
EIS for the Construction of Additions to the Science and Multipurpose Buildings on the Kenosha Campus, Gateway Technical Institute	Gateway Technical Institute
EIS for Racine Harbor Development	U. S. Army Corps of Engineers
EIS for Reconstruction of STH 89, Walworth County	Wisconsin Department of Transportation
EIS for Wisconsin Coastal Management Program	U. S. Department of Commerce
EIS for 25th Street Bridge Project	City of Milwaukee
EIS for the Lauer Landfill and Development Project Washington and Waukesha Counties, Wisconsin	Wisconsin Department of Natural Resources

to General Mitchell Field recommended in the plan for industrial uses.

Flood hazard reviews relating to residential properties are requested by realtors and lending institutions. During 1977, the Division staff conducted a total of 725 flood hazard reviews distributed by county as shown in the accompanying table.

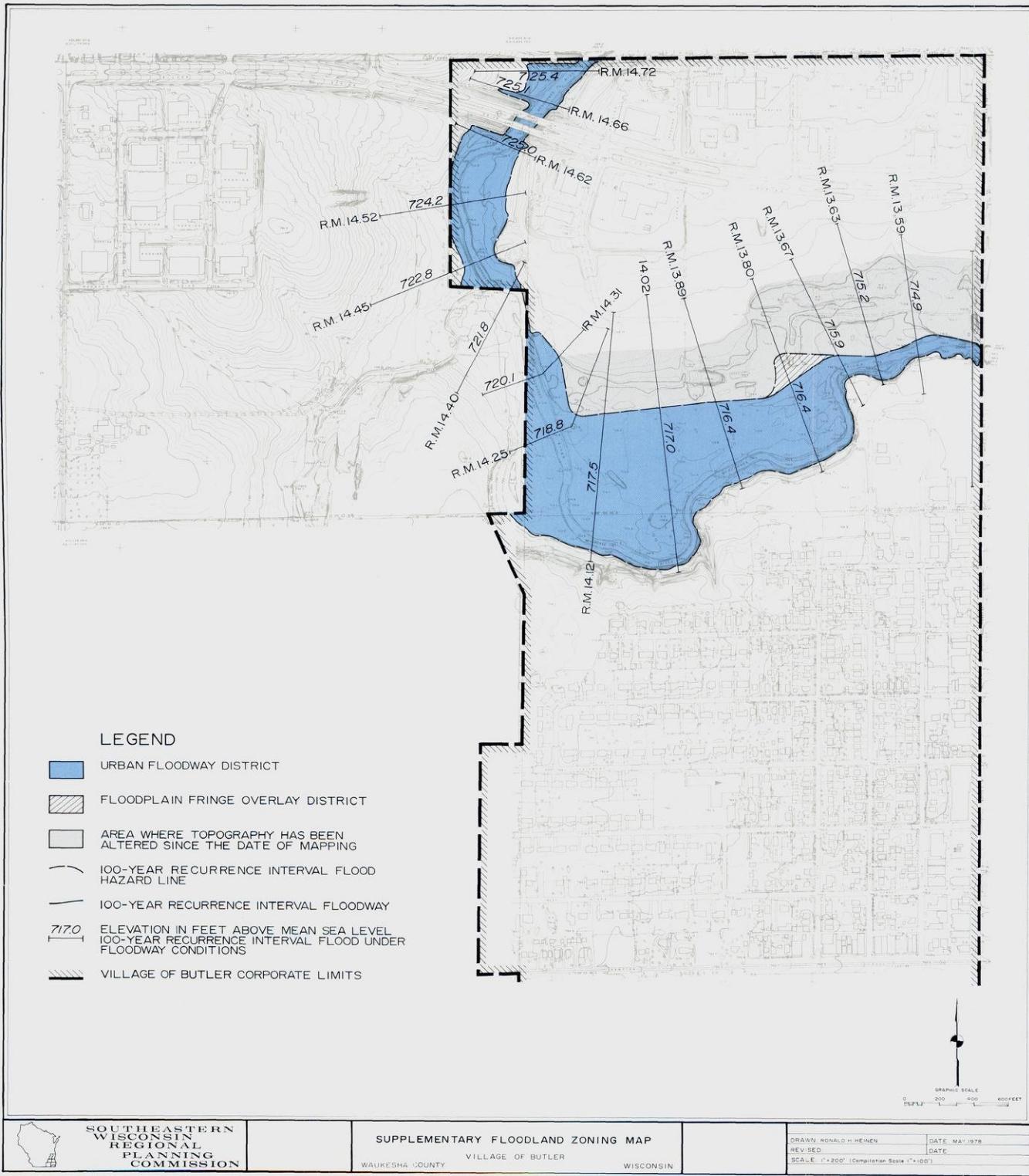
FLOOD HAZARD REVIEWS: 1977

County	Number of Reviews
Kenosha	12
Milwaukee	401
Ozaukee	24
Racine	49
Walworth.	10
Washington	45
Waukesha	184
Total	725

A-95 REVIEWS: 1977

Review Category	Number of Reviews	Aggregate Amount of Federal and/or State Grant, Loan, or Mortgage Insurance Requests
Air Quality.	3	\$ 1,974,820
Community Action	126	76,064,347
Community Development . . .	33	40,677,993
Community Facilities.	24	14,510,515
Conservation.	4	1,605,345
Historic Preservation	4	286,465
Housing	62	54,928,952
Park and Open Space.	31	1,985,708
Law Enforcement.	76	4,778,016
Sanitary Sewerage.	25	3,236,060
Solid Waste	2	626,785
Transportation	42	34,681,563
Water Supply	14	5,285,117
Total	446	\$240,641,656

**SUPPLEMENTARY FLOODLAND ZONING MAP
VILLAGE OF BUTLER**



PROJECT PLANNING SERVICES

Project planning services involve the conduct for local member units of government at their cost of detailed planning studies resulting in the preparation of local plans and plan implementation devices. During 1977, the following project planning efforts were completed:

- Completion and publication of SEWRPC Community Assistance Planning Report No. 16, A Plan for the Whittier Neighborhood, City of Kenosha and Town of Pleasant Prairie.
- Completion of 1" = 1000' scale 1975 land use maps for each of the eight towns in Kenosha County.
- Preparation of duplicate reproducible 1975 low-flight aerial photographs for the Towns of Lafayette and Waukesha for use in local planning programs.
- Completion of a revised base map and zoning district for the Village of Paddock Lake.
- Completion of draft zoning ordinance texts and maps for the Cities of Cedarburg and Franklin and the Village of Kewaskum.
- Completion of draft land subdivision control regulations for the Villages of Germantown and Silver Lake and the Town of Trenton.

RESIDENT PLANNING SERVICES

The Commission provides part-time resident staff assistance on request to local units of government.

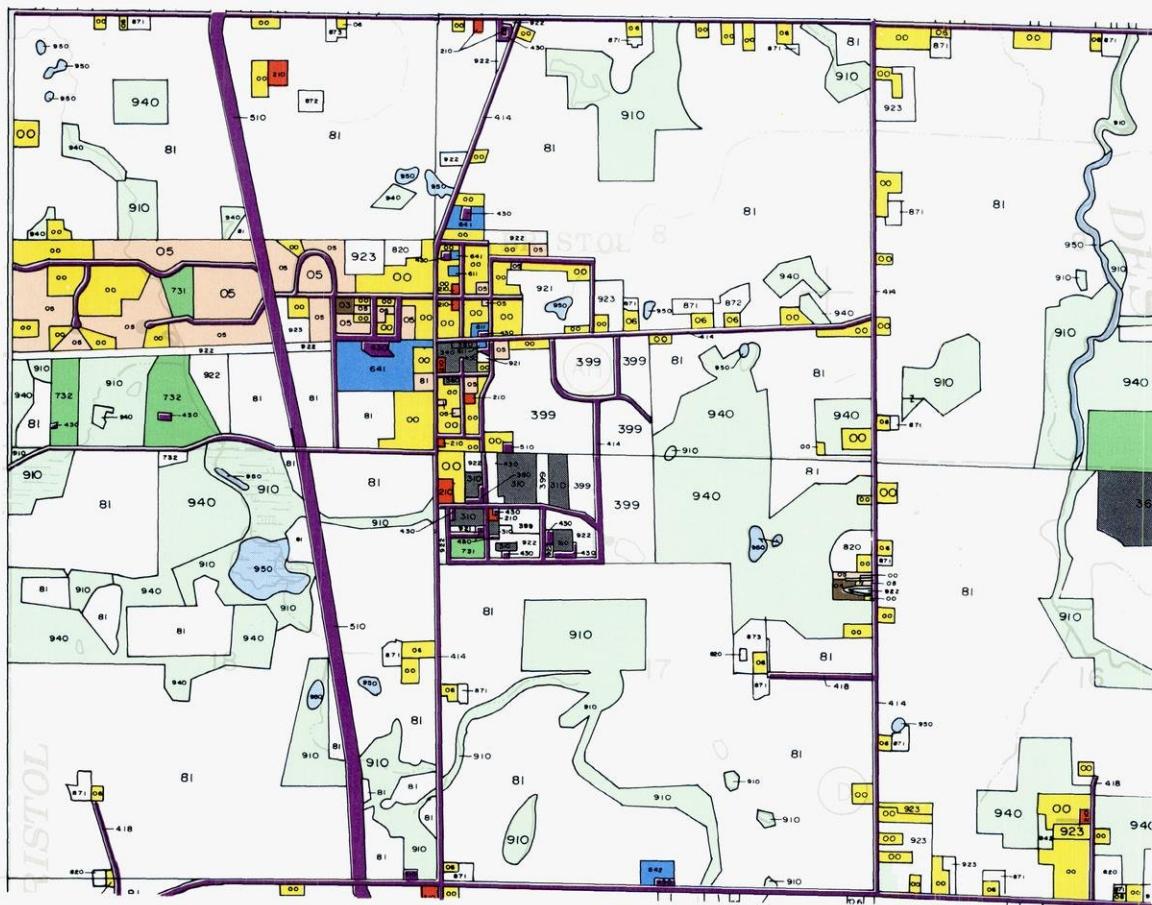
This type of assistance involves a commitment by the Commission staff to attend all local plan commission meetings and to provide such local planning recommendations as may be requested from time to time. The Commission views such assistance as an interim step to the eventual attainment of local full-time planning staffs.

During 1977, resident staff planning assistance was provided on a contractual basis to the Cities of Cedarburg, Delavan, Franklin, and Hartford and to the Villages of Germantown and Sussex. Collectively, these services required Division staff attendance at and participation in a total of 67 plan commission meetings.

DISTRICT PLANNING SERVICES

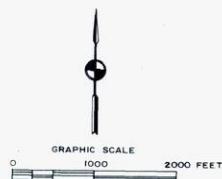
The Commission has encouraged the creation of subregional districts to conduct comprehensive community planning programs. In past years, such programs were completed for two urban development-oriented districts—the Kenosha Planning District, consisting of the City of Kenosha and the Towns of Pleasant 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. Comprehensive community development plans for these districts have been formally adopted by the Commission. During 1977, no formal district planning efforts were carried out, although the Commission staff did continue discussions with local officials regarding the possible establishment of district programs in the Cedarburg-Grafton and Oconomowoc areas of the Region.

TOWN OF BRISTOL LAND USE MAP

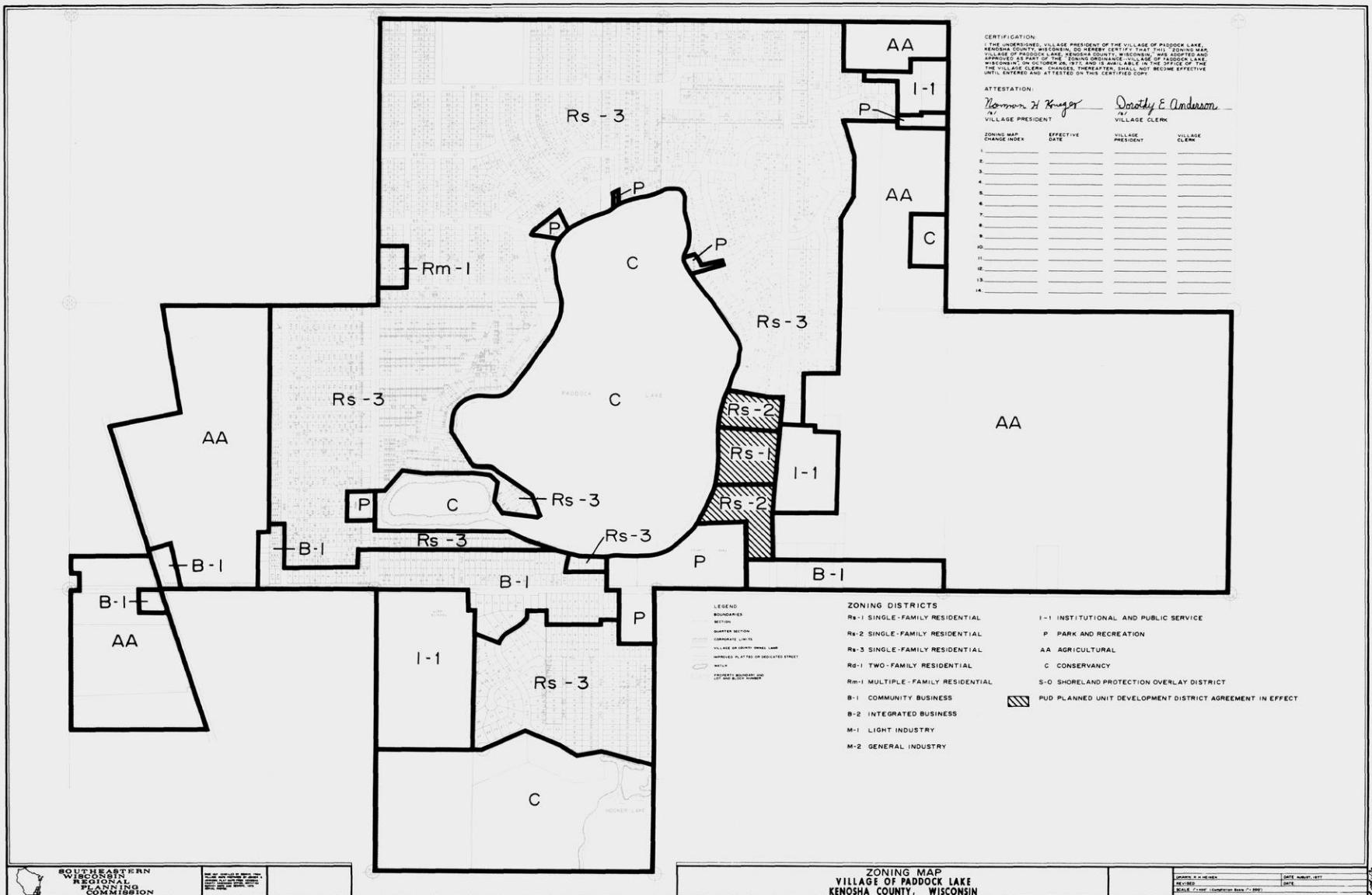


LEGEND

	SINGLE-FAMILY RESIDENTIAL
00	SINGLE-FAMILY RESIDENTIAL (URBAN)
06	SINGLE-FAMILY RESIDENTIAL (RURAL FARM)
	TWO-FAMILY RESIDENTIAL
01	TWO-FAMILY RESIDENTIAL
	MULTI-FAMILY RESIDENTIAL
02	MULTI-FAMILY HIGH RISE (4 OR MORE STORIES)
03	MULTI-FAMILY LOW RISE (1 TO 4 STORIES)
04	MOBILE HOMES
	RESIDENTIAL LAND UNDER DEVELOPMENT
05	RESIDENTIAL LAND UNDER DEVELOPMENT
	RETAIL SALES AND SERVICE
210	RETAIL SALES AND SERVICE
	INDUSTRIAL
310	MANUFACTURING
340	WHOLESALE (OPEN/ENCLOSED)
360	EXTRACTIVE (QUARRIES AND MINING)
380	STORAGE (OPEN/ENCLOSED)
	TRANSPORTATION, COMMUNICATION, AND UTILITIES
411	FREeways
414	STANDARD ARTERIAL STREET AND EXPRESSWAY
418	LAND ACCESS AND COLLECTOR STREETS
425	BUS TERMINAL
426	TRUCK TERMINAL
430	OFF-STREET PARKING
441	RAILROAD RIGHT-OF-WAY
443	RAILROAD YARD
445	RAIL TERMINAL
463	AIR FIELD
465	AIRPORT TERMINAL
485	SHIP TERMINAL
510	COMMUNICATIONS AND UTILITIES
	GOVERNMENT AND INSTITUTIONAL
611	LOCAL GOVERNMENTAL AND INSTITUTIONAL
612	REGIONAL GOVERNMENTAL AND INSTITUTIONAL
641	LOCAL EDUCATIONAL
642	REGIONAL EDUCATIONAL
661	LOCAL HEALTH
662	REGIONAL HEALTH
681	LOCAL CEMETERIES (LESS THAN FIVE ACRES)
682	REGIONAL CEMETERIES (GREATER THAN FIVE ACRES)
RECREATION	
711	PUBLIC CULTURAL SPECIAL RECREATION AREAS
712	PRIVATE CULTURAL SPECIAL RECREATION AREAS
731	PUBLIC LAND RELATED RECREATION AREAS
732	PRIVATE LAND RELATED RECREATION AREAS
781	PUBLIC WATER RELATED RECREATION AREAS
782	PRIVATE WATER RELATED RECREATION AREAS
AGRICULTURAL	
81	CROP LAND AND ROTATION PASTURE
82	ORCHARDS AND NURSERIES
84	SOD FARMS
87	FARM BUILDINGS
SWAMPS, MARSHES, WETLANDS	
910	SWAMPS, MARSHES, WETLANDS
UNUSED LANDS	
921	UNUSED URBAN LAND
922	UNUSED RURAL LAND
208	RETAIL SALES AND SERVICE LAND UNDER DEVELOPMENT
309	INDUSTRIAL LAND UNDER DEVELOPMENT
409	TRANSPORTATION LAND UNDER DEVELOPMENT
509	COMMUNICATION AND UTILITY LAND UNDER DEVELOPMENT
609	GOVERNMENT AND INSTITUTIONAL LAND UNDER DEVELOPMENT
709	RECREATIONAL LAND UNDER DEVELOPMENT
LANDFILL AND DUMPS	
930	LANDFILL AND DUMPS
WOODLANDS	
940	WOODLANDS
LAKES, RIVERS, STREAMS, CANALS	
950	LAKES, RIVERS, STREAMS, CANALS



VILLAGE OF PADDOCK LAKE ZONING MAP



CARTOGRAPHIC AND GRAPHIC ARTS DIVISION

DIVISION FUNCTIONS

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

The Division also serves as a regional coordinating center for the conduct of large-scale topographic and cadastral mapping efforts and the collation of horizontal and vertical survey control data. This function includes the preparation on request of contracts and specifications for large-scale mapping efforts by local units of government. Finally, a major Division function involves final report production, including typing, proofreading, illustration preparation, offset printing, and binding.

BASE MAPPING

During 1977, the Division staff updated the Commission county planning base maps in the 1" = 2000' scale series using Wisconsin Department of Transportation state aid mileage summary maps. The updating effort included the making of changes in civil division corporate limit lines to reflect recent annexations and incorporations.

TOPOGRAPHIC MAPPING AND SURVEY CONTROL

The Commission prepares and encourages local units of government in the Region to prepare 1" = 100' scale and 1" = 200' scale, 2' contour interval topographic maps based on a Commission-

recommended monumented control survey network, relating the U. S. Public Land Survey System to the State Plane Coordinate System. The Division assists local communities in the preparation of contracts and specifications for many of these programs. All of the horizontal and vertical control survey data obtained as a part of these mapping efforts are compiled by the Division. The Commission thus serves as a center for the collection, collation, and coordination of such control survey data throughout the Region.

During 1977, new large-scale topographic maps were prepared by the Commission under the area-wide water quality management planning program for about four square miles, and related control survey work was completed for 28 U. S. Public Land Survey section and quarter section corners. This work was completed in the Waubeka-Fredonia area in Ozaukee County. Local units of government in 1977 prepared such new large-scale topographic maps for about 19 square miles; and relocated, monumented, and placed on the State Plane Coordinate System 72 additional U. S. Public Land Survey corners. These mapping programs were conducted to Commission recommended standards by the Cities of Brookfield, Muskego, and West Bend.

The accompanying map shows those areas of the Region for which large-scale topographic maps prepared to Commission-recommended standards are now available. As shown in the accompanying table, this area totals about 860 square miles, or nearly 32 percent of the total area of the Region. A total of 4,556 U. S. Public Land Survey corners in the Region have been relocated, monumented, and coordinated representing nearly 39 percent of all such corners in the Region. The utility of the control survey data developed and collated by the Commission is indicated by the fact that the Commission received nearly 300 inquiries for such data during 1977 alone.

REPRODUCTION SERVICES

In addition to serving all other Commission divisions through inhouse reproduction of draft reports and letters, the Division provided reproduc-

LARGE-SCALE TOPOGRAPHIC MAPPING
AND RELOCATION, MONUMENTATION,
AND COORDINATION OF U. S. PUBLIC
LAND SURVEY CORNERS: 1977

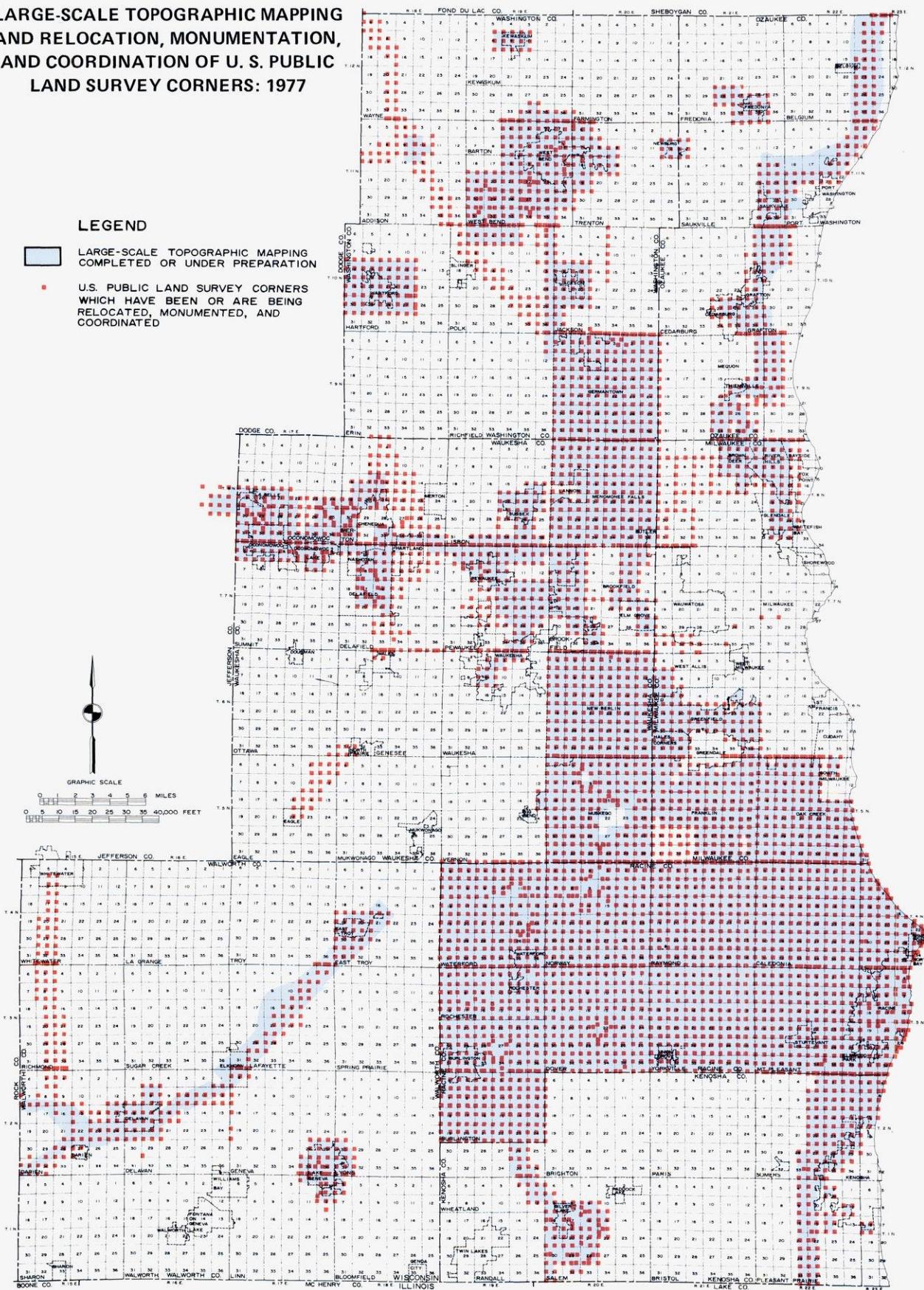
LEGEND

LARGE-SCALE TOPOGRAPHIC MAPPING
COMPLETED OR UNDER PREPARATION

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



GRAPHIC SCALE



**LARGE-SCALE TOPOGRAPHIC MAPPING AND RELOCATION, MONUMENTATION,
AND COORDINATION OF U. S. PUBLIC LAND SURVEY CORNERS: 1977**

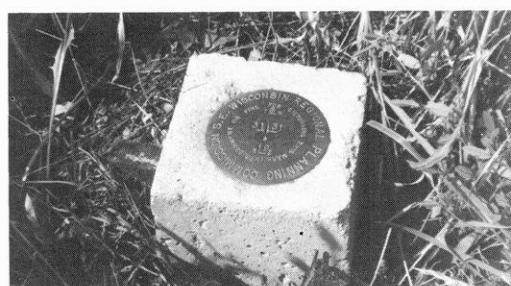
County	Total Area (square miles)	Large-Scale Topographic Mapping Completed or Under Preparation				
		Wisconsin Department of Transportation	SEWRPC	Local	Total	Percent
Kenosha	278	--	27.75	14.75	42.50	15.29
Milwaukee	242	--	11.00	74.75	85.75	35.43
Ozaukee	234	26.75	24.25	2.00	53.00	22.65
Racine.	340	--	25.50	314.50	340.00	100.00
Walworth.	578	30.25	--	18.50	48.75	8.43
Washington . . .	436	2.75	22.75	77.25	102.75	23.56
Waukesha.	581	1.25	78.75	107.25	187.25	32.23
Region	2,689	61.00	190.00	609.00	860.00	31.98

County	Estimated Total Corners	U. S. Public Land Survey Corners Which Have Been or Are Being Relocated, Monumented, and Coordinated				
		Wisconsin Department of Transportation	SEWRPC	Local	Total	Percent
Kenosha	1,183	--	173	84	257	21.72
Milwaukee	1,084	71	46	433	550	50.74
Ozaukee	1,070	104	174	4	282	26.36
Racine.	1,523	--	172	1,351	1,523	100.00
Walworth.	2,521	231	--	87	318	12.61
Washington . . .	1,811	121	153	410	684	37.77
Waukesha.	2,577	137	486	556	1,179	45.75
Region	11,769	664	1,204	2,925	4,793	40.73

NOTE: 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.

tion services for local units of government and private interests. About 6,200 prints of aerial photographs of portions of the Region were reproduced, along with nearly 300 soil map prints and about 1,500 prints of maps in the Commission base map series. Aerial photographs were purchased primarily by local units of government, utilities, realtors, retail businesses, and service and manufacturing companies. Soil photo prints and base maps were purchased primarily by realtors, utilities, surveyors, engineers, and individual property owners.

TYPICAL SEWRPC MONUMENT



FINAL REPORT PRODUCTION

During 1977, the Division had primary responsibility for final report production for the following Commission publications:

PROSPECTUSES

- Overall Work Program and Prospectus of the Southeastern Wisconsin Regional Planning Commission (1978-1982), December 1977, 428 pages

PLANNING REPORTS

- No. 27, A Regional Park and Open Space Plan for Southeastern Wisconsin—2000, November 21, 1977, 682 pages

ANNUAL REPORTS

- 1976 Annual Report, October 10, 1977, 101 pages

TECHNICAL REPORTS

- No. 2 (2nd Edition), Water Law in Southeastern Wisconsin, April 1, 1977, 93 pages
- No. 6 (2nd Edition), Planning Law in Southeastern Wisconsin, April 1, 1977, 126 pages
- No. 18, State of the Art of Water Pollution Control in Southeastern Wisconsin

Volume One, Point Sources, July 5, 1977, 145 pages

Volume Two, Sludge Management, August 26, 1977, 71 pages

Volume Three, Urban Storm Water Runoff, July 5, 1977, 63 pages

Volume Four, Rural Storm Water Runoff, December 21, 1976, 50 pages

- No. 20, Carpooling in the Metropolitan Milwaukee Area, March 16, 1977, 55 pages

COMMUNITY ASSISTANCE PLANNING REPORTS

- No. 10, Land Use and Arterial Street System Plans, Village of Jackson, Washington County, Wisconsin, December 31, 1976, 49 pages
- No. 11, Floodland Information Report for Sussex Creek and Willow Springs Creek, Village of Sussex, Waukesha County, Wisconsin, March 21, 1977, 56 pages
- No. 12, Waukesha Area Transit Development Program: 1977-1981, January 6, 1977, 108 pages
- No. 13, Flood Control Plan for Lincoln Creek, Milwaukee County, Wisconsin, September 21, 1977, 71 pages
- No. 15, Off-Airport Land Use Development Plan for General Mitchell Field and Environments: 1977, May 1977, 32 pages
- No. 16, A Plan for the Whittier Neighborhood, City of Kenosha and Town of Pleasant Prairie, Kenosha County, Wisconsin, July 20, 1977, 41 pages
- No. 19, Storm Water Storage Alternatives for the Crossway-Bridge and Port Washington-Bayfield Drainage Areas, Village of Fox Point, Milwaukee County, Wisconsin, August 31, 1977, 50 pages
- No. 20, A Rail Transportation Service Plan for the East Troy Area, Village of East Troy, Walworth County, Wisconsin, September 28, 1977, 52 pages
- No. 21, A Transportation Systems Management Plan for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1978, December 19, 1977, 201 pages

PUBLIC HEARING PROCEEDINGS

- Minutes of Informational Meetings and Public Hearing, Regional Park and Open Space Plan for Southeastern Wisconsin: 2000, August 22, 1977 to August 31, 1977, 324 pages
- Minutes of Public Hearings, A Regional Land Use Plan and a Regional Transportation Plan for Southeastern Wisconsin: 2000, November 28, 1977 to December 5, 1977, 393 pages
- Minutes of Initial Public Hearing, Kinnickinnic River Watershed Study, March 9, 1977, 30 pages

- Minutes of Public Hearing, Wisconsin Coastal Management Program Initial Geographic Area of Management Concern Nominations in Southeastern Wisconsin: 1977, December 16, 1977, 55 pages

NEWSLETTERS

- Volume 17, Nos. 1-6, 216 pages

OTHER

- A Transportation Improvement Program for the Kenosha, Milwaukee, and Racine Urbanized Areas in Southeastern Wisconsin: 1978-1982, December 19, 1977, 200 pages

DATA PROCESSING AND SYSTEMS ENGINEERING DIVISION

DIVISION FUNCTIONS

The Commission's Data Processing and Systems Engineering Division provides basic support to all other Commission divisions. The Division is responsible for maintaining a regional planning data bank that has been developed over a 16-year period. The Division is responsible for processing requests for retrieval of these data, with such requests coming not only internally from other divisions but externally from local units of government, state and federal agencies, and private interests. The Division also provides support to other Commission divisions in the developing and application of simulation models. Finally, the Division provides special data processing services to member local units of government.

REGIONAL PLANNING DATA BANK

The Division maintains a master file of regional planning information on more than 5,000 reels of magnetic tape, representing approximately 8,000 active data files. This permits the efficient filing, conversion, and retrieval of planning and engineering data essential to the execution of area-wide comprehensive planning. The file is based primarily on the U. S. Public Land Survey quarter section as the unit of geographic reference. The file is, however, also organized to permit ready retrieval of data for various geographic units, such as civil divisions, census tracts, traffic analysis zones, special planning analysis areas, and watersheds.

In May of 1977, the Commission installed a new central processing unit, an IBM System 370 Model 138, to replace an IBM System 135. This new system takes advantage of modern technology and provides the Commission with approximately 40 percent additional computer power at approximately 30 percent less cost. The Model 138 has 1,000,000 bytes of main memory storage, and has attached it to six magnetic tape drives, a 1,100-line-per-minute printer, and 10 magnetic disk drives that provide for approximately 1.2 billion characters of "on-line" data storage. Two IBM 3742 data stations are maintained for entering data into the main computer using magnetic diskettes. In

addition to the two 3742 data stations, the Commission installed seven 3277 display station terminals through which staff engineers, planners, and computer programmers could both enter and retrieve data and use computer programs.

During 1977, about 300 requests for data retrieval were processed. These requests resulted in the preparation of more than 1,000 data reports for use in the Commission's planning work and other public and private planning efforts. The 300 requests represented approximately one-third of the Commission's computer usage during 1977. The other two-thirds was made up of simulation modeling and community assistance data processing services.

SYSTEMS ENGINEERING

The Division provides support to other Commission divisions in systems analysis and engineering, particularly in the development and application of simulation models. Commission simulation modeling efforts at the present time are centered in the Transportation Planning and Environmental Planning Divisions, and personnel from these divisions work closely with personnel in the Data Processing and Systems Engineering Division.

Transportation-related simulation models currently being used by the Commission include the U. S. Department of Transportation, Federal Highway Administration, battery of highway system simulation models; the U. S. Department of Transportation, Urban Mass Transportation Administration, battery of transit system simulation models; and a series of models developed over the years by the SEWRPC staff, including trip generation and modal split models and an air quality emission model. In the water resources planning field, the Commission uses a water surface profile model developed by the U. S. Army Corps of Engineers; a hydrologic, hydraulic, and water quality simulation model developed by Hydrocomp, Inc.; and a flood economics model developed by the Commission staff. During 1977, all of these models were extensively used as part of plan design work conducted by the Transportation Planning Division under the major effort

to prepare a new regional transportation plan and by the Environmental Planning Division under the Menomonee River and Kinnickinnic River watershed studies and the areawide water quality management planning program. In addition, during 1977 the Wisconsin Atmospheric Diffusion Model developed by the University of Wisconsin-Madison Air Quality Modeling Group was made operational on the Commission's computer facilities.

DATA PROCESSING SERVICES TO LOCAL GOVERNMENTS

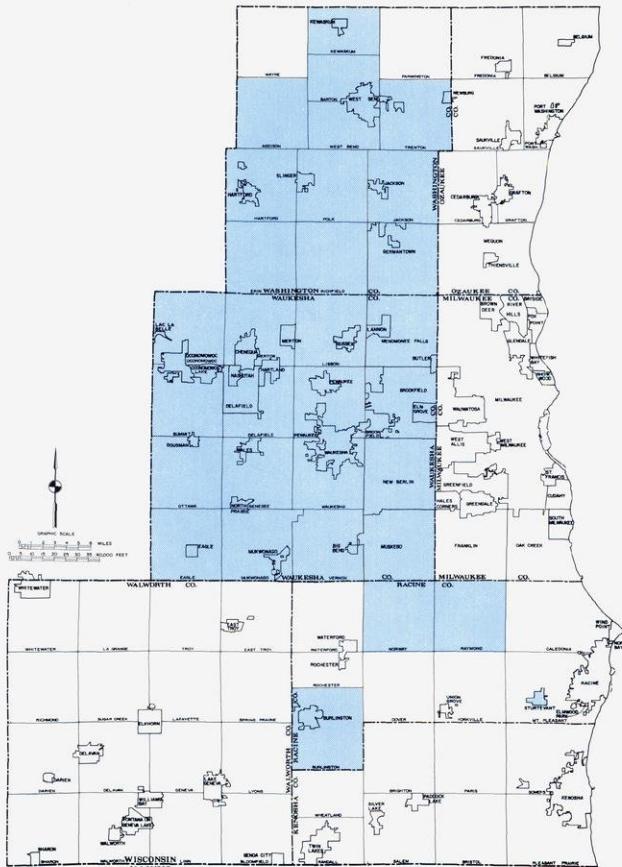
Since its inception, the Commission has offered to its member units of government special services that involve professional advice on the selection of computer systems and the provision of special data processing services. The Division staff has developed a data processing package that provides communities with property tax assessment rolls and tax bills. By the end of 1977, these property tax-related data processing services were being provided at cost to 60 communities in the Region as shown on the accompanying map.

Another service package developed by the Division staff involves payroll processing. During 1977, this payroll package was used by 15 school districts in the Region, one county, one city, and one village.

Other special data processing services provided in 1977 included the maintenance of voter lists for 10 local units of government, the processing of school census data for three school districts, and the processing of welfare checks for one county.

In addition to providing the above services, the Commission staff provided systems and programming consultant services to two counties—Washington and Waukesha—and to five cities in the Region—Brookfield, Hartford, Lake Geneva, Muskego, and Waukesha.

LOCAL COMMUNITIES USING SEWRPC FOR PROPERTY TAX DATA PROCESSING



ADMINISTRATIVE SERVICES DIVISION

DIVISION FUNCTIONS

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

FINANCIAL MANAGEMENT

One of the major functional areas of the Division is monitoring the Commission's financial status and condition. This includes maintaining a fund accounting system, preparing an annual Commission budget, preparing Commission payrolls, and processing the accounts payable. During 1977, the Division staff continued a work effort to adapt the accounting system to the Commission's data processing facilities. Through the accounting system, monthly financial management reports were prepared for the Commission's Administrative Committee, quarterly reports were prepared for presentation by the Commission's Treasurer to the full Commission, and annual and monthly reports monitoring the status of the Commission's budget were prepared. These reports are utilized by the Commission, its committees, and the Executive Director, to ensure that the financial condition of the Commission is secure.

In addition, the Division is responsible for ensuring that financial institutions controlled by members of minority groups receive a fair share of the Commission's financial business. This task has been accomplished during 1977 by maintaining trust accounts with a minority-controlled bank within the Commission's service area.

An operating budget for 1978 was prepared. Through this document, the Commission is able to plan and organize its annual work effort from a sound financial basis.

PERSONNEL ADMINISTRATION

Personnel recruitment testing and selection are conducted by this Division. A positive effort has been made to attract qualified minority applicants and women during 1977.

GRANT-IN-AID PROCUREMENT

Along with accounting for the federal, state, and local funds received to operate the Commission, this Division is involved in grant application preparation. This preparation includes assembling application forms, including detailed narratives covering work projects, preparing tentative budgets to execute the work projects, and assisting in final grant approval. These grants provide a large portion of the overall working capital required to complete the Commission's work projects.

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

The five-year overall work program for the Commission is also prepared by this Division. This report serves as an important vehicle for securing federal and state grants-in-aids. In addition, the Commission serves as a "pass through" agency to provide federal and state monies directly to local units of government; for example, transit planning funds are provided through the Commission to Milwaukee County. The Division administers these "pass through" funds which in 1977 totaled \$403,066.

PURCHASING AND CLERICAL SUPPORT

Equipment and supplies for all divisions of the Commission are purchased through the Division. Through this centralized effort, economies are realized through quantity purchasing and the uniformity of procurement efforts are maintained. The Division also provides all other divisions of the Commission with clerical staff time in the typing of planning reports, in addition to the typing of routine and specialized correspondence.

SALE AND DISTRIBUTION OF PUBLICATIONS

During 1977, the Division distributed a total of 4,484 copies of Commission reports. These included 55 prospectuses, 16 study designs, 726 planning reports, 13 planning guides, 1,139

technical reports, 1,323 community assistance planning reports, 69 technical records, 112 lake use reports, 618 annual reports, 16 conference proceedings, 221 community profiles, 98 public hearing minutes, and 78 transportation improvement programs.

APPENDICES

Appendix A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION COMMISSIONERS AND COMMITTEES: 1977

COMMISSIONERS	COMMITTEES
Term Expires	
KENOSHA COUNTY	EXECUTIVE COMMITTEE
Donald L. Klapper 1982	George C. Berteau, Chairman
Donald E. Mayew 1980	Francis J. Pitts, Vice-Chairman
*Francis J. Pitts, Vice-Chairman 1980	Anthony F. Balestrieri
	Richard W. Cutler
	Charles J. Davis
	John P. Dries
	Donald L. Klapper
	Lyle L. Link
	Raymond J. Moyer
	Harout O. Sanasarian
	Joseph A. Schmitz
MILWAUKEE COUNTY	ADMINISTRATIVE COMMITTEE
Richard W. Cutler, Secretary 1978	Lyle L. Link, Chairman
Evelyn L. Petshek 1980	Donald L. Klapper, Vice-Chairman
*Harout O. Sanasarian 1978	George C. Berteau
	Francis J. Pitts
	Alfred G. Raetz
	Joseph A. Schmitz
OZAUKEE COUNTY	INTERGOVERNMENTAL AND PUBLIC RELATIONS COMMITTEE
Thomas H. Buestrin 1982	Joseph A. Schmitz, Chairman
*John P. Dries 1978	John P. Dries, Vice-Chairman
Alfred G. Raetz. 1978	George C. Berteau
	Robert F. Hamilton
	Harold H. Kolb
	Raymond J. Moyer
	Francis J. Pitts
	Harout O. Sanasarian
RACINE COUNTY	PLANNING AND RESEARCH COMMITTEE
George C. Berteau, Chairman 1980	Anthony F. Balestrieri, Chairman
*Raymond J. Moyer 1978	Evelyn L. Petshek, Vice-Chairman
Earl G. Skagen 1982	John D. Ames
	George C. Berteau
	Robert F. Hamilton
	Harold H. Kolb
	Lyle L. Link
	Donald E. Mayew
	Paul F. Quick
	Alfred G. Raetz
	Frank J. Uttech
WALWORTH COUNTY	
John D. Ames. 1978	
Anthony F. Balestrieri 1982	
*Harold H. Kolb. 1982	
WASHINGTON COUNTY	
Paul F. Quick 1980	
*Joseph A. Schmitz, Treasurer 1978	
Frank F. Uttech 1982	
WAUKESHA COUNTY	
Charles J. Davis. 1980	
*Robert F. Hamilton 1982	
Lyle L. Link. 1980	

*County Board-Appointed Commissioners

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) Socio-economic Subcommittee; 4) Natural and Recreation-Related Resources Subcommittee; 5) Transit Subcommittee; 6) Utilities Subcommittee; and 7) Traffic Studies, Models, and Operations Subcommittee.

Stanley E. Altenbern (5)	President, Wisconsin Coach Lines, Inc., Waukesha	Sebastian J. Helfer (3)	Director, Campus Planning and Construction, Marquette University, Milwaukee
Anthony S. Barta (3)	Director, Milwaukee County Planning Commission	Fred J. Hempel (2,5,7)	Planning and Research Engineer, Federal Highway Administration, Madison
John M. Bennett (1,4)	City Engineer, City of Franklin	John O. Hibbs (2,5,7)	Division Engineer, U. S. Department of Transportation, Federal Highway Administration, Madison
Robert P. Birchler (2)	City Engineer, City of Burlington	G. F. Hill (3)	City Manager, City of Whitewater
Robert J. Borchardt (3,6)	Chief Engineer and General Manager, Milwaukee-Metropolitan Sewerage Commissions	Bill R. Hippenmeyer	Director of Planning, City of Oak Creek
Stephen M. Born (1)	Director, State Planning Office, Wisconsin Department of Administration, Madison	Lester O. Hoganson (2,6)	City Engineer, City of Racine
Richard Brandt (1)	Manager, Energy Requirements, Wisconsin Gas Company, Milwaukee	Donald K. Holland (2,6)	Director of Public Works, City of Kenosha
Robert W. Brannan (2,5,7)	Deputy Director, Department of Public Works, Milwaukee County	Karl B. Holzwarth (2,4)	Park Director, Racine County
Donald M. Cammack (7)	Chief Planning Engineer, Division of Aeronautics, Wisconsin Department of Transportation	Ronald Hustedde (1,4)	Resource Agent, Walworth County
Frederick H. Chlupp (1,4)	Land Use and Park Administrator, Washington County	Robert F. Hutter (2)	Director of Public Works, Village of Sussex
Thomas R. Clark (2,5,7)	Chief Planning Engineer, District 2, Division of Highways, Wisconsin Department of Transportation	Paul G. Jaeger (1,2,4)	County Agricultural Agent, Kenosha County
Arnold L. Clement (1,2)	Planning Director and Zoning Administrator, Racine County	Edward A. Jenkins (5)	Transportation Director, City of Kenosha
Lucien M. Darin (2)	Director of Public Works, City of Hartford	James A. Johnson (1)	County Planner, Walworth County
Vencil F. Demshar (2)	County Highway Commissioner, Waukesha County	Dr. Leonard C. Johnson (4)	Soil and Water Conservation Specialist, Board of Soil and Water Conservation, State of Wisconsin
Russell A. Dimick (2)	City Engineer, City of Cedarburg	Roger A. Johnson (1)	City Planner, City of New Berlin
Arthur D. Doll (1)	Director, Bureau of Planning, Wisconsin Department of Natural Resources	Paul Juhnke (3)	Manager, Urban Research and Development, Metropolitan Milwaukee Association of Commerce
William E. Dow	District Manager, Network Planning, Wisconsin Telephone Company	Russell E. Julian (3)	Executive Director, Southeastern Wisconsin Health Systems Agency, Inc., Milwaukee
William R. Drew (1,2,3,4,5,6,7)	Commissioner, Department of City Development, Milwaukee	John E. Kane (1,3)	Director, Milwaukee Area Office, U. S. Department of Housing and Urban Development
Raymond T. Dwyer (6)	City Engineer, City of Greenfield	Richard A. Keyes (2)	Environmental Engineer, Milwaukee County Department of Public Works
James E. Foley (7)	Airport Engineer, Department of Public Works Milwaukee County	Thomas R. Kinsey (2)	District Engineer, District 2, Division of Highways, Wisconsin Department of Transportation
John M. Fredrickson (1)	Village Manager, Village of River Hills	David L. Kluge (6)	Director of Public Works, Village of Pewaukee
Thomas J. Gaffney (2)	Traffic Engineer, City of Kenosha	Douglas C. Knox (4)	Soil Conservationist, U. S. Conservation Service
Arne L. Gausmann (1,2)	Director, Bureau of Systems Planning, Division of Planning, Wisconsin Department of Transportation	Robert F. Kolstad (1,2,4,5)	Director of Community Development, City of Kenosha
Norman N. Gill (1,3)	Executive Director, Citizens Governmental Research Bureau, Milwaukee	Edwin J. Laszewski, Jr. (2)	City Engineer, City of Milwaukee
Herbert A. Goetsch (2,4,6)	Commissioner of Public Works, City of Milwaukee	Wilmer F. Lean (2,7)	County Highway Commissioner, Walworth County
George Gunderson (2,4)	Chief of Statewide Planning Section, Division of Planning, Wisconsin Department of Transportation	Gerald P. Lee (1)	Building Inspector, City of Muskego
Douglas F. Haist (3,5)	Deputy Administrator, Division of Planning, Wisconsin Department of Transportation	Elwin G. Leet (1,3,4)	County Agricultural Agent, Racine County
Chester J. Harrison (5)	Town Engineer, Town of Caledonia	Russell H. Leitch (3)	Trade Specialist, Field Services, U. S. Department of Commerce, Milwaukee
John M. Hartz (5)	Chief, Urban Transit Assistance Section, Division of Planning, Wisconsin Department of Transportation	Edward G. Lemmen (6)	Water Utility Manager, City of Lake Geneva
Frank M. Hedcock (7)	City Planner, City of Waukesha	James H. 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

**TECHNICAL COORDINATING AND ADVISORY COMMITTEE
ON REGIONAL LAND USE-TRANSPORTATION PLANNING
(Continued)**

James J. Lynch (1) Village Planner, Village of Shorewood
 John Margis, Jr. (2,4,7) County Highway Commissioner, Racine County
 William L. Marvin (2,7) Director, Traffic Engineering Department, American Automobile Association, Madison
 Antoinette Matthews (3,5) Assistant Director, Southeastern Wisconsin Area Agency on Aging
 Henry M. Mayer (5) Managing Director, Milwaukee Transport Services, Inc.
 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, Village of Germantown
 Thomas J. Muth (1) Director of Public Works, City of Brookfield
 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
 William F. O'Donnell County Executive, Milwaukee County
 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
 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
 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
 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
 Leland C. Smith (4) County Horticultural Agent, Kenosha County
 Philip A. Sundal (3) Deputy Administrator, Division of State Economic Development, Wisconsin Department of Local Affairs and Development
 George A. Swier (1,2) County Highway Commissioner, Kenosha County
 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

**TECHNICAL COORDINATING AND ADVISORY COMMITTEE
ON REGIONAL LAND USE-TRANSPORTATION PLANNING
(Continued)**

John P. Varda (7) General Manager, Wisconsin Motor Carriers Association, Madison
 Lloyd O. Wadleigh (3) Chairman, Department of Economics, Carroll College, Waukesha
 Theodore G. Weigle Regional Director, Urban Mass Transportation Administration, U. S. Department of Transportation
 Frank A. Wellstein City Engineer, 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

**CITIZENS ADVISORY COMMITTEE ON THE FREEWAY-
TRANSIT ELEMENT OF THE REGIONAL LAND
USE-TRANSPORTATION PLAN REEVALUATION**

Richard W. Cutler, Chairman Attorney, Quarles and Brady, Milwaukee; Commissioner, SEWRPC
 Mrs. Evelyn L. Petshek Commissioner, SEWRPC
 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
 Cynthia Kukor Alderman, City of Milwaukee
 Thomas P. Leisie Supervisor, Ozaukee County
 Harold A. Lenichek Citizen Member, Milwaukee
 Dr. Robert F. Purtell, Jr. Citizen Member, Brookfield
 John S. Randall Citizen Member, Milwaukee
 Lee G. Roemer Citizen Member, Whitefish Bay
 Dr. Eric Schenker Chairman, 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
 Thomas M. Spellman University of Wisconsin-Milwaukee; West Side Citizens Coalition
 Bert J. Stitt Citizen Member, Milwaukee
 L. William Teweles Citizen Member, Milwaukee
 George Watts President, George Watts & Son, Inc., 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	
Philip Dunek	Citizen Member, Village of Paddock Lake	
Howard Gehrk	Chairman, Town of Salem	
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	
Edward S. Homer	Citizen Member, Camp Lake	
Marlin F. Jahns	Trustee, Village of Twin Lakes	
Thomas R. Kinsey	District Engineer, District 2, Division of Highways, Wisconsin Department of Transportation	
Robert F. Kolstad	Director, Department of Community Development, City of Kenosha	
Maurice Lake	Citizen Member, Town of Salem	
Bruce E. Matzke	Planning and Research Engineer, Federal Highway Administration	
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	
Paul W. Saftig	Mayor, City of Kenosha	
George A. Swier	Highway Commissioner, County of Kenosha	
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	
Bruno J. Haas	City Engineer, City of Glendale	
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	
Bruce E. Matzke	Planning and Research Engineer, U. S. Department of Transportation, Federal Highway Administration, Madison	
Nick T. Paulos	Village Engineer, Village of Greendale	
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	
Thomas P. Kinsey	District Engineer, District 2, Division of Highways, Wisconsin Department of Transportation	
Bruce E. Matzke	Planning and Research Engineer, U. S. Department of Transportation, Federal Highway Administration, Madison	
Herbert H. Peters	Consulting Engineer, Ozaukee County Highway Department	
Kenneth A. Roell	Administrator and Engineer, 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**

John Margis Jr.	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 A. Gundersen	Chief of Statewide Planning Section, Division of Planning, Wisconsin Department of Transportation	
Chester J. Harrison	Town Engineer, Town of Caledonia	
Thomas R. Kinsey	District Engineer, District 2, Division of Highways, Wisconsin Department of Transportation	
Fred H. Larson	Commissioner of Public Works, City of Racine	
Bruce E. Matzke	Planning and Research Engineer, U. S. Department of Transportation, Federal Highway Administration, Madison	
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
Wilmer W. Lean. City of Lake Geneva
Secretary
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
Theodore W. Casper. Citizen Member, Village of Williams Bay
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
G. F. Hill. City Manager, City of Whitewater
Emil J. Johnejack. Mayor, City of Lake Geneva
Herbert E. Johnson. Plan Commission, Village of Fontana
Thomas R. Kinsey. District Engineer, District 2, Division of Highways,
Wisconsin Department of Transportation
Bruce E. Matzke Planning and Research Engineer,
U. S. Department of Transportation,
Federal Highway Administration, Madison
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,
Chairman
Kurt W. Bauer. Village of Jackson
Secretary
George B. Allmann Chairman, Town of Kewaskum
Frederick H. Chlupp Land Use and Park Administrator,
Washington County
Lucien M. Darin Director of Public Works, City of Hartford
Jerome P. Faust County Supervisor, Washington County
Richard J. Fox City Engineer, City of West Bend
Janice Gettelman. Town Clerk, Town of Germantown
Peter Gonnering Chairman, Town of Barton
Carl Hauch. Supervisor, Town of Farmington
John O. Hibbs. Division Engineer,
U. S. Department of Transportation,
Federal Highway Administration, Madison
Carl Hohlweck Chairman, Town of Wayne
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 Chairman, Town of West Bend
John B. Kohl Chairman, Town of Richfield;
County Supervisor, Washington County
Howard J. Kruepke Citizen Member, Town of Polk
Arnold J. Lepien. Supervisor, Town of Hartford
John W. Lietzau Trustee, Village of Germantown
Bruce E. Matzke Planning and Research Engineer,
U. S. Department of Transportation,
Federal Highway Administration, Madison
Charles F. Miller President, Village of Kewaskum;
County Supervisor, Washington County
Thomas J. Muth Director of Public Works, Village of Germantown
John A. Oelhafen County Supervisor, Washington County
Alois Okruhlica. Supervisor, Town of Jackson
John M. Pick Alderman, City of West Bend
Helmut F. Prahl. County Supervisor, Washington County;
Member, County Board Highway Committee
Albert P. Rettler County Highway Commissioner, Washington County
Robert R. Rosenthal Supervisor, 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
Jerome A. Stautz. City Clerk, City of West Bend
Mervin C. Thompson Citizen Member, Town of Kewaskum
Carl Vogt. Town Clerk, Town of Addison

TECHNICAL AND INTERGOVERNMENTAL COORDINATING
AND ADVISORY COMMITTEE ON JURISDICTIONAL
HIGHWAY PLANNING FOR WAUKESHA COUNTY

Vencil F. Demshar. County Highway Commissioner,
Chairman and Secretary
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
John O. Hibbs. Division Engineer,
U. S. Department of Transportation,
Federal Highway Administration, Madison
Richard M. Jung, Sr. Town Chairman, 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
Bruce E. Matzke Planning and Research Engineer,
U. S. Department of Transportation,
Federal Highway Administration, Madison
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

WAUKESHA MASS TRANSIT CITIZENS AND
TECHNICAL ADVISORY COMMITTEE

David J. Boulay. Member, Waukesha Junior
Chairman
David R. Markiewicz Citizen Member, City of Waukesha
Recording Secretary
E. Helen Backhaus. Past President,
Waukesha Golden Agers Club
Iva Jean Downs. Citizen Member, City of Waukesha
Robert J. Foley. Citizen Member, City of Waukesha
Joan Marx. Member, Retail Division,
Waukesha Chamber of Commerce
Richard Nettum Staff Member, Retail Division,
Waukesha Chamber of Commerce
Charles G. Rohr Transportation Program Coordinator,
Waukesha Joint School District
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
Carol F. Pfeifer. Alderman,
Vice-Chairman
Robert A. Anderson. City of St. Francis
John M. Bennett Alderman, City of Milwaukee
Louis M. Cook City Engineer, City of Franklin
Raymond T. Dwyer. Alderman, City of Greenfield
Ronald Fisco Chairman, City of Franklin
Donald W. Hermann. Airport Study Committee
Bill R. Hippenmeyer Mayor, City of Oak Creek
Director of Planning and Industrial
Development, City of Oak Creek
Lawrence P. Kelly Mayor, City of Cudahy
Marian Kroscher Trustee, Village of Greendale
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 W. 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

COMMUNITY ADVISORY COMMITTEE ON LAND USE PLANNING
FOR THE GENERAL MITCHELL FIELD MASTER PLANNING STUDY
(Continued)

Nick T. Paulos	Village Engineer and Director of Public Works, Village of Greendale
Stanley J. Raclaw, Jr.	Alderman, City of St. Francis
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

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON
TRANSPORTATION PLANNING FOR THE TRANSPORTATION
HANDICAPPED IN KENOSHA AND WALWORTH COUNTIES

Gunnar Bergersen	Executive Director, Geneva Lake Area Joint Transit Commission
Chairman	
James C. Van De Loo.	Assistant Executive Director, Kenosha Achievement Center
Vice-Chairman	
Harlan E. Clinkenbeard.	Assistant Director, Southeastern Secretary Wisconsin Regional Planning Commission
Robert A. Barbee	Supervisor, Division of Vocational Rehabilitation, Wisconsin Department of Health and Social Services
Edward Buttera.	Governor's Committee for People with Disabilities
Nicholas D. Carso	Regional Representative, Region V, Urban Mass Transportation Administration, U. S. Department of Transportation
Rosemary Gilliland	Citizen Member, City of Kenosha
Carl Hahn	Citizen Member, Village of East Troy
Helen Hahn	Citizen Member, Village of East Troy
James M. Hammelev.	Basic Services Supervisor, Kenosha County Social Services Board
William A. Heimlich.	Planning Supervisor, District 2, Division of Highways, Wisconsin Department of Transportation
Edward A. Jenkins.	Director, Kenosha Transit Commission
Dale Jensen	Vice-Chairman, Kenosha County Comprehensive Board
John Lawless	Executive Director, American Red Cross
Antoinette Mathews.	Planner/Program Developer, Southeastern Wisconsin Area Agency on Aging, District 2B
Margaret Nodry.	Citizen Member, City of Kenosha
Bobbie Petrusky	Citizen Member, City of Kenosha
Mathew J. Reichl.	President, Jelco Bus, Inc., (Wisconsin School Bus Contractors Association)
Fred C. Schmalfeldt.	County Board Supervisor, Kenosha County
John R. Schmaus.	Kenosha County Comprehensive Board
Dora E. Schroeter	Walworth County Commission on Aging
Paul C. Stiles	Contract Manager, Jelco Buses, Inc.
Franklin Stoneburner.	Adult Services Supervisor, Walworth County Department of Social Services
Dennis C. Vierra	Transit Planner, Division of Planning, Wisconsin Department of Transportation, Madison
Daniel A. Viola.	President, Kenosha Taxi Owners Association

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON
TRANSPORTATION PLANNING FOR THE TRANSPORTATION HANDICAPPED
IN MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES

Sarah C. Ettenheim	Chairman, Transportation Committee, Milwaukee County Commission on Aging
Chairman	
John V. Doherty	Governor's Committee for People with Disabilities
Vice-Chairman	
Harlan E. Clinkenbeard.	Assistant Director, Southeastern Secretary Wisconsin Regional Planning Commission
Arthur F. Bendlin	Citizen Member, City of Milwaukee
John P. Boynton.	President, Boynton Cab Company
Nicholas D. Carso	Regional Representative, Region V, Urban Mass Transportation Administration, U. S. Department of Transportation
Paul E. Cook	Citizen Member, City of Milwaukee

TECHNICAL COORDINATING AND ADVISORY COMMITTEE ON
TRANSPORTATION PLANNING FOR THE TRANSPORTATION HANDICAPPED
IN MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES
(Continued)

Clarence Farsee, Jr.	Citizen Member, City of Milwaukee
Paul I. Fried.	Transportation Coordinator/Planner, Community Relations Social Development Commission
August F. Gamalski	Citizen Member, City of Milwaukee
William A. Heimlich.	Planning Supervisor, District 2, Division of Highways, Wisconsin Department of Transportation
Fred R. Hesselbein.	Development Disabilities Coordinator, Ozaukee County Comprehensive Services
Cathy Heying	Personnel and Safety Analyst, Washington County
Thomas A. Higgins.	President, Care Cabs, Inc.
Lawrence M. Koeppin	Executive Director, Portal Programs
Shirley Krauss.	Citizen Member, City of Milwaukee
Kenneth F. Krumnow	District Supervisor, Division of Vocational Rehabilitation, Department of Health and Social Services
Thomas E. Labs	Research Analyst, Milwaukee Transport Services, Inc.
Arthur H. Lichtenwalner.	Citizen Member, Washington County
David Loomans.	Citizen Member, West Bend
Donald M. Luedke.	Deputy Executive Director, Goodwill Industries
Antoinette Mathews.	Planner/Program Developer, Southeastern Wisconsin Area Agency on Aging, District 2B
H. David Mort.	Vice-President, Marguardt Bus Service, Inc.
John A. Reddy	Director of Operations, Handicabs of Milwaukee, Inc.
Harout O. Sanasarian	Milwaukee County Supervisor and SEWRPC Commissioner
Roger A. Sievers	Administrator, Lasata
John D. Steinbach	Supervisor, Waukesha County
Dennis C. Vierra	Transit Planner, Division of Planning, Wisconsin Department of Transportation
Betty L. Voss	City of Milwaukee Alderman
Alex J. Weinberger.	Developmental Disabilities Board, Milwaukee
Margaret T. Wilcox	Citizen Member, City of Milwaukee
Christine D. Wilson	Program Coordinator, Waukesha County Program on Aging
Thomas A. Winkel.	District Chief Planning Engineer, District 9, Division of Highways, Wisconsin Department of Transportation

TECHNICAL COORDINATING AND ADVISORY COMMITTEE
ON TRANSPORTATION PLANNING FOR THE
TRANSPORTATION HANDICAPPED IN RACINE COUNTY

Michael J. Glasheen	Transit Planner, City of Racine, Chairman
Catherine P. Mocarski.	Coordinator of Services for the Elderly, Racine County Planning Council
Harlan E. Clinkenbeard.	Assistant Director, Southeastern Secretary Wisconsin Regional Planning Commission
Frank A. Barry	Alderman, City of Racine
Mathilda E. Brooks	Citizen Member, City of Racine
Nicholas D. Carso	Regional Representative, Region V, Urban Mass Transportation Administration, U. S. Department of Transportation
John R. Doonan	Executive Director, Racine County Commission on Aging
Robert O. Graf	Graf's Bus Service
William A. Heimlich.	Planning Supervisor, District 2, Division of Highways, Wisconsin Department of Transportation
Rex K. Hisey	President, Racine Yellow Cab Company
Dan C. Johnson.	Executive Director, Society's Assets, Inc.
John Lawless	Executive Director, American Red Cross
Antoinette Mathews.	Planner/Program Developer, Southeastern Wisconsin Area Agency on Aging, District 2B
Frank B. Miezio	Director of Central Services, Lincoln Lutheran Specialized Transportation of Racine
Patricia M. Ontko	Citizen Member, City of Racine
Marion R. Phillips	Citizen Member, City of Racine
Raymond F. Truesdell	Supervisor, Division of Vocational Rehabilitation, Wisconsin Department of Health and Social Services
Dennis C. Vierra	Transit Planner, Division of Planning, Wisconsin Department of Transportation, Madison

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

George C. Berteau	Chairman, Southeastern Wisconsin Regional Planning Commission
Acting Chairman	
Kurt W. Bauer	Executive Director, Southeastern Wisconsin Regional Planning Commission
Secretary	
Thomas R. Clark	District Chief Planning Engineer, District 2, Division of Highways, Wisconsin Department of Transportation
Arne L. Gausmann	Director, Bureau of System Planning, Wisconsin Department of Transportation
John O. Hibbs	Division Administrator, Federal Highway Administration, U. S. Department of Transportation
Donald K. Holland	Director of Public Works, City of Kenosha
Edward A. Jenkins	Director, Department of Transportation, City of Kenosha
Francis J. Pitts	Chairman, Kenosha County Board of Supervisors
George A. Swier	County Highway Commission, Racine County
Theodore G. Weigle	Regional Representative, Urban Mass Transportation Administration, U. S. Department of Transportation

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

George C. Berteau	Chairman, Southeastern Wisconsin Regional Planning Commission
Acting Chairman	
Kurt W. Bauer	Executive Director, Southeastern Wisconsin Regional Planning Commission
James J. Blazek	City Engineer, City of Racine
Thomas R. Clark	District Chief Planning Engineer, District 2, Division of Highways, Wisconsin Department of Transportation
Jon J. Dederich	Plan Commissioner, Village of Elmwood Park
Arne L. Gausmann	Director, Bureau of System Planning, Wisconsin Department of Transportation
John O. Hibbs	Division Administrator, Federal Highway Administration, U. S. Department of Transportation
Clair W. Jenn	Traffic Engineer, City of Racine
LeRoy H. Jerstad	President, Village of North Bay
John Margis, Jr.	County Highway Commissioner, Racine County
Herman V. Nelson	Trustee, Village of Sturtevant
Theodore G. Weigle	Regional Representative, Urban Mass Transportation Administration, U. S. Department of Transportation
Robert F. White	Town Supervisor, Town of Mt. Pleasant

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

George C. Berteau	Chairman, Southeastern Wisconsin Regional Planning Commission
Acting Chairman	
F. Thomas Ament	Chairman, Milwaukee County Board of Supervisors
Daniel F. Casey	County Supervisor, Milwaukee County
Vencil F. Demshar	County Highway Commissioner, Waukesha County
William R. Drew	Commissioner, Department of City Development, City of Milwaukee

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

(Continued)

Herbert A. Goetsch	Commissioner of Public Works, City of Milwaukee
Joseph M. Hutsteiner	County Supervisor, Milwaukee County
Edwin J. Laszewski, Jr.	City Engineer, City of Milwaukee
Thomas P. Leisle	Supervisor, Ozaukee County
J. William Little	Administrator, City of Wauwatosa
William E. Meaux	County Supervisor, Milwaukee County
Clarence Miller	Alderman, City of Milwaukee
Henry F. Mixter	President, Village of Whitefish Bay
Nick T. Paulos	Village Engineer, Village of Greendale
John E. Schumacher	City Engineer, City of West Allis
Emil M. Stanislawski	County Supervisor, Milwaukee County
Paul G. Vrakas	Mayor, City of Waukesha
Frank A. Wellstein	City Engineer, City of Oak Creek
Representative	Fiscal Liaison, City of Milwaukee
Representative (Vacant)	Local Government, Waukesha County

Ex Officio Members

Kurt W. Bauer	Executive Director, Southeastern Wisconsin Regional Planning Commission
Secretary	
Craig Adams	Acting Director, Office of State Planning and Energy, Wisconsin Department of Administration
Robert W. Brannan	Deputy Director, Department of Public Works, Milwaukee County
Thomas J. Hart	Administrator, Division of Planning, Wisconsin Department of Transportation
John O. Hibbs	Division Administrator, Federal Highway Administration, U. S. Department of Transportation
Thomas R. Kinsey	District Engineer, District 2, Division of Highways, Wisconsin Department of Transportation
Harvey Shebesta	District Engineer, District 9, Division of Highways, Wisconsin Department of Transportation
Theodore G. Weigle	Regional Representative, Urban Mass Transportation Administration, U. S. Department of Transportation
Henry B. Wildschut	Director, Department of Public Works, Milwaukee County

**TECHNICAL COORDINATING AND ADVISORY COMMITTEE
ON RAIL PLANNING IN THE EAST TROY-MUKWONAGO AREA**

Kenneth W. Pluess	President, Village of East Troy
Chairman	
Charles E. Heckman	Vice President, Administration, Trent Tube, Division of Colt Industries, East Troy
Vice-Chairman	
Kurt W. Bauer	Executive Director, Southeastern Wisconsin Regional Planning Commission
Gunnar A. Bergersen	Executive Director, Geneva Lake Area Joint Transit Commission, Lake Geneva
Barbara B. Busse	Community Services Specialist, Wisconsin Department of Local Affairs and Development, Madison
Dennis M. Cavanaugh	Assistant to the Executive Vice-President, Soo Line Railroad, Minneapolis
Thomas R. Clark	Chief Planning Engineer, Division of Highways, District 2, Wisconsin Department of Transportation
Paul C. Heitmann	Chief, Rail Assistance Section, Division of Planning, Wisconsin Department of Transportation, Madison
Richard J. Hill	President, Village of Mukwonago
Mrs. Robert W. Key	Citizen Member, Village of East Troy
Don L. Leistikow	President, Wisconsin Electric Railway Historical Society, Inc.
Robert J. Pekel	General Manager, Milupa Corporation, East Troy
Richard M. Wohlenhaus	Manager, Equity Co-op, East Troy

**TASK FORCE ON SYNTHESIS OF THE NEW RECOMMENDED REGIONAL
TRANSPORTATION PLAN FOR SOUTHEASTERN WISCONSIN**

Harvey Shebesta District Engineer, District 9,
Chairman Division of Highways,
Wisconsin Department of Transportation

Kurt W. Bauer. Executive Director, Southeastern Wisconsin
Secretary Regional Planning Commission

Robert W. Brannan Deputy Director, Department of Public Works

Roger C. Cobb Citizen Member, City of Milwaukee

Arne L. Gausmann. Director, Bureau of Systems Planning,
Division of Planning,
Wisconsin Department of Transportation

Thomas R. Kinsey District Engineer, District 2,
Division of Highways,
Wisconsin Department of Transportation

Edwin J. Laszewski City Engineer, City of Milwaukee

Henry M. Meyer Managing Director, Milwaukee
Transport Services, Inc.

James K. O'Neal Transportation Economist,
Office of State Planning and Energy,
Wisconsin Department of Administration

Allan P. Pleyte Traffic Engineer and Superintendent,
Bureau of Traffic Engineering and
Electrical Services, City of Milwaukee

Lee G. Roemer Citizen Member, Village of Whitefish Bay

Samuel R. Seward Transportation Planner,
Department of City Development,
City of Milwaukee

Dennis C. Vierra Transit Planner, Bureau of Transport Services,
Division of Planning,
Wisconsin Department of Transportation

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

Anthony A. Alberte. President, Village of Hales Corners

John M. Bennett. City Engineer, City of Franklin

Robert J. Borchardt. Chief Engineer and General Manager,
Milwaukee-Metropolitan Sewerage Commissions

Raymond T. Dwyer. City Engineer, City of Greenfield

Alvin A. Erdman District Conservationist,
U. S. Soil Conservation Service,
Waukesha and Milwaukee Counties

Jerome J. Gottfried. Mayor, City of Muskego

Donald W. Hermann. Mayor, City of Oak Creek

Lester O. Hoganson. City Engineer, City of Racine

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 Schultz District Engineer, Southeast District,
Wisconsin Department of Natural Resources

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

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

**FOX RIVER WATERSHED COMMITTEE
(Continued)**

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

Willard R. Evans U. S. Soil Conservation Service
Supervisor, Waukesha County;
Member, County Health Board

Jerome J. 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. Hazel Supervisor, Town of Rochester

Kark B. Holzworth Park Director, Racine County

Ronald Hustedde. County Agent, Walworth County

James A. Johnson County Planner, Walworth County

Dr. Leonard C. Johnson Soil and Water Conservation Specialist,
Board of Soil and Water Conservation Districts,
University of Wisconsin-Extension

Melvin J. Johnson Chairman, Town of Norway

Elwin G. Leet. County Agri-Business Agent,
Racine County

Walter Mass Member, Town of Rochester Plan Commission

John H. Mielke Consulting Engineer, Waukesha

William A. Mitchell Mayor, City of Brookfield

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. Schiffleger Citizen Member, Elkhorn

John Schneider. President, Village of Rochester

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

Rodney M. VanderNoven. Director of Public Works,
City of Waukesha

Frank Walsh. Supervisor, Walworth County;
Chairman, Town of Linn

Stan Wilson Citizen Member, Burlington

John R. Zillmer. Secretary, Ice Age Park and
Trail Foundation, Milwaukee

MILWAUKEE RIVER WATERSHED COMMITTEE

Richard W. Cutler Attorney, Quarles and Brady, Milwaukee;
Member, Village of Fox Point Plan
Commission; Commissioner, SEWRPC

Kurt W. Bauer. Executive Director, SEWRPC
Secretary

Donald R. Benzella Director, Department of
Environmental Health, Ozaukee County

Robert J. Borchardt. Chief Engineer and General Manager,
Milwaukee-Metropolitan Sewerage Commissions

Vaughn H. Brown Vice-President, Tri-County Civic Association

Frederick H. Chlupp Land Use and Park Administrator,
Washington County

Delbert J. Cook. Chairman, Cedar Creek Restoration Council

Arthur G. Degenitz Supervisor, Washington County

Arthur D. Doll Director, Bureau of Planning, Wisconsin
Department of Natural Resources

Edward Frauenheim. Supervisor, Sheboygan County

Herbert A. Goetsch Commissioner of Public Works,
City of Milwaukee

Mrs. Robert H. Jaskulski Treasurer, Milwaukee River
Restoration Council, Inc.

Ben E. Johnson. Alderman, City of Milwaukee

MILWAUKEE RIVER WATERSHED COMMITTEE
(Continued)

John T. Justen	President, Pfister & Vogel Tanning Company, Milwaukee
Dorothy Klein	Former President, Village of Saukville
Robert L. Konik	County Planner, Fond du Lac County
Adolph Laubenstein.	President, Laubenstein Roofing Company, Saukville
Thomas P. Leisle	Supervisor, Ozaukee County
Robert J. Mikula	General Manager, Milwaukee County Park Commission
Rudolph Mikulich	Business Administrator, Clerk-Treasurer, City of Glendale
Dennis E. Nulph	District Engineer, Wisconsin Department of Natural Resources
Albert Schroeder	Former Chairman, Town of Trenton
George Watts	President, George Watts & Son, Inc., Milwaukee
Donald W. Webster	Supervisor, Town of Fredonia; Consulting Civil Engineer, Milwaukee
Richard E. Zarling.	Director of Elementary Education, Kewaskum Community Schools

MENOMONEE RIVER WATERSHED COMMITTEE

Herbert A. Goetsch	Commissioner of Public Works, Chairman
J. William Little	City Administrator, City of Wauwatosa
Vice-Chairman	
Kurt W. Bauer.	Executive Director, SEWRPC Secretary
Robert J. Borchardt.	Chief Engineer and General Manager, Milwaukee-Metropolitan Sewerage Commissions
Arthur D. Doll	Director, Bureau of Planning, Wisconsin Department of Natural Resources
Glenn H. Evans.	Member, Citizens for Menomonee River Restoration, Inc.
Frederick E. Gottlieb.	Village Manager, Village of Menomonee Falls
Frank S. Hartay	Plant Engineer, The Falk Corporation, Milwaukee
George C. Keller	President, Wauwatosa State Bank
Raymond J. Kipp	Dean, College of Engineering, Marquette University
Thomas M. Lee	Chief, Flood Plain-Shoreland Management Section, Wisconsin Department of Natural Resources
Thomas P. Leisle	Supervisor, Ozaukee County Supervisor, Ozaukee County
Robert J. Mikula	General Manager, Milwaukee County Park Commission
Thomas J. Muth	Director of Public Works, Village of Germantown
Dennis E. Nulph	District Engineer, Wisconsin Department of Natural Resources
Richard G. Reinders.	Trustee, Village of Elm Grove
John E. Schumacher	City Engineer, City of West Allis
Walter J. Tarmann.	Executive Director, Waukesha County Park and Planning Commission
Clark E. Wangerin	City Engineer, City of Brookfield

KINNICKINNICK RIVER WATERSHED COMMITTEE

Robert J. Mikula	General Manager, Milwaukee County Park Commission
Chairman	
Edwin J. Laszewski, Jr.	City Engineer, City of Milwaukee Vice-Chairman
Kurt W. Bauer.	Executive Director, SEWRPC Secretary
Robert J. Borchardt.	Chief Engineer and General Manager, Milwaukee-Metropolitan Sewerage Commissions
Raymond T. Dwyer.	City Engineer, City of Greenfield
Stanley Polewski	Proprietor, Polewski Pharmacy, Milwaukee

KINNICKINNICK RIVER WATERSHED COMMITTEE
(Continued)

Ronald J. Rutkowski	Director of Public Works, City of Cudahy
Rodolfo N. Salcedo	Environmental Scientist, Department of City Development, Milwaukee
Frank Schultz.	District Engineer, Southeast District, Wisconsin Department of Natural Resources
John E. Schumacher	City Engineer, City of West Allis
Frank J. Wabiszewski.	Vice-President, Maynard Electric Steel Casting Company
Henry B. Wildschut	County Highway Commissioner and Director of Public Works, Milwaukee County

TECHNICAL ADVISORY COMMITTEE ON AREAWIDE WASTEWATER TREATMENT AND WATER QUALITY MANAGEMENT PLANNING

Robert J. Borchardt*	Chief Engineer and General Manager, Milwaukee-Metropolitan Sewerage Commissions Chairman
Raymond J. Kipp	Dean, College of Engineering, Marquette University Vice-Chairman
William D. McElwee.	Chief Environmental Planner, SEWRPC Secretary
Vinton W. Bacon*	Professor, College of Applied Science and Engineering, University of Wisconsin-Milwaukee
Anthony S. Barea.	Director, Milwaukee County Planning Commission
Kurt W. Bauer*.	Executive Director, SEWRPC
Frank R. Boucher	Director, Environmental Department, Wisconsin Electric Power Company
J. R. Castner.	Executive Director, Wisconsin Solid Waste Recycling Authority
Frederick H. Chlupp	Land Use and Park Administrator, Washington County
Arnold L. Clement*.	Planning Director and Zoning Administrator, Racine County
Norbert H. Dettmann.	Washington County Board Supervisor
Alvin A. Erdman.	District Conservationist, U. S. Soil Conservation Service, Milwaukee and Waukesha Counties
Kent B. Fuller.	Chief, Planning Branch, Region V, U. S. Environmental Protection Agency
Herbert A. Goetsch	Commissioner of Public Works, City of Milwaukee
Thomas N. Hentges	Former Racine County Board Supervisor; Former Chairman, Town of Burlington
Lester D. Hoganson	General Manager, Racine Water and Wastewater Utility
Helen M. Jacobs*	League of Women Voters
Myron E. Johansen*	Former District Conservationist, U. S. Soil Conservation Service, Ozaukee and Washington Counties
James A. Johnson*.	Walworth County Planner
Leonard C. Johnson.	Research and Development Director, Wisconsin Board of Soil and Water Conservation Districts
Melvin J. Johnson	Chairman, Town of Norway, Racine County Board Supervisor
Elwin G. Leet*.	Racine County Agri-Business Agent
William G. Murphy	Professor, College of Engineering, Marquette University; Chairman, SEWRPC Citizen's Advisory Panel for Public Participation on Areawide Wastewater Treatment and Water Quality Management Planning
O. Fred Nelson*.	Manager, Kenosha Water Utility
Wayne A. Pirsig.	District Director, Farmers Home Administration, U. S. Department of Agriculture
Herbert E. Ripley*.	Health Officer, Waukesha County Department of Health
Donald A. Roensch	Director of Public Works, City of Mequon
Harold F. Ryan.	Washington County Board Supervisor
Bernard G. Schultz*.	Assistant District Director, Southeast District, Wisconsin Department of Natural Resources
Walter J. Tarmann*.	Executive Director, Park and Planning Commission, Waukesha County
Rodney M. VandenNoven.	Director of Public Works, City of Waukesha
Frank A. Weilstein.	City Engineer, City of Oak Creek

*Regional Sludge Management Planning Subcommittee.

**INTERGOVERNMENTAL COORDINATING COMMITTEE
ON AREAWIDE WASTEWATER TREATMENT AND
WATER QUALITY MANAGEMENT PLANNING**

Robert J. Borchardt Chief Engineer and General Manager, Milwaukee-Metropolitan Sewerage Commissions
Stephen M. Born Director, Office of State Planning and Energy, Wisconsin Department of Administration
Richard E. Carlson Chief, Planning Division, Department of the Army, Chicago District, Corps of Engineers
Richard E. Cohen Research Analyst, Statistics Division, Wisconsin Department of Agriculture
Kent B. Fuller Chief, Planning Branch, Region V, U. S. Environmental Protection Agency
Herbert A. Goetsch Commissioner of Public Works, City of Milwaukee
Lester O. Hoganson General Manager, Racine Water and Wastewater Utility
George A. James Director, Bureau of Local and Regional Planning, Wisconsin Department of Local Affairs and Development
Leonard C. Johnson Research and Development Director, Board of Soil and Water Conservation Districts
Thomas A. Kroehn Administrator, Division of Environmental Standards, Department of Natural Resources
O. Fred Nelson Manager, Kenosha Water Utility
Gerald W. Root State Conservationist, U. S. Soil Conservation Service
Harvey E. Wirth State Sanitary Engineer, Division of Health, Wisconsin Department of Health and Social Services

**CITIZENS ADVISORY PANEL FOR PUBLIC PARTICIPATION
ON AREAWIDE WASTEWATER TREATMENT AND
WATER QUALITY MANAGEMENT PLANNING**

William G. Murphy Professor, Marquette University; Chairman
Miriam G. Dahl Engineers and Scientists of Milwaukee
Vice-Chairman
Francis A. Martin Representative, Racine-Kenosha
Secretary
Alice G. Altemeier Secretary, Citizens for the Environment
Designee, League of Women Voters of Wisconsin, Inc.
Richard F. Ashley Designee, Schlitz Audubon Center
Cari C. Backes Chairperson, Equality and Quality of Life (EAQOL)
Ralph C. Blum Representative, American Society of Civil Engineers
Lucile S. Bonerz Designee, Milwaukee Board of Realtors
Roger Caron Executive Director, Kenosha Area Chamber of Commerce
Catherine G. Collins Designee, Wisconsin Academy of Sciences, Arts, and Letters
Delbert J. Cook Representative, Cedar Creek Restoration Council
John Drake Executive Director, Associated Public Works Contractors
Tom Eisele Designee, Lake Michigan Federation
Philip J. Fogle Director, Geneva Lake Watershed Environmental Agency
Richard M. Franz Representative, Ecology Association of New Berlin
Norman N. Gill Executive Director, Citizens Governmental Research Bureau of Milwaukee
Alien Goldmann Supervisor, Ozaukee County; Ozaukee County Air and Water Pollution Study Committee
James Gramling Student, Arrowhead Ecology Club
Carroll W. Halsted Professional Engineer, District 2, Division of Highways, Wisconsin Department of Transportation
Kenneth Holtje Citizen Member, Dousman
Robert O. Hussa President, Citizens for Menomonee River
Helen M. Jacobs President, Southeast Wisconsin Coalition for Clean Air
Mrs. Richard J. Jensen Secretary, Root River Restoration Council, Inc.

**CITIZENS ADVISORY PANEL FOR PUBLIC PARTICIPATION
ON AREAWIDE WASTEWATER TREATMENT AND
WATER QUALITY MANAGEMENT PLANNING**
(Continued)

Marlin Johnson Field Station Manager, University of Wisconsin-Waukesha Center
Paul B. Juhnke Manager, Metropolitan Milwaukee Association of Commerce, Urban Research and Development
Anthony Kau President, Waukesha County Farm Bureau
Richard Lansing Staff Representative, Plumbers and Gasfitters Local 75, Wisconsin State AFL-CIO
Alfred G. Lustig Designee, Milwaukee River Restoration Council
Lawrence R. Olsen Representative, Kenosha County Farm Bureau
Charles Opitz Representative, Ozaukee County Farm Bureau
Wayne M. Paulus First Wisconsin Mortgage Company
Lynn Peterson President, Racine County Farm Bureau
Lanis P. Pfolsgropf Representative, Sierra Club
John L. Rampertsreiter Designee, District 9, Division of Highways, Department of Transportation
Allen E. Reininger Plumbing and Health Inspector, City of Glendale
Annabelle Reuter Designee, Izaak Walton League
Karen Rutz Representative, Wisconsin Friends of Animals, Inc.
Phil Sander Executive Secretary, Southeastern Wisconsin Sportsman's Federation
Dr. Abraham Scherr Representative, Citizens Regional Environmental Coalition
Peter J. Schultz Representative, Racine Chamber of Commerce
William B. N. Schults Professional Engineer, Wisconsin Society of Professional Engineers
David Sharpe Community Development Agent, University of Wisconsin-Milwaukee
Arthur C. Swanson Representative, Arrowhead Ecology Club
Robert J. Thill Representative, Ozaukee County Farm Bureau
Bruce R. Thompson Representative, Sierra Club
Merv Thompson Construction Supervisor, Washington County Sedimentation and Erosion Control Project
Howard R. Tietz Representative, Friends of Havenswood
Joseph C. Waters President, Wisconsin Association of Campground Owners
Ray Watz Representative, Ozaukee County Farm Bureau
Kenneth Weddig Representative, Washington County Recreation and Resource Council
John A. White Maintenance Engineer, District 2, Division of Highways, Wisconsin Department of Transportation
Stephan Woll Executive Director, Metropolitan Builders Association of Greater Milwaukee

**TECHNICAL COORDINATING AND ADVISORY COMMITTEE
ON REGIONAL AIR QUALITY MAINTENANCE PLANNING**

Richard A. Keyes Environmental Engineer, Milwaukee County Department of Public Works
Barbara J. Becker President, Southeastern Wisconsin Coalition for Clean Air
Vice-Chairman
Alice Altemeier League of Women Voters, Ozaukee County
Norman N. Amrhein President, Federal Malleable Company, West Allis
Kurt W. Bauer Executive Director, SEWRPC
Gerald D. Bevington Coordinator of Air Programs, Wisconsin Department of Natural Resources, Milwaukee
Dr. Roy Elmore Northeastern Illinois Planning Commission
Edwin J. Hammer Developmental Engineer, Division of Highways, Wisconsin Department of Transportation
John C. Hanson Director, Racine County Department of Air Pollution Control

**TECHNICAL COORDINATING AND ADVISORY COMMITTEE
ON REGIONAL AIR QUALITY MAINTENANCE PLANNING
(Continued)**

John O. Hibbs	Division Engineer, Federal Highway Administration, U. S. Department of Transportation, Madison
Elroy C. Jagler	Meteorologist in Charge, National Weather Service Forecast Office, Milwaukee
Thomas R. Kinsey	District Engineer, District 2, Division of Highways, Wisconsin Department of Transportation
Paul Koziar	Meteorologist, Division of Environmental Protection, Department of Natural Resources, Madison
Dr. Kenneth W. Ragland	Associate Professor, Department of Mechanical Engineering, University of Wisconsin-Madison
Fred R. Rehm	Director, Milwaukee County Division of Environmental Services
Herbert E. Ripley	Director of Environmental Health Services, Waukesha County Health Department
Rodolfo N. Salcedo	Environmental Scientist, Department of City Development, City of Milwaukee
Harvey Shebesta	District Engineer, District 9, Division of Highways, Wisconsin Department of Transportation
James Sinapoli	Planning Analyst, Office of State Planning and Energy, Wisconsin Department of Administration
Mark Steinberg	Senior Meteorologist, Environmental Planning and Policy Division, Wisconsin Electric Power Company
Michael S. Treitman	Environmental Protection Agency, Region V, Chicago
Emmerich Wentschik	Assistant County Planner, Walworth County
George A. Zimmer	Supervisor, Environmental Health, Kenosha Health Department

TECHNICAL AND CITIZEN ADVISORY COMMITTEE ON
COASTAL MANAGEMENT IN SOUTHEASTERN WISCONSIN

George C. Berteau	SEWRPC Chairman, Racine County
Acting Chairman	
Hubert J. Albert	Port Washington Yacht Club
W. J. Blong	Former Village Engineer, Village of Fox Point
Robert W. Borchardt	Chief Engineer and General Manager, Milwaukee-Metropolitan Sewerage Commissions
Josephine H. Boucher	North Shore League of Women Voters
Thomas H. Buestrin	SEWRPC Commissioner, Ozaukee County
Sol Burstein	Executive Vice President, Wisconsin Electric Power Company
Col. Benjamin C. Chapla	Health Officer, Town of Caledonia
H. A. Goetsch	Commissioner of Public Works, City of Milwaukee
James L. Haskell	Port Director, City of Milwaukee Harbor Commission
Wayne E. Koessl	Kenosha County Board Supervisor, Member, Town of Pleasant Prairie Planning Commission
George O. Lampert	Mayor, City of Port Washington
Dr. Norman P. Lasca	Associate Professor, Department of Geological Sciences, UW-Milwaukee
Elwin G. Leet	County Agent, Racine County
Thomas P. Leiske	Supervisor, Ozaukee County
Thomas W. Lisota	Alderman, City of Cudahy
Anthony L. Lujak	Alderman, City of Cudahy
R. Richard Mett	Supervisor, Milwaukee County
Dr. Harold M. Meyer	Professor, Department of Geography, UW-Milwaukee
Robert J. Mikula	General Manager, Milwaukee County Park Commission
Dr. William G. Murphy	Professor, Soil Mechanics, College of Engineering, Marquette University
Mary C. Nelson	Alderman, City of South Milwaukee
Dr. William T. Painter	President, Foundation Engineering, Inc., Milwaukee
Francis J. Pitts	SEWRPC Commissioner, Kenosha County
Fred R. Rehm	Director, Environmental Services Division, Department of Public Works, Milwaukee County
Ronald J. Rutkowski	Director of Public Works, City of Cudahy
Phil Sander	Executive Secretary, Southeastern Wisconsin Sportsmen's Federation
Norbert S. Theine	Administrator, City of South Milwaukee

**TECHNICAL COORDINATING AND ADVISORY COMMITTEE
ON SANDSTONE AQUIFER SIMULATION MODELING**

Joseph H. Kuranz	General Manager and Chief Engineer,
Chairman	Waukesha Water Utility
William D. McElwee	Chief Environmental Planner, SEWRPC
Secretary	
W. W. Barnwell	District Chief, Water Resources Division, U. S. Geological Survey
Kurt W. Bauer	Executive Director, SEWRPC
Anthony F. Biba	Superintendent, Elkhorn Light and Water Commission
L. M. Darin	Director of Public Works, City of Hartford
Glenn W. Frank	Manager, Cedarburg Light and Water Commission
Jerome J. Gottfried	Mayor, City of Muskego
Roger A. Harris	Director of Public Works, City of New Berlin
David L. Kluge	Administrative Engineer, Village of Pewaukee
Edmund P. Krueger	Superintendent, Village of Grafton Sewer and Water Commission
Dr. Norman P. Lasca	Associate Professor, Department of Geological Sciences, University of Wisconsin-Milwaukee
Edward G. Lemmen	Water Utility Manager, City of Lake Geneva Water Commission
Thomas J. Muth	Village Engineer, Village of Germantown
M. E. Ostrom	Geologist, Water Resources Program, Wisconsin Geological and Natural History Survey
O. Fred Struve	Superintendent, Menomonee Falls Water Utility
Martin J. Valentine	Water Superintendent, City of Whitewater
Clark E. Wangerin	City Engineer, City of Brookfield
Jerome J. Winter	Superintendent, City of Oconomowoc Water Utility
Harley L. Young	Hydrologist, U. S. Geological Survey

TECHNICAL AND CITIZEN ADVISORY COMMITTEE ON REGIONAL PARK AND OPEN SPACE PLANNING

Robert J. Mikula	General Manager
Chairman	Milwaukee County Park Commission
Loren R. Anderson	President, Geneva Lake Development Corporation, Williams Bay
Anthony S. Barella	County Planning Director, Milwaukee County Planning Commission
Donald B. Brick	Walworth County Recreation Agent
Frederick H. Chlupp	Land Use and Park Administrator, Washington County
Delbert J. Cook	Chairman, Cedar Creek Restoration Council
Norbert Dettmann	Washington County Board Supervisor
Arthur D. Doll	Director, Bureau of Planning, Wisconsin Department of Natural Resources
David F. Egelhoff	Supervisor, Ozaukee County
Booker T. Hamilton	Production Supervisor, Rexnord Corporation
Karl B. Holzwarth	Park Director, Racine County
Charles O. Kamps	Attorney, Quarles and Brady, Milwaukee
Philip H. Lewis, Jr.	Professor, Department of Landscape Architecture, University of Wisconsin-Madison; Director, Environmental Awareness Center, Madison
Richard J. Lindl	Director of Parks, Kenosha County Park Commission
John Margis, Jr.	Supervisor, Racine County; Commissioner, SEWRPC
Kathleen Pfister	Cultural Specialist, Department of City Development, City of Milwaukee
Robert D. Ross	General Manager, The Journal Times, Racine
Phil Sander	Executive Secretary, Southeastern Wisconsin Sportsmen's Federation

TECHNICAL AND CITIZEN ADVISORY COMMITTEE
ON REGIONAL PARK AND OPEN SPACE PLANNING
(Continued)

George L. Schritz Chairman, Kenosha County Park Commission
Frederick G. Schmidt Member, Sierra Club
Mrs. John D. Squier Member, Riveredge Nature Center, Inc.
Walter J. Tarmann Executive Director, Waukesha County Park and Planning Commission
Edgar W. Trecker Supervisor of Forestry, Wildlife, and Recreation, Southeast District, Wisconsin Department of Natural Resources
Elwood R. Voigt Park Manager, Ozaukee County
Joseph Waters Proprietor, Lazy Day Campground, Town of Farmington
Dr. Harry J. Wilkins Outdoor Sportsman, Wauwatosa
Dr. George T. Wilson Visiting Lecturer, Department of Continuing and Vocational Education, University of Wisconsin-Madison
Thomas N. Wright Director of Planning, City of Racine

TECHNICAL AND CITIZEN ADVISORY COMMITTEE
ON REGIONAL HOUSING STUDIES

Richard W. Cutler Attorney, Quarles and Brady, Milwaukee; Chairman
Member, Village of Fox Point Plan Commission; Commissioner, SEWRPC
Robert B. Barrows Vice-President, Mortgage Loan Department, Northwestern Mutual Life Insurance Company, Milwaukee
Kurt W. Bauer Executive Director, SEWRPC
William B. Ardern Past President, Society of Real Estate Appraisers, Milwaukee Chapter No. 64, Milwaukee
John Bach Director, Southeastern Wisconsin Housing Corporation, Burlington
Richard Barry Representative, Metropolitan Milwaukee Association of Commerce; Vice President, Treasurer, Bruce, Barry, & Gleysteen, Inc., Milwaukee

TECHNICAL AND CITIZEN ADVISORY COMMITTEE
ON REGIONAL HOUSING STUDIES
(Continued)

Richard P. Blake Architect, Blake-Wirth & Associates, Inc., Milwaukee; Board Member, Wisconsin Chapter—Southeast Section, American Institute of Architects
Delbert Blasdel Administrative Code Consultant, Division of Industrial Safety and Buildings, Wisconsin Department of Industry, Labor, and Human Relations
*Paul Borrman Advisor, Milwaukee Tenants Union; Coordinator, Metropolitan Housing Center, Milwaukee
Paul J. Cody Urban Affairs Manager, S. C. Johnson & Son, Inc., Racine
Clarence Dittmar President, Dittmar Realty, Inc., Menomonee Falls
The Rev. John D. Fischer Executive Director, Greater Milwaukee Conference on Religion and Urban Affairs, Milwaukee
Leonard F. Forschner Economist, U. S. Department of Housing and Urban Development, Milwaukee Area Office
Norman N. Gill Executive Director, Citizens Governmental Research Bureau, Milwaukee
Jay Gilmer Director, Bureau of Milwaukee Area Service, Department of Local Affairs and Development, Milwaukee
Melvin Goldin Secretary-Treasurer, Recht-Goldin-Siegel, Milwaukee
William Kelly Director, Indian Urban Affairs Council, Milwaukee
Bernard N. Nill Assistant Planning Director, Department of City Development, City of Milwaukee
Edward J. J. Olson Director of Research and Planning, Community Relations-Social Development Commission, Milwaukee
William H. Orenstein Project Director, Northridge Lakes, Milwaukee
Kenneth Payne Housing Coordinator, Milwaukee County
Glenn Peters Secretary-Treasurer, Peters Development Corporation, West Bend
Gerald Schwerm Village Manager, Village of Brown Deer
Wesley L. Scott Executive Director, Milwaukee Urban League
Ronald P. Siepmann President, Siepmann Realty Corporation, Brookfield
Jonathan Staszak Professor of Sociology, University of Wisconsin-Milwaukee

Appendix C

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION STAFF 1977

EXECUTIVE DIVISION

Kurt W. Bauer, P.E.
Executive Director

Harlan E. Clinkenbeard
Philip C. Evenson
Assistant Directors

Margaret M. Shanley
Executive Secretary

Elaine I. Anderson
Beverly A. Jordan
Secretaries

David F. Schulz
Special Assistant

Terri J. Low
Librarian

SYSTEMS ENGINEERING AND DATA PROCESSING DIVISION

John W. Ernst
Data Processing Manager

Robert J. Baier
Community Services Representative

Paul J. Clavette
Programming Supervisor

Richard A. Runte
Senior Data Processing
Systems Analyst

Richard L. Henley
Senior Computer Programmer

John D. Harasha
Internal Project Coordinator

Kenneth R. Knaack
Gary J. Orlow
Steven T. Schrader
Computer Programmers

John C. Stelpflug
Lead Computer Operator

Gabriel Buncak
Thomas L. King
Michael J. Sovcik
Computer Operators

L. Diane Kircher
Lead Data Entry Operator

Kristine M. Engelhardt
Diane L. Milbrath
Rosemary K. Wilcenski
Data Entry Operators

Patricia A. Massino
Data Control Clerk

LAND USE AND HOUSING PLANNING DIVISION

Bruce P. Rubin
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Signe K. Emmerich
Gerald H. Emmerich, Jr.
Emile A. Jarreau, Jr.
Donald M. Reed
William J. Stauber
Edward J. Semrad
Senior Planners

Lon M. Scott
Research Analyst

Diane R. Baker
Kristine L. Kingstad
Joyce J. Pariseau
Research Aides

Mary G. Jeske
Clerk-Typist

PLANNING RESEARCH DIVISION

Thomas D. Patterson
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J. Michael Gunville
Charles E. Hillman
Fredrick J. Zimmer
Senior Planners

Donald R. Dittmar
Sandra L. Retert
Associate Planners

Nora L. Foechner
Loren G. Muehlius
Research Analysts

Linda M. Pohl
Librarian

COMMUNITY ASSISTANCE PLANNING DIVISION

Roland O. Tonn
Chief Planner

Peter K. Riese
Norbert R. Schappe
Senior Planners

Michael W. Kloehn
Ronald R. Knippel
Associate Planners

Ronald H. Heinen
Senior Planning Illustrator

Jeanne C. Sollen
Editor

Karen E. Shave
Research Aide

CARTOGRAPHIC AND GRAPHIC ARTS DIVISION

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Chief Planning Illustrator

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Robert A. Ristow
Planning Illustrators

Mark A. Becker
Planner/Draftsman

Thomas R. Houston
Senior Planning Draftsman

Jacqueline Hartig
Bergetta J. Ruehmer
Patricia L. Wickert
Planning Draftsmen

Charlotte S. Vega
Clerk-Stenographer

Donald P. Simon
Drafting Clerk

ADMINISTRATIVE SERVICES DIVISION

John A. Boylan
Administrative Officer

Ralph W. Winnekins
Administrative Assistant

Joan A. Zenk
Bookkeeper

Luella M. Fredrickson
Secretary

Ilene A. Bolle
Lena P. Caracci
Betty Gargan
Joyce A. Schmidt

Clerk-Typists

Allan L. Eales, Jr.
Office Clerk

ENVIRONMENTAL PLANNING DIVISION

William D. McElwee, P.E.
Chief Engineer

Stuart G. Welsh, P.E.
Water Resources Engineer

Lyman F. Wible
Water Quality Program Coordinator

Robert P. Bibel, P.E.
Randolph M. Videkovich, P.E.
Senior Engineers

Richard F. Pierce
Air Quality Planning Coordinator

Jeffrey D. Cowee
Curtis W. Goff
Gerald A. Hels
Curtis R. Hulterstrum
Gary E. Raasch
Thomas R. Sear
Paul R. Sigelko
Daniel F. Snyder
Joseph E. Stuber
Associate Engineers

Thomas C. Sweet
Water Quality
Analysis Coordinator

Howard J. Bichler
Lois A. Kawatski
David B. Kendziora
Associate Planners

Irene A. Brown
Clerk-Stenographer

Pearle D. Plotzke
Barbara A. Poff
Clerk-Typists

TRANSPORTATION PLANNING DIVISION

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James A. Marsho
Senior Engineer

Kenneth R. Yunker
Special Projects
Planning Engineer

John L. Zastrow
Albert A. Beck
Senior Planners

Robert W. Bryson
Engineer

Edward F. Spalding
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Joan M. Starr
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Wisconsin Department of Natural Resources

Paul Koziar
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Thomas E. Lutzenberger
Civil Engineer III
District 9, Division of Highways
Wisconsin Department of Transportation

Donald E. Reinbold
Civil Engineer IV
District 9, Division of Highways
Wisconsin Department of Transportation

TIMING OF MAJOR WORK PROGRAM ELEMENTS
SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION: 1961-1982



Appendix E

PUBLICATIONS OF THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION: 1962-DECEMBER 1977

PROSPECTUSES.

- Regional Planning Program, April 1962
- Root River Watershed Planning Program, March 1963
- Fox River Watershed Planning Program, October 1964
- Continuing Land Use-Transportation Study, October 1965
- Milwaukee River Watershed Planning Program, September 1966
- Comprehensive Library Planning Program, April 1968
- Community Shelter Planning Program, August 1968
- Racine Urban Planning District Comprehensive Planning Program, November 1968
- Regional Sanitary Sewerage System Planning Program, December 1968
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- Regional Housing Study, December 1969
- Deep Sandstone Aquifer Simulation Modeling Program, October 1972
- Regional Park, Outdoor Recreation, and Related Open Space Planning Program, March 1973
- Preliminary Engineering Study for the Abatement of Pollution from Combined Sewer Overflow in the Milwaukee-Metropolitan Area, July 1973
- Kinnickinnic River Watershed Planning Program Prospectus, November 1974
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- Preliminary Engineering Study for the Abatement of Water Pollution in the Kenosha Urban Area, December 1975
- Overall Work Program and Prospectus of the Southeastern Wisconsin Regional Planning Commission: 1976-1980, December 1975
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- No. 2 - Regional Base Mapping Program, July 1963
- No. 3 - The Economy of Southeastern Wisconsin, June 1963
- No. 4 - The Population of Southeastern Wisconsin, June 1963
- No. 5 - The Natural Resources of Southeastern Wisconsin, June 1963
- No. 6 - The Public Utilities of Southeastern Wisconsin, July 1963
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- No. 8 - Soils of Southeastern Wisconsin, June 1966
- No. 9 - A Comprehensive Plan for the Root River Watershed, July 1966
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 - Volume 1 - Inventory Findings, Forecasts, and Recommended Plans, February 1967
 - Volume 2 - Implementation Devices, February 1967
- No. 11 - A Jurisdictional Highway System Plan for Milwaukee County, March 1969
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 - Volume 2 - Alternative Plans and Recommended Plan, February 1970
- No. 13 - A Comprehensive Plan for the Milwaukee River Watershed
 - Volume 1 - Inventory Findings and Forecasts, December 1970
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- No. 14 - A Comprehensive Plan for the Racine Urban Planning District
 - Volume 1 - Inventory Findings and Forecasts, December 1970
 - Volume 2 - The Recommended Comprehensive Plan, October 1972
 - Volume 3 - Model Plan Implementation Ordinances, September 1972
- No. 15 - A Jurisdictional Highway System Plan for Walworth County, October 1972
- No. 16 - A Regional Sanitary Sewerage System Plan for Southeastern Wisconsin, February 1974
- No. 17 - A Jurisdictional Highway System Plan for Ozaukee County, December 1973
- No. 18 - A Jurisdictional Highway System Plan for Waukesha County, January 1974
- No. 19 - A Library Facilities and Services Plan for Southeastern Wisconsin, July 1974
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- No. 22 - A Jurisdictional Highway System Plan for Racine County, February 1975
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- No. 25 - A Regional Land Use Plan and a Regional Transportation Plan for Southeastern Wisconsin: 2000
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- No. 26 - A Comprehensive Plan for the Menomonee River Watershed
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- No. 3 - Zoning, April 1964
- No. 4 - Organization of Planning Agencies, June 1964
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- No. 2 - Water Law in Southeastern Wisconsin, 2nd Edition, December 1977
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- No. 8 - A Land Use Design Model
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- No. 9 - Residential Land Subdivision in Southeastern Wisconsin, September 1971
- No. 10 - The Economy of Southeastern Wisconsin, December 1972
- No. 11 - The Population of Southeastern Wisconsin, December 1972
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- No. 13 - A Survey of Public Opinion in Southeastern Wisconsin, September 1974
- No. 14 - An Industrial Park Cost-Revenue Analysis in Southeastern Wisconsin: 1975, June 1975
- No. 15 - Household Response to Motor Fuel Shortages and Higher Prices in Southeastern Wisconsin, August 1976
- No. 16 - Digital Computer Model of the Sandstone Aquifer in Southeastern Wisconsin, April 1976
- No. 18 - State of the Art of Water Pollution Control in Southeastern Wisconsin
 - Volume 1 - Point Sources, July 1977
 - Volume 2 - Sludge Management, August 1977
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- No. 1 - Residential, Commercial, and Industrial Neighborhoods, City of Burlington and Environs, February 1973
- No. 2 - Alternative Land Use and Sanitary Sewerage System Plans for the Town of Raymond: 1990, January 1974
- No. 3 - Racine Area Transit Development Program: 1975-1979, June 1974
- No. 4 - Floodland Information Report for the Rubicon River, City of Hartford, Washington County, Wisconsin, December 1974
- No. 5 - Drainage and Water Level Control Plan for the Waterford-Rochester-Wind Lake Area of the Lower Fox River Watershed, May 1975
- No. 6 - A Uniform Street Naming and Property Numbering System for Racine County, Wisconsin, November 1975
- No. 7 - Kenosha Area Transit Development Program: 1976-1980, March 1976
- No. 8 - Analysis of the Deployment of Paramedic Emergency Medical Services in Milwaukee County, April 1976
- No. 9 - Floodland Information Report for the Pewaukee River, October 1976
- No. 10 - The Land Use and Arterial Street System Plans, Village of Jackson, Washington County, December 1976
- No. 11 - Floodland Information Report for Sussex Creek and Willow Springs Creek, March 1977
- No. 12 - Waukesha Area Transit Development Program: 1977-1981, January 1977
- No. 13 - Flood Control Plan for Lincoln Creek, September 1977
- No. 15 - Off-Airport Land Use Development Plan for General Mitchell Field and Environs: 1977, May 1977
- No. 16 - A Plan for the Whittier Neighborhood, June 1977
- No. 19 - Storm Water Storage Alternatives for the Crossway Bridge and Port Washington-Bayfield Drainage Areas in the Village of Fox Point, August 1977
- No. 20 - A Rail Transit Service Plan for the East Troy Area, September 1977

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by Kurt W. Bauer, Executive Director
The SEWRPC Land Use-Transportation Study
by J. Robert Doughty, Study Director
Home Interview Sample Selection - Part 1
by Kenneth J. Schlagler, Chief Systems Engineer
Truck and Taxi Sample Selection
by Thomas A. Winkel, Urban Planning Supervisor
A Backward Glance: Early Toll Roads in Southeastern Wisconsin
by Richard E. Rehberg, Editor

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

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

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

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

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

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

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

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

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by James C. Ringenoldus, P.E., Harza Engineering Company
The Regional Multiplier
by Kenneth J. Schlayer, Chief Systems Engineer
A Backward Glance: The Street Railway in Milwaukee
by Henry M. Mayer, Administrative Assistant, Milwaukee & Suburban Transport Corporation

Volume 2 - No. 4, April-May 1965

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

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Screen Line Adjustment of Trip Data
by Richard B. Sheridan, P.E., Chief Transportation Planner
Inventory of Land Development Regulations in Southeastern Wisconsin
by William J. Kockelman, Chief Community Assistance Planner
A Backward Glance: Highway Development in Southeastern Wisconsin - Part I
by Jean C. Meier, Librarian and Research Assistant

Volume 2 - No. 6, August-September 1965

A Modal Split Model for Southeastern Wisconsin
by Edward Weiner, Highway Engineer

Volume 3 - No. 1, 1968

Transit System Development Standards
by Edward Weiner, Transportation Planning Engineer
Modified Rapid Transit Service in the Southeastern Wisconsin Region
by Sheldon W. Sullivan, Administrative Officer
A Backward Glance: Highway Development in Southeastern Wisconsin - Part II
by Jean C. Meier, Research Assistant and Sheldon W. Sullivan, Administrative Officer

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Characteristics of Travel in the Milwaukee Central Business District
by Sheldon W. Sullivan, Administrative Officer
Computing the Center of Population and the Geographic Center
by Wayne H. Faust, Associate Planner
A Backward Glance: Downtown Yesterdays
by Gerald P. Caffrey, Milwaukee Municipal Reference Librarian

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Hydrogeologic Considerations in Liquid Waste Disposal, with a Case Study in Southeastern Wisconsin
by Martha J. Ketelle, Department of Geology and Geophysics,
University of Wisconsin-Madison, Wisconsin

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Characteristics of Air and Ground Travel Generated by
General Mitchell Field Airport Terminal: May 1968
by Sheldon W. Sullivan, Chief of Data Collection
Shifts in Centers of Population within the Region: 1960-1970
by Wayne H. Faust, Associate Planner
A Backward Glance: The Development of General Mitchell Field
by Sheldon W. Sullivan, Chief of Data Collection

Volume 3 - No. 5, March 1973

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

Volume 3 - No. 6, April 1976

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

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1961, 1962, 1963, 1964, 1965, 1966, 1967, 1968, 1969, 1970, 1971, 1972, 1973, 1974, 1975, and 1976

CONFERENCE PROCEEDINGS

1st Regional Planning Conference, December 6, 1961
2nd Regional Planning Conference, November 14, 1962
3rd Regional Planning Conference, November 20, 1963
4th Regional Planning Conference, May 12, 1965
5th Regional Planning Conference, October 26, 1965
6th Regional Planning Conference, May 6, 1969
7th Regional Planning Conference, January 19, 1972
8th Regional Planning Conference, October 16, 1974
Regional Conference on Sanitary Sewerage System User and
Industrial Waste Treatment Recovery Charges, July 18, 1974
9th Regional Planning Conference, April 14, 1976

Appendix F

SCHLEY, BOETTCHER & CO.

formerly

NORMAN E. SCHLEY

CERTIFIED PUBLIC ACCOUNTANT

P. O. BOX 985

WAUKESHA, WISCONSIN 53186

TELEPHONE (414) 542-8695

April 23, 1978

MEMBER
WISCONSIN SOCIETY C.P.A.'S.
AMERICAN INSTITUTE OF
CERTIFIED PUBLIC ACCOUNTANTS
NAT'L ASS'N ACCOUNTANTS

To the Commissioners of
Southeastern Wisconsin Regional Planning Commission
916 North 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 1977 of the following funds of the Southeastern Wisconsin Regional Planning Commission:

1. General Fund
2. Continuing Regional Land Use - Transportation Study Fund
3. General Mitchell Field Master Plan Fund
4. Regional Housing Study Fund
5. Menomonee River Watershed Planning Program Fund
6. Regional Park, Outdoor Recreation, and Related Open Space Planning Program Fund
7. Regional Air Quality Maintenance Planning Program Fund
8. Continuing Community Assistance Planning Program Fund
9. Stream Gaging Program Trust Fund
10. City of Kenosha Base Mapping Program Trust Fund
11. Cedarburg-Grafton Area Sanitary Sewerage Facilities Study Trust Fund
12. Washington County Special Monumetation Trust Fund
13. Continuing Regional Water Quality Management Planning Program Fund
14. Continuing Regional Environmental Engineering Planning Program Fund
15. Kinnickinnic River Watershed Study Fund
16. Menomonee River Pilot Watershed Study Fund
17. Coastal Zone Management Planning Program Fund
18. Areawide Water Quality Management Planning Program Fund
19. Equipment Account
20. Unemployment Compensation Fund
21. Indirect Expense Fund
22. Treasury Cash 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.

In our opinion, the accompanying financial statements present fairly the financial position of the above funds at December 31, 1977, and the results of its operations for the fiscal year then ended, in conformity with generally accepted accounting procedures applied on a basis consistent with the preceding year and in accordance with standards prescribed by HUD and other grantor contracts.

We have also reviewed compliance and internal control matters in accordance with the provisions of the HUD audit guide for the Comprehensive Planning Assistance Program, and have included applicable comments on Pages 3 and 4.

Respectfully submitted,

Schley, Boettcher & Co.

SCHLEY, BOETTCHER & CO.
Certified Public Accountants

COMMENTS ON COMPLIANCE AND INTERNAL CONTROL

1. Based on our tests of transactions and examination of records, we believe that Southeastern Wisconsin Regional Planning Commission has complied with the following:

- a. The terms and conditions of the grant contracts.
- b. The regulations, policies and procedures prescribed by its governing board and HUD.

2. As a part of our examination, we reviewed and tested the Commission's system of internal accounting control to the extent we considered necessary to evaluate the system as required by generally accepted auditing standards. Under these standards the purpose of such evaluation is to establish a basis for reliance thereon in determining the nature, timing, and extent of other auditing procedures that are necessary for expressing an opinion on the financial statements. Additionally, our examination included procedures necessary in our judgment to determine compliance with contractual terms and conditions and regulations, policies, and procedures prescribed by HUD, insofar as such compliance review was necessary under the provisions listed as "a" through "f" under "Audit Coverage" in the HUD Audit Guide for the Comprehensive Planning Assistance Program.

The objective of internal accounting control is to provide reasonable, but not absolute, assurance as to the safeguarding of assets against loss from unauthorized use or disposition, and the reliability of financial records for preparing financial statements and maintaining accountability for assets. The concept of reasonable assurance recognizes that the cost of a system of internal accounting control should not exceed the benefits derived and also recognizes that the evaluation of these factors necessarily requires estimates and judgments by management.

There are inherent limitations that should be recognized in considering the potential effectiveness of any system of internal accounting control. In the performance of most control procedures, errors can result from misunderstanding of instructions, mistakes of judgment, carelessness, or other personal factors. Control procedures whose effectiveness depends upon segregation of duties can be circumvented by collusion. Similarly, control procedures can be circumvented intentionally by management with respect either to the execution and recording of transactions or with respect to the estimates and judgments required in the preparation of financial statements. Further, projection of any evaluation of internal accounting control to future periods is subject to the risk that the procedures may become inadequate because of changes in conditions, and that the degree of compliance with the procedures may deteriorate.

Our study and evaluation of the Commission's system of internal accounting control and our review of its compliance with contractual terms, regulations, policies, and procedures which was made for the purpose set forth in the first paragraph of this section, revealed no significant weaknesses.

COST ALLOCATION METHOD

Costs were distributed to the projects and activities pursuant to a cost allocation plan and/or a method of allocation, as applicable, as required by Office of Management and Budget Circular FMC 74-4 and Handbook 6042.1 REV. We reviewed the method used to allocate indirect costs and found it to be consistent and reasonable.

FINDINGS AND RECOMMENDATIONS

Current Audit

During the audit of the Southeastern Wisconsin Regional Planning Commission for the year ended December 31, 1977, no findings were made which would require recommendations.

EXHIBIT A-A

EXHIBIT A-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

General Fund

Statement of Revenues, Expenditures, and Changes in Fund Balance

For the Year Ended December 31, 1977

<u>Revenues</u>			
Counties Contribution	\$ 261,639.00	\$	
Other Income			
Digitizer Service Agreements	88,646.15		
Interest on Invested Funds	21,854.22		
Total Other Income	<u>110,500.37</u>		
Total Revenues	372,139.37		
<u>Expenditures</u>			
Salaries and Fringe Benefits by Divisions			
Land Use and Housing	4,284.64		
Planning Research	26,578.93		
Environmental Planning	264.42		
Total Salaries and Fringe Benefits	<u>31,127.99</u>		
Office and Other Expense			
Office Drafting and Duplicating Supplies	186.85		
Digitizer Machine Rental	126,472.90		
Travel Expense	225.43		
Auto and Office Equipment Maintenance	1,912.16		
Indirect - Salaries	6,573.47		
- Data Processing Services	392.55		
- Office Supplies	339.00		
- Library Acquisitions and Dues	57.01		
- Reproduction and Publication	319.47		
- Publication of Report	273.43		
- Printing Costs	750.93		
- Travel Expense	171.30		
- Office Furniture and Fixtures	18.52		
- Postage Expense	300.68		
- Legal Expense	10.27		
- Other Operating Expense	62.21		
- Unemployment Compensation	459.98		
- Auto and Office Equipment			
- Maintenance	241.84		
- Rent Expense	<u>1,687.12</u>		
Totals Carried Forward	140,455.12	31,127.99	372,139.37

General Fund

Comparative Balance Sheet

	December 31, 1977	December 31, 1976
<u>Assets</u>		
Equity in Treasury Fund	\$ 376,734.79	\$ 273,568.31
Accounts Receivable		
Federal Grants - HUD	-	18,048.00
Less: Unearned HUD Grant	-	<u>18,048.00</u>
Non-Federal - Dept. of Local		
Affairs and Development	-	32,899.00
Less: Unearned Dept. of Local		
Affairs and Development	-	<u>32,899.00</u>
Non-Federal - Community		
Assistance	-	<u>13,030.05</u>
Total Receivables	-	13,030.05
Annuities	200.25	-
Total Assets	\$ 376,985.04	\$ 286,598.36
<u>Liabilities</u>		
Payroll Taxes		
FICA Tax	32,835.37	29,538.58
State Sales Tax	152.70	63.75
Accounts Payable	2,151.77	32,959.70
U. S. Savings Bonds	231.75	192.00
United Fund	221.95	-
Due to Coastal Zone Management		
Planning Program Fund	7,340.00	-
Total Liabilities	42,943.54	62,754.03
Fund Balance		
Unappropriated Fund Balance	<u>334,041.50</u>	<u>223,844.33</u>
Total Liabilities and Fund Balance	\$ 376,985.04	\$ 286,598.36

The note which follows is 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

For the Year Ended December 31, 1977

<u>Totals Brought Forward</u>	\$ 140,455.12	\$ 31,127.99	\$ 372,139.37
<u>Expenditures (Continued)</u>			
<u>Office and Other Expense (Continued)</u>			
Indirect - Telephone Expense	477.95		
- Insurance Expense	131.89		
- Audit Expense	201.83		
- Depreciation Expense	210.49		
Total Office and Other Expense	<u>141,477.28</u>		
Total Expenditures	<u>172,605.27</u>		
Excess Revenue over Expenditures	199,534.10		
Fund Balance - Beginning of Year	223,844.33		
Add: Transfer Unappropriated Fund Balance - Areawide Water Quality Management Planning Program Fund	2,497.47		
Less: Contributions to Other Funds (Note 1)	<u>91,834.40</u>	134,507.40	
Fund Balance - End of Year	<u>\$ 334,041.50</u>		

The note which follows is an integral part of this statement.

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

General Fund

Note to Financial Statements

December 31, 1977

1. 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	\$ 171.13
General Mitchell Field Master Plan Fund	429.55
Continuing Community Assistance Planning Program Fund	590.11
Regional Park, Outdoor Recreation, and Related Open Space Planning Program Fund	76,687.87
Equipment Account	6,615.74
Southeastern Wisconsin Regional Planning Commission's contribution to Coastal Zone Management Planning Program Fund	<u>84,490.40</u>
	<u>7,340.00</u>
	<u>\$ 91,834.40</u>

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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

For the Year Ended December 31, 1977

<u>Totals Brought Forward</u>	\$	\$ 466,817.57	\$ 1,046,588.40
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Expenditures (Continued)

<u>Office and Other Expense</u>	
Technical Consultants	500.00
Services by Other Public Agencies	20,500.00
Data Processing Services	224,748.24
Annual Report Publication	5,457.00
Outside Salaries and Services	231.30
Office Printing & Duplicating Supplies	739.22
Reproduction and Publication	8,521.90
Publication of Report	29,742.48
Travel Expense	7,035.67
Library Acquisitions and Dues	241.72
Digitizer Services	88,646.15
Auto and Office Equipment Maintenance	62.40
Other Operating Expense	1,686.58
Project Inspection Fee	1,506.00
Indirect - Salaries	98,577.70
- Data Processing Services	5,886.81
- Office Supplies	5,083.74
- Library Acquisitions & Dues	854.93
- Reproduction & Publication	4,790.95
- Publication of Report	4,100.42
- Printing Costs	11,261.15
- Travel Expense	2,568.92
- Office Furniture & Fixtures	277.72
- Postage Expense	4,509.05
- Legal Expense	154.09
- Other Operating Expense	932.89
- Unemployment Compensation	6,897.81
- Auto and Office Equipment	
- Maintenance	3,626.66
- Rent Expense	25,300.60
- Telephone Expense	7,167.50
- Insurance Expense	1,977.87
- Audit Expense	3,026.65
- Depreciation Expense	3,156.71
<u>Total Office and Other Expense</u>	<u>579,770.83</u>
<u>Total Expenditures</u>	<u>1,046,588.40</u>
<u>Excess Revenue over Expenditures</u>	-
<u>Fund Balance - Beginning of Year</u>	-
<u>Fund Balance - End of Year</u>	<u>\$ -</u>

The notes which follow are an integral part of this statement.

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Continuing Regional Land Use - Transportation Study Fund (Note 1)

Comparative Balance Sheet

	<u>Assets</u>	<u>December 31, 1977</u>	<u>December 31, 1976</u>
<u>Accounts Receivable</u>			
Net Earned Federal Grants -			
HUD (Note 2)	\$ 20,930.59	\$ 5,922.21	\$
Urban Mass Transportation			
Administration (Note 3)	42,696.77	54,792.86	
Federal Highway			
Administration (Note 4)	42,732.81	61,811.32	
Wis. Dept. of Transporta-			
tion (Note 5)	15,549.28	1,590.95	
Due from Service Agreements			
Due from Contributions -			
Counties	-	23,149.47	
Due from Milwaukee County -			
Elderly and Handicapped	7,000.00	-	
Due from U. S. Bureau of			
Census	817.48	-	
<u>Total Receivables</u>	<u>129,726.93</u>	<u>173,545.35</u>	
<u>Total Assets</u>	<u>\$129,726.93</u>	<u>\$173,545.35</u>	
<u>Liabilities</u>			
<u>Accounts Payable</u>	<u>9,109.57</u>	<u>69,618.02</u>	
<u>Equity in Treasury Fund</u>	<u>120,617.36</u>	<u>103,927.33</u>	
<u>Total Liabilities</u>	<u>129,726.93</u>	<u>173,545.35</u>	
<u>Fund Balance</u>			
<u>Fund Balance</u>	<u>-</u>	<u>-</u>	<u>-</u>
<u>Total Liabilities and Fund Balance</u>	<u>\$129,726.93</u>	<u>\$173,545.35</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, 1977

EXHIBIT B-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Continuing Regional Land Use - Transportation Study Fund (Note 1)

Statement of Revenues, Expenditures, and Changes in Fund Balance

For the Year Ended December 31, 1977

Revenues

<u>Federal Grants</u>	
Dept. of Housing & Urban Development \$	\$ 183,850.00
Dept. of Transportation - Urban	
Mass Transit Authority	267,128.00
Dept. of Transportation - Federal	
Highway Administration	267,129.00
State Grants	
Wisc. Dept. of Transportation	97,198.00
Counties Contribution	145,466.00
Contribution from General Fund	171.13
Other Income	
Non-Data Processing	85,646.27
<u>Total Revenues</u>	<u>1,046,588.40</u>

Expenditures

<u>Salaries and Fringe Benefits by Divisions</u>	
Executive	32,684.42
Transportation	119,718.18
Land Use and Housing	61,861.93
Administrative	7,934.99
Cartography	44,472.27
Planning Research	82,370.10
Environmental Planning	53,306.46
Community Assistance	64,169.86
<u>Total Salaries and Fringe Benefits</u>	<u>466,817.57</u>
<u>Totals Carried Forward</u>	<u>466,817.57</u>
	<u>1,046,588.40</u>

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 \$183,850.00 out of a total award to all funds of \$267,147.00 during 1977. As of December 31, 1977, 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 Federal Grants - Urban Mass Transportation Administration

The Continuing Regional Land Use - Transportation Study Fund was awarded a total grant of \$267,128.00 for the 1977 calendar year. The \$267,128.00 was earned during 1977, and therefore, no unearned portion appears in this statement.

4. Net Earned Federal Grants - Federal Highway Administration

The Continuing Regional Land Use - Transportation Study Fund was awarded a total grant of \$267,129.00 for the 1977 calendar year. The \$267,129.00 was earned during 1977, and therefore, no unearned portion appears in this statement.

5. Net Earned Non-Federal Grants - Wisconsin Department of Transportation

The Continuing Regional Land Use - Transportation Study Fund was awarded a total grant of \$97,198.00 for the 1977 calendar year. The \$97,198.00 was earned during 1977, and therefore, no unearned portion appears in this statement.

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EXHIBIT C-ASOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSIONGeneral Mitchell Field Master Plan Fund (Note 1)Statement of Revenues, Expenditures, and Changes in Fund BalanceFor the Year Ended December 31, 1977

<u>Revenues</u>		
Wis. Dept. of Transportation	\$	\$ 8,938.50
Contributions from General Fund		<u>429.55</u>
<u>Total Revenues</u>		9,368.05
<u>Expenditures</u>		
<u>Salaries and Fringe Benefits by Divisions</u>		
Executive	5,090.47	
Land Use and Housing	605.07	
Administrative	35.21	
Cartography	22.55	
Planning Research	10.12	
Environmental Planning	48.07	
Community Assistance	844.94	
<u>Total Salaries and Fringe Benefits</u>		6,656.43
<u>Office and Other Expense</u>		
Indirect - Salaries	1,405.73	
- Data Processing Services	83.95	
- Office Supplies	72.50	
- Library Acquisitions and Dues	12.19	
- Reproduction and Publication	68.33	
- Publication of Report	58.47	
- Printing Costs	160.59	
- Travel Expense	36.63	
- Office Furniture and Fixtures	3.96	
- Postage Expense	64.30	
- Legal Expense	2.21	
- Other Operating Expense	13.30	
- Unemployment Compensation	98.36	
- Auto and Office Equipment		
- Maintenance	51.72	
- Rent Expense	360.79	
- Telephone Expense	102.21	
- Insurance Expense	28.20	
- Audit Expense	43.16	
- Depreciation Expense	45.02	
<u>Total Office and Other Expense</u>		2,711.62
<u>Total Expenditures</u>		<u>9,368.05</u>
<u>Excess Revenue over Expenditures</u>		-
<u>Fund Balance - Beginning of Year</u>		-
<u>Fund Balance - End of Year</u>	\$	-

The note which follows is an integral part of this statement.

EXHIBIT D-ASOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSIONRegional Housing Study Fund (Note 1)Statement of Revenues, Expenditures, and Changes in Fund BalanceFor the Year Ended December 31, 1977

<u>Revenues</u>		
<u>Federal Grants</u>		
Dept. of Housing and Urban Development	\$	\$ 32,250.00
<u>State Grants</u>		
Wis. Dept. of Local Affairs & Development		<u>16,608.71</u>
<u>Total Revenues</u>		48,858.71
<u>Expenditures</u>		
<u>Salaries and Fringe Benefits by Divisions</u>		
Land Use and Housing	31,676.02	
Administrative	42.52	
Cartography	180.37	
<u>Total Salaries and Fringe Benefits</u>		31,898.91
<u>Office and Other Expense</u>		
Date Processing Service	50.54	
Travel Expense	469.72	
Project Inspection Fee	264.00	
Annual Report Publication	3,087.00	
Other Operating Expenses	95.00	
Indirect - Salaries	6,736.04	
- Data Processing Services	402.26	
- Office Supplies	347.38	
- Library Acquisitions and Dues	58.42	
- Reproduction and Publication	327.38	
- Publication of Report	280.19	
- Printing Costs	769.50	
- Travel Expense	175.54	
- Office Furniture and Fixtures	18.98	
- Postage Expense	308.11	
- Legal Expense	10.53	
- Other Operating Expense	63.75	
- Unemployment Compensation	471.34	
- Auto and Office Equipment		
- Maintenance	247.82	
- Rent Expense	1,728.85	
- Telephone Expense	489.77	
- Insurance Expense	135.15	
- Audit Expense	206.82	
- Depreciation Expense	215.71	
<u>Total Office and Other Expense</u>		16,959.80
<u>Total Expenditures</u>		<u>48,858.71</u>
<u>Excess Revenue over Expenditures</u>		-
<u>Fund Balance - Beginning of Year</u>		-
<u>Fund Balance - End of Year</u>	\$	-

The notes which follow are an integral part of this statement.

EXHIBIT C-BSOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSIONGeneral Mitchell Field Master Plan Fund (Note 1)Comparative Balance Sheet

	<u>December 31, 1977</u>	<u>December 31, 1976</u>
<u>Assets</u>		
Accounts Receivable		
Non-Federal - Wisconsin Dept. of Transportation	\$ -	\$ 9,816.68
Less: Unearned Wisconsin Dept. of Transportation		<u>8,936.50</u>
<u>Total Assets</u>	\$ -	\$ 878.18
<u>Liabilities</u>		
Accounts Payable	-	1.75
Equity in Treasury Fund		<u>876.43</u>
<u>Total Liabilities</u>	-	878.18
<u>Fund Balance</u>		
Fund Balance		-
<u>Total Liabilities and Fund Balance</u>	\$ -	\$ 878.18

The note which follows is an integral part of this statement.

EXHIBIT D-BSOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSIONRegional Housing Study Fund (Note 1)Comparative Balance Sheet

	<u>Dec. 31, 1977</u>	<u>Dec. 31, 1976</u>
<u>Assets</u>		
Equity in Treasury Fund	\$ -	\$ 1,355.90
Accounts Receivable		<u>7,824.69</u>
Net Earned Fed. Grants (HUD)		127.00
<u>Total Assets</u>	\$ 7,824.69	\$ 1,482.90
<u>Liabilities</u>		
Accounts Payable	-	332.76
Equity in Treasury Fund		<u>7,157.26</u>
Unearned Grant - Dept. of Local Affairs and Development (Note 2)		<u>667.43</u>
<u>Total Liabilities</u>	7,824.69	1,482.90
<u>Fund Balance</u>		
Fund Balance		-
<u>Total Liabilities and Fund Balance</u>	\$ 7,824.69	\$ 1,482.90

The notes which follow are an integral part of this statement.

1. 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.

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Regional Housing Study Fund

Notes to Financial Statements

December 31, 1977

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. State Grants - Wisconsin Department of Local Affairs and Development

The Regional Housing Study Fund 1977 award was \$16,126.00 which represents a portion of the total Southeastern Wisconsin Regional Planning Commission award of \$62,538.00 from the Wisconsin Department of Local Affairs and Development. As of December 31, 1977 \$667.43 is the unearned balance of the portion recognized as possible 1977 revenue.

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EXHIBIT F-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

For the Year Ended December 31, 1977

<u>Revenues</u>	<u>Contribution from General Fund</u>	<u>\$</u>	<u>\$</u>	<u>\$ 76,687.87</u>
	<u>Total Revenues</u>			<u>76,687.87</u>
<u>Expenditures</u>				
<u>Salaries and Fringe Benefits by Divisions</u>				
Executive	215.76			
Land Use and Housing	21,333.94			
Administrative	644.26			
Cartography	20,635.87			
Environmental Planning	734.17			
Community Assistance	2,399.55			
<u>Total Salaries and Fringe Benefits</u>				<u>45,963.55</u>
<u>Office and Other Expense</u>				
Data Processing Services	2,789.95			
Reproduction and Publication	61.00			
Annual Report Publication	8,778.15			
Travel Expense	354.90			
Printing Costs	10.50			
Other Operating Expenses	7.10			
Indirect - Salaries	9,706.13			
- Data Processing Services	579.62			
- Office Supplies	500.56			
- Library Acquisitions and Dues	84.18			
- Reproduction and Publication	471.73			
- Publication of Report	403.73			
- Printing Costs	1,108.79			
- Travel Expense	252.94			
- Office Furniture and Fixtures	27.35			
- Postage Expense	443.97			
- Legal Expense	15.17			
- Other Operating Expense	91.85			
- Unemployment Compensation	679.17			
- Auto and Office Equipment				
Maintenance	357.09			
Rent Expense	2,491.14			
Telephone Expense	705.73			
Insurance Expense	194.74			
Audit Expense	298.01			
Depreciation Expense	310.82			
<u>Total Office and Other Expense</u>				<u>30,724.32</u>
<u>Total Expenditures</u>				<u>76,687.87</u>
<u>Excess Revenue over Expenditures</u>				
<u>Fund Balance - Beginning of Year</u>				<u>-</u>
<u>Fund Balance - End of Year</u>				<u>\$ -</u>

The note which follows is an integral part of this statement.

EXHIBIT F-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Regional Park, Outdoor Recreation, and Related Open Space

Planning Program Fund (Note 1)

Comparative Balance Sheet

	<u>Dec. 31, 1977</u>	<u>Dec. 31, 1976</u>
<u>Assets</u>		
Equity in Treasury Fund	\$ 6,517.87	\$ 208.21
<u>Total Assets</u>	<u>\$ 6,517.87</u>	<u>\$ 208.21</u>
<u>Liabilities</u>		
Accounts Payable	6,517.87	208.21
<u>Total Liabilities</u>	<u>6,517.87</u>	<u>208.21</u>
<u>Fund Balance</u>		
Fund Balance		
<u>Total Liabilities and Fund Balance</u>	<u>\$ 6,517.87</u>	<u>\$ 208.21</u>

The note which follows is an integral part of this statement.

EXHIBIT E

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Menomonee River Watershed Planning Program Fund

Comparative Balance Sheet

	<u>Dec. 31, 1977</u>	<u>Dec. 31, 1976</u>
<u>Assets</u>		
Accounts Receivable		
Federal - U. S. Environmental Protection Agency	\$ 10,215.91	\$ 10,215.91
<u>Total Assets</u>	<u>\$ 10,215.91</u>	<u>\$ 10,215.91</u>
<u>Liabilities</u>		
Equity in Treasury Fund	10,215.91	10,215.91
<u>Total Liabilities</u>	<u>10,215.91</u>	<u>10,215.91</u>
<u>Fund Balance</u>		
Fund Balance	-	-
<u>Total Liabilities and Fund Balance</u>	<u>\$ 10,215.91</u>	<u>\$ 10,215.91</u>

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.

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Regional Park, Outdoor Recreation, and Related Open Space

Planning Program Fund

Note to Financial Statements

December 31, 1977

1. 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.

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EXHIBIT G-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Regional Air Quality Maintenance Planning Program Fund (Note 1)

Statement of Revenues, Expenditures, and Changes in Fund Balance

For the Year Ended December 31, 1977

Revenues

<u>State Grants</u>			
Wis. Dept. of Transportation	\$	\$ 2,084.35	\$
Wis. Dept. of Natural Resources		<u>8,337.36</u>	
Total Revenues		10,421.71	

Expenditures

<u>Salaries and Fringe Benefits by Divisions</u>			
Executive	712.49		
Administrative	289.21		
Cartography	414.58		
Environmental Planning	3,066.05		
Community Assistance	168.07		
Total Salaries and Fringe Benefits	4,650.40		
<u>Office and Other Expense</u>			
Services by Other Public Agencies	1,500.00		
Data Processing Services	2,050.34		
Library Acquisitions and Dues	16.50		
Annual Report Publication	47.00		
Travel Expense	262.95		
Indirect - Salaries	982.13		
- Data Processing Services	58.65		
- Office Supplies	50.65		
- Library Acquisitions and Dues	8.52		
- Reproduction and Publication	47.73		
- Publication of Report	40.85		
- Printing Costs	112.20		
- Travel Expense	25.60		
- Office Furniture and Fixtures	2.77		
- Postage Expense	44.92		
- Legal Expense	1.53		
- Other Operating Expense	9.29		
- Unemployment Compensation	68.72		
- Auto and Office Equipment			
- Maintenance	36.13		
- Rent Expense	252.08		
- Telephone Expense	71.41		
- Insurance Expense	19.71		
- Audit Expense	30.15		
- Depreciation Expense	31.45		
Total Office and Other Expense	5,771.31		
Total Expenditures	<u>5,771.31</u>	10,421.71	

Excess Revenue over Expenditures

<u>Fund Balance - Beginning of Year</u>			

<u>Fund Balance - End of Year</u>			

The notes which follow are an integral part of this statement.

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Regional Air Quality Maintenance Planning Program Fund

Notes to Financial Statements

December 31, 1977

1. 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 - Wisconsin Department of Transportation

The balance at January 1, 1977 of \$13,239.91 was the unearned 1976 balance of the portion recognized in 1976. As of December 31, 1977, the unearned balance of \$11,155.56 is the unearned balance of the portion recognized as possible 1977 revenue.

3. Unearned - Department of Natural Resources

The balance at January 1, 1977 of \$28,543.14 was the unearned 1976 balance of the portion recognized in 1976. As of December 31, 1977, the unearned balance of \$20,205.78 is the unearned balance of the portion recognized as possible 1977 revenue.

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EXHIBIT G-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Regional Air Quality Maintenance Planning Program Fund (Note 1)

Comparative Balance Sheet

Assets	December 31, 1977	December 31, 1976
Federal - Dept. of Interior	\$ 15,969.17	\$ 15,969.17
Environmental Protection Agency		
Less: Unearned - U. S. Environmental Protection Agency	<u>15,969.17</u>	15,969.17
Non-Federal - Wis. Dept. of Transportation	3,759.73	16,214.68
Less: Unearned Wis. Dept. of Transportation	<u>11,155.56</u>	<u>(7,395.83)</u>
Non-Federal - Wis. Dept. of Natural Resources	15,852.02	31,968.69
Less: Unearned - Dept. of Natural Resources (Note 3)	<u>20,205.78</u>	<u>(4,353.76)</u>
Total Assets	<u>\$ 4,219.58</u>	<u>\$ 22,369.49</u>
Liabilities		
Accounts Payable	31.42	12,540.92
Equity in Treasury Fund	<u>4,188.16</u>	<u>9,888.57</u>
Total Liabilities	<u>4,219.58</u>	<u>22,369.49</u>
Fund Balance		
Total Liabilities and Fund Balance	<u>\$ 4,219.58</u>	<u>\$ 22,369.49</u>

The notes which follow are an integral part of this statement.

EXHIBIT H-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Continuing Community Assistance Planning Program Fund (Note 1)

Statement of Revenues, Expenditures, and Changes in Fund Balance

For the Year Ended December 31, 1977

Revenues

<u>Federal Grants</u>			
Dept. of Housing and Urban Development	\$	\$ 34,693.00	\$
<u>State Grants</u>			
Wis. Dept. of Local Affairs and Development (Note 2)		46,412.00	
Contribution from General Fund		590.11	
<u>Other Income</u>			
Community Assistance Agreements	22,323.69		
Non-Data Processing Receipts	44.00		
Sale of Publications	3,983.02		
Sale of Aerial Photos	17,594.45		
Floodplain Information Revenue	5,865.00		
Total Other Income		49,770.16	
Total Revenues			131,465.27

Expenditures

<u>Salaries and Fringe Benefits by Divisions</u>			
Executive	15,528.35		
Transportation	1,327.15		
Land Use and Housing	2,735.72		
Administrative	15,474.72		
Cartography	11,849.72		
Planning Research	539.51		
Environmental Planning	4,591.76		
Community Assistance	33,463.68		
Total Salaries and Fringe Benefits		85,500.61	
Totals Carried Forward		85,500.61	131,465.27

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

EXHIBIT H-A
(Continued)

Continuing Community Assistance Planning Program Fund (Note 1)

Statement of Revenues, Expenditures, and Changes in Fund Balance

For the Year Ended December 31, 1977

<u>Totals Brought Forward</u>	\$	\$ 85,500.61	\$ 131,465.27
<u>Expenditures (Continued)</u>			
Office and Other Expense			
Data Processing Services		1,264.18	
Newsletter Publication		4,944.39	
Office Drafting and Duplicating Supplies		208.35	
Library Acquisitions and Dues		24.64	
Reproduction and Publication		2,470.93	
Annual Report Publication		1,067.20	
Printing Costs		19.60	
Travel Expense		1,001.27	
Other Operating Expense		136.48	
Indirect - Salaries		18,055.16	
- Data Processing Services		1,078.21	
- Office Supplies		931.12	
- Library Acquisitions and Dues		156.58	
- Reproduction and Publication		877.49	
- Publication of Report		751.02	
- Printing Costs		2,062.55	
- Travel Expense		470.52	
- Office Furniture and Fixtures		50.87	
- Postage Expense		825.86	
- Legal Expense		28.22	
- Other Operating Expense		170.87	
- Unemployment Compensation		1,263.38	
- Auto and Office Equipment			
- Maintenance		664.25	
- Rent Expense		4,633.97	
- Telephone Expense		1,312.78	
- Insurance Expense		362.26	
- Audit Expense		554.35	
- Depreciation Expense		576.16	
Total Office and Other Expense		45,964.66	
Total Expenditures		131,465.27	
<u>Excess Revenue over Expenditures</u>			
<u>Fund Balance - Beginning of Year</u>			
<u>Fund Balance - End of Year</u>		\$	-

The notes which follow are an integral part of this statement.

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1. The Continuing Community Assistance Planning Program disseminates data assembled under the regional planning programs toward the implementation of adopted regional and subregional plan elements and assists local officials in the resolution of local planning and development problems through the preparation of local plans and plan implementation devices and the provision of ongoing functional guidance and advice.

2. State Grants - Wisconsin Department of Local Affairs and Development

The Continuing Community Assistance Planning Program Fund 1977 award was \$46,412.00 which represents a portion of the total Southeastern Wisconsin Regional Planning Commission's award of \$62,538.00 from the Wisconsin Department of Local Affairs and Development. The monies received were used to offset expenditures incurred for the printing of the bi-monthly Newsletter, Community Assistance Program, and A-95 Clearing House Review.

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EXHIBIT I-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Stream Gaging Program Trust Fund (Note 1)

Statement of Revenues, Expenditures, and Changes in Fund Balance

For the Year Ended December 31, 1977

<u>Fund Balance - Beginning of Year</u>			
<u>Fund Balance - End of Year</u>		\$	-

The notes which follow are an integral part of this statement.

<u>Revenues</u>			
Counties Contribution (Note 2)		\$ 23,550.00	\$
Interest on Invested Funds		1,029.64	
<u>Total Revenues</u>			
<u>Expenditures</u>			
Services by Other Public Agencies		28,733.00	
<u>Total Expenditures</u>			
<u>Excess Expenditures over Revenues</u>			
<u>Fund Balance - Beginning of Year</u>			16,248.58
<u>Fund Balance - End of Year</u>			\$ 12,095.22

The notes which follow are an integral part of this statement.

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EXHIBIT I-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Continuing Community Assistance Planning Program Fund (Note 1)

Balance Sheet

As at December 31, 1977

<u>Assets</u>			
Accounts Receivable			
Non-Federal - Community Assistance		\$ 20,430.69	
Total Assets		\$ 20,430.69	
<u>Liabilities</u>			
Accounts Payable		3,641.80	
Equity in Treasury		16,788.89	
Total Liabilities		20,430.69	
<u>Fund Balance</u>			
Fund Balance		-	
Total Liabilities and Fund Balance		\$ 20,430.69	

The notes which follow are an integral part of this statement.

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Stream Gaging Program Trust Fund (Note 1)

Comparative Balance Sheet

<u>Assets</u>			
Equity in Treasury Fund		\$ 16,328.22	\$ 8,748.58
Accounts Receivable		1,700.00	7,500.00
Total Assets		\$ 18,028.22	\$ 16,248.58
<u>Liabilities</u>			
Accounts Payable		5,933.00	-
Total Liabilities		5,933.00	-
<u>Fund Balance</u>			
Unappropriated Fund Balance		12,095.22	16,248.58
Total Liabilities and Fund Balance		\$ 18,028.22	\$ 16,248.58

The notes which follow are an integral part of this statement.

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Stream Gaging Program Trust Fund

Notes to Financial Statements

December 31, 1977

1. The Stream Gaging Program Trust Fund is a trust account administered by the Commission for a cooperative program involving the U. S. Geological Survey, which contributes 50 percent of the cost of the program in the form of staff, services, and 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 the management of the water resources of southeastern Wisconsin.

2. The 1977 contributions to the Stream Gaging Program were as follows:

Metropolitan Sewerage Commission of	
the County of Milwaukee	\$ 6,800.00
Fond du Lac County	1,650.00
Waukesha County	3,400.00
Ozaukee County	3,300.00
Washington County	3,300.00
Racine County	3,400.00
University of Wisconsin - Parkside (Accts. Rec.)	<u>1,700.00</u>
	<u>\$ 23,550.00</u>

The deviation between the adopted 1977 Commission Budget and the actual local contributions for the continuing stream gaging program is due to the difference in the Commission budget year and the U. S. Geological Survey's fiscal year. At the time of the adoption of the Commission budget in June of 1976, the contract amount for the second half of calendar year 1977, which includes the first half of the 1978 federal fiscal year, had not been determined. The contributions by the actual participants therefore may vary by a small amount from the budgeted figures, as the contract amounts for the first half of the new federal fiscal year are determined by the U. S. Geological Survey.

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EXHIBIT K-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
Cedarburg-Grafton Area Sanitary Sewerage Facilities Study Trust Fund (Note 1)
Statement of Revenues, Expenditures, and Changes in Fund Balance

For the Year Ended December 31, 1977

<u>Revenues</u>	
Interest on Invested Funds	\$ 95.64
<u>Total Revenues</u>	95.64
<u>Expenditures</u>	-
Excess Revenues over Expenditures	95.64
<u>Fund Balance - Beginning of Year</u>	2,400.00
Less: Monies Returned for Restructuring of Financial Arrangements	(2,495.64)
<u>Fund Balance - End of Year</u>	\$ -

The note which follows is an integral part of this statement.

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EXHIBIT J-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
City of Kenosha Base Mapping Program Trust Fund (Note 1)
Statement of Revenues, Expenditures, and Changes in Fund Balance

For the Year Ended December 31, 1977

<u>Revenues</u>	\$ -
<u>Expenditures</u>	
Outside Salaries and Service	1,589.00
Excess Expenditures over Revenue	(1,589.00)
<u>Fund Balance - Beginning of Year</u>	1,589.00
<u>Fund Balance - End of Year</u>	\$ -

The note which follows is an integral part of this statement.

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EXHIBIT K-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
Cedarburg-Grafton Area Sanitary Sewerage Facilities Study Trust Fund (Note 1)
Comparative Balance Sheet

	Dec. 31, 1977	Dec. 31, 1976
<u>Assets</u>		
Equity in Treasury	\$ -	\$ 2,400.00
<u>Total Assets</u>	\$ -	\$ 2,400.00
<u>Liabilities</u>		
Liabilities	-	-
Fund Balance	-	2,400.00
Unappropriated Fund Balance	-	2,400.00
<u>Total Liabilities and Fund Balance</u>	\$ -	\$ 2,400.00

The note which follows is an integral part of this statement.

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EXHIBIT J-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
City of Kenosha Base Mapping Program Trust Fund (Note 1)
Comparative Balance Sheet

	Dec. 31, 1977	Dec. 31, 1976
<u>Assets</u>		
Equity in Treasury	\$ -	\$ 1,589.00
<u>Total Assets</u>	\$ -	\$ 1,589.00
<u>Liabilities</u>		
Liabilities	-	-
Fund Balance	-	1,589.00
Unappropriated Fund Balance	-	1,589.00
<u>Total Liabilities and Fund Balance</u>	\$ -	\$ 1,589.00

The note which follows is an integral part of this statement.

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
Cedarburg-Grafton Area Sanitary Sewerage Facilities Study Trust Fund
Note to Financial Statements

December 31, 1977

1. The Cedarburg-Grafton Area Sanitary Sewerage Facilities Trust Fund is administered by the Commission for procuring services to provide for sanitary sewerage facilities.

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EXHIBIT LSOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSIONWashington County Special Monumentation Trust FundComparative Balance Sheet

	Dec. 31, 1977	Dec. 31, 1976
Assets		
Equity in Treasury	\$ 5,550.00	\$ 5,550.00
Total Assets	<u>\$ 5,550.00</u>	<u>\$ 5,550.00</u>
Liabilities		
Fund Balance		
Unappropriated Fund Balance	5,550.00	5,550.00
Total Liabilities and Fund Balance	<u>\$ 5,550.00</u>	<u>\$ 5,550.00</u>

The Washington County Special Monumentation Trust Fund is a trust account contributed to by Washington County, and administered by the Commission for the relocation and monumentation of public land survey corners in Washington County in connection with large scale topographic mapping efforts undertaken by the Commission as a part of its areawide water quality management planning program.

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EXHIBIT M-BSOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSIONData Processing Fund (Note 1)Balance Sheet

As at December 31, 1977

	Assets	Liabilities
Accounts Receivable		
Due from Service Agreements (Note 3)	\$ 33,915.84	
Total Assets	<u>\$ 33,915.84</u>	
State Sales Tax		19.84
Accounts Payable		31,157.31
Equity in Treasury		5,868.12
Total Liabilities		37,045.27
Fund Balance		
Unappropriated Fund Balance		(3,129.43)
Total Liabilities and Fund Balance		<u>\$ 33,915.84</u>

The notes which follow are an integral part of this statement.

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EXHIBIT M-ASOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSIONData Processing Fund (Note 1)Statement of Revenues, Expenditures, and Changes in Fund Balance

For the Year Ended December 31, 1977

	\$	\$	\$
Revenues			
Other Income (Note 2)	\$ 687,345.77		
Total Revenues	<u>687,345.77</u>		
Expenditures			
Salaries and Fringe Benefits by Divisions			
Data Processing	256,149.93		
Cartography	43.13		
Total Salaries and Fringe Benefits	<u>256,193.06</u>		
Office and Other Expense			
Data Processing Machine Rental	296,671.35		
Office Drafting and Duplicating Supplies	31,037.17		
Library Acquisitions and Dues	15.00		
Other Operating Expense	3,199.39		
Telephone Expense	269.12		
Indirect - Salarists	54,100.13		
Data Processing Services	3,330.72		
Office Supplies	2,789.99		
Library Acquisitions and Dues	469.19		
Reproduction and Publication	2,629.31		
Publication of Report	2,250.34		
Printing Costs	6,180.20		
Travel Expense	143.10		
Office Furniture and Fixtures	152.41		
Postage Expense	2,474.60		
Legal Expense	84.57		
Other Operating Expense	511.98		
Unemployment Compensation	3,785.57		
Auto and Office Equipment			
Maintenance	1,990.33		
Rent Expense	13,885.15		
Telephone Expense	3,933.58		
Insurance Expense	1,085.47		
Audit Expense	1,661.05		
Depreciation Expense	1,732.42		
Total Office and Other Expense	<u>434,282.14</u>		
Total Expenditures	<u>690,475.20</u>		
Excess Expenditures over Revenue	<u>(3,129.43)</u>		
Fund Balance - Beginning of Year	<u>-</u>		
Fund Balance - End of Year	<u>\$(3,129.43)</u>		

The notes which follow are an integral part of this statement.

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSIONData Processing FundNotes to Financial Statements

December 31, 1977

1. The Data Processing Fund is a separate fund established to identify all data processing expenses from which "at cost" data processing invoices are issued to all in-house and out-of-house users of data processing services.

2. Other Income

The following are the sources of funds paid to the Data Processing Fund for services rendered:

Project Funds

Continuing Regional Land Use - Transportation Study Fund	\$ 224,748.24
Regional Housing Study Fund	50.54
Regional Park, Outdoor Recreation, and Related Open Space Planning Program Fund	2,789.95
Regional Air Quality Maintenance Planning Program Fund	2,050.34
Continuing Community Assistance Planning Program Fund	1,264.18
Continuing Regional Water Quality Management Planning Program Fund	4,259.38
Continuing Regional Environmental Engineering Planning Program Fund	9,867.93
Kinnickinnic River Watershed Study Fund	14,766.96
Menomonee River Pilot Watershed Study Fund	17,297.69
Coastal Zone Management Planning Program Fund	24.14
Areawide Water Quality Management Planning Program Fund	254,722.25
Total from Projects	531,841.60

Indirect Data Processing Services

18,146.75

Service Agreements

137,357.42

\$687,345.773. Due from Service Agreements

The 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, 1977, 86 schools, municipalities and other agencies owed \$33,915.84 to Southeastern Wisconsin Regional Planning Commission for data processing services rendered.

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EXHIBIT N-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Continuing Regional Water Quality Management Planning Program Fund (Note 1)

Statement of Revenues, Expenditures, and Changes in Fund Balance

For the Year Ended December 31, 1977

Revenues	\$	\$	\$	-
Expenditures				
Salaries and Fringe Benefits by Divisions				
Administrative	43.43			
Cartography	1,122.02			
Environmental Planning	2,263.62			
Total Salaries and Fringe Benefits	3,429.10			
Office and Other Expense				
Data Processing Services	4,259.38			
Indirect - Salaries	724.14			
- Data Processing Services	43.24			
- Office Supplies	37.35			
- Library Acquisitions and Dues	6.28			
- Reproduction and Publication	35.19			
- Publication of Report	30.12			
- Printing Costs	82.72			
- Travel Expense	18.87			
- Office Furniture and Fixtures	2.04			
- Postage Expense	33.12			
- Legal Expense	1.13			
- Other Operating Expense	6.86			
- Unemployment Compensation	50.67			
- Auto and Office Equipment				
- Maintenance	26.64			
- Rent Expense	185.85			
- Telephone Expense	52.66			
- Insurance Expense	14.53			
- Audit Expense	22.23			
- Depreciation Expense	23.19			
Total Office and Other Expense	5,656.21			
Total Expenditures	9,085.31			
Excess Expenditures over Revenue	(9,085.31)			
Fund Balance - Beginning of Year	-			
Fund Balance - End of Year	\$ (9,085.31)			

The note which follows is an integral part of this statement.

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EXHIBIT N-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Continuing Regional Water Quality Management Planning Program Fund (Note 1)

Balance Sheet

As at December 31, 1977

Assets	\$	-
Total Assets	\$ -	
Liabilities		
Equity in Treasury	9,085.31	
Fund Balance		
Unappropriated Fund Balance	(9,085.31)	
Total Liabilities and Fund Balance	\$ -	

The note which follows is an integral part of this statement.

* * * * *

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Continuing Regional Water Quality Management Planning Program Fund

Note to Financial Statements

December 31, 1977

1. The Continuing Regional Water Quality Management Planning Program identifies actions and costs required in order to achieve water quality standards in lakes and streams through the year 2000.

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EXHIBIT O-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Continuing Regional Environmental Engineering Planning Program Fund (Note 1)

Statement of Revenues, Expenditures, and Changes in Fund Balance

For the Year Ended December 31, 1977

Revenues	\$	\$	\$	-
Counties Contributions	\$ 79,746.70			
Milwaukee Sewerage Commission	1,000.00			
Other Income				
- Non-Data Processing Receipts	31,430.50			
Total Revenues	112,177.20			
Expenditures				
Salaries and Fringe Benefits by Divisions				
Executive	16.00			
Transportation	12.91			
Land Use and Housing	364.88			
Administrative	567.84			
Cartography	8,605.05			
Planning Research	63.11			
Environmental Planning	59,344.91			
Community Assistance	930.83			
Total Salaries and Fringe Benefits	69,913.53			
Office and Other Expense				
Service by Other Public Agencies	46.00			
Data Processing Services	9,867.93			
Office Drafting and Duplicating Supplies	53.88			
Reproduction and Publication	45.60			
Publication of Report	1,570.05			
Travel Expense	1,002.30			
Outside Salary and Service	567.80			
Library Acquisitions and Dues	552.50			
Other Operating Expense	19.48			
Auto and Office Equipment Maintenance	29.85			
Indirect - Salaries	14,763.56			
- Data Processing Services	881.64			
- Office Supplies	761.37			
- Library Acquisitions and Dues	128.04			
- Reproduction and Publication	717.52			
Totals Carried Forward	31,037.52			

EXHIBIT O-A
(Continued)

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Continuing Regional Environmental Engineering Planning Program Fund (Note 1)

Statement of Revenues, Expenditures, and Changes in Fund Balance

For the Year Ended December 31, 1977

Totals Brought Forward	\$ 31,037.52	\$ 69,913.53	\$ 112,177.20
Expenditures (Continued)			
Office and Other Expense (Continued)			
Indirect - Publication of Report	614.10		
- Printing Costs	1,686.53		
- Travel Expense	384.74		
- Office Furniture and Fixtures	41.59		
- Postage Expense	675.30		
- Legal Expense	23.08		
- Other Operating Expense	139.71		
- Unemployment Compensation	1,033.06		
- Auto and Office Equipment			
- Maintenance	543.15		
- Rent Expense	3,789.16		
- Telephone Expense	1,073.45		
- Insurance Expense	295.22		
- Audit Expense	153.29		
- Depreciation Expense	112.77		
Total Office and Other Expense	42,263.67		
Total Expenditures	42,263.67		
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 O-B

EXHIBIT P-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Continuing Regional Environmental Engineering Planning Program Fund (Note 1)

Comparative Balance Sheet

Assets	December 31, 1977	December 31, 1976
Receivables		
Milwaukee Sewerage Commission	\$ 1,000.00	\$ 10,000.00
Less: Unearned Milwaukee Sewerage Commission (Note 2)	1,000.00	1,000.00
U. S. Environmental Protection Agency	67,863.40	60,510.81
Less: Unearned U. S. Environmental Protection Agency (Note 3)	44,687.29	23,176.11
Total Assets	\$ 24,176.11	\$ 9,419.37
Liabilities		
Accounts Payable	487.36	3,071.61
Equity in Treasury Fund	9,716.33	5,916.64
Unearned Contributions - Counties	13,972.42	431.12
Total Liabilities	24,176.11	9,419.37
Fund Balance		
Total Liabilities and Fund Balance	\$ 24,176.11	\$ 9,419.37

The notes which follow are an integral part of this statement.

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Kinnickinnic River Watershed Study Fund (Note 1)

Statement of Revenues, Expenditures, and Changes in Fund Balance

For the Year Ended December 31, 1977

Revenues			
<u>Federal Grants</u>			
Dept. of Housing and Urban Development	\$	\$ 28,000.00	\$
<u>State Grants</u>			
Wis. Dept. of Natural Resources		45,899.43	
Counties Contributions		15,299.81	
<u>Other Income</u>			
Interest on Invested Funds		528.44	
Total Revenues			89,727.68
Expenditures			
<u>Salaries and Fringe Benefits by Divisions</u>			
Transportation		19.63	
Land Use and Housing		248.28	
Administrative		170.99	
Cartography		1,762.34	
Planning Research		74.04	
Environmental Planning		49,934.73	
Community Assistance		225.21	
Total Salaries and Fringe Benefits			52,435.22
<u>Office and Other Expense</u>			
Technical Consultants		532.18	
Office Drafting and Duplicating Supplies		24.00	
Data Processing Services		14,766.96	
Library Acquisitions and Dues		21.60	
Reproduction and Publication		176.00	
Travel Expense		155.51	
Other Operating Expense		27.50	
Project Inspection Fee		230.00	
Indirect - Salaries		11,072.67	
- Data Processing Services		661.23	
- Office Supplies		571.03	
- Library Acquisitions and Dues		96.03	
- Reproduction and Publication		538.14	
- Publication of Report		460.58	
- Printing Costs		1,264.90	
Totals Carried Forward		30,598.33	52,435.22
			89,727.68

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Continuing Regional Environmental Engineering Planning Program Fund

Notes to Financial Statements

December 31, 1977

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

As of January 1, 1977, \$1,000.00 was shown as unearned grant revenue from the prior year. As of December 31, 1977, \$1,000.00 was earned.

3. Unearned - U. S. Environmental Protection Agency

As of January 1, 1977, \$60,091.44 was shown as unearned grant revenue from the prior year. As of December 31, 1977 \$15,404.15 was earned, and \$44,687.29 remained to be earned.

EXHIBIT P-A
(Continued)

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Kinnickinnic River Watershed Study Fund (Note 1)

Statement of Revenues, Expenditures, and Changes in Fund Balance

For the Year Ended December 31, 1977

Totals Brought Forward	\$ 30,598.33	\$ 52,435.22	\$ 89,727.68
<u>Expenditures (Continued)</u>			
Office and Other Expense (Continued)			
Indirect - Travel Expense	288.55		
- Office Furniture and Fixtures	31.19		
- Postage Expense	506.48		
- Legal Expense	17.31		
- Other Operating Expense	104.79		
- Unemployment Compensation	774.79		
- Auto and Office Equipment			
- Maintenance	407.36		
- Rent Expense	2,841.87		
- Telephone Expense	805.08		
- Insurance Expense	222.16		
- Audit Expense	339.97		
- Depreciation Expense	354.58		
Total Office and Other Expense		37,292.46	
Total Expenditures			89,727.68
<u>Excess Revenue over Expenditures</u>			
Fund Balance - Beginning of Year			391.79
Fund Balance - End of Year			\$ 391.79

The note which follows is an integral part of this statement.

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EXHIBIT P-B

EXHIBIT Q-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Kinnickinnic River Watershed Study Fund (Note 1)

Comparative Balance Sheet

	December 31, 1977	December 31, 1976
Assets		
Equity in Treasury	\$ 11,632.67	\$ 52,305.75
Accounts Receivable		
Net Earned Federal Grants -		
HUD		9,452.44
Non-Federal Wis. Dept. of		
Natural Resources		27,500.00
Less: Unearned Wis. Dept. of		
Natural Resources		(26,983.24)
Total Assets	<u>\$ 11,632.67</u>	<u>\$ 34,774.95</u>
Liabilities		
Accounts Payable		
Unearned - Milwaukee County		29,926.28
- Dept. of Natural		4,456.88
Resources	<u>8,583.81</u>	-
Total Liabilities	<u>11,240.88</u>	<u>34,383.16</u>
Fund Balance	<u>391.79</u>	<u>391.79</u>
Total Liabilities and Fund Balance	<u>\$ 11,632.67</u>	<u>\$ 34,774.95</u>

The note which follows is an integral part of this statement.

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Menomonee River Pilot Watershed Study Fund (Note 1)

Statement of Revenues, Expenditures and Changes in Fund Balance

For the Year Ended December 31, 1977

Revenues		
U. S. Environmental Protection Agency	\$ 34,566.75	\$
Wis. Dept. of Natural Resources	<u>1,819.30</u>	36,386.05
Total Revenues		
Expenditures		
Salaries and Fringe Benefits by Divisions		
Land Use and Housing	320.08	
Administrative	50.57	
Cartography	8.66	
Environmental Planning	<u>12,331.24</u>	12,710.55
Total Salaries and Fringe Benefits		
Office and Other Expense		
Outside Salaries and Services	1,003.75	
Data Processing Services	<u>17,297.69</u>	
Office Drafting and Duplicating Supplies	27.00	
Travel Expense	169.46	
Indirect - Salaries	2,084.15	
- Data Processing Services	160.29	
- Office Supplies	<u>138.42</u>	
- Library Acquisitions and Dues	23.28	
- Reproduction and Publication	130.45	
- Publication of Report	111.65	
- Printing Costs	306.63	
- Travel Expense	69.95	
- Office Furniture and Fixtures	7.56	
- Postage Expense	<u>122.78</u>	
- Legal Expense	1.20	
- Other Operating Expense	25.40	
- Unemployment Compensation	187.82	
- Auto and Office Equipment		
- Maintenance	98.75	
- Rent Expense	<u>688.90</u>	
- Telephone Expense	195.16	
- Insurance Expense	23.85	
- Audit Expense	82.41	
- Depreciation Expense	<u>85.95</u>	
Total Office and Other Expense	<u>23,675.50</u>	36,386.05
Total Expenditures		
Excess Revenue over Expenditures		
Fund Balance - Beginning of Year		
Fund Balance - End of Year	<u>\$ -</u>	<u>\$ -</u>

The notes which follow are an integral part of this statement.

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Kinnickinnic River Watershed Study Fund

Note to Financial Statements

December 31, 1977

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.

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EXHIBIT Q-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Menomonee River Pilot Watershed Study Fund (Note 1)

Comparative Balance Sheet

	December 31, 1977	December 31, 1976
Assets		
Receivables		
U. S. Environmental Protection Agency	\$ 67,029.74	\$ 52,118.35
Less: Unearned U. S. Environmental Protection Agency (Note 2)	<u>60,042.87</u>	<u>6,986.87</u>
Non-Federal - Wis. Dept. of Natural Resources	3,527.90	2,743.09
Less: Unearned Wis. Dept. of Natural Resources (Note 3)	<u>3,160.16</u>	<u>367.74</u>
Total Assets	<u>\$ 7,354.61</u>	<u>\$ 22,392.36</u>
Liabilities		
Accounts Payable	5.00	78.95
Equity in Treasury Fund	<u>7,354.61</u>	<u>22,313.41</u>
Total Liabilities	<u>7,354.61</u>	<u>22,392.36</u>
Fund Balance		
Fund Balance	-	-
Total Liabilities and Fund Balance	<u>\$ 7,354.61</u>	<u>\$ 22,392.36</u>

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, 1977

1. 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.

2. Unearned - U. S. Environmental Protection Agency

The U. S. Environmental Protection Agency award for 1977 totaled \$63,764.00. The balance at January 1, 1977 of \$30,845.62 was the unearned 1976 balance of the portion recognized in 1976. As of December 31, 1977, \$34,566.75 was earned, and \$60,042.87 remained to be earned.

3. Unearned - Wisconsin Department of Natural Resources

The Wisconsin Department of Natural Resources award for 1977 totaled \$3,356.00. The balance at January 1, 1977 of \$1,623.46 was the unearned 1976 balance of the portion recognized in 1976. As of December 31, 1977, \$1,819.30 was earned, and \$3,160.16 remained to be earned.

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EXHIBIT R-A
(Continued)

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Coastal Zone Management Planning Program Fund (Note 1)

Statement of Revenues, Expenditures, and Changes in Fund Balance

For the Year Ended December 31, 1977

<u>Totals Brought Forward</u>	\$ 8,833.31	\$ 24,460.79	\$ 35,613.04
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Expenditures (Continued)

Office and Other Expense (Continued)

Indirect - Auto and Office Equipment

Maintenance	190.03
- Rent Expense	1,325.71
- Telephone Expense	375.56
- Insurance Expense	103.64
- Audit Expense	158.59
- Depreciation Expense	165.41

Total Office and Other Expense

14,152.25

35,613.04

Total Expenditures

-

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 R-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Coastal Zone Management Planning Program Fund (Note 1)

Comparative Balance Sheet

	<u>December 31, 1977</u>	<u>December 31, 1976</u>
<u>Assets</u>		
Receivables		
Wis. Dept. of Administration	\$ 32,294.43	\$ 32,316.06
Less: Unearned Wis. Dept. of Administration (Note 2)	<u>20,881.26</u>	<u>11,413.17</u>
Due from Contributions - Counties (General Fund)	<u>7,340.00</u>	<u>12,521.76</u>
<u>Total Assets</u>	<u>\$ 18,753.17</u>	<u>\$ 12,521.76</u>
<u>Liabilities</u>		
Accounts Payable	194.68	275.92
Equity in Treasury Fund	<u>18,558.49</u>	<u>12,245.84</u>
<u>Total Liabilities</u>	<u>18,753.17</u>	<u>12,521.76</u>
<u>Fund Balance</u>		
Fund Balance	<u>-</u>	<u>-</u>
<u>Total Liabilities and Fund Balance</u>	<u>\$ 18,753.17</u>	<u>\$ 12,521.76</u>

The notes which follow are an integral part of this statement.

* * * * *

Revenues

Wis. Dept. of Administration	\$ 28,273.04	\$
Counties Contributions from General Fund	<u>7,340.00</u>	
<u>Total Revenues</u>		<u>35,613.04</u>

Expenditures

<u>Salaries and Fringe Benefits by Divisions</u>		
Executive	5,168.53	
Land Use and Housing	9,873.78	
Administrative	534.06	
Cartography	108.32	
Planning Research	121.32	
Environmental Planning	8,261.79	
Community Assistance	389.99	
<u>Total Salaries and Fringe Benefits</u>		<u>24,460.79</u>
<u>Office and Other Expense</u>		
Data Processing Services	24.14	
Office Drafting and Duplicating Supplies	5.94	
Reproduction and Publication	45.00	
Travel Expenses	944.65	
Library Acquisitions and Dues	31.38	
Other Operating Expense	137.50	
Indirect - Salaries	5,165.30	
- Data Processing Services	308.46	
- Office Supplies	266.38	
- Library Acquisitions and Dues	44.80	
- Reproduction and Publication	251.04	
- Publication of Report	214.85	
- Printing Costs	590.06	
- Travel Expense	134.61	
- Office Furniture and Fixtures	14.55	
- Postage Expense	236.27	
- Legal Expense	8.07	
- Other Operating Expense	48.88	
- Unemployment Compensation	361.43	
<u>Totals Carried Forward</u>	<u>8,833.31</u>	<u>24,460.79</u>
		<u>35,613.04</u>

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Coastal Zone Management Planning Program Fund

Notes to Financial Statements

December 31, 1977

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 lakeshore.

2. Wisconsin Department of Administration

The Coastal Zone Management Planning Program Fund was awarded a total grant of \$29,360.00, for the 1977 calendar year. As of December 31, 1977, \$28,273.04 was earned, and \$20,881.26 remained to be earned.

* * * * *

EXHIBIT S-A

EXHIBIT S-B

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
Areawide Water Quality Management Planning Program Fund (Note 1)
Statement of Revenues, Expenditures, and Changes in Fund Balance

For the Year Ended December 31, 1977

<u>Revenues</u>			
U. S. Environmental Protection Agency	\$	\$	\$1,547,593.42
<u>Total Revenues</u>			<u>1,547,593.42</u>
<u>Expenditures</u>			
<u>Salaries and Fringe Benefits by Divisions</u>			
Executive	485.17		
Transportation	338.47		
Land Use and Housing	5,576.35		
Administrative	5,075.95		
Cartography	25,989.11		
Planning Research	1,707.14		
Environmental Planning	305,463.96		
Community Assistance	2,622.73		
<u>Total Salaries and Fringe Benefits</u>			<u>347,258.88</u>
<u>Office and Other Expense</u>			
Outside Salaries and Services	97,692.57		
Data Processing Services	254,722.25		
Office Drafting & Duplicating Supplies	1,288.41		
Technical Consultants	489,266.34		
Services by Other Public Agencies	189,156.03		
Publication of Report	20,120.05		
Printing Costs	539.76		
Library Acquisitions and Dues	151.72		
Reproduction and Publication	2,246.84		
Travel Expense	3,974.69		
Office Furniture and Equipment	2,332.65		
Auto and Office Equipment Maintenance	737.50		
Other Operating Expense	709.46		
Indirect - Salaries	73,330.68		
- Data Processing Services	4,379.12		
- Office Supplies	3,781.73		
- Library Acquisitions & Dues	635.97		
- Reproduction and Publication	3,563.93		
- Publication of Report	3,050.25		
<u>Totals Carried Forward</u>			<u>1,151,679.95</u>

		December 31, 1977	December 31, 1976
<u>Assets</u>			
Equity in Treasury Fund	\$	\$ -	\$ 55,631.73
Receivables			
U. S. Environmental Protection Agency	260,700.00	1,575,216.00	
Less: Unearned U. S. Environmental Protection Agency (Note 2)	-	260,700.00	27,622.58
<u>Total Assets</u>		<u>\$ 260,700.00</u>	<u>\$ 83,254.31</u>
<u>Liabilities</u>			
Accounts Payable	157,564.72	76,701.35	
Equity in Treasury Fund	103,135.28	-	
<u>Total Liabilities</u>		<u>260,700.00</u>	<u>76,701.35</u>
<u>Fund Balance</u>			
Unappropriated Fund Balance	-	-	6,552.96
<u>Total Liabilities and Fund Balance</u>		<u>\$ 260,700.00</u>	<u>\$ 83,254.31</u>

The notes which follow are an integral part of this statement.

* * * * *

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Areawide Water Quality Management Planning Program Fund

Notes to Financial Statements

December 31, 1977

1. The Areawide Water Quality Management Planning Program is a program to prepare an areawide waste water treatment and water quality plan for southeastern Wisconsin.

2. Unearned - U. S. Environmental Protection Agency

As of January 1, 1977, \$1,547,593.42 was shown as unearned grant revenue from the prior year. As of December 31, 1977, all U. S. Environmental Protection Agency grants to this fund were recognized as earned and, therefore, no unearned portion appears in this statement.

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EXHIBIT S-A
(Continued)

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
Areawide Water Quality Management Planning Program Fund (Note 1)
Statement of Revenues, Expenditures, and Changes in Fund Balance

For the Year Ended December 31, 1977

<u>Totals Brought Forward</u>	\$ 1,151,679.95	\$ 347,258.88	\$ 1,547,593.42
<u>Expenditures (Continued)</u>			
<u>Office and Other Expense (Continued)</u>			
Indirect - Printing Costs	8,377.03		
- Travel Expense	1,910.99		
- Office Furniture & Fixtures	206.59		
- Postage Expense	3,354.23		
- Legal Expense	114.62		
- Other Operating Expense	693.97		
- Unemployment Compensation	5,131.20		
- Auto and Office Equipment Maintenance	2,697.81		
- Rent Expense	18,820.79		
- Telephone Expense	5,331.81		
- Insurance Expenses	1,471.31		
- Audit Expense	2,251.49		
- Depreciation Expense	2,348.24		
<u>Total Office and Other Expense</u>	<u>1,204,390.03</u>		<u>1,551,648.91</u>
<u>Excess Expenditures over Revenue</u>		(4,055.49)	
<u>Fund Balance - Beginning of Year</u>		6,552.96	
Less: Transfer Fund Balance to General Fund		(2,497.47)	
<u>Fund Balance - End of Year</u>		\$ -	

The notes which follow are an integral part of this statement.

EXHIBIT T-A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Equipment Account

Statement of Revenues, Expenditures, and Changes in Fund Balance

For the Year Ended December 31, 1977

<u>Revenues</u>		
Rental Usage Charge	\$ 9,730.92	\$
Contribution from General Fund	5,615.74	
<u>Total Revenues</u>		<u>16,346.66</u>
<u>Expenditures</u>		
Depreciation Expense	9,730.92	
<u>Total Expenditures</u>		<u>9,730.92</u>
<u>Excess Revenue over Expenditures</u>		<u>6,615.74</u>
<u>Fund Balance - Beginning of Year</u>		<u>53,804.24</u>
<u>Fund Balance - End of Year</u>		<u>\$ 60,419.08</u>

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EXHIBIT T-BEXHIBIT U-BSOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSIONEquipment AccountBalance SheetAs at December 31, 1977

<u>Assets</u>			
Desks	\$ 12,852.55	\$	
Less: Allowance for Depreciation	<u>7,951.82</u>		4,900.73
Chairs	<u>7,108.34</u>		
Less: Allowance for Depreciation	<u>5,328.80</u>		1,779.54
Calculator and Adding Machines	<u>5,313.60</u>		
Less: Allowance for Depreciation	<u>5,785.00</u>		3,528.60
Filing Cabinets	<u>18,049.34</u>		
Less: Allowance for Depreciation	<u>10,905.83</u>		7,143.51
Typewriter and Dictating Equipment	<u>11,677.26</u>		
Less: Allowance for Depreciation	<u>5,424.20</u>		6,253.06
Bookcases and Shelves	<u>9,626.49</u>		
Less: Allowance for Depreciation	<u>3,585.90</u>		6,040.59
Tables	<u>5,803.99</u>		
Less: Allowance for Depreciation	<u>3,697.46</u>		2,106.53
Data Processing Equipment	<u>825.60</u>		
Less: Allowance for Depreciation	<u>41.29</u>		784.31
Other Major Equipment	<u>16,770.45</u>		
Less: Allowance for Depreciation	<u>5,506.99</u>		11,263.46
Autos	<u>28,982.10</u>		
Less: Allowance for Depreciation	<u>13,243.53</u>		15,738.57
Miscellaneous	<u>2,264.92</u>		
Less: Allowance for Depreciation	<u>1,252.60</u>		1,012.32
<u>Total Assets</u>		\$ 60,551.22	
<u>Liabilities</u>			
Accounts Payable		<u>131.24</u>	
<u>Total Liabilities</u>		131.24	
Fund Balance			
Unappropriated Fund Balance		<u>60,419.98</u>	
<u>Total Liabilities and Fund Balance</u>		\$ 60,551.22	

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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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSIONUnemployment Compensation FundComparative Balance Sheet

	<u>Dec. 31, 1977</u>	<u>Dec. 31, 1976</u>
Assets	\$ 41,658.76	\$ 22,488.46
Equity in Treasury Fund		
Total Assets	\$ 41,658.76	\$ 22,488.46
Liabilities		
Fund Balance		
Unappropriated Fund Balance	41,658.76	22,488.46
Total Liabilities and Fund Balance	\$ 41,658.76	\$ 22,488.46

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EXHIBIT VEXHIBIT U-ASOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSIONIndirect Expense FundBalance SheetAs at December 31, 1977SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSIONUnemployment Compensation FundStatement of Revenues, Expenditures, and Changes in Fund BalanceFor the Year Ended December 31, 1977

<u>Revenues</u>		
Other Income		
Income From Unemployment Compensation Charges to Other Funds	\$	\$ 21,263.30
<u>Total Revenues</u>		21,263.30
<u>Expenditures</u>		
Unemployment Compensation Expense		2,093.00
<u>Total Expenditures</u>		2,093.00
<u>Excess Revenue over Expenditures</u>		19,170.30
<u>Fund Balance - Beginning of Year</u>		22,488.46
<u>Fund Balance - End of Year</u>		\$ 41,658.76

<u>Assets</u>		
Equity in Treasury		\$ 27,246.59
<u>Total Assets</u>		\$ 27,246.59
<u>Liabilities</u>		
Accounts Payable		
<u>Total Liabilities</u>		27,246.59
<u>Fund Balance</u>		
<u>Total Liabilities and Fund Balance</u>		\$ 27,246.59

The Indirect Expense Fund is a pool for the accumulation of all Commission "overhead" expenses that benefit all Commission programs and which will therefore be proportionally expensed back to all Commission programs in accordance with the Commission's Cost Allocation Plan.

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EXHIBIT WSOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSIONSOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSIONTreasury Cash FundBalance SheetAs at December 31, 1977Treasury Cash FundNote to Financial StatementDecember 31, 1977

<u>Assets</u>	
Treasurer's Cash Account	\$ 5,572.68
Treasurer's Savings Account	67,465.50
Treasurer's Investments (Note 1)	100,000.00
	<u>173,038.18</u>
Accounts Receivable - Overdrafts	
Due from - Continuing Regional Land Use -	
Transportation Study	120,617.36
- Regional Housing Study Fund	7,157.26
- Menomonee River Pilot Watershed Study Fund	10,215.91
- Continuing Regional Environmental Engineering	
Planning Program Fund	9,716.33
- Regional Air Quality Maintenance Planning	
Program Fund	4,188.16
- Menomonee River Pilot Watershed Study Fund	7,349.61
- Coastal Zone Management Planning Program	
Fund	18,558.49
- Areawide Water Quality Management Planning	
Program Fund	103,135.28
- Continuing Community Assistance Planning	
Program Fund	16,788.89
- Data Processing Fund	5,868.12
- Continuing Regional Water Quality Management	
Planning Program Fund	9,085.31
	<u>312,680.72</u>
<u>Total Assets</u>	<u>\$485,718.90</u>
<u>Liabilities</u>	
Due to - General Fund	376,784.79
- Regional Park Outdoor Recreation and Related	
Open Space Planning Program Fund	6,517.87
- Stream Gaging Program Trust Fund	16,328.22
- Kinnickinnic River Watershed	
Planning Program Fund	11,632.67
- Unemployment Compensation Fund	41,658.76
- Washington County Special Monumetation Trust	
Fund	5,550.00
- Indirect Expense Fund	27,246.59
<u>Total Liabilities</u>	<u>\$485,718.90</u>

1. A contingency fund has been designated to help offset an anticipated cash flow problem in December, 1978 when the Continuing 208 Planning Program will be completed. The Commission Treasurer was authorized to invest the fund in U. S. Treasury Notes held in an escrow account specifying the anticipated use.

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The note which follows is an integral part of this statement.

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