SECOND AMENDMENT TO

VISION 2050: A REGIONAL LAND USE AND TRANSPORTATION PLAN FOR SOUTHEASTERN WISCONSIN

LAND USE CHANGES AND TRANSPORTATION IMPROVEMENTS RELATED TO THE PLANNED FOXCONN MANUFACTURING CAMPUS

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

VISION 2050

One Region, Focusing on Our Future

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
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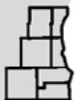

SUBJECT: Certification of Adoption of an Amendment to VISION 2050 to Incorporate Land Use Changes and Transportation Improvements Related to the Foxconn Manufacturing Campus

TO: The Legislative Bodies of All the Local Units of Government within the Southeastern Wisconsin Region, Consisting of the Counties of Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha

This is to certify that at a meeting of the Southeastern Wisconsin Regional Planning Commission held at the Commission offices, Pewaukee, Wisconsin, on the 5th day of December 2018, the Commission, by unanimous vote of all Commissioners present, being 17 ayes and 0 nays, and by appropriate resolution, a copy of which is made a part hereof and is incorporated by reference to the same force and effect as if it had been specifically set forth herein in detail, did adopt an amendment to VISION 2050 to incorporate land use changes and transportation improvements related to the Foxconn manufacturing campus, as part of the master plan for the physical development of the Southeastern Wisconsin Region. Said plan is documented in a SEWRPC report entitled, *Second Amendment to VISION 2050: A Regional Land Use and Transportation Plan for Southeastern Wisconsin, Land Use Changes and Transportation Improvements Related to the Planned Foxconn Manufacturing Campus*, published in December 2018, which is attached hereto and made a part hereof. Such action taken by the Commission is hereby recorded on and is a part of said plan, which plan is hereby transmitted to all concerned levels and agencies of government in the Southeastern Wisconsin Region for implementation.

IN TESTIMONY WHEREOF, I have hereunto set my hand and seal and cause the Seal of the Southeastern Wisconsin Regional Planning Commission to be hereto affixed.

Dated at the City of Pewaukee, Wisconsin, this 9th day of January 2019.

Charles L. Colman, Chairman
Southeastern Wisconsin
Regional Planning Commission

ATTEST:

Kevin J. Muhs, Deputy Secretary

RESOLUTION NO. 2018-24

RESOLUTION OF THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION AMENDING THE ADOPTED DESIGN YEAR 2050 REGIONAL LAND USE AND TRANSPORTATION PLAN ("VISION 2050") FOR SOUTHEASTERN WISCONSIN TO INCORPORATE LAND USE CHANGES AND TRANSPORTATION IMPROVEMENTS RELATED TO THE FOXCONN MANUFACTURING CAMPUS

WHEREAS, by Resolution 2016-07, the Southeastern Wisconsin Regional Planning Commission adopted the design year 2050 regional land use and transportation plan documented in SEWRPC Planning Report No. 55, *VISION 2050: A Regional Land Use and Transportation Plan for Southeastern Wisconsin*; and

WHEREAS, subsequent to the adoption of VISION 2050, the Foxconn manufacturing campus was proposed to be constructed in the Village of Mount Pleasant; and

WHEREAS, the amount of proposed manufacturing jobs resulting from the campus, and the surface arterial improvements being designed and constructed by the Wisconsin Department of Transportation (WisDOT) to support the campus (referred to as the "Foxconn development roads"), require an amendment to VISION 2050; and

WHEREAS, VISION 2050 recognizes that each arterial street and highway project identified in the plan needs to undergo preliminary engineering by the responsible State, county, or local government prior to implementation, and that final decisions as to whether, and how, a planned project will proceed to implementation will be made by the responsible State, county, or local government at the conclusion of preliminary engineering; and

WHEREAS, WisDOT is completing this preliminary engineering work in an expedited manner for the Foxconn development roads through its design and traffic impact assessment work, and has requested, along with Racine County and the Village of Mount Pleasant, that VISION 2050 be amended to reflect WisDOT's planned surface arterial improvements; and

WHEREAS, WisDOT's planned surface arterial improvements are identified in a SEWRPC report entitled, *Second Amendment to VISION 2050: A Regional Land Use and Transportation Plan for Southeastern Wisconsin, Land Use Changes and Transportation Improvements Related to the Planned Foxconn Manufacturing Campus*; and

WHEREAS, under the guidance of the Advisory Committees on Regional Land Use Planning and Regional Transportation Planning, the Commission staff identified further changes to VISION 2050, including 1) accommodating the additional residents and jobs directly or indirectly related to the Foxconn campus; 2) the addition of public transit services connecting areas of the Region to the campus; 3) the addition of bicycle facilities connecting to the campus; and 4) an updated financial analysis that identifies the portion of the transportation system recommended in VISION 2050 that can be funded by existing and reasonably expected costs and revenues, referred to as the fiscally constrained transportation plan (FCTP), as documented in the amendment report; and

WHEREAS, as part of the amendment, staff also prepared updated equity analyses that include evaluations of potential benefits and impacts to the Region's minority populations, low-income populations, and people with disabilities related to the amended land use and transportation components of VISION 2050; and

WHEREAS, comments were obtained on the draft amendment to VISION 2050 during a formal public comment period from August 28 through September 30, 2018, including six public meetings held across the Region, and comments were obtained on draft equity analyses during a formal public comment period from October 26 through November 26, 2018; and

WHEREAS, the Advisory Committees on Regional Land Use Planning and Regional Transportation Planning approved the amendment to VISION 2050 at their meeting held on November 29, 2018; and

WHEREAS, the FCTP, as amended, and transportation improvement program have been determined to conform with the 2006 24-hour fine particulate standard and the existing State of Wisconsin Air Quality Redesignation and Maintenance Plan for the year 2006 24-hour fine particulate standard, the 1997 eight-hour ozone standard and the existing State of Wisconsin Maintenance Plan for the 1997 eight-hour ozone standard, the 2008 eight-hour ozone standard and the existing State of Wisconsin Attainment Plan for the 2008 eight-hour ozone standard, and the 2015 eight-hour ozone standard and the budget tests described in 40 CFR 93.109 and 40 CFR 93.118 as required by the Federal Clean Air Act Amendments of 1990.

NOW THEREFORE, BE IT HEREBY RESOLVED:

FIRST: That in accordance with 23 CFR 450.336(a), the Southeastern Wisconsin Regional Planning Commission hereby certifies that the regional land use-transportation planning process is addressing the issues of the metropolitan planning area, and is being conducted in accordance with all applicable Federal laws, regulations, and requirements, including:

1. 23 U.S.C. 134, 49 U.S.C. 5303, and this subpart;

2. In nonattainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act, as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;

3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;

5. Sections 1101(b) of the FAST Act (Pub. L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;

8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR part 27 regarding discrimination against individuals with disabilities.

SECOND: That the year 2050 regional land use and transportation plan, being a part of the master plan for the physical development of the Region and set forth in SEWRPC Planning Report No. 55, *VISION 2050: A Regional Land Use and Transportation Plan for Southeastern Wisconsin*, published in July 2016, be hereby amended to incorporate the land use changes and transportation improvements as documented in a SEWRPC report entitled, *Second Amendment to VISION 2050: A Regional Land Use and Transportation Plan for Southeastern Wisconsin, Land Use Changes and Transportation Improvements Related to the Planned Foxconn Manufacturing Campus*.

THIRD: That a true, correct, and exact copy of this resolution and the aforereferenced report shall be forthwith distributed to each of the local legislative bodies of the government units within the Region entitled thereto and to such other bodies, agencies, or individuals as the law may require or as the Commission or its Executive Committee or its Executive Director in their discretion shall determine and direct.

The foregoing resolution, upon motion duly made and seconded, was regularly adopted at the meeting of the Southeastern Wisconsin Regional Planning Commission held on the 5th day of December 2018, the vote being: Ayes 17; Nays 0.

Charles L. Colman

Charles L. Colman, Chairman

ATTEST:

Michael G. Hahn

Michael G. Hahn, Deputy Secretary

SECOND AMENDMENT TO

A REGIONAL LAND USE AND TRANSPORTATION
PLAN FOR SOUTHEASTERN WISCONSIN

LAND USE CHANGES AND TRANSPORTATION IMPROVEMENTS RELATED TO THE PLANNED FOXCONN MANUFACTURING CAMPUS

Prepared by the
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U.S. Department of Transportation
Federal Highway Administration
Federal Transit Administration

December 2018

AMENDMENT TO VISION 2050 INCORPORATING LAND USE CHANGES AND TRANSPORTATION IMPROVEMENTS RELATED TO THE PLANNED FOXCONN MANUFACTURING CAMPUS

EXECUTIVE SUMMARY

VISION 2050, the regional land use and transportation plan for the seven-county Southeastern Wisconsin Region, was adopted by the Southeastern Wisconsin Regional Planning Commission in July 2016, prior to any knowledge of the Foxconn development that is being constructed in the Village of Mount Pleasant. Given the size and significance of this development, it is necessary to amend VISION 2050 to incorporate land use changes to accommodate additional residents and jobs directly or indirectly related to the Foxconn manufacturing campus. In addition to land use changes, the plan amendment incorporates transportation improvements to serve the Foxconn manufacturing campus area. The transportation improvements include several surface arterial improvements being designed and constructed by the Wisconsin Department of Transportation, transit services to connect workers to jobs at Foxconn and nearby businesses, and additional bicycle facilities.

As part of the plan amendment, based on intervening changes in State funding for transportation projects, staff also revisited the analysis of existing and reasonably expected costs and revenues associated with the transportation system recommended in VISION 2050.[1] This analysis shows that additional revenue will be needed to avoid further declines in transit service levels and achieve the significantly improved and expanded public transit system recommended under VISION 2050. It also shows that expected revenues will be insufficient to complete the recommended reconstruction of several portions of the Region's arterial street and highway system by 2050, which will particularly affect the ability to reconstruct aging freeways in a timely manner. In particular, the unfunded freeway projects are necessary to address safety issues due to outmoded design—dangerous curves, ramps, and intersections—on the existing freeway and surface arterial system, and to minimize State expenditures on repaving roadway surfaces where the underlying structure has failed.

In addition, staff prepared updated equity analyses of the plan's land use and transportation components as amended. Among its findings, the equity analysis of the amended transportation component indicates that the more than doubling of transit service under VISION 2050 would greatly improve transit access to jobs, healthcare, education, and other activities for the Region's minority populations, low-income populations, and people with disabilities. However, under the Fiscally Constrained Transportation Plan, a disparate impact on these population groups is likely to occur without the State of Wisconsin providing additional funding for transit services or allowing local units of government and transit operators to generate such funds on their own.

PERTINENT VISION 2050 RECOMMENDATIONS

Local planning will necessarily continue for many years around the Foxconn manufacturing campus. Much of this local planning is not expected to require amending VISION 2050. In anticipation of this planning, the initial section of the amendment document highlights key VISION 2050 recommendations already included in the plan that provide guidance to implementing agencies and units of government working on the Foxconn project or related activities. These recommendations support efficiently and responsibly developing land, providing the right mix of housing for workers near their jobs, and achieving a multimodal transportation system that serves the needs of all potential workers and residents in the area. As the affected communities and Racine County conduct more detailed planning, VISION 2050 should be considered as a guide and the Commission staff as a resource.

[1] *The subset of the VISION 2050 transportation system that can reasonably be expected to be funded is referred to as the Fiscally Constrained Transportation Plan.*

The VISION 2050 recommendations section also aids in providing an understanding of the recommendations as originally adopted (prior to any knowledge of the planned Foxconn development). It is important to understand the original recommendations of VISION 2050 before identifying the changes occurring under the plan amendment.

REVISIONS TO VISION 2050 LAND USE COMPONENT

Based on the most current information available to the Commission staff, VISION 2050 has been revised to accommodate an additional 32,400 residents and 17,000 jobs related to development associated with Foxconn. While various sources have estimated the total employment impact of development associated with Foxconn at about 30,000 jobs, staff estimates that approximately half of the total jobs could be absorbed by the employment growth originally envisioned under VISION 2050.

The amendment accommodates the additional residents and jobs through revisions to the regional land use development pattern. Much of the new development is anticipated to be industrial and commercial in nature with related residential development occurring with a range of lot sizes and housing types. New housing units near the Foxconn campus are recommended to be single-family homes on lots of 1/4 acre or less and multifamily housing, and are allocated to the Small Lot Traditional Neighborhood land use category.

The amendment also reflects revisions to the planned public sanitary sewer service areas in VISION 2050, which incorporate requested amendments to the adopted sewer service areas for the City of Racine and environs and the City of Kenosha and environs. The changes in public sanitary sewer service areas would result in additional population served by public sanitary sewer and public water. The amendment also adds a new major economic activity center encompassing the area in and around the Foxconn campus. This is the 62nd existing or recommended center located in the Region.

REVISIONS TO VISION 2050 TRANSPORTATION COMPONENT

The Wisconsin Department of Transportation (WisDOT) is designing and constructing several surface arterial improvements in the vicinity of the Foxconn manufacturing campus. The VISION 2050 amendment reflects WisDOT's planned surface arterial improvements, referred to as the Foxconn development roads, which include the following new and reconstructed roadway segments:

- Widening STH 11 (Durand Avenue) from two to four travel lanes between 56th Road and IH 94 and from four to six travel lanes between IH 94 and CTH H
- Widening CTH KR from two to six travel lanes between IH 94 and CTH H and from two to four travel lanes between CTH H and STH 32[2]
- Widening Braun Road from two to six travel lanes between IH 94 and CTH H
- Widening CTH H from two to four travel lanes between CTH KR and Venice Avenue
- Extending International Drive as a new four-lane facility from its current terminus just south of STH 20 (Washington Avenue) to STH 11 (Durand Avenue)
- Adding Wisconn Valley Way as a new four-lane facility between STH 11 (Durand Avenue) and CTH KR

[2] *WisDOT currently intends to reconstruct CTH KR with six travel lanes between IH 94 and CTH H and with four travel lanes between CTH H and Old Green Bay Road. However, based on local support, the amendment to VISION 2050 recommends reconstructing CTH KR with four travel lanes further east to STH 32 at a future date.*

The recommended public transit element and bicycle and pedestrian element have also been amended to meet the multimodal transportation needs in the area of the potential new development. The recommended public transit services, which are in addition to significantly expanded and improved services already recommended in VISION 2050, include:

- Adding a commuter bus route from the Corinne Reid-Owens Transit Center in downtown Racine along Sheridan Road (STH 32) and CTH KR to the Foxconn campus
- Adding a commuter bus route from western Racine County along STH 11 to the Foxconn campus
- Adding a commuter bus route connecting the City of Milwaukee and southern Milwaukee County along IH 94 to the Foxconn campus and businesses further south in Kenosha County
- Improving local transit service in the impacted area, including extending RYDE Route 1 along Braun Road to the Foxconn campus and establishing a shuttle service along CTH H between the Sturtevant Amtrak Station and the Foxconn campus

The bicycle network has been revised to show additional on-street bicycle accommodations along the new surface arterials being added to the arterial system. The amendment also extends an enhanced bicycle facility corridor along STH 11, CTH H, and Braun Road, connecting to the Foxconn campus.

UPDATED FINANCIAL ANALYSIS FOR VISION 2050 TRANSPORTATION SYSTEM

When VISION 2050 was initially prepared, the financial analysis identified a funding gap, which required identifying the funded portion of the recommended transportation system. This funded portion is referred to as the "Fiscally Constrained Transportation Plan (FCTP)" and is presented in Chapter 2 of Volume III of the VISION 2050 plan report. The original FCTP included all transportation elements of VISION 2050 except for portions of the public transit element. Specifically, most of the major transit improvement and expansion components in VISION 2050 were not included in the FCTP, and also reductions in current transit service were expected to continue. However, the analysis noted that the recommended arterial system improvements, particularly reconstructing the regional freeway system, would require funding levels from State budgets of the last decade to be maintained.

In revisiting this analysis of existing and reasonably expected costs and revenues associated with the transportation system recommended in VISION 2050, staff confirmed that without additional revenue the Region will not be able to achieve the public transit system recommended under VISION 2050. The updated analysis also shows that expected revenues will be insufficient to complete the recommended reconstruction of several portions of the Region's arterial street and highway system by 2050. This will result predominately in a reduction in the amount of freeway that can be reconstructed by 2050, but will also result in a reduction in the amount of surface arterials that can be reconstructed with additional lanes or can be newly constructed by 2050. The updated analysis includes a discussion on potential revenue sources to provide adequate funding to achieve the transit system improvement and expansion recommended under VISION 2050 and to complete the recommended reconstruction of the Region's arterial street and highway system.

EQUITY ANALYSES FOR VISION 2050 AS AMENDED

Also as part of this amendment, staff prepared updated equity analyses that include evaluations of potential benefits and impacts to the Region's minority populations, low-income populations, and people with disabilities related to the amended land use and transportation components of VISION 2050. In terms of the land use component, none of VISION 2050's recommendations would have an adverse impact on these population groups and many of them would have a positive effect. Regarding the transportation component of the amended VISION 2050 and FCTP, no area of the Region would disproportionately bear the impact of the planned freeway and surface arterial capacity improvements

and minority populations and low-income populations would benefit from the expected modest improvement in highway accessibility to employment. With respect to public transit under the amended VISION 2050, the recommended more than doubling of transit service would significantly improve transit access for these population groups to jobs, healthcare, education, and other activities. However, the reduction in transit service and minimal provision of higher-quality transit service under the amended FCTP would result in less access to jobs, healthcare, education, and other daily needs than under the amended VISION 2050. Without additional funding to implement the transit element of VISION 2050, a disparate impact on the Region's minority populations, low-income populations, and people with disabilities is likely to occur.

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INTRODUCTION

VISION 2050, the regional land use and transportation plan for the seven-county Southeastern Wisconsin Region, was adopted by the Southeastern Wisconsin Regional Planning Commission in July 2016, prior to any knowledge of the Foxconn development that is being constructed in the Village of Mount Pleasant. Given the size and significance of this development, it is necessary to amend VISION 2050 to incorporate land use changes to accommodate additional residents and jobs directly or indirectly related to the Foxconn manufacturing campus. In addition to land use changes, the plan amendment incorporates transportation improvements to serve the Foxconn manufacturing campus area.

The amendment document first highlights key VISION 2050 recommendations already included in the plan that provide guidance to implementing agencies and units of government working on the Foxconn project or related activities. It is important to establish an understanding of the recommendations as originally adopted (prior to any knowledge of the planned Foxconn development) before identifying the changes occurring under the plan amendment.

The VISION 2050 land use component has been revised under the plan amendment to accommodate an additional 32,400 residents and 17,000 jobs related to development associated with Foxconn. The amendment documents revisions to the regional land use development pattern to accommodate the additional residents and jobs. It also documents revisions to the planned public sanitary sewer service areas in the Racine and Kenosha urban areas, and adds a new major economic activity center encompassing the area in and around the Foxconn campus.

The amendment also makes changes to the VISION 2050 transportation component. It adds several surface arterial improvements being designed and constructed by the Wisconsin Department of Transportation (WisDOT) in the vicinity of the Foxconn manufacturing campus. It also makes changes to the recommended public transit element and bicycle and pedestrian element to meet the multimodal transportation needs in the area of the potential new development.

In addition to incorporating land use changes and transportation improvements related to the Foxconn campus, the Commission staff also reviewed and updated the analysis of existing and reasonably expected costs and revenues associated with the transportation system recommended in VISION 2050. When VISION 2050 was initially prepared, this financial analysis identified a funding gap for the recommended regional transportation system, particularly for the transit element. The funded portion of the recommended transportation system, which is referred to as the "Fiscally Constrained Transportation Plan (FCTP)," originally included all transportation elements of VISION 2050 except for portions of the public transit element. In revisiting this financial analysis, staff confirmed that without additional revenue the Region will not be able to achieve the public transit system recommended under VISION 2050. The updated analysis also found that, based on changes in expected WisDOT funding levels, expected revenues will be insufficient to complete the recommended reconstruction of several portions of the Region's arterial street and highway system by 2050. This will result predominately in a reduction in the amount of freeway that can be reconstructed by 2050, but will also result in a reduction in the amount of surface arterials that can be reconstructed with additional lanes or can be newly constructed by 2050. The updated analysis includes a discussion on potential revenue sources to provide adequate funding to achieve the transit system improvement and expansion recommended under VISION 2050 and to complete the recommended reconstruction of the Region's arterial street and highway system.

Also as part of this amendment, staff prepared updated equity analyses that include evaluations of potential benefits and impacts to the Region's minority populations, low-income populations, and people with disabilities related to the amended land use and transportation components of VISION 2050. In terms of the land use component, none of VISION 2050's recommendations would have an adverse impact on these population groups and many of them would have a positive effect. Regarding the transportation component of the amended VISION 2050 and FCTP, no area of the Region would disproportionately bear the impact of the planned freeway and surface arterial capacity improvements and minority populations and low-income populations would benefit from the expected modest improvement in highway accessibility to employment. With respect to public transit under the amended VISION 2050, the recommended more than doubling of transit service would significantly improve

transit access for these population groups to jobs, healthcare, education, and other activities. However, the reduction in transit service and minimal provision of higher-quality transit service under the amended FCTP would result in less access to jobs, healthcare, education, and other daily needs than under the amended VISION 2050. Without additional funding to implement the transit element of VISION 2050, a disparate impact on the Region's minority populations, low-income populations, and people with disabilities is likely to occur.

PERTINENT VISION 2050 RECOMMENDATIONS

Local planning will necessarily continue for many years around the Foxconn manufacturing campus. Much of this local planning is not expected to require amending VISION 2050. In anticipation of this planning, this section highlights key VISION 2050 recommendations that provide guidance to implementing agencies and units of government working on the Foxconn project or related activities. These recommendations support efficiently and responsibly developing land, providing the right mix of housing for workers near their jobs, and achieving a multimodal transportation system that serves the needs of all potential workers and residents in the area. As the affected communities and Racine County conduct more detailed planning, VISION 2050 should be considered as a guide and the Commission staff as a resource.

This section also aids in providing an understanding of the recommendations included in VISION 2050 as originally adopted (prior to any knowledge of the planned Foxconn development). It is important to understand the original recommendations of VISION 2050 prior to identifying the changes that would occur under the plan amendment.

Pertinent Land Use Recommendations

VISION 2050 is intended to provide a guide, or overall framework, for future land use within the Region. Implementation of the land use recommendations ultimately relies on planning decisions made at the community level. Incorporating key VISION 2050 land use recommendations in future community planning decisions regarding the primary impact area of the main Foxconn campus would have several benefits to the communities and those who may seek to work and live within the communities. Key VISION 2050 land use recommendations that should be considered and incorporated into community land use planning decisions follow.

- **Recommendation 1.1: Develop urban service areas with a mix of housing types and land uses**

  Allowing a mix of housing types, including multifamily housing and single-family housing on smaller lots (1/4 acre or less), would help provide affordable housing choices for workers with a wide range of salaries that may be employed by Foxconn and other future businesses in the primary impact area. Along with a mix of housing types, allowing a mix of land uses would encourage the development of walkable neighborhoods with housing near neighborhood amenities, such as parks, schools, and businesses. This combination would provide living options that are affordable, desirable to those who may be employed in the primary impact area, and accessible to people with disabilities. This type of development would be consistent with the VISION 2050 Mixed-Use Traditional Neighborhood and Small Lot Traditional Neighborhood land use categories. It is recommended that primary impact area communities with public sewer service ensure that their comprehensive plans include at least one land use category, as appropriate, that is consistent with these two categories. In addition, these communities should ensure there is consistency between their comprehensive plans and zoning and land division ordinances.

  VISION 2050 is a systems-level plan, under which new residential development envisioned in the primary impact area for this amendment was allocated to the Mixed-Use Traditional Neighborhood and Small Lot Traditional Neighborhood land use categories. Given the size of the main Foxconn campus and potential for ancillary development, primary impact area communities with public sewer service may need to accommodate even higher density residential development proposals. This could be done through land use plan categories/zoning districts that are compatible with high-density housing, or through flexible zoning regulations such as planned unit development (PUD).

➤ Recommendation 1.3: Focus new urban development in areas that can be efficiently and effectively served by essential municipal facilities and services

Studies have shown, including analyses conducted for VISION 2050, that urban services can be extended and provided to compact development in a more efficient and cost-effective manner than to lower-density development. As such, VISION 2050 recommends a compact development pattern that can be provided with urban services such as public sewer, water, and transit in an efficient and cost-effective manner. Primary impact area communities with public sewer service should allow development as described under Recommendation 1.1 to facilitate efficient and cost-effective provision of urban services.

➤ Recommendation 1.6: Provide a mix of housing types near employment-supporting land uses

While unemployment rates are currently low regionwide, there are concerns regarding concentrated areas of low-income households and unemployment in certain areas of the Region. In addition, there are concerns regarding underemployment of workers that may have a job, but are working only part time and seeking full-time work or are not being paid a living wage. Along with these concerns, analyses conducted for VISION 2050 show strong economic and educational disparities between white and minority populations in the Region. Access to the thousands of jobs that will be created by development associated with Foxconn may be a step in reducing these disparities.

Providing a mix of housing types, along with a multimodal transportation system, will be a key to promoting accessibility to job opportunities within the primary impact area. Accessibility to these jobs will benefit those in the Region who are seeking job opportunities, and also benefit employers in the primary impact area. Because of the relatively low overall unemployment rate, employers will need to attract workers from across the Region, including those workers that may have transportation barriers. VISION 2050 recommends that primary impact area communities with public sewer service consider and implement Recommendation 1.1 to provide a mix of housing types in the primary impact area to promote accessibility to job opportunities.

➤ Recommendations 1.10, 1.11, and 1.12: Preserve primary environmental corridors, Preserve secondary environmental corridors and isolated natural resource areas, Preserve natural areas and critical species habitat sites

VISION 2050 recommends minimizing the impacts of new development on environmentally significant lands. New urban development should avoid environmentally significant lands, particularly primary environmental corridors. To the extent possible, new urban development should also avoid secondary environmental corridors and isolated natural resource areas. In addition, to the extent possible, new development should attempt to preserve wetlands, woodlands, natural areas, critical species habitat sites, and park and open space sites outside of environmental corridors. Primary impact area communities should ensure their comprehensive plans and land use regulations are consistent with the development guidelines for environmental corridors and isolated natural resource areas set forth in Table K.1 of the VISION 2050 plan report.

➤ Recommendation 1.13: Preserve productive agricultural land

Agricultural areas contribute to the economy and ecological balance of the Region. Preserving agricultural land also contributes to the scenic beauty and cultural heritage of the Region. The recommended VISION 2050 land use development pattern, if implemented through local planning decisions, would minimize the conversion of productive agricultural land by redeveloping existing urban areas and using compact development designs when agricultural land is converted to urban uses at the edge of existing urban areas. VISION 2050 also recommends limiting low-density residential development beyond urban service areas. If very-low-density residential development does occur beyond urban service areas, VISION 2050 recommends using cluster subdivision design to minimize impacts to agricultural lands. Cluster subdivision design should allow no more than one acre of residential land (house and yard area) for each dwelling while maintaining an overall density of one home per five acres.

Pertinent Transportation Recommendations

The transportation component of VISION 2050 includes the following six elements: public transit, bicycle and pedestrian, transportation systems management, travel demand management, arterial streets and highways, and freight transportation. Some of these elements are more directly affected by the plan amendment than others, but there are recommendations from each of these elements that should be considered in the ongoing decision-making regarding transportation improvements to serve the Foxconn campus.

Public Transit

The public transit element of VISION 2050 recommends a significant improvement and expansion of public transit in Southeastern Wisconsin, including four commuter rail lines; eight rapid transit lines; and significantly expanded local bus, express bus, commuter bus, and shared-ride taxi and other flexible transit services. Key public transit recommendations related to serving the Foxconn campus follow.

- **Recommendation 2.2: Develop commuter rail corridors and improve and expand commuter bus services**

  VISION 2050 recommends four commuter rail lines and a significant improvement and expansion of existing commuter bus services. One of the four commuter rail lines would connect Kenosha, Racine, Milwaukee, and communities in between by upgrading the existing freight rail owned by Union Pacific Railroad. As recommended in the plan, this Kenosha-Racine-Milwaukee (KRM) commuter rail line would have stations in downtown Racine and the Village of Somers, both of which could be connected to the Foxconn campus via public transit.

- **Recommendation 2.3: Improve existing express bus service and add service in new corridors**

  VISION 2050 recommends additional express bus services and improvements to existing express bus services. The plan recommends two new express routes in the vicinity of the Foxconn campus, one traveling along STH 20 between the Ives Groves park-ride lot and downtown Racine, and one traveling along CTH 31 connecting the western part of the City of Racine, UW-Parkside, and the western part of the City of Kenosha.

- **Recommendation 2.4: Increase the frequency and expand the service area of local transit**

  VISION 2050 recommends an expansion of local transit service, including improving the frequency and expanding the service area of local bus services. Recommended Racine-area improvements include increasing frequencies on several higher-performing local bus routes and extending local bus or flexible transit services to several additional locations, including an extension along STH 11 from just west of STH 31 to IH 94.

- **Recommendation 2.5: Improve intercity transit services and expand the destinations served**

  Consistent with WisDOT's long-range plans, VISION 2050 recommends improving the existing Amtrak Hiawatha service between Milwaukee and Chicago and implementing two extensions to this service, one connecting Chicago to Minneapolis and St. Paul via Milwaukee and Madison, and another connecting Chicago to Green Bay via Milwaukee and the Fox Valley. WisDOT is currently working with partners to increase daily service frequencies from seven roundtrips to 10 roundtrips on the existing Amtrak Hiawatha service. The Hiawatha service has an existing station about three miles north of the Foxconn campus in the Village of Sturtevant. Within the context of this recommendation, service between Milwaukee and Sturtevant could be further expanded beyond 10 roundtrips per day to provide more robust service to connect workers in Milwaukee to Foxconn and surrounding development.

- **Recommendation 2.9: Implement programs to improve access to suburban employment centers**

  VISION 2050 recommends a series of programs be considered to improve access to suburban employment centers. These programs include vanpools, network transportation companies (e.g., Uber or Lyft), pedestrian facility enhancements, and job access programs. In particular, driver's license recovery programs and low-interest vehicle loan programs for low-income individuals could assist low-income individuals in accessing Foxconn job opportunities.

Bicycle and Pedestrian

Bicycle recommendations for VISION 2050 include providing on-street bicycle accommodations on the surface arterial street and highway system (non-freeways), expanding the off-street bicycle path system, implementing enhanced bicycle facilities in key regional corridors, and expanding bike share program implementation. The plan also recommends providing pedestrian facilities that facilitate safe, efficient, and accessible pedestrian travel. Key bicycle and pedestrian recommendations related to serving the Foxconn campus follow.

- **Recommendation 3.1: Expand the on-street bicycle network as the surface arterial system is resurfaced and reconstructed**

  VISION 2050 recommends that as the existing surface (non-freeway) arterial street system of about 3,300 miles is resurfaced and reconstructed segment-by-segment, bicycle accommodation be considered and implemented, if feasible, through bicycle lanes, paved shoulders, widened outside travel lanes, or enhanced bicycle facilities (defined in Recommendation 3.3). It also recommends that bicycle accommodation be considered and implemented on newly constructed surface arterials. These recommendations are relevant to all existing and planned surface arterials in the Foxconn area.

- **Recommendation 3.2: Expand the off-street bicycle path system to provide a well-connected regional network**

  VISION 2050 recommends an over 700-mile system of off-street bicycle paths between the Kenosha, Milwaukee, Racine, Round Lake Beach, and West Bend urbanized areas and the cities and villages within the Region with a population of 5,000 or more located outside these five urbanized areas. One bicycle path recommended in VISION 2050 would run along the northern edge of the Foxconn campus within a former rail corridor referred to as the Waxdale Spur. The path would provide a direct connection between Racine and Burlington, addressing a sizeable gap in the regional network.

- **Recommendation 3.3: Implement enhanced bicycle facilities in key regional corridors**

  VISION 2050 recommends a 363-mile network of enhanced bicycle facility corridors through the Kenosha, Milwaukee, and Racine urbanized areas that would connect multiple communities, serve important regional destinations, and link segments of the off-street bicycle path system. Enhanced bicycle facilities—such as protected, buffered, and raised bicycle lanes and separate paths within a road right-of-way—are bicycle facilities on or along an arterial that go beyond the standard bicycle lane, paved shoulder, or widened outside travel lane. Several enhanced bicycle facility corridors are recommended in the Racine area, although none extend far enough west to reach the Foxconn campus.

- **Recommendation 3.4: Expand bike share program implementation**

  VISION 2050 recommends expanding bike share program implementation to encourage bicycling as a viable mode of travel for short distance trips. Bike sharing can reduce the number of vehicle trips, and is often most effective in high-density areas with a mix of residential and commercial uses. Bike sharing can attract people who would not typically consider riding a bicycle as well as those who prefer to commute via bicycle without maintaining and securing their own bicycle. Provided that sufficient bicycle facilities exist, bike sharing could be a suitable option for shorter-distance commuting to and from the Foxconn campus.

- **Recommendation 3.5: Provide pedestrian facilities that facilitate safe, efficient, and accessible pedestrian travel**

  VISION 2050 makes several recommendations for providing sidewalks and enhancing the pedestrian environment, including maximizing pedestrian safety at street crossings. The plan also emphasizes that all pedestrian facilities be designed and constructed in accordance with the Federal Americans with Disabilities Act (ADA). Combining suitable facilities with the development of walkable neighborhoods—particularly through compact development patterns with a number of destinations within walking distance—will aid in achieving healthy, vibrant communities in the Foxconn area.

Transportation Systems Management

The transportation systems management (TSM) element for VISION 2050 identifies ways to manage and operate existing transportation facilities to maximize their carrying capacity and travel efficiency. Key TSM recommendations related to Foxconn follow.

- **Recommendations 4.2 and 4.8: Implement advisory information measures for the freeway system, Enhance advisory information for surface arterial streets and highways**

  VISION 2050 recommends expanding and enhancing advisory information measures that provide real-time advisory information on current travel conditions to motorists. This can be accomplished in a variety of ways and should make use of the latest technologies (e.g., infrastructure-to-vehicle (I2V), crowd-sourced traffic data, and Bluetooth travel time sensors).

- **Recommendation 4.4: Improve and expand coordinated traffic signal systems**

  Coordinated traffic signal systems provide efficient progression of traffic along arterial streets and highways by allowing motorists to travel through multiple signalized intersections without stopping. These systems may be particularly beneficial in helping to reduce travel time delay and increase reliability along the arterial corridors connecting the City of Racine to IH 94 in corridors where they have not yet been implemented.

Travel Demand Management

VISION 2050 recommends a series of measures or strategies, referred to as travel demand management (TDM), intended to reduce personal and vehicular travel or to shift such travel to alternative times and routes, allowing for more efficient use of the existing capacity of the transportation system. Key TDM recommendations related to Foxconn follow.

- **Recommendation 5.1: Enhance the preferential treatment for high-occupancy vehicles**

  VISION 2050 recommends continuing and enhancing the preferential treatment for transit vehicles, vanpools, and carpools on the existing arterial street and highway system. One specific measure to give preference to HOVs would be providing preferential carpool and vanpool parking. This measure involves employers providing free/subsidized parking or preferential parking for employees who carpool or vanpool to their employment site. By encouraging ridesharing among employees, Foxconn and other nearby employers can reduce vehicle trips to and from the area.

- **Recommendation 5.3: Price personal vehicle travel at its true cost**

  VISION 2050 recommends that a larger percentage of the full costs of construction, maintenance, and operation of street and highway facilities and services and parking facilities and services be borne by the users of the system. Under a strategy referred to as cash-out of employer-paid parking, Foxconn and other employers could charge their employees the market value of parking—rather than providing free/subsidized parking—then offset the additional cost of parking by providing employees with cash payments or salary increases. Some employees would choose to "pocket" the cash payment or salary increase and get to work via transit, ridesharing, walking, and bicycling, which would reduce vehicle trips. To further encourage ridesharing, Foxconn and other employers could also subsidize parking costs for employees who carpool or vanpool to the employment site.

- **Recommendation 5.4: Promote travel demand management**

  VISION 2050 recommends aggressively promoting TDM measures and further recommends expanding programs and services that provide residents in Southeastern Wisconsin the opportunity to reduce personal vehicle ownership and vehicular travel. One such program is referred to as a "live near your work" program, which involves providing down payment assistance, location-efficient mortgages, and rent subsidies for people who buy or rent a home near their employer. Foxconn and other employers could establish housing programs that assist employees who seek home ownership, and design their programs to encourage homeownership close to work.

Arterial Streets and Highways

VISION 2050 recommends keeping the Region's arterial street and highway system in a state of good repair, incorporating complete streets concepts, and expanding capacity to address residual congestion. The plan also recommends avoiding, minimizing, or mitigating environmental impacts of arterial capacity expansion. Key arterial street and highway recommendations related to Foxconn follow.

- **Recommendation 6.1: Keep the Region's arterial street and highway system in a state of good repair**

  VISION 2050 recommends that the condition of all 3,600 miles of the roadways that are part of the Region's existing arterial street and highway system be preserved to maintain their ability to effectively carry higher levels of people and goods. Like the rest of the arterial system, this can be accomplished on the arterials near the Foxconn campus through routine maintenance, periodic rehabilitation, and reconstruction of pavement, bridges, and other infrastructure in the roadway right-of-way.

- **Recommendation 6.2: Incorporate "complete streets" concepts for arterial streets and highways**

  A "complete street" is designed to allow safe and convenient travel for all roadway users (of all ages and abilities) traveling by various modes (walking, bicycling, transit, or automobile) within the roadway right-of-way. VISION 2050 recommends that complete street concepts be considered as part of the reconstruction of existing surface arterial roadways and the construction of new surface arterial roadways. In the Foxconn area, many of the roadways being reconstructed or newly constructed by WisDOT are planned to include shared-use paths for pedestrians and bicyclists. Along arterials serving Foxconn where transit service is to be provided, complete street features should also be considered, such as safe and accessible transit stops and sidewalks to nearby destinations for transit users.

- **Recommendation 6.3: Expand arterial capacity to address residual congestion**

  VISION 2050 recommends widening approximately 268.8 route-miles to provide additional through traffic lanes, representing about 7 percent of the total VISION 2050 arterial street and highway system mileage. The plan also recommends constructing 75.1 route-miles of new arterial facilities, representing about 2 percent of the total year 2050 arterial street mileage. These highway improvements are recommended to address the residual congestion that may not be alleviated by recommended land use, systems management, demand management, bicycle and pedestrian facilities, and public transit measures. Consistent with VISION 2050, WisDOT is currently reconstructing and modernizing IH 94 North/South between Rawson Avenue in Milwaukee County and STH 142 in Kenosha County, including widening the freeway from six to eight travel lanes. Due to the significant concentration of jobs associated with the Foxconn development—beyond what was originally envisioned for the project site and surrounding area under VISION 2050—WisDOT is planning to widen several existing surface arterial roadways and construct two new roadways to accommodate additional traffic volumes expected in the area. These surface roadway improvements are incorporated into VISION 2050 as part of this amendment.

- **Recommendation 6.4: Avoid, minimize, or mitigate environmental impacts of arterial capacity expansion**

  VISION 2050 recommends that transportation system improvement impacts to natural resource areas (such as primary environmental corridors and wetlands) be avoided. Like the rest of the Region, should impacts to these areas be found to be unavoidable when pursuing transportation improvements near the Foxconn campus, impacts to such areas should be minimized and, if necessary, mitigated.

Freight Transportation

The movement of freight is essential for maintaining and growing Southeastern Wisconsin's economy. Truck, rail, water, and air modes of transportation bring raw materials to the Region's manufacturers, and they carry finished goods to domestic and international markets. VISION 2050 recommends a multimodal freight transportation system designed to provide for the efficient and safe movement of raw materials and finished products to, from, and within Southeastern Wisconsin.

- **Recommendation 7.1: Accommodate truck traffic on the regional highway freight network**
  Freight shipments in Southeastern Wisconsin rely heavily on trucks using the regional highway freight network—arterial streets and highways intended to carry a higher percentage of truck traffic. Higher levels of congestion and the presence of bottlenecks on the network can result in increased shipping delays and higher shipping costs, negatively impacting businesses and manufacturers in the Region. VISION 2050 recommends implementing the capacity expansion improvements in the arterial streets and highways element, which would address existing and forecast future traffic congestion on the regional highway freight network. Foxconn and other nearby businesses may have substantial needs related to using the regional freight highway network, which should also be considered in designing improvements to the network.

- **Recommendation 7.2: Accommodate oversize/overweight shipments to, from, and within Southeastern Wisconsin**
  Unusually large or heavy goods shipped within or through the Region require that specific oversize/overweight (OSOW) truck routes be used. VISION 2050 recommends that State and local governments work with the Commission and local manufacturers, shippers, and utilities to improve the accommodation of OSOW shipments on the Region's arterial street and highway network. There is a potential for OSOW shipments to and from Foxconn so it will be important to maintain appropriate clearances.

- **Recommendation 7.3: Pursue development of a new truck-rail intermodal facility in or near Southeastern Wisconsin**
  Freight shipments are most effectively transported using more than one mode of transportation (e.g., trucks and rail). The closest truck-rail intermodal facilities—where containerized shipments are interchanged between trucks and freight trains—are located in the highly congested Chicago area. The presence of Foxconn and its shipping needs would increase the likelihood that a new truck-rail intermodal facility would be feasible in or near Southeastern Wisconsin, which VISION 2050 recommends be pursued. A new intermodal facility could provide transportation benefits to Foxconn and other manufacturers and shippers in the Region, including lower shipping costs.

REVISIONS TO VISION 2050

The VISION 2050 amendment incorporates land use changes to accommodate additional residents and jobs related to the Foxconn manufacturing campus and associated new development in the immediate vicinity of the campus and in other parts of the Region. This growth would be beyond what was originally envisioned under VISION 2050, which was completed prior to any knowledge of the Foxconn development.

The VISION 2050 amendment also incorporates transportation improvements to serve the Foxconn manufacturing campus. WisDOT is constructing several surface arterial improvements—widenings and new facilities—to arterial roadways in the vicinity of the Foxconn manufacturing campus, which is being developed in the Village of Mount Pleasant east of IH 94 between CTH KR and Braun Road. WisDOT, along with Racine County and the Village of Mount Pleasant, requested that VISION 2050 be amended to reflect WisDOT's planned surface arterial improvements, referred to as the Foxconn development roads. In addition to amending the plan for the Foxconn development roads, the recommended public transit element and bicycle and pedestrian element have been amended to meet the multimodal transportation needs in the area of the potential new development.

The original plan maps and tables can be accessed in Volume III of the VISION 2050 plan report, available at www.vision2050sewis.org. All revised plan maps and tables from Chapter 1 (Recommended Land Use and Transportation Plan) of Volume III of the report are provided in Appendix A of this amendment. Appendix B presents an evaluation of the potential benefits and impacts of the amended VISION 2050 land use component on the Region's minority populations, low-income populations, and people with disabilities. Appendix C presents an equitable access evaluation for minority populations, low-income populations, and people with disabilities in relation to the transportation systems of the amended VISION 2050 and FCTP. Appendices B and C are discussed in more detail in a later section of this amendment document.

Revisions to Land Use Component
Based on the most current information available to the Commission staff, VISION 2050 has been revised to accommodate an additional 32,400 residents and 17,000 jobs related to development associated with Foxconn. It should be noted that various sources have estimated the total employment impact of development associated with Foxconn at about 30,000 jobs. This includes jobs associated directly with Foxconn as well as indirect jobs created by Foxconn suppliers and induced jobs created by other businesses that would provide goods and services to those who work for Foxconn and its suppliers. It is estimated that approximately half of the total jobs that may be created by development associated with Foxconn could be absorbed by the employment growth originally envisioned under VISION 2050.

The additional residents and jobs included in this amendment are largely allocated in the immediate vicinity of the Foxconn campus, with a portion allocated in other parts of the Region. VISION 2050 has also been revised to incorporate amendments to the adopted sewer service areas for the Racine and Kenosha urban areas.

The following describes the revisions to the land use component of VISION 2050 to accommodate the expected additional residents and jobs and the associated sewer service area amendments.

Land Use Development Pattern Changes
Revisions to the recommended regional land use development pattern are based on comprehensive plan updates adopted by the Village of Mount Pleasant (intended to accommodate development associated with Foxconn) and the Village of Somers, related site plans provided to Commission staff, and recommendations set forth in the VISION 2050 land use component. Much of the new development in the primary impact area is anticipated to be industrial and commercial in nature. Residential development envisioned for this area would be consistent with the VISION 2050 Mixed-Use Traditional Neighborhood and Small Lot Traditional Neighborhood Land Use Categories. It would consist of a mix of housing types, including multifamily housing and single-family homes on lots of 1/4 acre or less. Recreational and institutional uses such as parks and schools are also envisioned. Figure 1 presents illustrations and brief descriptions of the VISION 2050 land use categories.

Additional industrial, commercial, and residential development outside the primary impact area is also anticipated. It is anticipated that this new development will be disbursed over several communities within the Region.

Almost eight square miles of undeveloped land would be converted to urban uses to accommodate the anticipated growth related to development associated with Foxconn. These changes are displayed on Figure 2, comparing the original map included in VISION 2050 to the revised map included in the plan amendment. A portion of the new employment and population related to development associated with Foxconn would occur as infill and redevelopment in existing urban areas and would not require converting undeveloped land to urban uses. A revised Map 1.1 in Appendix A replaces the original Map 1.1 in the VISION 2050 plan report. Revised Tables 1.1 and 1.2 in Appendix A, which present data regarding planned land uses by square mile, replace the original Tables 1.1 and 1.2 in the VISION 2050 report.

Revised Table 1.3 reflects the additional population (32,400 residents), households (13,700 households), and employment (17,000 jobs) related to development associated with Foxconn by planning analysis area (PAA). There are a total of 44 PAAs in the Region, as shown on Map 1. PAA 36 (includes the Village of Mt. Pleasant) and PAA 40 (includes the Village of Somers) are anticipated to experience the most additional growth because of their proximity to the main Foxconn campus. Other PAAs that would experience additional growth due to development associated with Foxconn are shaded in blue in Table 1.3. As previously discussed, it is estimated that approximately half of the total jobs that may be created by development associated with Foxconn can be absorbed by the employment growth originally envisioned under VISION 2050. A revised Table 1.4 in Appendix A presents population, household, and employment growth by county and replaces the original Table 1.4 in the VISION 2050 report.

Figure 1
VISION 2050 Land Use Categories

The recommended VISION 2050 land use pattern was developed by allocating new households and employment envisioned for the Region under the Commission's year 2050 growth projections to a series of seven land use categories that represent a variety of development densities and mixes of uses.

MIXED-USE CITY CENTER
Mix of very high-density offices, businesses, and housing found in the most densely populated areas of the Region

MEDIUM LOT NEIGHBORHOOD (showing lots of about 15,000 square feet)
Primarily single-family homes on ¼- to ½-acre lots found at the edges of cities and villages

LARGE LOT NEIGHBORHOOD (showing lots of about ½ acre)
Primarily single-family homes on ½-acre to one-acre lots found at the edges of cities and villages and scattered outside cities and villages

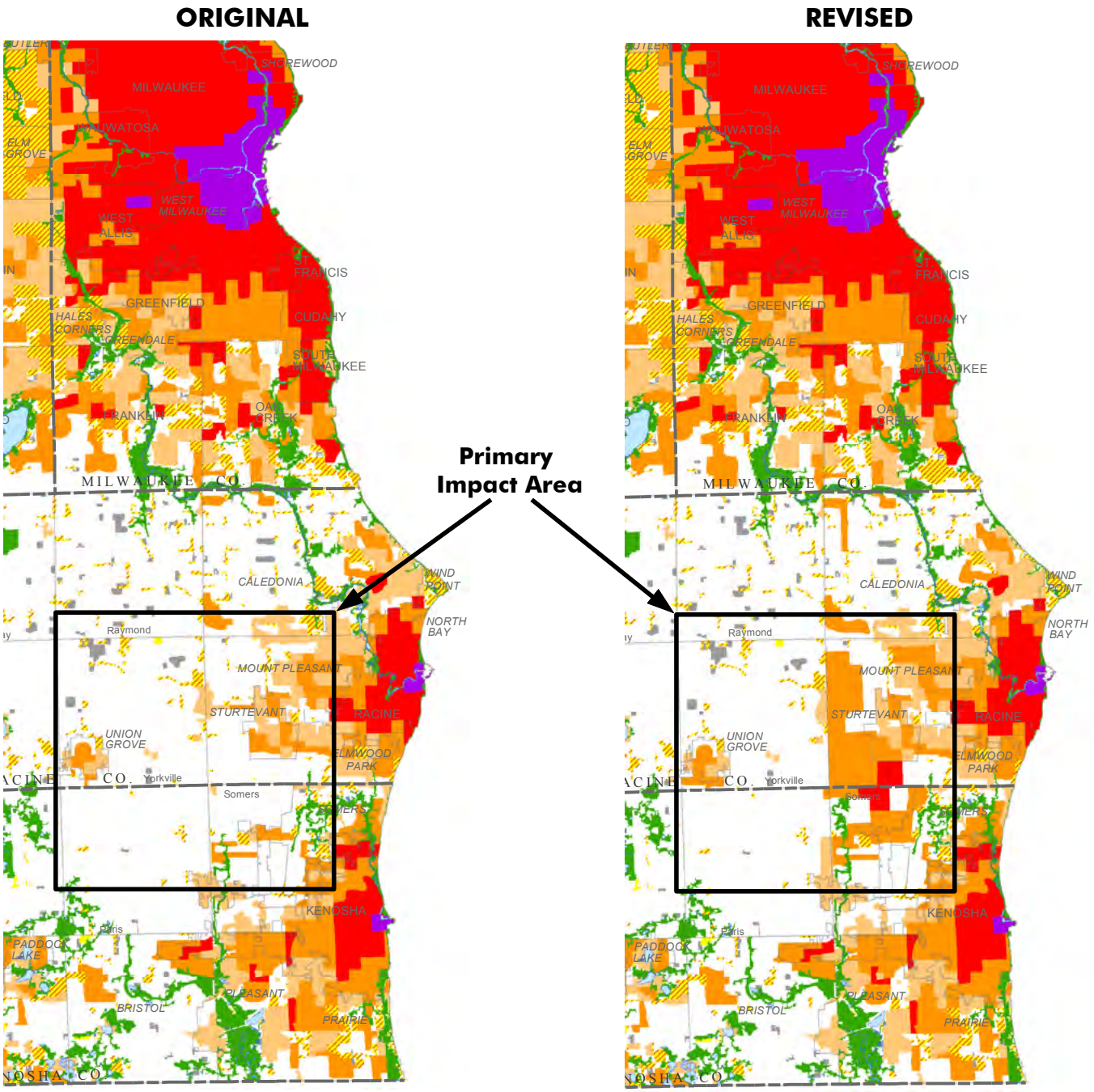
MIXED-USE TRADITIONAL NEIGHBORHOOD
Mix of high-density housing, businesses, and offices found in densely populated areas

LARGE LOT EXURBAN (showing lots of about 1.5 acres)
Single-family homes at an overall density of one home per 1.5 to five acres scattered outside cities and villages

SMALL LOT TRADITIONAL NEIGHBORHOOD (showing lots of about 7,000 square feet)
Mix of housing types and businesses with single-family homes on lots of ¼-acre or less and multifamily housing found within and at the edges of cities and villages

RURAL ESTATE (showing a cluster subdivision with one-acre lots)
Single-family homes at an overall density of one home per five acres scattered outside cities and villages

Figure 2
Revisions to Land Use Development Pattern: VISION 2050



Source: SEWRPC

Revisions to Table 1.3
Existing and Planned 2050 Population, Households, and Employment

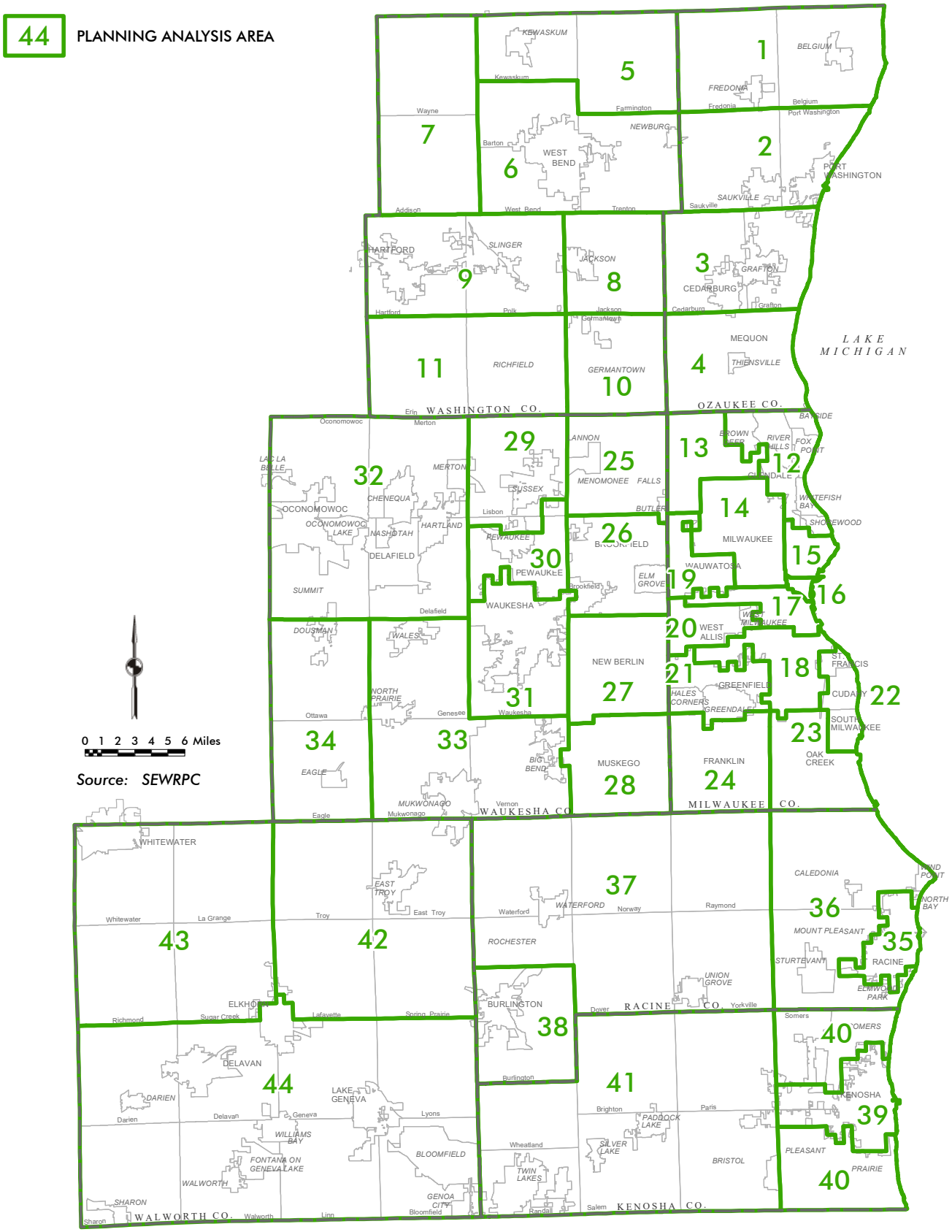
County	Planning Analysis Area (See Map 1)	Population		Households		Employment	
		Existing 2010	Planned 2050	Existing 2010	Planned 2050	Existing 2010	Planned 2050
Ozaukee	1	7,990	9,880	3,000	3,810	2,840	5,300
	2	18,680	23,040	7,650	9,680	11,350	17,140
	3	32,870	42,820	13,170	17,790	16,560	21,700
	4	26,860	33,360	10,400	13,220	21,750	25,160
	Subtotal	86,400	109,100	34,200	44,500	52,500	69,300
Washington	5	9,070	11,550	3,440	4,620	2,370	2,590
	6	44,380	63,550	17,750	26,710	21,670	28,760
	7	5,660	6,950	2,080	2,710	2,550	2,720
	8	10,830	14,880	4,320	6,220	3,640	5,050
	9	26,890	35,760	10,580	14,710	15,830	22,970
	10	20,000	31,700	7,860	13,050	14,230	21,320
	11	15,050	16,120	5,580	6,280	3,610	3,990
	Subtotal	131,900	180,500	51,600	74,300	63,900	87,400
Milwaukee	12	65,460	66,180	28,430	29,690	43,700	44,780
	13	58,540	60,630	22,350	24,120	38,460	40,080
	14	228,370	229,130	84,810	88,560	68,860	75,100
	15	76,170	86,870	34,660	40,030	44,550	49,140
	16	11,230	19,870	4,940	8,700	72,980	82,510
	17	91,110	94,890	31,200	34,240	54,310	59,700
	18	118,120	116,980	47,710	49,070	53,280	57,070
	19	48,360	58,280	21,340	26,230	56,910	60,980
	20	69,990	70,910	31,180	32,640	48,530	51,490
	21	59,930	62,990	26,850	29,040	28,850	30,520
	22	49,070	51,530	21,760	23,580	22,420	23,870
	23	34,820	49,800	14,200	21,100	23,310	29,480
	24	36,580	51,040	14,180	20,780	19,240	23,850
	Subtotal	947,700	1,019,100	383,600	427,800	575,400	628,600
Waukesha	25	38,580	49,430	15,940	20,850	41,250	46,350
	26	49,620	57,120	19,610	23,390	55,690	65,780
	27	39,590	44,080	16,290	18,890	27,150	34,040
	28	24,140	35,860	9,070	14,060	7,730	13,970
	29	23,020	34,500	8,520	13,630	9,420	14,930
	30	20,160	28,040	8,790	12,580	29,030	34,760
	31	80,000	93,380	31,750	38,290	48,480	57,070
	32	67,440	84,460	25,450	33,450	35,050	47,350
	33	35,800	41,800	13,120	16,050	12,160	20,830
	34	11,550	12,730	4,120	4,710	2,930	3,320
	Subtotal	389,900	481,400	152,700	195,900	268,900	338,400
Racine	35	74,170	74,900	28,620	30,720	37,510	39,520
	36	65,010	98,050	25,790	41,340	25,100	54,930
	37	39,260	46,630	14,490	18,340	15,120	19,370
	38	16,970	20,170	6,750	8,550	10,570	13,180
	Subtotal	195,400	239,800	75,700	98,900	88,300	127,000
Kenosha	39	97,410	108,590	36,710	43,380	45,160	51,490
	40	30,520	70,980	11,420	28,670	17,950	31,170
	41	38,500	71,540	14,520	28,820	11,790	20,070
	Subtotal	166,400	251,100	62,600	100,900	74,900	102,700
Walworth	42	15,040	21,960	5,840	9,130	4,600	6,890
	43	22,170	26,580	8,460	10,910	10,660	12,390
	44	65,020	92,060	25,400	38,860	37,450	50,020
	Subtotal	102,200	140,600	39,700	58,900	52,700	69,300
Region	Total	2,019,900	2,421,600	800,100	1,001,200	1,176,600	1,422,700

Notes: Cells highlighted in blue denote a change from the original Table 1.3 in the VISION 2050 report.

It is estimated that approximately half of the total jobs that may be created by development associated with Foxconn could be absorbed by the employment growth originally envisioned under VISION 2050. This is why some PAAs where new Foxconn jobs are anticipated, such as PAA 16 (downtown Milwaukee), are not highlighted.

Source: SEWRPC

Map 1
VISION 2050 Planning Analysis Areas



Planned Public Sanitary Sewer Service Area Changes

The changes to the planned public sanitary sewer service areas incorporate an amendment to the adopted sewer service area for the City of Racine and environs, which was requested by the Racine Wastewater and Water Utility Commission in response to a request from the Village of Mount Pleasant. This amendment helps to accommodate the main Foxconn campus and ancillary development in the primary impact area as described under the Land Use Development Pattern Changes section. The changes also incorporate an amendment to the adopted sewer service area for the Greater Kenosha Sanitary Sewer Service Area, which was requested by the Kenosha Water Utility in response to a request from the City of Kenosha and Village of Somers. These changes are displayed on Figure 3, comparing the original map included in VISION 2050 to the revised map included in the plan amendment. A revised Map 1.3 in Appendix A replaces the original Map 1.3 in the VISION 2050 report.

The changes in public sanitary sewer service areas would result in additional population served by public sanitary sewer and public water. The population served would experience the most growth in Kenosha County because of proximity to the main Foxconn campus and the availability of an expanded area for development with urban services as described in the amendment to the Village of Somers comprehensive plan. The recommended plan and high-growth scenario populations by sewer service area have also been revised to reflect the additional population allocated to sewer service areas that is related to development associated with Foxconn. The Kenosha sewer service area would experience the most population growth due to the main Foxconn campus. A revised Table 1.6 in Appendix A presents area and population served by public sanitary sewer and water by county and replaces the original Table 1.6 in the VISION 2050 report. A revised Table O.1 in Appendix A presents recommended plan and high-growth scenario populations by sewer service area and replaces the original Table O.1 in the VISION 2050 report.

Major Economic Activity Center Changes

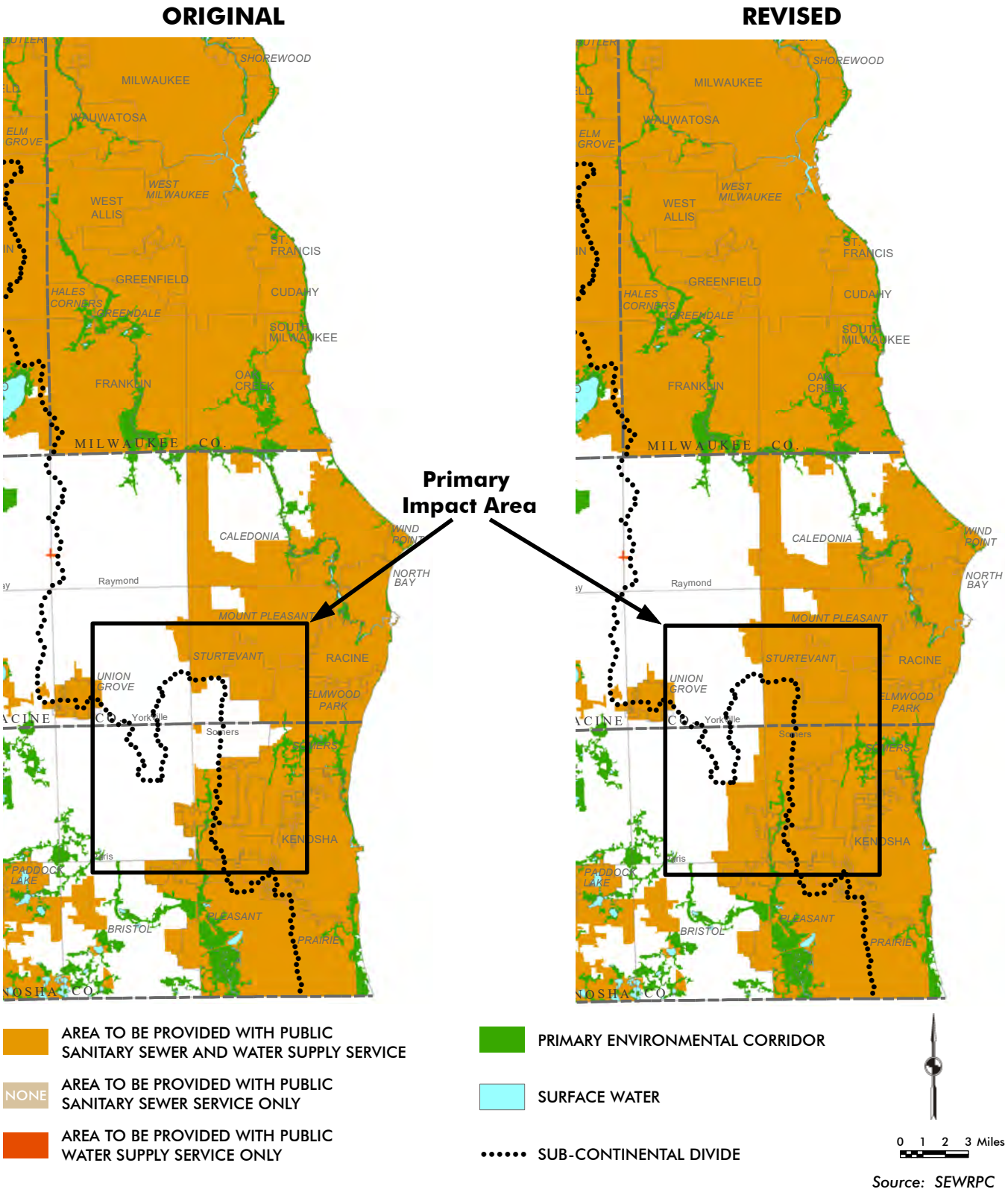
The plan amendment adds a new recommended major economic activity center located in the primary impact area as a result of development of the main Foxconn campus and anticipated development in the direct vicinity of the campus. Major economic activity centers are defined as areas with concentrations of commercial and/or industrial land with at least 3,500 employees, or 2,000 retail employees. Many of the 17,000 jobs associated with the Foxconn development are anticipated to be added in the primary impact area, which easily exceeds the major center threshold. The new major center has been named "IH 94/STH 11" and is the 62nd existing or recommended center located in the Region. In addition, the IH 94/STH 142 major center in Kenosha County has been expanded as a result of anticipated ancillary job growth related to the Foxconn development. These changes are displayed on Figure 4, comparing the original map included in VISION 2050 to the revised map included in the plan amendment. A revised Map 1.4 in Appendix A replaces the original Map 1.4 in the VISION 2050 report.

While many of the jobs associated with the Foxconn development are anticipated to occur in the primary impact area, additional impacts related to business relocation and expansion may occur beyond this area in other major economic activity centers in the Region. It should be noted that the original VISION 2050 plan recommends employment growth focused in urban service areas and major economic activity centers located throughout the Region.

Revisions to Transportation Component

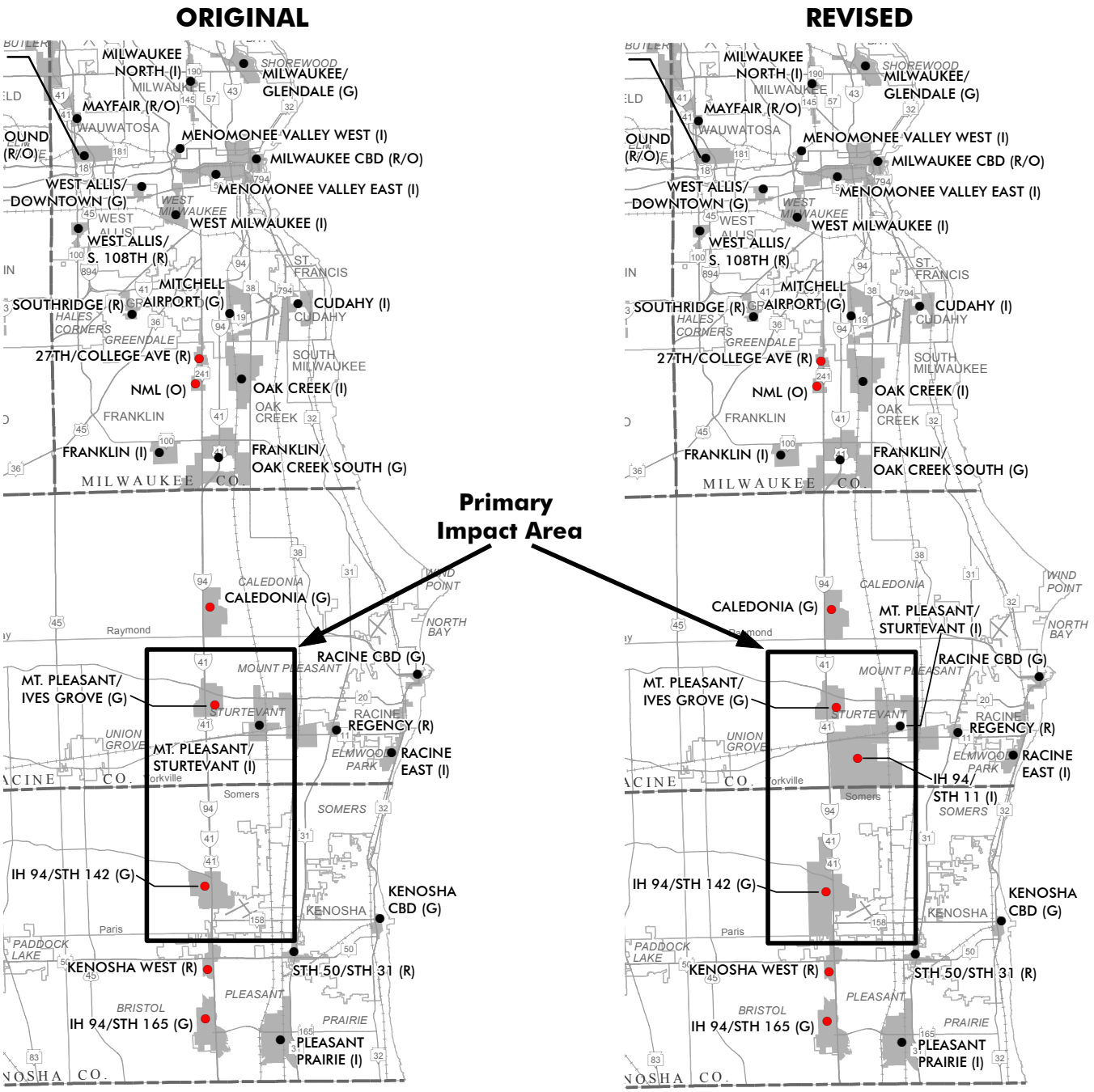
The following sections identify the recommended changes to the transportation component of VISION 2050. The original plan maps and tables can be accessed in Volume III of the VISION 2050 plan report available at www.vision2050sewis.org. All revised plan maps and tables from Chapter 1 (Recommended Land Use and Transportation Plan) and Chapter 2 (Fiscally Constrained Transportation Plan) of Volume III of the report are provided in Appendix A of this amendment.

Figure 3
Revisions to Planned Public Sanitary Sewer and Water Supply Service Areas: VISION 2050



Source: SEWRPC

Figure 4
Revisions to Major Economic Activity Centers: VISION 2050



Source: SEWRPC

Public Transit Service Changes
The amendment revises the public transit services presented in the recommended plan to provide additional transit services connecting workers to the main Foxconn campus and vicinity. The services include the following three commuter bus routes[1] and local transit service improvements:

- A commuter bus route from the Corinne Reid-Owens Transit Center in downtown Racine along Sheridan Road (STH 32) and CTH KR to the Foxconn campus
- A commuter bus route from western Racine County along STH 11 to the Foxconn campus
- A commuter bus route connecting the City of Milwaukee and southern Milwaukee County along IH 94 to the Foxconn campus and businesses further south in Kenosha County
- Improvements to local transit service in the impacted area, including extending RYDE Route 1 along Braun Road to the Foxconn campus and establishing a shuttle service along CTH H between the Sturtevant Amtrak Station and the Foxconn campus

Figure 5 provides a comparison of the changes to the transit services recommended in VISION 2050. A revised Map 1.8 and revised Table 1.8, which replace the original map and table in the VISION 2050 plan report, are included in Appendix A.

In addition, the amendment adds the freight rail corridor directly connecting Milwaukee to the Foxconn campus to the corridors that could be utilized for commuter rail, should an entity be interested in pursuing their development. Amtrak Hiawatha service currently operates in this corridor. A revised Map 1.9, which replaces the original map in the VISION 2050 plan report, is included in Appendix A.

Bicycle Network Changes
The revisions to the bicycle network include additional on-street bicycle accommodations and two enhanced bicycle facility corridor extensions in the Foxconn development area. The additional on-street accommodations are along the new surface arterials being added to the arterial system. The enhanced bicycle facility corridor extensions both connect to the Foxconn campus. One extension is along STH 11, CTH H, and Braun Road. The other extension is along CTH KR and CTH H.

Figure 6 provides a comparison of the changes to the bicycle network recommended in VISION 2050. A revised Map 1.11 and revised Table 1.10, which replace the original map and table in the VISION 2050 plan report, are included in Appendix A.

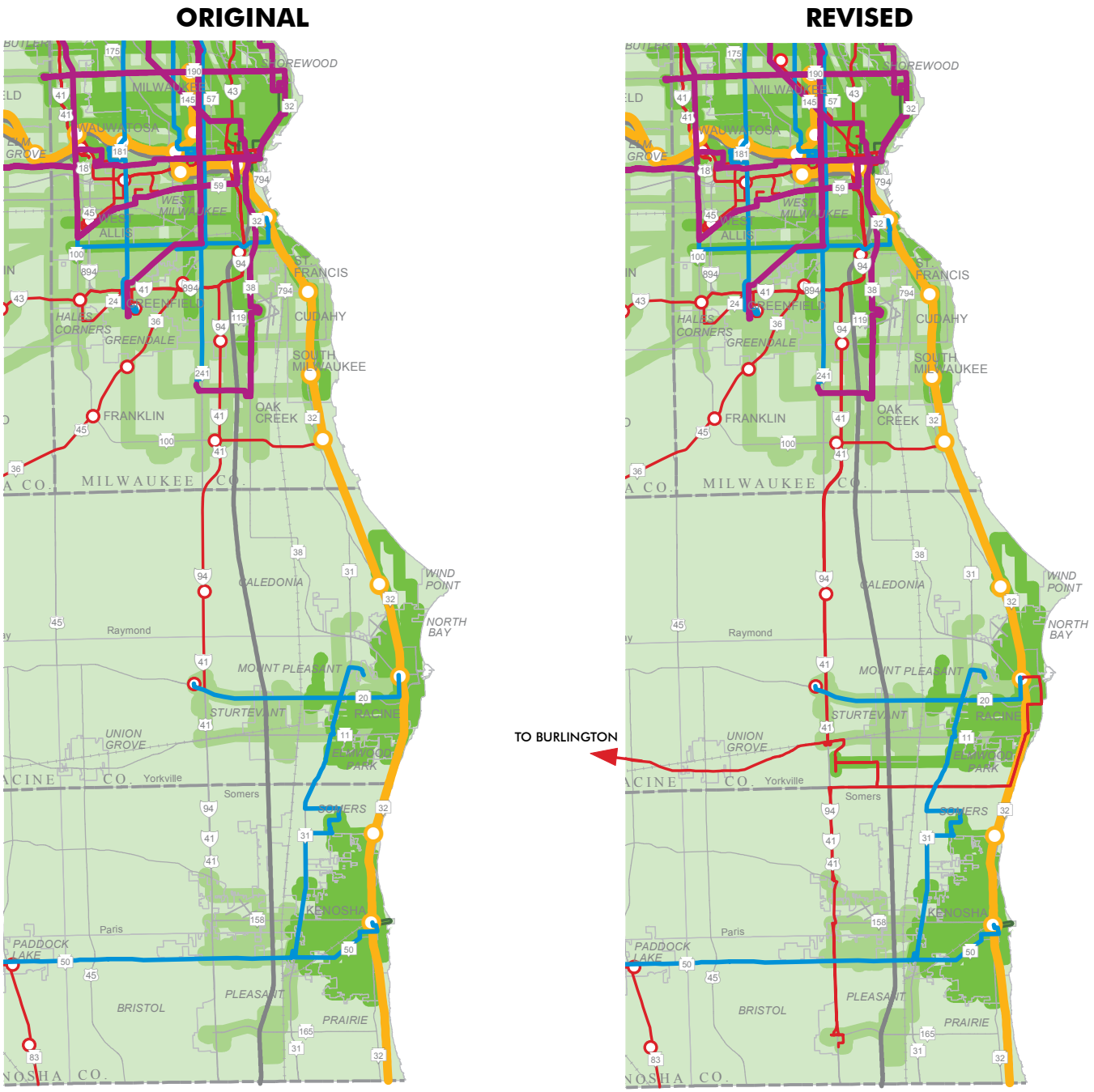
Arterial Street and Highway Changes
VISION 2050 recognizes that each arterial street and highway project identified in the plan needs to undergo preliminary engineering by the responsible State, county, or local government prior to implementation. The plan states that final decisions as to whether and how a planned project will proceed to implementation will be made by the responsible State, county, or local government at the conclusion of preliminary engineering. WisDOT is completing this preliminary engineering work in an expedited manner for the Foxconn development roads through its design and traffic impact assessment work.

The following describes the Foxconn development road improvements being amended into the VISION 2050 arterial street and highway element:

- Widening STH 11 (Durand Avenue) from two to four travel lanes between 56th Road and IH 94 and from four to six travel lanes between IH 94 and CTH H
    - VISION 2050 currently recommends reserving right-of-way to accommodate four travel lanes as a future improvement between 56th Road and IH 94, reserving right-of-way to accommodate six travel lanes as a future improvement between IH 94 and essentially International Drive, and preserving existing capacity as a four-lane facility between International Drive and CTH H

[1] *The motor coach buses used for the recommended commuter bus routes should be accessible to all users, including those using motorized scooters.*

Figure 5
Revisions to Transit Services: VISION 2050



TRANSIT SERVICES

- RAPID TRANSIT LINE
- EXPRESS BUS ROUTE
- COMMUTER RAIL LINE & STATION
- COMMUTER BUS ROUTE & PARK-RIDE
- INTERCITY RAIL
- STREETCAR LINE

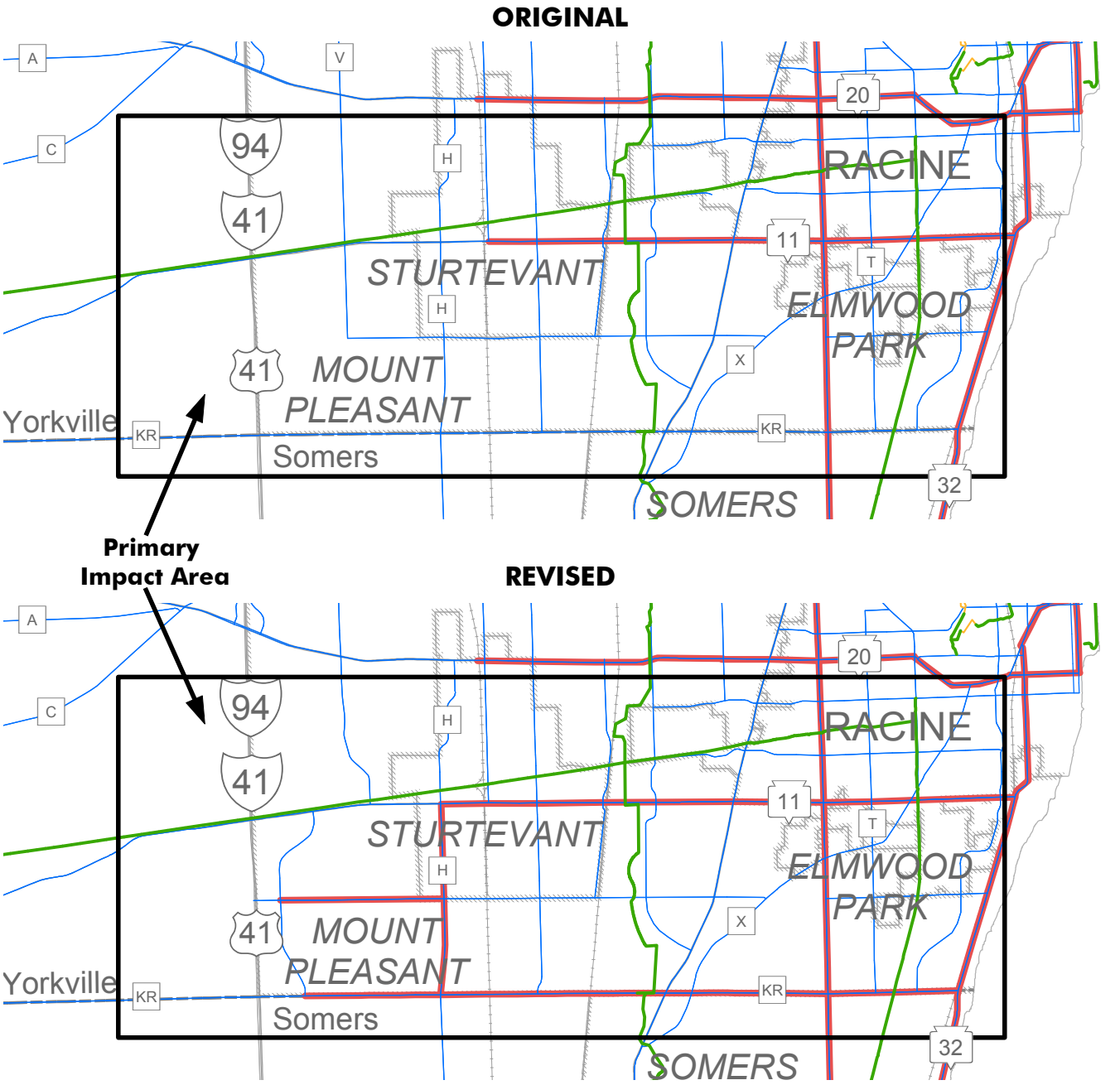
LOCAL TRANSIT SERVICE AREA AND PEAK FREQUENCY

- EVERY 15 MINUTES OR BETTER
- LESS FREQUENT THAN EVERY 15 MINUTES
- ONE DAY ADVANCE-RESERVATION SHARED-RIDE TAXI

0 1 2 3 Miles

Source: SEWRPC

Figure 6
Revisions to Bicycle Network: VISION 2050



BICYCLE FACILITIES

- OFF-STREET BICYCLE PATH
- ARTERIAL STREET OR HIGHWAY WITH BICYCLE ACCOMMODATION (IF FEASIBLE)
- NONARTERIAL STREET CONNECTION TO OFF-STREET BICYCLE NETWORK
- RECOMMENDED CORRIDOR FOR ENHANCED BICYCLE FACILITY[a]

[a] *Corridor would include an enhanced bicycle facility—such as a protected bike lane, a separate path within the road right-of-way, or a buffered bike lane—located on or along an arterial or, alternatively, a neighborhood greenway on a nearby parallel nonarterial.*

0 1 2 Miles

Source: SEWRPC

- Widening CTH KR from two to six travel lanes between IH 94 and CTH H and from two to four travel lanes between CTH H and STH 32

    - VISION 2050 currently recommends reserving right-of-way to accommodate four travel lanes as a future improvement

- Widening Braun Road from two to six travel lanes between IH 94 and CTH H, including adding the western portion of this segment of roadway as a planned arterial

    - VISION 2050 currently recommends preserving the existing capacity as a two-lane arterial facility for the eastern portion of this segment of Braun Road (east of the planned extension of International Drive) and recommends that the western portion of this segment of Braun Road remain as a two-lane non-arterial roadway.

- Widening CTH H from two to four travel lanes between CTH KR and Venice Avenue

    - VISION 2050 currently recommends preserving existing capacity as a two-lane facility

- Extending International Drive (CTH V) as a new four-lane facility from its current terminus just south of STH 20 (Washington Avenue) to STH 11 (Durand Avenue)

    - VISION 2050 currently recommends extending as a new two-lane facility and reserving right-of-way to accommodate four travel lanes as a future improvement

- Adding Wisconn Valley Way as a new four-lane facility between STH 11 (Durand Avenue) and CTH KR

    - VISION 2050 recommends extending International Drive (CTH V) as a new two-lane facility between STH 11 and Braun Road and reserving right-of-way to accommodate a new two-lane facility as a future improvement between Braun Road and CTH KR (Wisconn Valley Way essentially provides this recommended extension with four lanes rather than two on an alignment west of the alignment originally shown in VISION 2050)

Figure 7 provides a comparison of the changes to the arterial improvements recommended in VISION 2050. Revised Maps 1.15 and 1.18 and a revised Table 1.12, which replace the original maps and table in the VISION 2050 plan report, are included in Appendix A. Revised Maps 1.16 and 1.21 are also included in Appendix A, replacing the original maps in the plan report, to reflect the following arterial capacity expansion and improvement projects completed as of December 2018. Revised Table 1.12 also reflects the completion of these projects.

- Zoo Interchange (excluding the north leg)

- IH 894 between Lincoln Avenue and the Hale Interchange

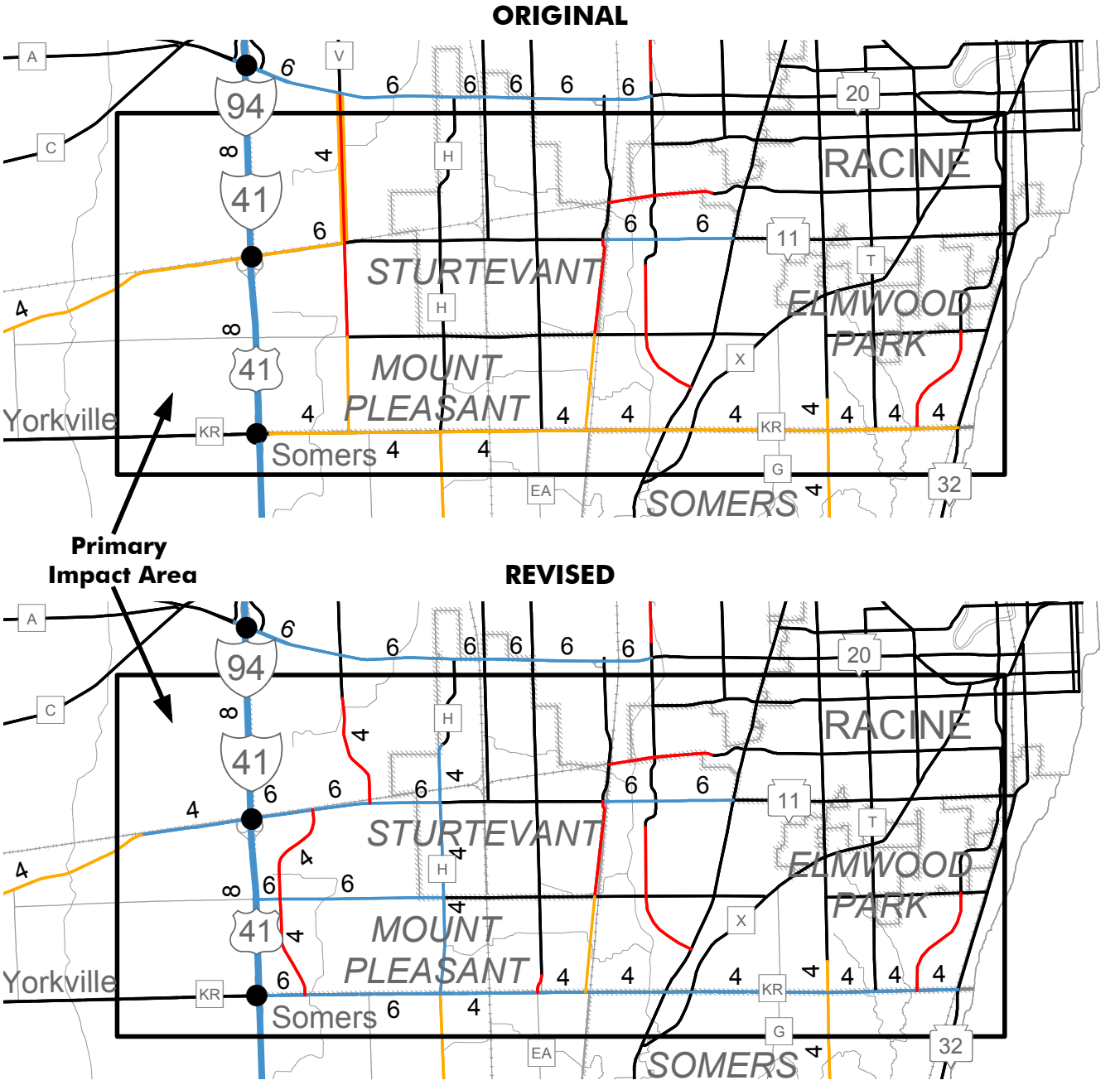
- IH 94 between 124th Street and Moorland Road (CTH O)

- West Waukesha Bypass between Rolling Ridge Drive and Summit Avenue

UPDATED FINANCIAL ANALYSIS FOR VISION 2050 TRANSPORTATION SYSTEM

As part of this amendment, the Commission staff also reviewed and updated the analysis of existing and reasonably expected costs and revenues associated with the transportation system recommended in VISION 2050. When VISION 2050 was initially prepared, this financial analysis resulted in identification of a gap between the funds needed to construct, operate, and maintain the recommended regional transportation system and the available revenues, with this gap particularly affecting the recommended transit element. The funded portion of the recommended transportation system is referred to as the "Fiscally Constrained Transportation Plan (FCTP)" and is presented in Chapter 2 of Volume III of the

Figure 7
Revisions to Functional Improvements to the Arterial Street and Highway System in Kenosha and Racine County: VISION 2050



Source: SEWRPC

VISION 2050 plan report. The original FCTP included all transportation elements of VISION 2050 except for portions of the public transit element. Specifically, most of the major transit improvement and expansion components in VISION 2050 were not included in the FCTP, and also reductions in current transit service were expected to continue. However, the analysis noted that the recommended arterial system improvements, particularly reconstructing the regional freeway system, would require State funding levels from State budgets of the last decade to be maintained.

The updated financial analysis prepared as part of this amendment is presented in revised Tables 1.13 and 1.14. The results of the updated financial analysis show that without additional revenue the Region will not be able to achieve the public transit system recommended in VISION 2050. The analysis also shows that expected revenues will be insufficient to complete the recommended reconstruction of several portions of the Region's arterial street and highway system by 2050. WisDOT has indicated that future funding levels for freeway reconstruction in the Region are expected to be similar to the levels in the State's 2017-2019 biennial budget, passed in 2017, of about $50 million annually. The differences between the estimated costs of implementing the recommended VISION 2050 transportation system and the expected available revenues are shown in a revised Table 1.20. Revised Tables 1.13 through 1.20, which replace the original tables in the VISION 2050 plan report, are included in Appendix A.

The estimated costs and revenues associated with the revised FCTP are compared in constant 2017 dollars in revised Table 2.1 and in year of expenditure dollars in revised Table 2.2. Revised Tables 2.1 through 2.4, which replace the original tables in VISION 2050 plan report, are included in Appendix A.

Under the revised FCTP, service levels on the regional transit system would decline from service levels existing in 2014 by about 10 percent measured in terms of revenue transit vehicle-hours of service provided (a modest change from the original FCTP), from about 4,750 vehicle-hours of service on an average weekday in the year 2014 to 4,270 vehicle-hours of service in the year 2050. In terms of the recommended expansion and improvement of transit in VISION 2050, the revised FCTP only includes the recommended east-west rapid transit line between downtown Milwaukee and the Milwaukee Regional Medical Center and the lakefront and 4th Street extensions of the Milwaukee Streetcar. Revised Table 2.5 and Map 2.1, which show transit service levels in 2050 and replace the originals in the VISION 2050 plan report, are included in Appendix A.

The bicycle and pedestrian element, which was originally the same in both VISION 2050 and the FCTP, did not change as part of the updated financial analysis. However, revised Table 2.7 and Map 2.2, which replace the originals in the VISION 2050 plan report, are included in Appendix A to reflect changes to the recommended bicycle network in the area of the Foxconn campus, which were made as part of this amendment.

The difference between the costs to implement the arterial street and highway element recommended in VISION 2050 and expected revenues will predominately result in a reduction in the amount of freeway that can be reconstructed by the year 2050, but also a reduction in the amount of surface arterials that can be reconstructed with additional lanes or can be newly constructed by the year 2050.

Specifically, 35 miles, including completion of the Zoo Interchange project, of the total 233 miles of remaining freeway reconstruction in the Region recommended in VISION 2050, would be expected to be implemented by the year 2050 under the revised FCTP, as shown on Map 2. Additionally, the revised FCTP does not include the planned USH 12 freeway extension between Cities of Elkhorn and Whitewater in Walworth County. With respect to surface arterials, all of the surface arterial capacity expansion recommended in VISION 2050 is included in the revised FCTP, with the exception of the planned extension of the Lake Parkway between Edgerton Avenue and STH 100 in Milwaukee County and the extension of Cold Springs Road between CTH O and IH 43 (along with the associated reconstruction of the IH 43/STH 57 interchange) in Ozaukee County. The estimated schedule for reconstruction of the surface arterials recommended for capacity expansion under the revised FCTP is shown on Map 3.

The arterial reductions included in the revised FCTP would result in approximately 93 percent, or 3,390 of the total 3,653 miles, of the planned arterial street and highway system being resurfaced or reconstructed to their same capacity under the revised FCTP. Under the revised FCTP, approximately

Revisions to Table 1.13
Average Annual Costs and Revenues Associated with the VISION 2050 Transportation System in 2017 Constant Dollars: 2019-2050

Cost or Revenue Item	2017 Constant Dollars
Transportation System Cost (average annual 2019-2050 expressed as millions of dollars)[a]	
Arterial Street and Highway System	
Capital	
Freeway Reconstruction	$296
Surface Arterial Reconstruction/Resurfacing and Freeway Resurfacing[b]	423
Subtotal	$719
Operating	90
Highway Subtotal	$809
Transit System	
Capital	$129
Operating[c]	$253
Transit Subtotal	$382
Total	$1,191
Transportation System Revenues (average annual 2019-2050 expressed as millions of dollars)[a]	
Highway Capital	
Freeway Reconstruction (Federal/State)	$63
Surface Arterial Reconstruction/Resurfacing and Freeway Resurfacing	
Federal/State	318
Local	78
Subtotal	$459
Highway Operating	
State	$41
Local	38
Subtotal	$79
Highway Subtotal	$538
Transit Capital	
Federal	$96
Local	3
Subtotal	$99
Transit Operating	
Federal	$--
State	76
Local	35
Subtotal	$111
Transit Subtotal	$210
Total	$748

Note: Cells highlighted in blue denote a change from the original Table 1.13 in the VISION 2050 report.

[a] *The estimated arterial street and highway system and transit system costs include all capital costs and operating and maintenance costs. The estimated costs include the necessary costs to preserve the existing transportation system, such as arterial street resurfacing and reconstruction and transit system bus replacement, and the estimated costs of the transportation system improvement and expansion recommended under VISION 2050. The freeway system capital costs include the cost to resurface the existing freeway system, as needed, estimated at $1.2 billion or $37 million per year; the cost to rebuild those segments of the existing freeway system that have not yet been rebuilt to modern design standards, estimated at $8.5 billion or $266 million per year; the incremental cost to rebuild 94 miles of the freeway system with additional lanes, estimated at $578 million or $18 million per year; the cost of two new freeway interchanges, estimated at $78 million; and the cost of the extension of the USH 12 freeway from Elkhorn to Whitewater, estimated at $469 million. These freeway capital costs include the cost to reconstruct IH 43 between Howard Avenue and Silver Spring Drive to modern design standards. Should it be determined that this segment of IH 43 be widened, the project cost would incrementally increase by $179 million. With respect to freeway resurfacing, it was assumed that segments of freeway that were reconstructed before 2018 would be resurfaced on average two times by 2050 and segments of freeway that are recommended to be reconstructed in 2018 and beyond would be resurfaced on average one time by 2050. Surface arterial capital costs include the estimated costs of the necessary resurfacing and reconstruction of the 3,149 miles of surface arterials that will require preservation of capacity over the plan design period, the estimated costs of reconstruction and widening with additional traffic lanes of about 175 miles of surface arterials, and the estimated costs of new construction of 62 miles of surface arterials. The estimated costs of resurfacing and reconstruction are based on the estimated lifecycle of existing surface arterials, and include reconstruction of about 52 percent of surface arterials with approximately 66 percent resurfaced once, and 66 percent of the remaining 48 percent resurfaced twice and 33 percent resurfaced three times. Unit costs for surface arterial resurfacing, reconstruction, widening, and new construction vary by cross-section from $0.4 to $14.3 million per mile (rural or urban, divided or undivided, and number of traffic lanes) and are based upon actual project costs over the past several years. The estimated capital cost of surface arterials is $348 million per year, including $301 million for preservation (resurfacing and reconstruction) and $47 million for new arterials and arterials reconstructed with additional traffic lanes. Transit system capital costs include preservation of the existing transit system, including bus replacement on a 12-year schedule and replacement of fixed facilities, and costs of system improvement and expansion, including needed additional buses and facility expansion.*

Highway system operating (and maintenance) costs are based on estimated actual State and local highway system operating costs and verified by application of estimated unit lane-mile costs. Planned highway system operating costs are increased from estimated existing costs based on the proposed increase in VISION 2050 in arterial highway system lane-miles. Transit system operating (and maintenance) costs are based on existing estimated actual costs and unit costs based on service vehicle-miles and vehicle-hours.

Federal, State, and local highway capital and operating revenues are based on historical expenditures over the last several years and are documented in Table 1.15. Federal, State, and local transit capital and operating revenues are based on historical expenditures over the last several years and assessment of available Federal formula and program funds and are documented in Table 1.16.

[b] *Also includes the costs associated with the bicycle and pedestrian, TSM, and TDM elements of VISION 2050.*

[c] *Net operating cost (total operating costs less fare-box revenue). Like all amounts in this table, transit system operating costs represent the average annual costs for the transit system during the plan design period (2019-2050). Because the transit system changes in size (and therefore cost) significantly over the life of the plan, the amounts in this table do not represent the operating costs of the full transit system in the year 2050.*

Source: SEWRPC

Revisions to Table 1.14
Average Annual Costs and Revenues Associated with the VISION 2050 Transportation System Based on Year of Expenditure: 2019-2050

Cost or Revenue Item	YOE Dollars
Transportation System Cost (average annual 2019-2050 expressed as millions of dollars)[a]	
Arterial Street and Highway System	
Capital	
Freeway Reconstruction	$432
Surface Arterial Reconstruction/Resurfacing and Freeway Resurfacing[b]	644
Subtotal	$1,076
Operating	137
Highway Subtotal	$1,213
Transit System	
Capital	$204
Operating[c]	$350
Transit Subtotal	$554
Total	$1,767
Transportation System Revenues (average annual 2019-2050 expressed as millions of dollars)[a]	
Highway Capital	
Freeway Reconstruction (Federal/State)	$85
Surface Arterial Reconstruction/Resurfacing and Freeway Resurfacing	
Federal/State	480
Local	107
Subtotal	$672
Highway Operating	
State	$59
Local	54
Subtotal	$113
Highway Subtotal	$785
Transit Capital	
Federal	$130
Local	6
Subtotal	$136
Transit Operating	
Federal	$--
State	104
Local	46
Subtotal	$150
Transit Subtotal	$286
Total	$1,071

Note: Cells highlighted in blue denote a change from the original Table 1.14 in the VISION 2050 report.

[a] *The estimated arterial street and highway system and transit system costs include all capital costs and operating and maintenance costs. The estimated costs include the necessary costs to preserve the existing transportation system, such as arterial street resurfacing and reconstruction and transit system bus replacement, and the estimated costs of the transportation system improvement and expansion recommended under VISION 2050. The freeway system capital costs include the estimated cost to rebuild those segments of the existing freeway system that have not yet been rebuilt to modern design standards, the estimated incremental cost to rebuild 94 miles of the freeway system with additional lanes, the estimated cost of two new freeway interchanges, and the estimated cost of the extension of the USH 12 freeway from Elkhorn to Whitewater. Surface arterial capital costs include the estimated costs of the necessary resurfacing and reconstruction of the 3,149 miles of surface arterials that will require preservation of capacity over the plan design period, the estimated costs of reconstruction and widening with additional traffic lanes of about 175 miles of surface arterials, and the estimated costs of new construction of 62 miles of surface arterials.*

The conversion of year 2017 constant dollar cost to year of expenditure cost utilizes inflation rates based upon historical trends. The rate of inflation used for highway costs and transit construction costs of 2.3 percent was provided by WisDOT. The inflation rate of 2.5 percent used for transit vehicle costs is based on the historical increase in the purchase price of transit vehicles as experienced by the transit operators of the Region. With regard to transit operating costs, the inflation rate of 2.0 percent is based on the historical inflation from the Consumer Price Index for the Milwaukee area and discussions with Milwaukee County Transit System staff. The average annual capital and operating costs were calculated by evenly distributing the total year of expenditure costs over 32 years.

Federal, State, and local highway capital and operating revenues are based on historical expenditures over the last several years and are documented in Table 1.15. Federal, State, and local transit capital and operating revenues are based on historical expenditures over the last several years and assessment of available Federal formula and program funds and are documented in Table 1.16.

[b] *Also includes the costs associated with the bicycle and pedestrian, TSM, and TDM elements of VISION 2050.*

[c] *Net operating cost (total operating costs less fare-box revenue). Like all amounts in this table, transit system operating costs represent the average annual costs for the transit system during the plan design period (2019-2050). Because the transit system changes in size (and therefore cost) significantly over the life of the plan, the amounts in this table do not represent the operating costs of the full transit system in the year 2050.*

Source: SEWRPC

Revisions to Table 1.20
Estimated Gap Between VISION 2050 Costs and Existing and Reasonably Expected Revenues

Constant Year 2017 Dollars (Average Annual Through Year 2050)	
Highway	
Capital	$260 million
Operating	$11 million
Public Transit	
Capital	$30 million
Operating	$142 million
Year of Expenditure Dollars (Average Annual Through Year 2050)	
Highway	
Capital	$404 million
Operating	$24 million
Public Transit	
Capital	$68 million
Operating	$200 million

Note: Cells highlighted in blue denote a change from the original Table 1.20 in the VISION 2050 report.

Source: SEWRPC

209 miles, or 6 percent of the total year 2050 arterial street and highway system, would be widened to provide additional through traffic lanes as part of their reconstruction. The remaining 54 miles, or about 1 percent of the total planned arterial system, would be new arterial roadways under the revised FCTP. The arterial street and highway capacity improvements—both freeway and surface arterial—under the revised FCTP are shown on Map 4. Revised Table 2.8 and Maps 2.3 through 2.9, which replace the original table and maps in the VISION 2050 plan report, are included in Appendix A.

Potential Revenue Sources to Fund the Recommended Transportation System

VISION 2050 makes strong recommendations for improving and expanding the Region's transportation system, but fully achieving the recommended transportation system will require providing adequate funding to implement the unfunded portions of the recommended system. State legislation to create local dedicated transit funding would likely be necessary to achieve the transit system improvement and expansion recommended under VISION 2050, although this funding could also be provided through additional State financial assistance to transit. Providing sufficient funding to complete the recommended reconstruction of the Region's arterial street and highway system would also require State action.

Numerous candidate revenue sources to allow improved and expanded transit services and to provide stable funding for arterial street and highway reconstruction have been identified and proposed in recent years. These include an advisory referendum in 2008 in Milwaukee County that approved a 0.5 percent sales tax for public transit and subsequent unsuccessful attempts at the State level to allow a sales tax for transit. In January 2013, the Wisconsin Transportation Finance and Policy Commission made recommendations to the Governor and State Legislature on "options to achieve a stable balance between transportation expenditures, revenues and debt service over the next decade." The WisDOT Secretary proposed including a number of the revenue sources recommended by that Commission in the subsequent 2015-2017 State budget, but the Governor did not include them in his proposed budget. In December 2016, WisDOT completed a report to the Legislature on the solvency of the State's Transportation Fund, including a review of current and projected transportation revenues and a Tolling Feasibility Study. In 2017, the Legislative Fiscal Bureau prepared a paper for the Joint Finance Committee that provided information on "possible revenue increases that could be enacted to improve the sustainability of the transportation fund." These efforts provide the basis for the revenue sources and estimates presented in this section.

This section presents potential revenue sources that could be considered to provide sufficient transportation funding, along with estimates of the revenue each source could potentially generate on an annual basis. It is important to note that generalized revenue estimates were prepared to demonstrate each individual source's potential for providing the funding necessary to achieve the recommended transportation system. More detailed estimates would need to be prepared as decision makers determine whether to

Revisions to Table 2.1
Average Annual Costs and Revenues Associated with the Fiscally Constrained Transportation System in 2017 Constant Dollars: 2019-2050

Cost or Revenue Item	2017 Constant Dollars
Transportation System Cost (average annual 2019-2050 expressed as millions of dollars)[a]	
Arterial Street and Highway System	
Capital	
Freeway Reconstruction	$63
Surface Arterial Reconstruction/Resurfacing and Freeway Resurfacing[b]	416
Subtotal	$479
Operating	90
Highway Subtotal	$569
Transit System	
Capital	$25
Operating[c]	$134
Transit Subtotal	$159
Total	$728
Transportation System Revenues (average annual 2019-2050 expressed as millions of dollars)[a]	
Highway Capital	
Freeway Reconstruction (Federal/State)	$63
Surface Arterial Reconstruction/Resurfacing and Freeway Resurfacing	
Federal/State	318
Local	78
Subtotal	$459
Highway Operating	
State	$41
Local	38
Subtotal	$79
Highway Subtotal	$538
Transit Capital	
Federal	$16
Local	7
Subtotal	$23
Transit Operating	
Federal	$22
State	76
Local	36
Subtotal	$134
Transit Subtotal	$157
Total	$695

Note: Cells highlighted in blue denote a change from the original Table 2.1 in the VISION 2050 report.

[a] *The estimated arterial street and highway system and transit system costs include all capital costs and operating and maintenance costs. The estimated costs include the necessary costs to preserve the existing transportation system, such as arterial street resurfacing and reconstruction and transit system bus replacement, and the estimated costs of the transportation system improvement and expansion under the Fiscally Constrained Transportation Plan. The freeway system capital costs include the cost to resurface the existing freeway system, as needed, estimated at $1.2 billion or $37 million per year; and the cost to rebuild 35 miles of the freeway system with additional lanes, estimated at $2.0 billion or $62.7 million per year. With respect to freeway resurfacing, it was assumed that segments of freeway that were reconstructed before 2019 would be resurfaced on average two times by 2050 and segments of freeway that are recommended to be reconstructed in 2016 and beyond would be resurfaced on average one time by 2050. Surface arterial capital costs include the estimated costs of the necessary resurfacing and reconstruction of the 3,154 miles of surface arterials that will require preservation of capacity over the plan design period, the estimated costs of reconstruction and widening with additional traffic lanes of about 175 miles of surface arterials, and the estimated costs of new construction of 54 miles of surface arterials. The estimated costs of resurfacing and reconstruction are based on the estimated lifecycle of existing surface arterials, and include reconstruction of about 52 percent of surface arterials with approximately 66 percent resurfaced once, and 66 percent of the remaining 48 percent resurfaced twice and 33 percent resurfaced three times. Unit costs for surface arterial resurfacing, reconstruction, widening, and new construction vary by cross-section from $0.4 to $14.3 million per mile (rural or urban, divided or undivided, and number of traffic lanes) and are based upon actual project costs over the past several years. The estimated capital cost of surface arterials is $368 million per year, including $330 million for preservation (resurfacing and reconstruction) and $38 million for new arterials and arterials reconstructed with additional traffic lanes. Transit system capital costs include preservation of the existing transit system, including bus replacement on a 15-year schedule and replacement of fixed facilities, and costs associated with the initial phases of the Milwaukee Streetcar and Milwaukee County's BRT line between downtown Milwaukee and the Milwaukee Regional Medical Center, including needed additional vehicles and facilities.*

Highway system operating (and maintenance) costs are based on estimated actual State and local highway system operating costs and verified by application of estimated unit lane-mile costs. Planned highway system operating costs are increased from estimated existing costs based on the proposed increase in the Fiscally Constrained Transportation Plan in arterial highway system lane-miles. Transit system operating (and maintenance) costs are based on existing estimated actual costs and unit costs based on service vehicle-miles and vehicle-hours. Planned transit system operating costs have been decreased from existing system operating costs based on the requisite decrease in transit service vehicle-miles and vehicle-hours to match reasonably expected revenues available.

Federal, State, and local highway capital and operating revenues are based on historical expenditures over the last several years and are documented in Table 1.15 of Chapter 1 of this volume. Federal, State, and local transit capital and operating revenues are based on historical expenditures over the last several years and assessment of available Federal formula and program funds and are documented in Table 1.16.

[b] *Also includes the costs associated with the bicycle and pedestrian, TSM, and TDM elements of the Fiscally Constrained Transportation Plan.*

[c] *Net operating cost (total operating costs less fare-box revenue). Like all amounts in this table, transit system operating costs represent the average annual costs for the transit system during the plan design period (2019-2050). Because the transit system changes in size (and therefore cost) over the life of the plan, the amounts in this table do not represent the operating costs of the full transit system in the year 2050.*

Source: SEWRPC

Revisions to Table 2.2
Average Annual Costs and Revenues Associated with the Fiscally Constrained Transportation System Based on Year of Expenditure: 2019-2050

Cost or Revenue Item	YOE Dollars
Transportation System Cost (average annual 2019-2050 expressed as millions of dollars)[a]	
Arterial Street and Highway System	
Capital	
Freeway Reconstruction	$91
Surface Arterial Reconstruction/Resurfacing and Freeway Resurfacing[b]	633
Subtotal	$724
Operating	137
Highway Subtotal	$861
Transit System	
Capital	$36
Operating[c]	$183
Transit Subtotal	$219
Total	$1,080
Transportation System Revenues (average annual 2019-2050 expressed as millions of dollars)[a]	
Highway Capital	
Freeway Reconstruction (Federal/State)	$85
Surface Arterial Reconstruction/Resurfacing and Freeway Resurfacing	
Federal/State	480
Local	107
Subtotal	$672
Highway Operating	
State	$59
Local	54
Subtotal	$113
Highway Subtotal	$785
Transit Capital	
Federal	$17
Local	8
Subtotal	$25
Transit Operating	
Federal	$27
State	104
Local	52
Subtotal	$183
Transit Subtotal	$208
Total	$993

Note: Cells highlighted in blue denote a change from the original Table 2.2 in the VISION 2050 report.

[a] *The estimated arterial street and highway system and transit system costs include all capital costs and operating and maintenance costs. The estimated costs include the necessary costs to preserve the existing transportation system, such as arterial street resurfacing and reconstruction and transit system bus replacement, and the estimated costs of the transportation system improvement and expansion under the Fiscally Constrained Transportation Plan. The freeway system capital costs include the estimated cost to rebuild 35 miles of the freeway system with additional lanes. Surface arterial capital costs include the estimated costs of the necessary resurfacing and reconstruction of the 3,154 miles of surface arterials that will require preservation of capacity over the plan design period, the estimated costs of reconstruction and widening with additional traffic lanes of about 175 miles of surface arterials, and the estimated costs of new construction of 54 miles of surface arterials.*

The conversion of year 2017 constant dollar cost to year of expenditure cost utilizes inflation rates based upon historical trends. The rate of inflation used for highway costs and transit construction costs of 2.3 percent was provided by WisDOT. The inflation rate of 2.5 percent used for transit vehicle costs is based on the historical increase in the purchase price of transit vehicles as experienced by the transit operators of the Region. With regard to transit operating costs, the inflation rate of 2.0 percent is based on the historical inflation from the Consumer Price Index for the Milwaukee area and discussions with Milwaukee County Transit System staff. The average annual capital and operating costs were calculated by evenly distributing the total year of expenditure costs over 32 years.

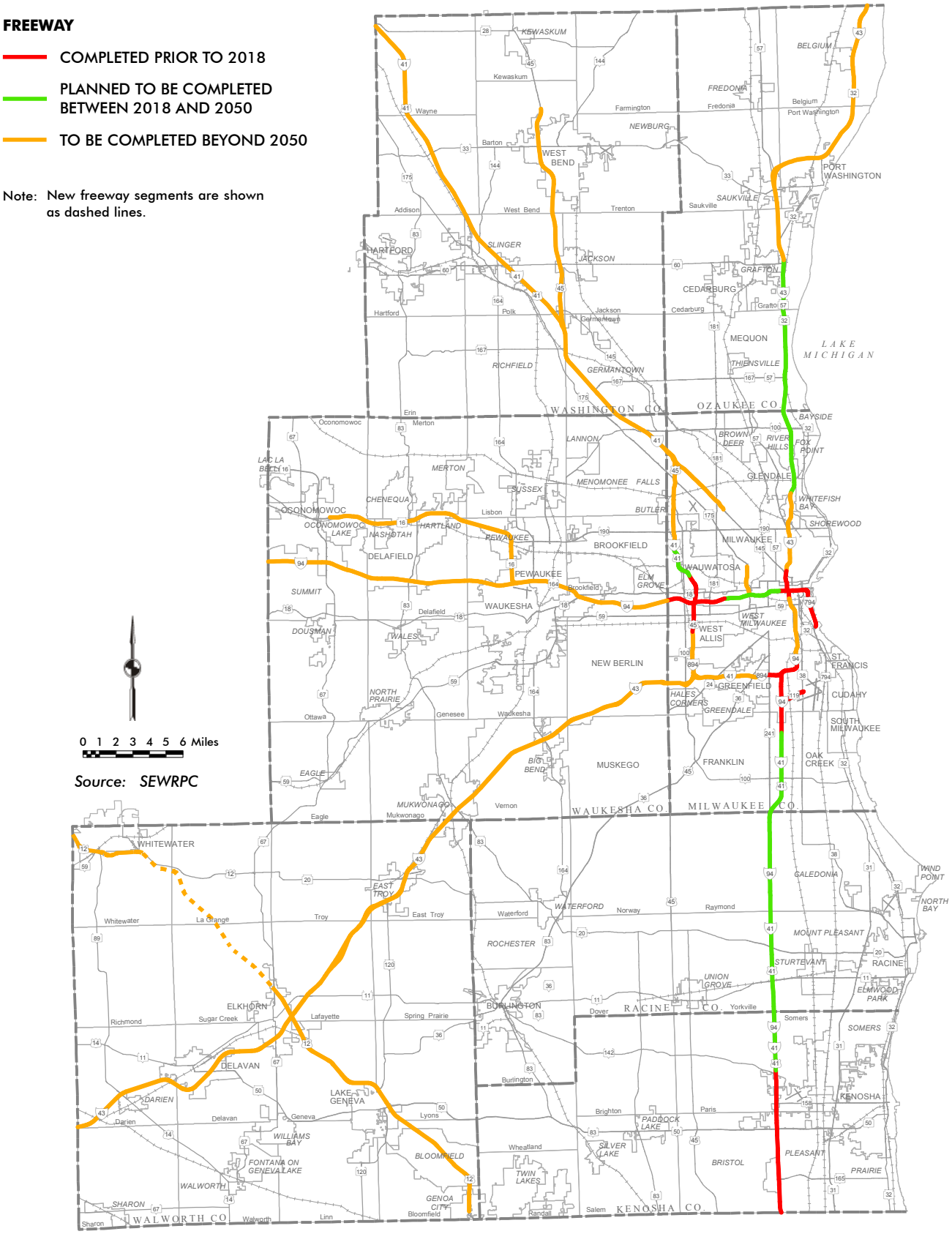
Federal, State, and local highway capital and operating revenues are based on historical expenditures over the last several years and are documented in Table 1.15 of Chapter 1 of this volume. Federal, State, and local transit capital and operating revenues are based on historical expenditures over the last several years and assessment of available Federal formula and program funds and are documented in Table 1.16.

[b] *Also includes the costs associated with the bicycle and pedestrian, TSM, and TDM elements of the Fiscally Constrained Transportation Plan.*

[c] *Net operating cost (total operating costs less fare-box revenue). Like all amounts in this table, transit system operating costs represent the average annual costs for the transit system during the plan design period (2019-2050). Because the transit system changes in size (and therefore cost) over the life of the plan, the amounts in this table do not represent the operating costs of the full transit system in the year 2050.*

Source: SEWRPC

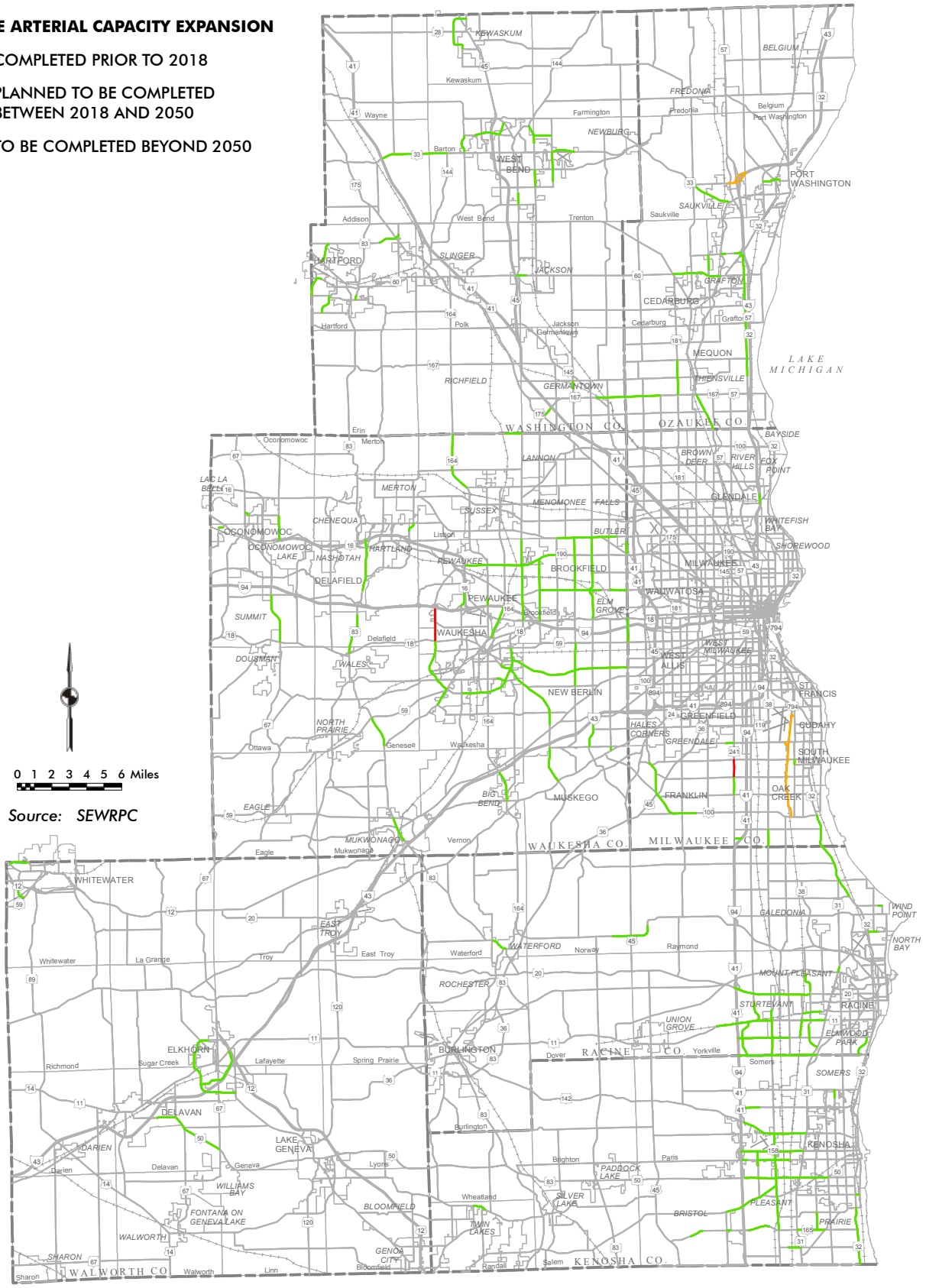
Map 2
Schedule for Reconstructing the Freeway System Under the Revised FCTP



Map 3
Schedule for Reconstructing Surface Arterials with Capacity Expansion Under the Revised FCTP

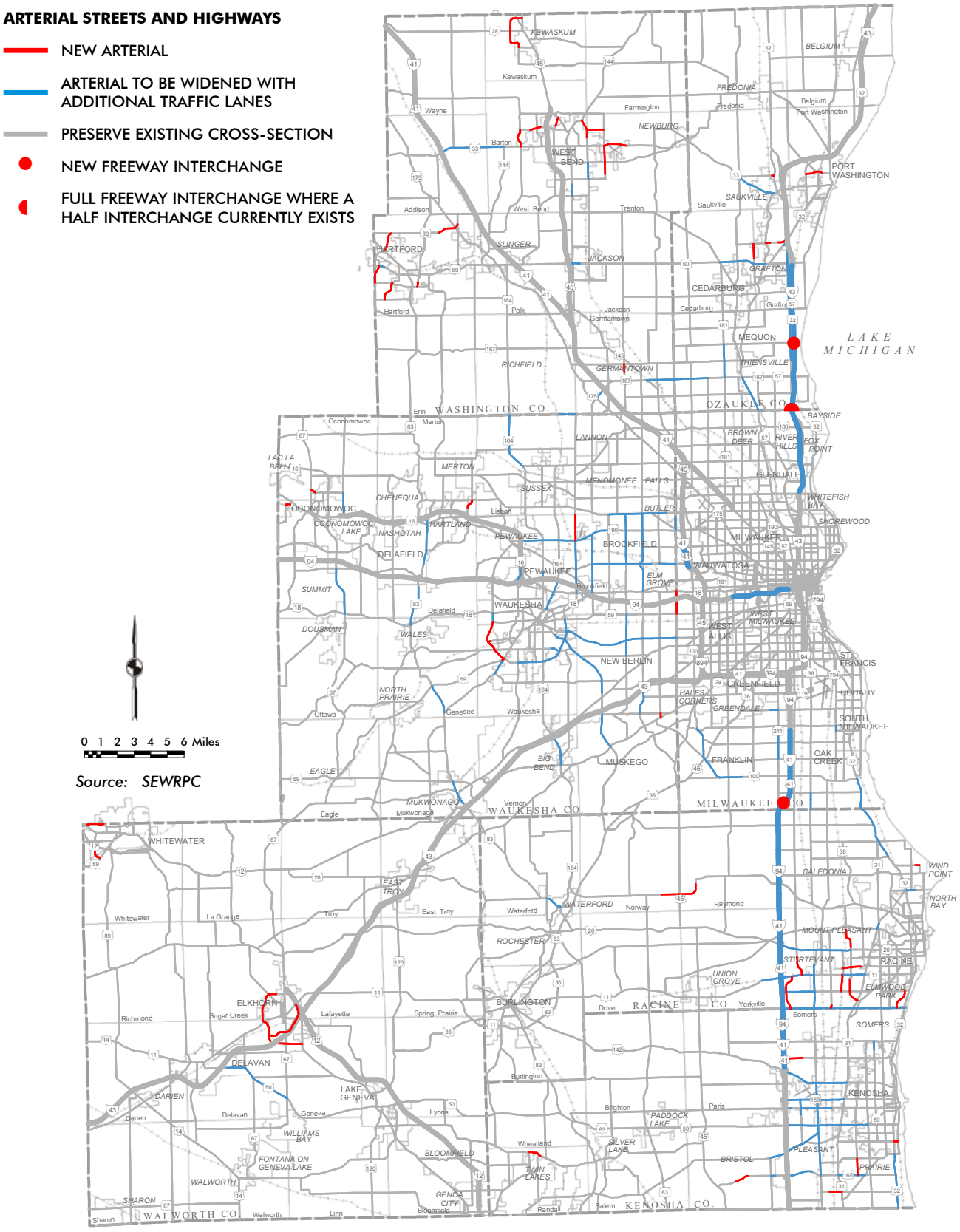
SURFACE ARTERIAL CAPACITY EXPANSION

- COMPLETED PRIOR TO 2018
- PLANNED TO BE COMPLETED BETWEEN 2018 AND 2050
- TO BE COMPLETED BEYOND 2050



Source: SEWRPC

Map 4
Fiscally Constrained Arterial Street and Highway System as Revised



pursue a particular revenue source. It is also important that potential equity concerns be considered related to whether lower-income residents would pay a higher proportion of their incomes than higher-income residents if a particular revenue source were implemented.

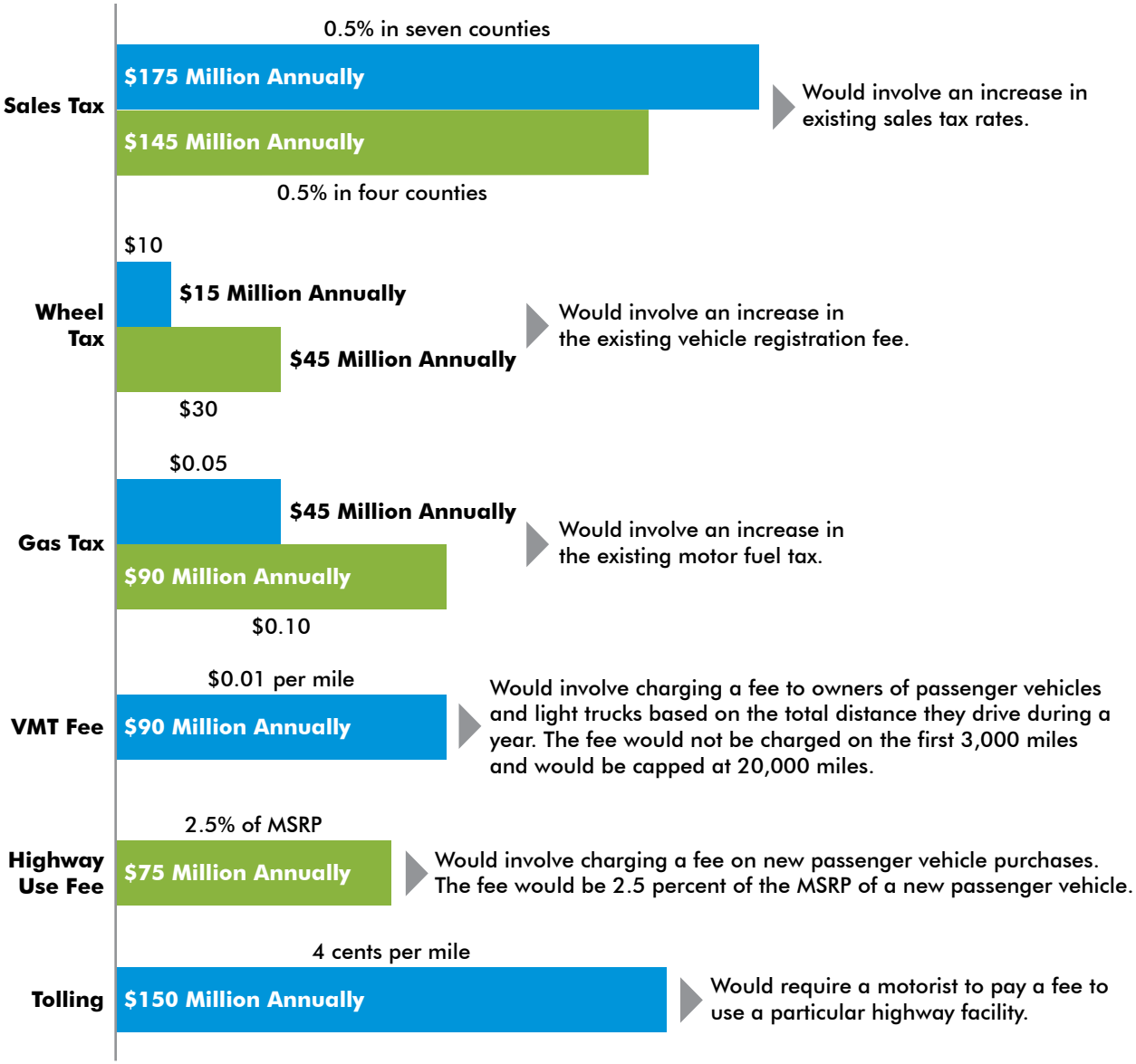
While there are certainly more sources that could help address insufficient funding levels, this section focuses on a series of "primary revenue sources" that have been seriously considered and are likely to generate revenues on a scale sufficient to implement all or most of the transit improvements and highway reconstruction recommended under VISION 2050. It should be noted that State legislation to create local dedicated transit funding would likely be necessary to achieve the transit system improvement and expansion recommended under VISION 2050, although this funding could also be provided through additional State financial assistance to transit. Six primary revenue sources are discussed below and a generalized comparison of annual revenue estimates is presented in Figure 8.

- **Sales tax** – Involves an increase in existing sales tax rates. A 0.5 percent sales tax could generate about $175 million annually in the Region. Transportation revenues from a sales tax could be obtained in two ways. The first way would involve the State increasing the statewide sales tax rate, with the revenues added to the State's Transportation Fund. These revenues could be used to increase State funding towards sufficiently funding both the highway and transit elements of VISION 2050. The second way, which has been more frequently discussed in Southeastern Wisconsin, would involve the State allowing municipalities or counties to enact a sales tax at their discretion. A sales tax is the most common dedicated local transit funding source in other areas of the country and has the potential to generate the needed revenue to implement the transit improvements recommended under VISION 2050. A 0.5 percent sales tax enacted in each county would likely generate significantly more revenue in some counties than the level of transit service recommended in those counties. In addition, the amount of transit funding envisioned under VISION 2050 in some counties may not require dedicated funding, particularly if State funding for transit is sufficiently increased. Alternatively, a sales tax could be levied only in the more urban areas of the Region that would be served by a majority of the recommended transit improvements and expansion. Enactment of a dedicated sales tax for transit would also permit counties and municipalities to eliminate or partially eliminate the use of property tax revenues to fund transit. In addition, a portion of sales tax revenues also comes from out-of-state visitors. It should be noted that sales tax revenues also tend to be impacted by downturns in the economy. Some alternative dedicated sources used by peer metro areas, although not as common as the sales tax, include the payroll tax, income tax, and dedicated property tax.

- **Vehicle registration fee ("wheel tax")** – Involves an increase in the existing vehicle registration fee. A $10 vehicle registration fee enacted in all counties in the Region could generate about $15 million annually. The vehicle registration fee is unaffected by, and unrelated to, how much the vehicle's owner actually uses the transportation system. The vehicle registration fee is essentially the only revenue source available to municipal and county governments to increase transportation funding without a change in State law. Milwaukee County ($30) and the City of Milwaukee ($20) currently levy a vehicle registration fee in addition to the statewide annual registration fee collected by WisDOT. A number of other municipalities and counties across the State also levy a vehicle registration fee, with fees ranging from $10 to $30. Alternatively, the State could increase the statewide registration fee (currently $75 for automobiles and ranging from $75 to $106 for light trucks and from $173 to $2,578 for heavy trucks), which has not increased since 2008, with the revenues being added to the State's Transportation Fund. In 2017, the State did create an annual $100 surcharge for electric vehicles, which is collected with the regular annual registration fee. Additional revenue from the registration fee could be generated by indexing the fee based on inflation, charging an additional variable fee based on a vehicle's value or weight, or increasing the fees for heavy trucks.

- **Motor fuel tax ("gas tax")** – Involves an increase in the existing motor fuel tax rate levied by the State. A five cent increase could generate about $45 million annually in the Region, assuming current fuel consumption levels. However, unlike the other revenue sources discussed in the section, those revenues would likely decline long term as vehicles are expected to become more fuel efficient on average. In addition, the motor fuel tax is impacted by the level of use of

Figure 8
Estimates for Potential Revenue Sources to Fund the Recommended Transportation System (2017 Dollars)



Note: All revenue estimates assume the source is levied regionwide, except the four-county sales tax (only in Kenosha, Milwaukee, Racine, and Waukesha Counties) and tolling (estimate is based on tolling these interstate facilities: IH 43 between Beloit and Muskego, IH 41/IH 43/IH 94/IH 794/IH 894 in metropolitan Milwaukee, and IH 94 between Seven Mile Road and the Illinois State Line).

alternative fuels. The State currently levies a 30.9 cents per gallon motor fuel tax, which has not increased since 2006 when the State eliminated automatic annual indexing of the motor fuel tax based on inflation. Additional revenue from this source could be generated by reinstating annual indexing based on inflation, adjusting the tax rate to reflect lost indexing, eliminating the exemption for farming, or charging a higher rate for diesel fuel. Another related revenue source would involve eliminating the existing sales tax exemption for motor fuel sales.

- **VMT/mileage-based registration fee ("VMT fee")** – Involves charging a fee to owners of passenger vehicles and light trucks based on the total distance they drive during a year. The fee would not be charged on the first 3,000 miles and would be capped at 20,000 miles. As an

example, such a fee on a vehicle driven 13,000 miles during a year would be $100. Based on current travel levels, a one cent per mile fee could generate about $90 million annually in the Region. Unlike the motor fuel tax and vehicle registration fee, a distance-based fee provides a more equitable means of paying for the costs of the construction, maintenance, and operation of the transportation system as motorists would pay for their actual use of the transportation system. A VMT fee is unaffected by vehicle fuel efficiency or alternative fuels and can encourage residents to drive less, potentially reducing total VMT, traffic volumes, and congestion. Implementing a VMT fee utilizing technologies, such as a GPS unit or an in-vehicle device that would collect mileage data, has faced obstacles due to technology uncertainty, privacy concerns, and cost implementation issues. Low-technology options, such as incorporating odometer readings during the annual vehicle registration process, are also possible. Additional revenue from this source could be generated by indexing the fee to inflation.

- **Highway use fee** – Involves charging a fee on new passenger vehicle purchases. A fee of 2.5 percent of the manufacturer's suggested retail price (MSRP) of a new passenger vehicle could generate about $75 million annually in the Region. Given that the fee would only be collected at the time of a vehicle's initial purchase, it would not impact those selling or purchasing used vehicles. New vehicle purchasers could also incorporate the fee into the financing of the vehicle, spreading out payment of the fee over time. Revenue from this type of fee has the potential to naturally increase over time with increases in new vehicle values, although it would decline during economic downturns when new vehicle sales volumes are lower. Critiques of the fee include that it is essentially an extra sales tax on new vehicle purchases and that it targets only one subset of the users of the transportation system.

- **Tolling** – Would require a motorist to pay a fee to use a particular highway facility. Federal law has traditionally prohibited the implementation of tolls on highways that have received Federal funds. However, a number of exceptions have been added to Federal transportation law over the years. The State could also apply under the Federal Interstate System Reconstruction and Rehabilitation Pilot Program (ISRRPP) to collect tolls on one interstate facility for which funding reconstruction or rehabilitation would not otherwise be possible. In 2016, WisDOT completed a preliminary study of the feasibility of tolling Wisconsin's interstate highways at the direction of the State Legislature. This Tolling Feasibility Study identified issues and challenges related to tolling in Wisconsin and included traffic and revenue estimates for all interstate corridors in the State. Based on the study's revenue estimates, a four cents per mile toll on interstate facilities could generate about $150 million annually in net revenues (accounting for operating and maintenance costs) in the Region.[2] Tolling would also involve upfront capital costs, which are not accounted for in the annual revenue estimate. Like a VMT fee, tolling involves paying for the costs of the construction, maintenance, and operation of the transportation system based on actual use and it is unaffected by vehicle fuel efficiency or alternative fuels. It also ensures that out-of-state motorists pay for their use of the interstate system. Tolling revenues would likely need to be used for improvements within the interstate corridor in which they are generated, although that could potentially free up revenues for improvements elsewhere in the Region. One challenge associated with tolling would be the potential for traffic to divert from tolled facilities to parallel non-tolled facilities. Related to tolling, congestion pricing can be employed on an express lane or highway facility, with the fee adjusted based on the time of day and level of congestion. Effective express lane congestion pricing ensures free flowing traffic in the toll lanes and provides additional revenue for the construction, maintenance, and operation of the transportation system.

[2] The annual revenue estimate is based on tolling these interstate facilities: IH 43 between Beloit and Muskego, IH 41/IH 43/IH 94/IH 794/IH 894 in metropolitan Milwaukee, and IH 94 between Seven Mile Road and the Illinois State Line. The annual revenue estimate may be somewhat low because it does not include these interstate facilities: IH 43 north of STH 57 in Ozaukee County, IH 41 north of CTH Q in Washington County, and IH 94 west of STH 67 in Waukesha County.

Consequences of Not Sufficiently Funding the Transportation System
There are numerous benefits associated with significantly improving and expanding public transit and it is critical that the Region's arterial streets and highways be reconstructed in a timely manner. Not fully implementing the transportation system recommended under VISION 2050 due to the limitations of current transportation revenues would result in significant negative consequences for Southeastern Wisconsin.

Not improving and expanding transit service will likely result in the following negative impacts:

- Limited transit-oriented development and redevelopment
- Reduced traffic carrying capacity in the Region's heavily traveled corridors
- Reduced access to jobs, healthcare, education, and other daily needs, particularly for the 1 in 10 households in the Region without access to a car, which are households that are more likely to be minority or low income than their overall proportion of the Region's population
- Smaller labor force available to employers
- Reduced ability to develop compact, walkable neighborhoods

Postponing reconstruction of freeways beyond their service life and not adding capacity on highly congested segments will have considerable negative impacts:

- Costly emergency repairs and inefficient pavement maintenance due to unnecessary, and increasingly ineffective, repaving projects
- Increased traffic congestion and travel delays, along with decreased travel reliability
- Increased crashes due to traffic congestion, antiquated roadway design, and deteriorating roadway condition

EQUITY ANALYSES FOR AMENDED VISION 2050 LAND USE AND TRANSPORTATION COMPONENTS

The original VISION 2050 plan identified significant disparities between white and minority populations in the Region, particularly in the Milwaukee metropolitan area, with respect to educational attainment levels, per capita income, and poverty. These disparities are more pronounced than in almost all other peer metro areas. An equity evaluation was conducted at different stages of the process to ensure that the benefits and impacts of investments in the Region's transportation system are shared fairly and equitably and serve to reduce existing disparities between white and minority populations. As part of this amendment, the Commission staff prepared updated equity analyses that include evaluations of potential benefits and impacts to the Region's minority populations, low-income populations, and people with disabilities related to the amended land use and transportation components.

Appendix B presents an evaluation of the potential benefits and impacts of the amended VISION 2050 land use component on the Region's minority populations, low-income populations, and people with disabilities. All of VISION 2050's land use recommendations, including the key recommendations highlighted in this amendment, would have a positive impact on the Region's population as a whole. None of the recommendations would have an adverse impact, and a number of them would have a positive impact, on minority populations, low-income populations, and people with disabilities. The plan's recommended land use development pattern as revised, if implemented by local governments, would have a positive impact on minority populations, low-income populations, and people with disabilities by encouraging a mix of housing types that tend to be more affordable to a wider range of households than single-family homes on larger lots. This would increase access to new job opportunities for low- and moderate-income households, promote a balance between jobs and housing, and promote opportunities to affirmatively further fair housing. It would also promote additional recommendations

set forth in the regional housing plan.[3] The recommended development pattern would also support public transit service in the primary impact area, which would increase access to new job opportunities for low- and moderate-income households.

Appendix C presents an equitable access evaluation for minority populations, low-income populations, and people with disabilities in relation to the amended transportation systems of VISION 2050 and the FCTP. This evaluation concluded that, under both the amended VISION 2050 plan and the amended FCTP, no area of the Region would disproportionately bear the impact of the planned freeway and surface arterial capacity improvements and minority populations and low-income populations would benefit from the expected modest improvement in highway accessibility to employment. With respect to public transit, under the amended VISION 2050 plan, the recommended more than doubling of transit service would significantly improve transit access for minority populations, low-income populations, and people with disabilities to jobs, healthcare, education, and other activities. However, the reduction in transit service and minimal provision of higher-quality transit service under the amended FCTP would result in less access to jobs, healthcare, education, and other daily needs than under the amended VISION 2050, and in many cases, less access via transit than exists today. For the 1 in 10 households in the Region without access to an automobile, households that are more likely to be minority or low income than their overall proportion of the Region's population, mobility and access to jobs and activities within the Region would be limited. Therefore, should the reasonably available and expected funding that dictates what portions of the amended VISION 2050 are included in the amended FCTP remain unchanged, a disparate impact on the Region's minority populations, low-income populations, and people with disabilities is likely to occur. Given current limitations at the State level on local government revenue generation and on WisDOT's ability to allocate funds between different programs, the ability for Southeastern Wisconsin to avoid such a disparate impact is dependent on the State Legislature and Governor providing additional State funding for transit services, or allowing local units of government and transit operators to generate such funds on their own.

PUBLIC FEEDBACK ON PROPOSED AMENDMENT

Comments were obtained on the proposed amendment to VISION 2050 related to Foxconn during a formal public comment period from August 28 through September 30, 2018, and on the draft equity analyses during a formal public comment period from October 26 through November 26, 2018. About 100 residents attended one of six public meetings on the proposed amendment that were held between September 10 and 20, 2018. All comments received were considered by Commission staff and the Advisory Committees guiding VISION 2050 as staff prepared the final amendment to VISION 2050 related to Foxconn. Appendix D of this amendment provides a summary of all public comments received on the proposed amendment to VISION 2050 related to Foxconn and on the draft equity analyses, and Commission staff responses to those comments.[4]

Comments regarding the proposed amendment made by members of the Advisory Committees guiding VISION 2050 can be found in the minutes of the Committees' August 15 and November 29, 2018, meetings (see www.sewrpc.org/RLUPAC or www.sewrpc.org/RTPAC). Comments regarding the proposed amendment made by members of the Commission's Environmental Justice Task Force can be found in the minutes of the Task Force's September 13, 2018, meeting (see www.sewrpc.org/EJTF).

Overall, while some members of the public expressed concern regarding the Foxconn development and its potential impacts, most of the comments were in support of improving public transit services to Foxconn and other parts of the Region and in support of addressing the lack of funding for the plan's recommended transportation system. A number of public meeting attendees from western Racine County communities also expressed concern that the potential for additional growth in western Racine

[3] *The regional housing plan, documented in SEWRPC Planning Report No. 54, includes a set of recommendations that address the following housing issues: affordable housing, fair housing, job/housing balance, accessible housing, subsidized and tax credit housing, and housing development practices.*

[4] *A separate report entitled* Record of Public Comments: Amendment to VISION 2050 Incorporating Land Use Changes and Transportation Improvements Related to the Planned Foxconn Manufacturing Campus*, documents all comments received on the proposed amendment.*

County was not being adequately addressed. A separate group of commenters expressed concerns that the amendment would exacerbate racial disparities in Southeastern Wisconsin.

Notable Changes to the Proposed Plan Amendment
The input received on the proposed plan amendment was considered as Commission staff prepared a final amendment. Below is a summary of the notable changes made to the plan amendment in response to public comments. These changes have been incorporated into the final plan amendment document.

Commission staff:

- Added Recommendation 2.9 "Implement programs to improve access to suburban employment centers" from the original VISION 2050 plan to the "Pertinent Transportation Recommendations" section of the amendment document.

- Increased the density of residential development shown on the revised Map 1.1 under the draft plan amendment, changing some areas with development allocated to the Small Lot Traditional Neighborhood land use category (4.4 to 6.9 housing units per net residential acre) to the Mixed-Use Traditional Neighborhood category (7.0 to 17.9 housing units per net residential acre).

- Modified the commuter bus route proposed under the draft plan amendment between downtown Milwaukee and the Foxconn campus to also connect near north, near south, and near northwest side City of Milwaukee neighborhoods directly to the Foxconn site.

- Extended the commuter bus route proposed under the draft plan amendment between the Burlington area and the Foxconn campus to provide service from Waterford and Rochester before reaching Burlington.

- Added the freight rail corridor directly connecting Milwaukee to the Foxconn campus, which was not included in the draft plan amendment presented for public comment, to the potential commuter rail corridors shown on Map 1.9 of the VISION 2050 plan report (see Appendix A for the revised Map 1.9).

- Added a discussion to the "Updated Financial Analysis of the VISION 2050 Transportation System" section of the amendment document regarding potential revenue sources that could be considered to fully achieve the recommended transportation system, along with estimates of the revenue each source could potentially generate on an annual basis.

- Completed equity analyses, including evaluations of potential benefits and impacts to the Region's minority populations, low-income populations, and people with disabilities of VISION 2050 as amended (see Appendices B and C of the amendment document) and made the analyses available for review and comment during a 30-day public comment period.

APPENDICES

VISION 2050 PLAN REPORT TABLES AND MAPS AS AMENDED

APPENDIX A

Map 1.1 as Amended
Land Use Development Pattern: VISION 2050

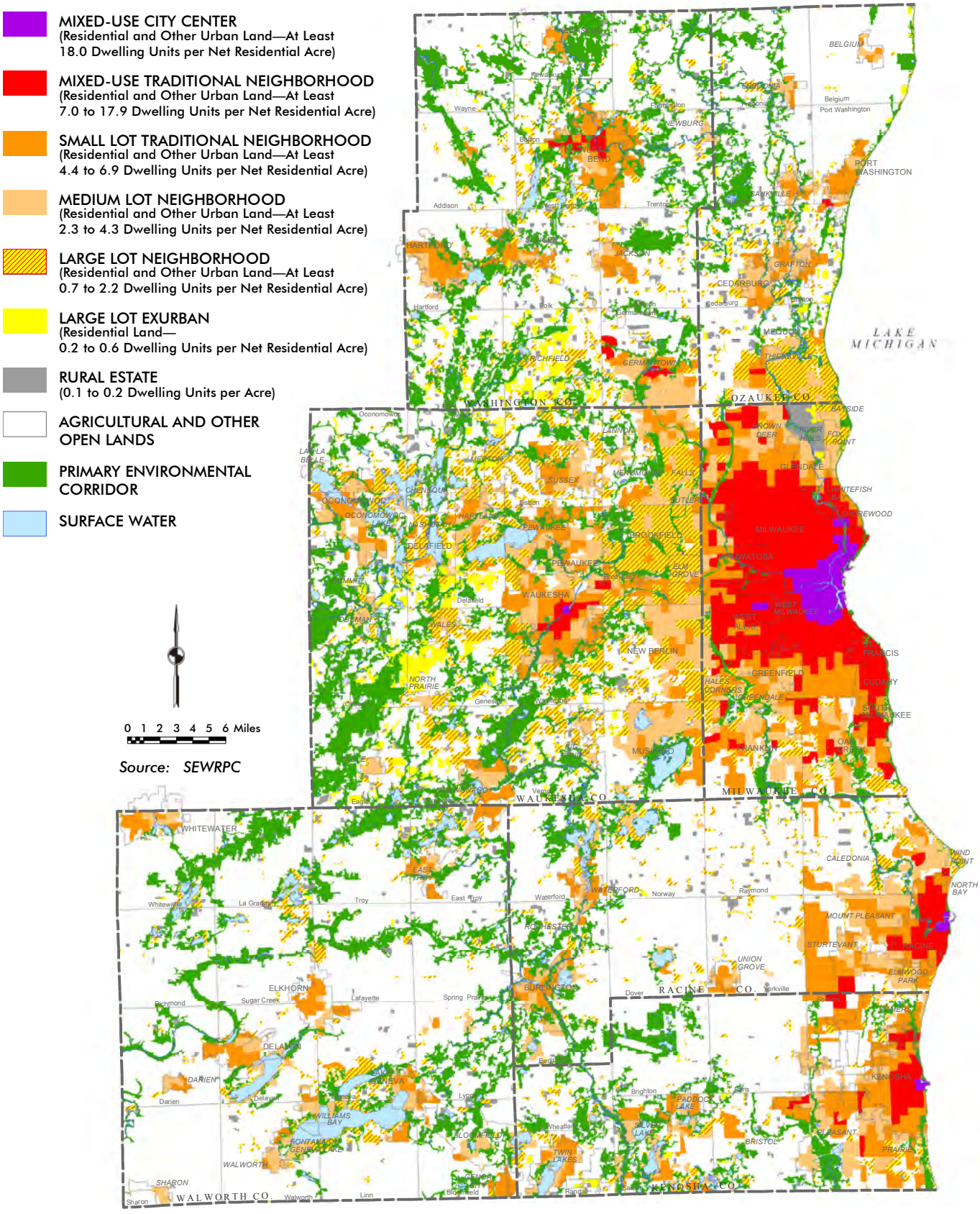


Table 1.1 as Amended
Existing and Planned Land Use in the Region: 2010 and 2050

Land Use	Existing 2010		Planned Increment		Planned 2050	
	Square Miles	Percent of Total	Square Miles	Percent Change	Square Miles	Percent of Total
Developed Land						
Residential						
Mixed-Use City Center[a]	3.1	0.1	0.3	9.7	3.4	0.1
Mixed-Use Traditional Neighborhood[b]	45.8	1.7	3.3	7.2	49.1	1.8
Small Lot Traditional Neighborhood[c]	41.6	1.5	38.0	91.3	79.6	3.0
Medium Lot Neighborhood[d]	88.2	3.3	6.4	7.3	94.6	3.5
Large Lot Neighborhood[e]	160.5	6.0	4.7	2.9	165.2	6.1
Large Lot Exurban[f]	31.9	1.2	2.7	8.5	34.6	1.3
Rural Estate[g]	29.9	1.1	7.5	25.1	37.4	1.4
Residential Subtotal	400.9	14.9	63.0	15.7	463.9	17.2
Commercial	35.6	1.3	13.9	39.0	49.5	1.8
Industrial	35.2	1.3	9.4	26.7	44.6	1.7
Transportation, Communication, and Utilities	213.8	8.0	13.9	6.5	227.7	8.5
Governmental and Institutional	37.0	1.4	1.9	5.1	38.9	1.4
Recreational[h]	56.0	2.1	6.9	12.3	62.9	2.3
Unused Urban	46.0	1.7	-21.3	-46.3	24.7	0.9
Developed Land Subtotal	824.5	30.7	87.7	10.6	912.2	33.9
Undeveloped Land						
Agricultural[i]	1,155.5	43.0	-65.8	-5.7	1,089.7	40.6
Natural Resource Areas						
Surface Water	84.7	3.1	0.0	0.0	84.7	3.1
Wetlands	315.2	11.7	0.0	0.0	315.2	11.7
Woodlands	191.4	7.1	0.0	0.0	191.4	7.1
Natural Resource Areas Subtotal	591.3	21.9	0.0	0.0	591.3	21.9
Unused and Other Open Land[J]	118.5	4.4	-22.0	-18.6	96.5	3.6
Undeveloped Land Subtotal	1,865.2	69.3	-87.7	-4.7	1,777.5	66.1
Total	2,689.7	100.0	0.0	0.0	2,689.7	100.0

Note: Off-street parking area is included with the associated use.

[a] *18.0 or more dwelling units per net residential acre.*

[b] *7.0 to 17.9 dwelling units per net residential acre.*

[c] *4.4 to 6.9 dwelling units per net residential acre.*

[d] *2.3 to 4.3 dwelling units per net residential acre.*

[e] *0.7 to 2.2 dwelling units per net residential acre.*

[f] *0.2 to 0.6 dwelling units per net residential acre.*

[g] *No more than 0.2 dwelling units per acre. The Rural Estate category assumes there would be one acre of developed homesite area per dwelling, the remainder of the area being retained in open space.*

[h] *Includes only intensive use recreational land.*

[i] *Includes farmed wetlands.*

[J] *Includes landfills and mineral extraction sites.*

Source: SEWRPC

Table 1.2 as Amended
Existing and Planned Land Use in the Region by County: 2010 and 2050

	Kenosha County (square miles)			Milwaukee County (square miles)			Ozaukee County (square miles)			Racine County (square miles)		
Land Use	2010	Increment	2050	2010	Increment	2050	2010	Increment	2050	2010	Increment	2050
Developed Land												
Residential												
Mixed-Use City Center[a]	0.1	0.0	0.1	2.8	0.2	3.0	0.0	0.0	0.0	0.2	0.0[b]	0.2
Mixed-Use Traditional Neighborhood[c]	2.8	1.1	3.9	37.7	1.2	38.9	0.0	0.1	0.1	3.8	0.3	4.1
Small Lot Traditional Neighborhood[d]	4.8	9.3	14.1	12.8	3.0	15.8	2.2	2.2	4.4	4.4	5.6	10.0
Medium Lot Neighborhood[e]	10.1	0.7	10.7	16.3	0.2	16.6	6.9	0.2	7.0	12.9	0.4	13.2
Large Lot Neighborhood[f]	10.4	0.4	10.8	9.0	0.1	9.1	16.2	0.9	17.1	15.7	0.4	16.1
Large Lot Exurban[g]	1.0	0.3	1.3	1.0	0.0	1.0	2.6	0.5	3.1	0.2	0.2	0.4
Rural Estate[h]	3.2	0.6	3.9	1.4	0.0	1.4	3.6	0.8	4.3	4.6	1.2	5.8
Residential Subtotal	32.4	12.4	44.8	81.0	4.8	85.8	31.5	4.6	36.0	41.8	8.0	49.8
Commercial	2.7	1.5	4.2	12.3	1.9	14.2	1.8	1.0	2.9	3.6	1.7	5.3
Industrial	2.9	1.5	4.5	11.2	0.7	11.9	2.0	1.2	3.1	4.3	2.8	7.1
Transportation, Communication, and Utilities	19.4	3.4	22.8	53.2	0.7	53.9	15.9	0.9	16.9	22.7	2.4	25.1
Governmental and Institutional	3.2	0.6	3.8	13.4	0.0	13.4	2.1	0.1	2.2	3.9	0.3	4.2
Recreational[i]	5.9	1.5	7.4	12.3	0.2	12.5	4.1	0.4	4.5	5.3	1.0	6.3
Unused Urban	4.5	-3.1	1.4	14.7	-4.5	10.2	3.0	-1.6	1.4	5.8	-2.7	3.1
Developed Land Subtotal	71.1	17.8	88.9	198.1	3.8	201.9	60.4	6.6	67.0	87.4	13.5	100.9
Undeveloped Land												
Agricultural[j]	136.6	-14.1	122.5	15.6	-2.4	13.2	118.2	-4.6	113.6	180.7	-10.8	169.8
Natural Resource Areas												
Surface Water	8.8	0.0	8.8	2.4	0.0	2.4	4.1	0.0	4.1	9.4	0.0	9.4
Wetlands	28.9	0.0	28.9	11.6	0.0	11.6	30.8	0.0	30.8	29.8	0.0	29.8
Woodlands	15.9	0.0	15.9	7.4	0.0	7.4	11.4	0.0	11.4	19.6	0.0	19.6
Natural Resource Areas Subtotal	53.7	0.0	53.7	21.4	0.0	21.4	46.3	0.0	46.3	58.7	0.0	58.7
Unused and Other Open Land[k]	17.1	-3.7	13.4	7.5	-1.4	6.1	10.6	-2.0	8.6	13.8	-2.6	11.2
Undeveloped Land Subtotal	207.4	-17.8	189.6	44.6	-3.8	40.7	175.1	-6.6	168.4	253.2	-13.5	239.7
Total	278.4	0.0	278.4	242.7	0.0	242.7	235.4	0.0	235.4	340.6	0.0	340.6

Table continued on next page.

Table 1.2 as Amended (Continued)

Land Use	Walworth County (square miles)			Washington County (square miles)			Waukesha County (square miles)			Region (square miles)		
	2010	Increment	2050	2010	Increment	2050	2010	Increment	2050	2010	Increment	2050
Developed Land												
Residential												
Mixed-Use City Center[a]	0.0	0.0	0.0	0.0	0.0	0.0	0.0[b]	0.0[b]	0.1	3.1	0.3	3.4
Mixed-Use Traditional Neighborhood[c]	0.0	0.0	0.0	0.6	0.5	1.1	0.9	0.1	1.0	45.8	3.3	49.1
Small Lot Traditional Neighborhood[d]	2.9	4.6	7.4	4.6	5.2	9.7	10.0	8.2	18.1	41.6	38.0	79.6
Medium Lot Neighborhood[e]	9.0	1.2	10.2	7.1	0.5	7.6	25.9	3.3	29.3	88.2	6.4	94.6
Large Lot Neighborhood[f]	16.3	0.6	16.9	19.9	0.2	20.2	72.9	2.1	75.0	160.5	4.7	165.2
Large Lot Exurban[g]	0.9	0.0	0.9	8.3	1.1	9.4	18.0	0.6	18.6	31.9	2.7	34.6
Rural Estate[h]	7.2	1.2	8.4	6.6	2.0	8.6	3.3	1.7	5.0	29.9	7.5	37.4
Residential Subtotal	36.3	7.6	43.9	47.0	9.5	56.5	131.0	16.0	147.0	400.9	63.0	463.9
Commercial	2.4	1.5	3.9	2.7	1.6	4.3	10.2	4.6	14.7	35.6	13.9	49.5
Industrial	2.5	0.5	3.0	2.9	1.1	4.1	9.3	1.6	11.0	35.2	9.4	44.6
Transportation, Communication, and Utilities	26.1	1.6	27.7	26.3	1.8	28.0	50.4	3.1	53.5	213.8	13.9	227.7
Governmental and Institutional	2.9	0.2	3.1	2.7	0.2	3.0	8.8	0.7	9.5	37.0	1.9	38.9
Recreational[i]	7.3	1.1	8.4	6.5	0.4	6.9	14.7	2.2	16.9	56.0	6.9	62.9
Unused Urban	3.4	-1.7	1.7	3.1	-1.8	1.3	11.1	-5.8	5.3	46.0	-21.3	24.7
Developed Land Subtotal	80.9	10.7	91.6	91.2	12.9	104.1	235.4	22.5	257.9	824.5	87.7	912.2
Undeveloped Land												
Agricultural[j]	352.6	-8.2	344.4	203.0	-8.8	194.2	148.8	-16.7	132.1	1,155.5	-65.8	1,089.7
Natural Resource Areas												
Surface Water	23.7	0.0	23.7	8.0	0.0	8.0	28.2	0.0	28.2	84.7	0.0	84.7
Wetlands	51.4	0.0	51.4	72.7	0.0	72.7	89.9	0.0	89.9	315.2	0.0	315.2
Woodlands	51.8	0.0	51.8	37.6	0.0	37.6	47.7	0.0	47.7	191.4	0.0	191.4
Natural Resource Areas Subtotal	127.0	0.0	127.0	118.3	0.0	118.3	165.8	0.0	165.8	591.3	0.0	591.3
Unused and Other Open Land[k]	16.0	-2.5	13.5	23.0	-4.0	19.0	30.5	-5.8	24.7	118.5	-22.0	96.5
Undeveloped Land Subtotal	495.5	-10.7	484.9	344.3	-12.9	331.4	345.1	-22.5	322.6	1,865.2	-87.7	1,777.5
Total	576.5	0.0	576.5	435.6	0.0	435.6	580.5	0.0	580.5	2,689.7	0.0	2,689.7

Note: Off-street parking area is included with the associated use.

[a] *18.0 or more dwelling units per net residential acre.*

[b] *Less than 0.05 square miles.*

[c] *7.0 to 17.9 dwelling units per net residential acre.*

[d] *4.4 to 6.9 dwelling units per net residential acre.*

[e] *2.3 to 4.3 dwelling units per net residential acre.*

[f] *0.7 to 2.2 dwelling units per net residential acre.*

[g] *0.2 to 0.6 dwelling units per net residential acre.*

[h] *No more than 0.2 dwelling units per acre. The Rural Estate category assumes there would be one acre of developed homesite area per dwelling, the remainder of the area being retained in open space.*

[i] *Includes only intensive use recreational land.*

[j] *Includes farmed wetlands.*

[k] *Includes landfills and mineral extraction sites.*

Source: SEWRPC

Table 1.3 as Amended
Existing and Planned 2050 Population, Households, and Employment

County	Planning Analysis Area (See Map 1.2)	Population		Households		Employment	
		Existing 2010	Planned 2050	Existing 2010	Planned 2050	Existing 2010	Planned 2050
Ozaukee	1	7,990	9,880	3,000	3,810	2,840	5,300
	2	18,680	23,040	7,650	9,680	11,350	17,140
	3	32,870	42,820	13,170	17,790	16,560	21,700
	4	26,860	33,360	10,400	13,220	21,750	25,160
	Subtotal	86,400	109,100	34,200	44,500	52,500	69,300
Washington	5	9,070	11,550	3,440	4,620	2,370	2,590
	6	44,380	63,550	17,750	26,710	21,670	28,760
	7	5,660	6,950	2,080	2,710	2,550	2,720
	8	10,830	14,880	4,320	6,220	3,640	5,050
	9	26,890	35,760	10,580	14,710	15,830	22,970
	10	20,000	31,700	7,860	13,050	14,230	21,320
	11	15,050	16,120	5,580	6,280	3,610	3,990
	Subtotal	131,900	180,500	51,600	74,300	63,900	87,400
Milwaukee	12	65,460	66,180	28,430	29,690	43,700	44,780
	13	58,540	60,630	22,350	24,120	38,460	40,080
	14	228,370	229,130	84,810	88,560	68,860	75,100
	15	76,170	86,870	34,660	40,030	44,550	49,140
	16	11,230	19,870	4,940	8,700	72,980	82,510
	17	91,110	94,890	31,200	34,240	54,310	59,700
	18	118,120	116,980	47,710	49,070	53,280	57,070
	19	48,360	58,280	21,340	26,230	56,910	60,980
	20	69,990	70,910	31,180	32,640	48,530	51,490
	21	59,930	62,990	26,850	29,040	28,850	30,520
	22	49,070	51,530	21,760	23,580	22,420	23,870
	23	34,820	49,800	14,200	21,100	23,310	29,480
	24	36,580	51,040	14,180	20,780	19,240	23,850
	Subtotal	947,700	1,019,100	383,600	427,800	575,400	628,600
Waukesha	25	38,580	49,430	15,940	20,850	41,250	46,350
	26	49,620	57,120	19,610	23,390	55,690	65,780
	27	39,590	44,080	16,290	18,890	27,150	34,040
	28	24,140	35,860	9,070	14,060	7,730	13,970
	29	23,020	34,500	8,520	13,630	9,420	14,930
	30	20,160	28,040	8,790	12,580	29,030	34,760
	31	80,000	93,380	31,750	38,290	48,480	57,070
	32	67,440	84,460	25,450	33,450	35,050	47,350
	33	35,800	41,800	13,120	16,050	12,160	20,830
	34	11,550	12,730	4,120	4,710	2,930	3,320
	Subtotal	389,900	481,400	152,700	195,900	268,900	338,400
Racine	35	74,170	74,900	28,620	30,720	37,510	39,520
	36	65,010	98,050	25,790	41,340	25,100	54,930
	37	39,260	46,630	14,490	18,340	15,120	19,370
	38	16,970	20,170	6,750	8,550	10,570	13,180
	Subtotal	195,400	239,800	75,700	98,900	88,300	127,000
Kenosha	39	97,410	108,590	36,710	43,380	45,160	51,490
	40	30,520	70,980	11,420	28,670	17,950	31,170
	41	38,500	71,540	14,520	28,820	11,790	20,070
	Subtotal	166,400	251,100	62,600	100,900	74,900	102,700
Walworth	42	15,040	21,960	5,840	9,130	4,600	6,890
	43	22,170	26,580	8,460	10,910	10,660	12,390
	44	65,020	92,060	25,400	38,860	37,450	50,020
	Subtotal	102,200	140,600	39,700	58,900	52,700	69,300
Region	Total	2,019,900	2,421,600	800,100	1,001,200	1,176,600	1,422,700

Note: It is estimated that approximately half of the total jobs that may be created by development associated with Foxconn could be absorbed by the employment growth originally envisioned under VISION 2050.

Source: SEWRPC

Table 1.4 as Amended
Forecast Growth in the Region: 2050

	County	Existing (2010)	Intermediate Forecast (2050)	Plan (2050)
Population	Kenosha	166,400	238,000	251,100
	Milwaukee	947,700	976,700	1,019,100
	Ozaukee	86,400	109,100	109,100
	Racine	195,400	227,700	239,800
	Walworth	102,200	140,600	140,600
	Washington	131,900	180,500	180,500
	Waukesha	389,900	481,400	481,400
	Region	2,019,900	2,354,000	2,421,600
Households	Kenosha	62,600	95,400	100,900
	Milwaukee	383,600	409,600	427,800
	Ozaukee	34,200	44,500	44,500
	Racine	75,700	93,800	98,900
	Walworth	39,700	58,900	58,900
	Washington	51,600	74,300	74,300
	Waukesha	152,700	195,900	195,900
	Region	800,100	972,400	1,001,200
Employment	Kenosha	74,900	101,300	102,700
	Milwaukee	575,400	608,900	628,600
	Ozaukee	52,500	69,300	69,300
	Racine	88,300	112,300	127,000
	Walworth	52,700	69,300	69,300
	Washington	63,900	87,400	87,400
	Waukesha	268,900	338,400	338,400
	Region	1,176,600	1,386,900	1,422,700

Source: U.S. Bureau of the Census, U.S. Bureau of Economic Analysis, and SEWRPC

Map 1.3 as Amended
Planned Public Sanitary Sewer and Water Supply Service Areas: VISION 2050

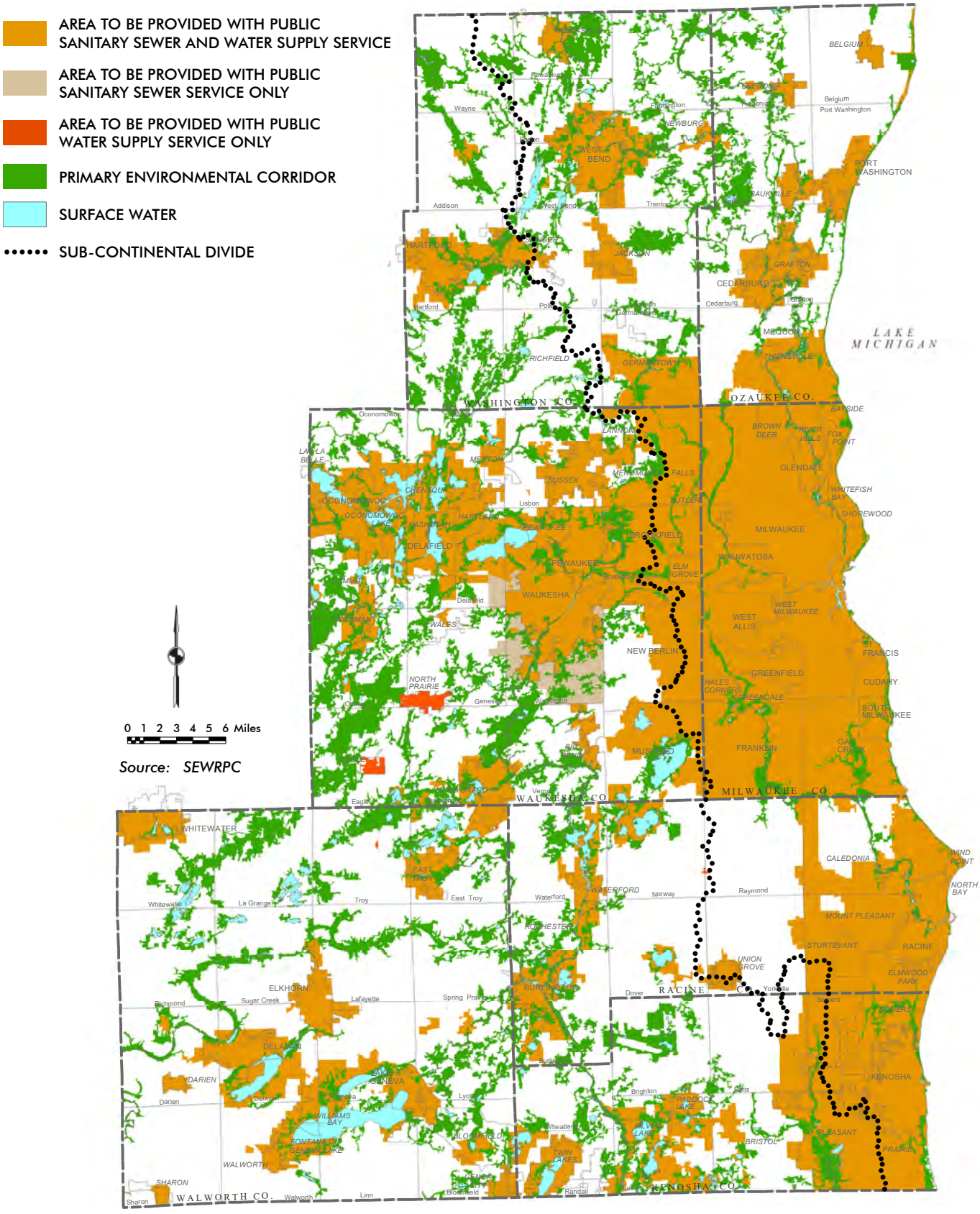


Table 1.6 as Amended
Area and Population Served by Public Sanitary Sewer and Public Water: 2010 and 2050

		Area				Population			
		2010		2050		2010		2050	
	County	Square Miles	Percent	Square Miles	Percent	Population	Percent	Population	Percent
Public Sanitary Sewer	Kenosha	45.8	16.5	65.0	22.7	150,200	90.3	241,300	96.1
	Milwaukee	198.7	81.9	206.1	84.9	947,000	99.9	1,019,100	100.0
	Ozaukee	33.3	14.1	40.2	17.1	67,800	78.5	94,800	86.9
	Racine	57.0	16.7	69.2	20.3	176,100	90.1	222,900	93.0
	Walworth	30.3	5.3	40.8	7.1	70,500	69.0	113,100	80.4
	Washington	29.1	6.7	40.4	9.3	84,300	63.9	135,000	74.8
	Waukesha	130.3	22.4	154.1	26.5	301,100	77.2	425,600	88.4
	Region	524.5	19.5	615.6	22.9	1,797,000	89.0	2,251,800	93.0
Public Water	Kenosha	34.7	12.5	54.0	19.4	125,800	75.6	202,700	80.7
	Milwaukee	187.3	77.2	194.7	80.2	938,400	99.0	1,019,100	100.0
	Ozaukee	23.4	9.9	30.3	12.9	55,800	64.6	80,400	73.7
	Racine	44.3	13.0	56.6	16.6	154,900	79.3	195,700	81.6
	Walworth	24.4	4.2	34.9	6.1	63,400	62.0	103,000	73.3
	Washington	27.1	6.2	38.4	8.8	80,100	60.7	129,200	71.6
	Waukesha	102.6	17.7	124.9	21.5	261,500	67.1	365,400	75.9
	Region	443.8	16.5	533.6	19.8	1,679,900	83.2	2,095,500	86.5

Source: SEWRPC

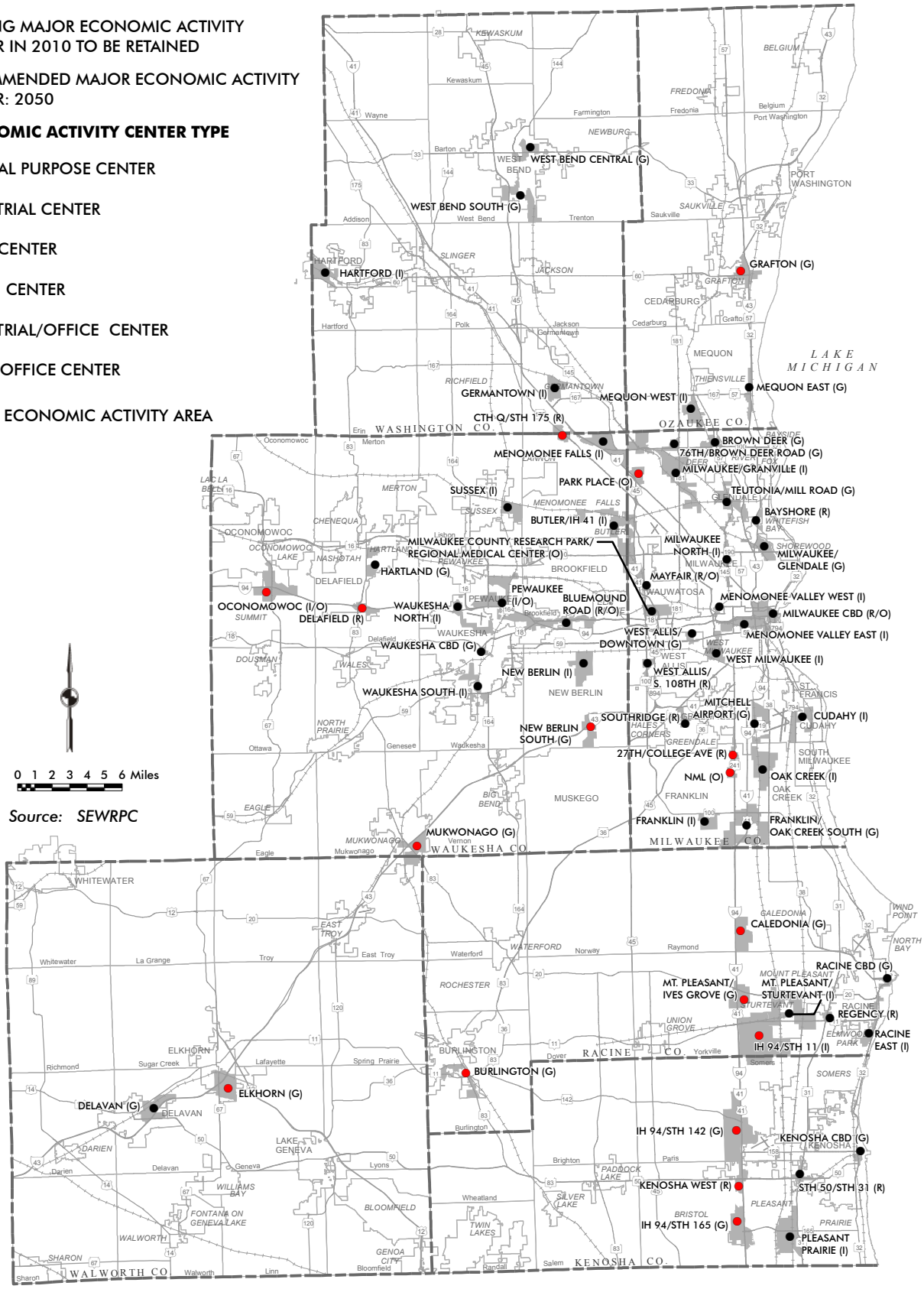
Map 1.4 as Amended
Major Economic Activity Centers: VISION 2050

- EXISTING MAJOR ECONOMIC ACTIVITY CENTER IN 2010 TO BE RETAINED
- RECOMMENDED MAJOR ECONOMIC ACTIVITY CENTER: 2050

MAJOR ECONOMIC ACTIVITY CENTER TYPE

G	GENERAL PURPOSE CENTER
I	INDUSTRIAL CENTER
R	RETAIL CENTER
O	OFFICE CENTER
I/O	INDUSTRIAL/OFFICE CENTER
R/O	RETAIL/OFFICE CENTER

MAJOR ECONOMIC ACTIVITY AREA



Map 1.8 as Amended
Transit Services: VISION 2050

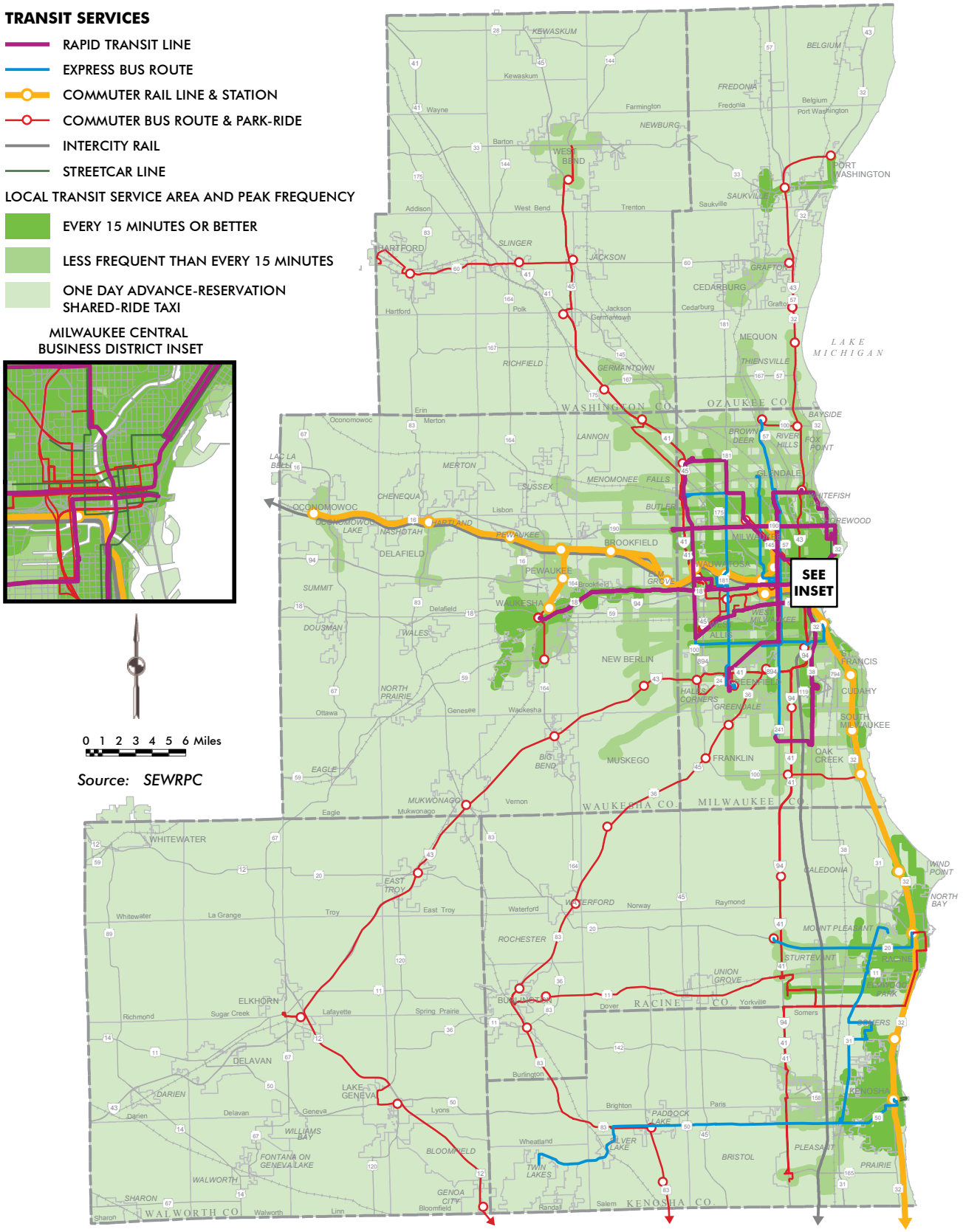


Table 1.8 as Amended
Fixed-Route Public Transit Service Levels: VISION 2050

Average Weekday Transit Service Characteristics	Existing (2014)	Plan (2050)
Revenue Vehicle-Hours		
Rapid Transit	--	1,170
Commuter Rail	<10	190
Commuter Bus	270	1,020
Express Bus	500	890
Local Transit	3,980	7,140
Total	4,750	10,410
Revenue Vehicle-Miles		
Rapid Transit	--	23,500
Commuter Rail	100	8,200
Commuter Bus	5,800	25,100
Express Bus	6,300	13,200
Local Transit	48,200	84,500
Total	60,400	154,500

Source: SEWRPC

Map 1.9 as Amended
Potential Extensions of the Commuter Rail Network: VISION 2050

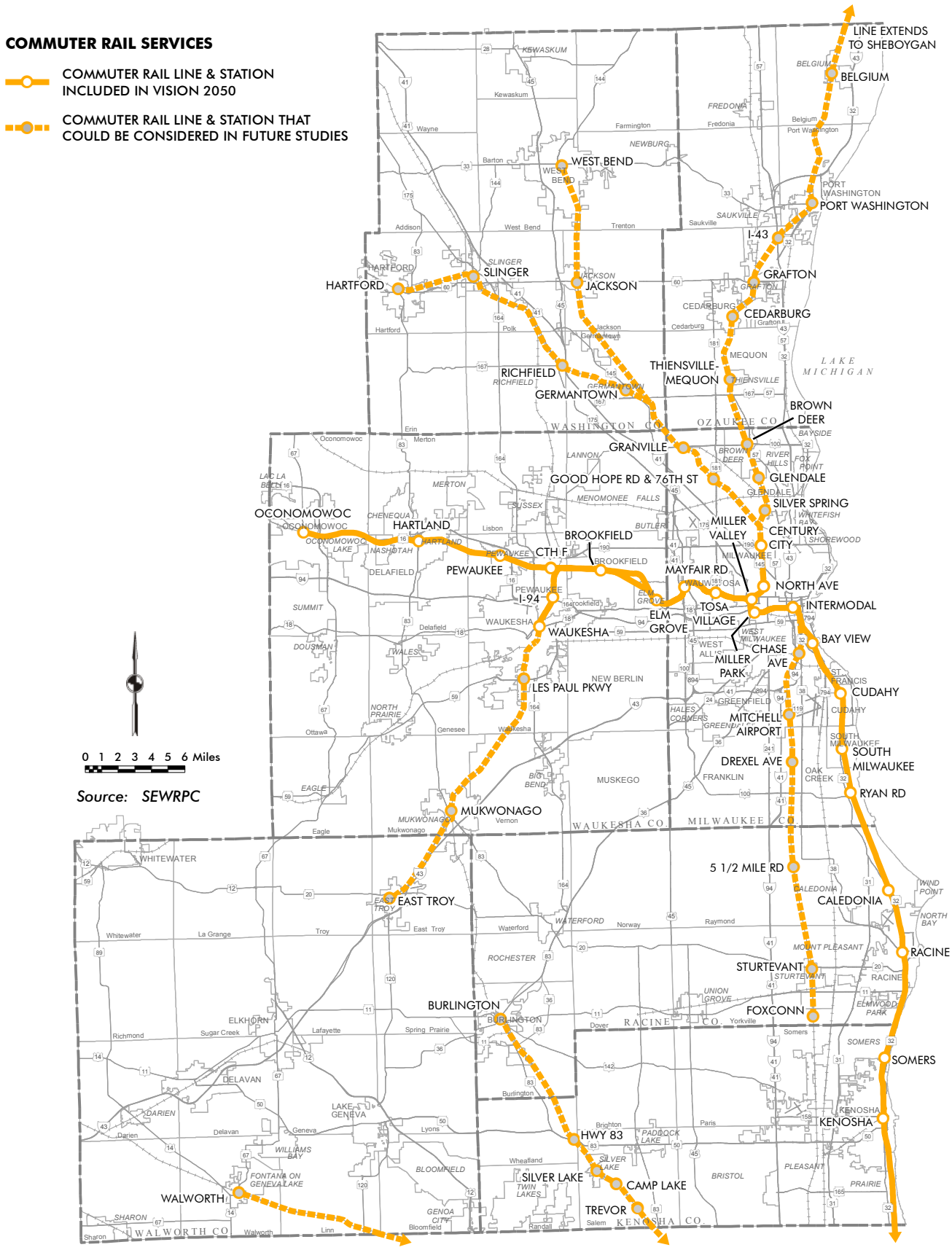


Table 1.10 as Amended
Miles of Bicycle Facilities: VISION 2050

Bicycle Facility	Estimated Mileages	
	Existing (2015)	Plan (2050)
On-street Accommodations		
Standard	814.7	3,029.0
Enhanced	71.8	374.2
Off-Street Paths	299.2	708.8

Source: SEWRPC

Map 1.11 as Amended
Bicycle Network: VISION 2050

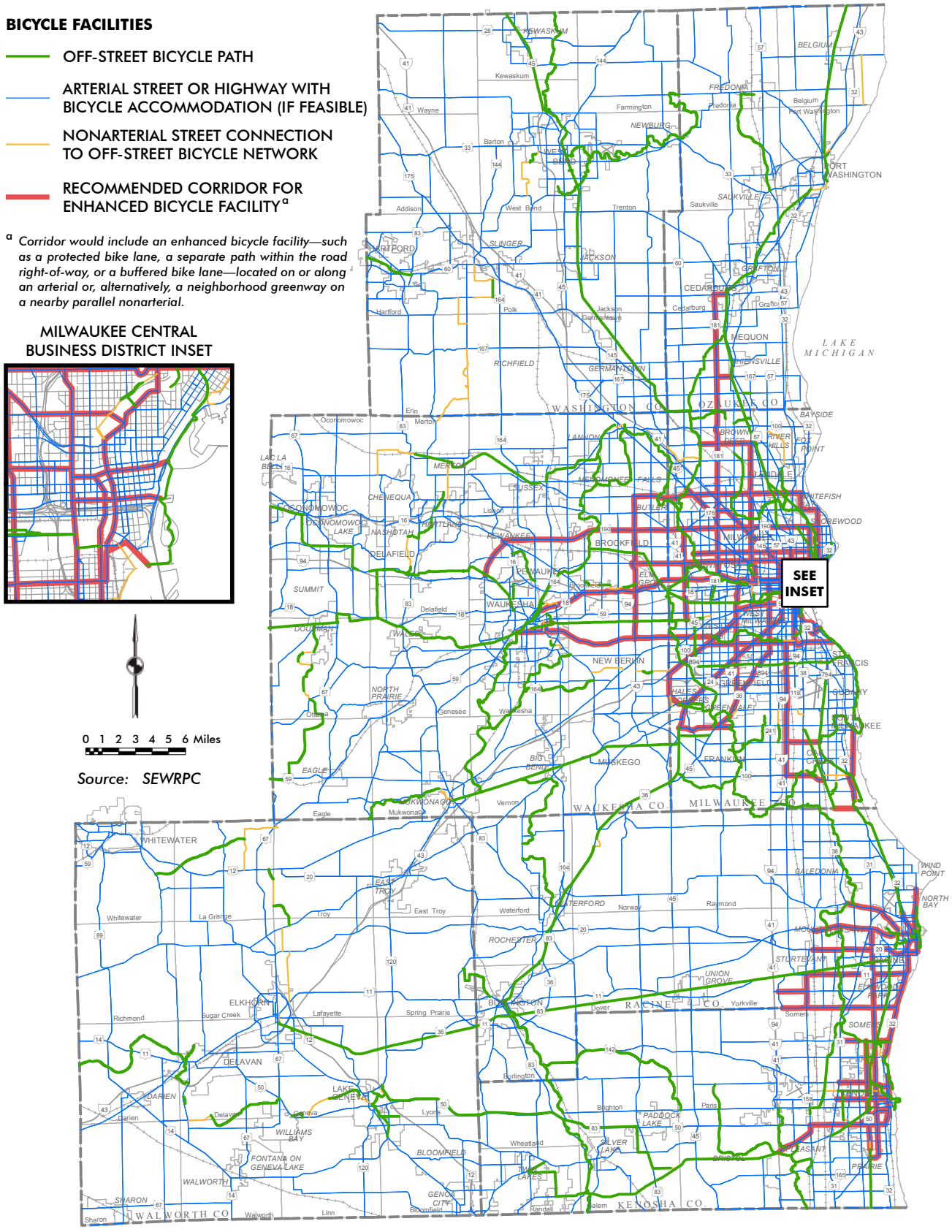


Table 1.12 as Amended
Arterial Street and Highway System Preservation, Improvement, and Expansion by Arterial Facility Type by County: VISION 2050

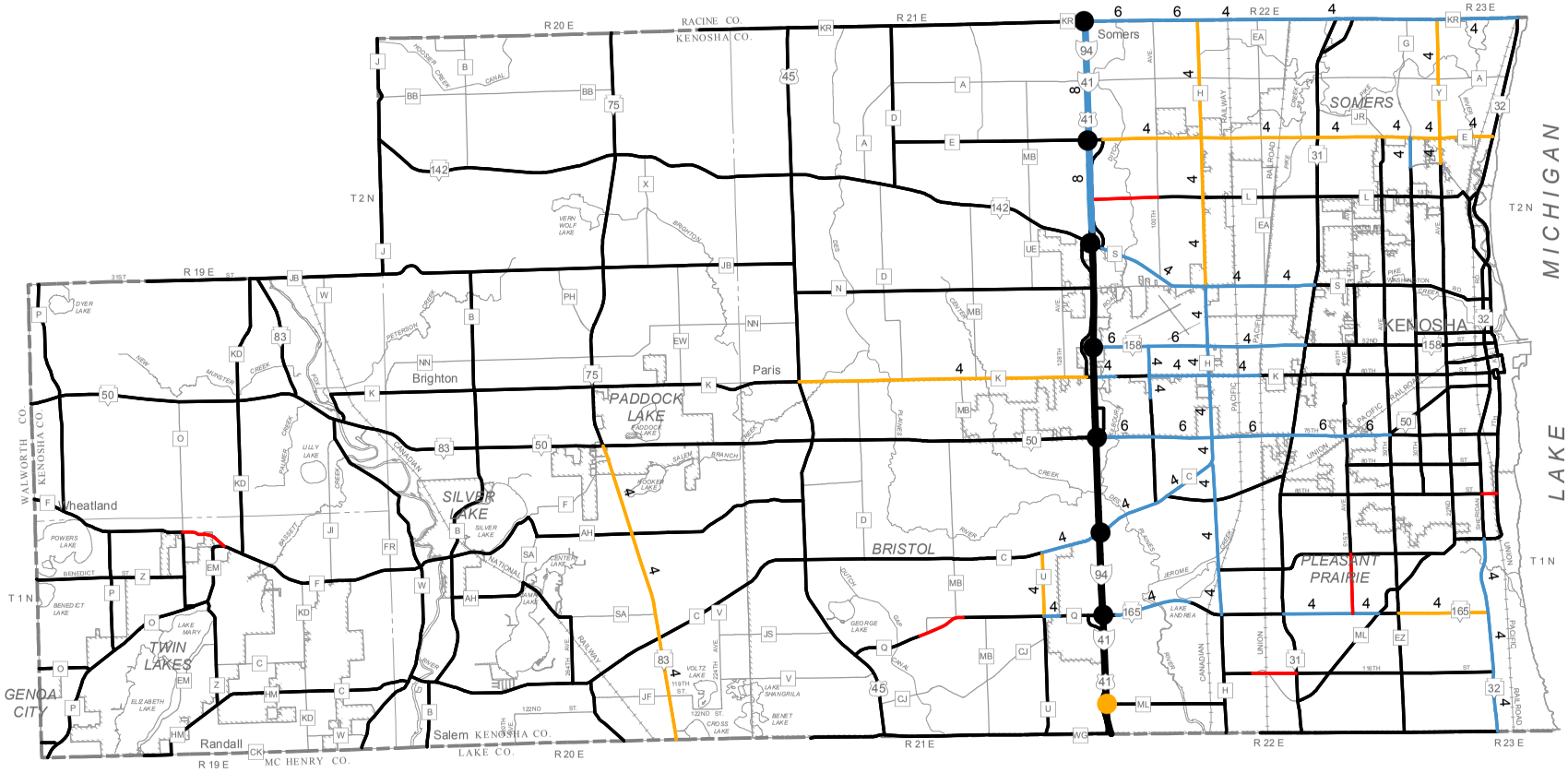
County	Arterial Facility Type	System Preservation (miles)	System Improvement (miles)	System Expansion (miles)	Total Miles
Kenosha	Freeway	8.5	3.5	0.0	12.0
	Surface Arterial	315.8	33.4	4.7	353.9
	Subtotal	324.3	36.9	4.7	365.9
Milwaukee	Freeway	39.4	28.4	0.0	67.8
	Surface Arterial	719.3	11.3	7.0	737.6
	Subtotal	758.7	39.7	7.0	805.4
Ozaukee	Freeway	13.3	14.2	0.0	27.5
	Surface Arterial	262.4	18.5	4.0	284.9
	Subtotal	275.7	32.7	4.0	312.4
Racine	Freeway	0.0	12.0	0.0	12.0
	Surface Arterial	405.6	22.2	12.1	439.9
	Subtotal	405.6	34.2	12.1	451.9
Walworth	Freeway	49.8	4.8[a]	12.4	67.0[a]
	Surface Arterial	409.2	4.3	10.3	423.8
	Subtotal	459.0	9.1	22.7	490.8
Washington	Freeway	35.8	6.4	0.0	42.2
	Surface Arterial	388.8	8.7	16.9	414.4
	Subtotal	424.6	15.1	16.9	456.6
Waukesha	Freeway	34.4	24.4	0.0	58.8
	Surface Arterial	647.7	76.3	7.2	731.2
	Subtotal	682.1	100.7	7.2	790.0
Region	Freeway	181.2	93.7[b]	12.4	287.3[b]
	Surface Arterial	3,148.8	174.7	62.2	3,385.7
	Total	3,330.0	268.4	74.6	3,673.0

[a] *Represents the conversion of approximately 4.8 miles of the USH 12 Whitewater bypass, currently a two traffic lane surface arterial to a four traffic lane freeway.*

[b] *Includes the widening of approximately 100.7 miles of the existing 2015 regional freeway system, and the conversion of about 4.8 miles of the USH 12 Whitewater bypass, currently a two traffic lane surface arterial to a four traffic lane freeway.*

Source: SEWRPC

Map 1.15 as Amended
Functional Improvements to the Arterial Street and Highway System in Kenosha County: VISION 2050



ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE POTENTIAL FUTURE IMPROVEMENT BEYOND 2050 (ADDITIONAL LANES OR NEW FACILITY)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR IMPROVED FACILITY, INCLUDING RIGHT-OF-WAY RESERVATIONS (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

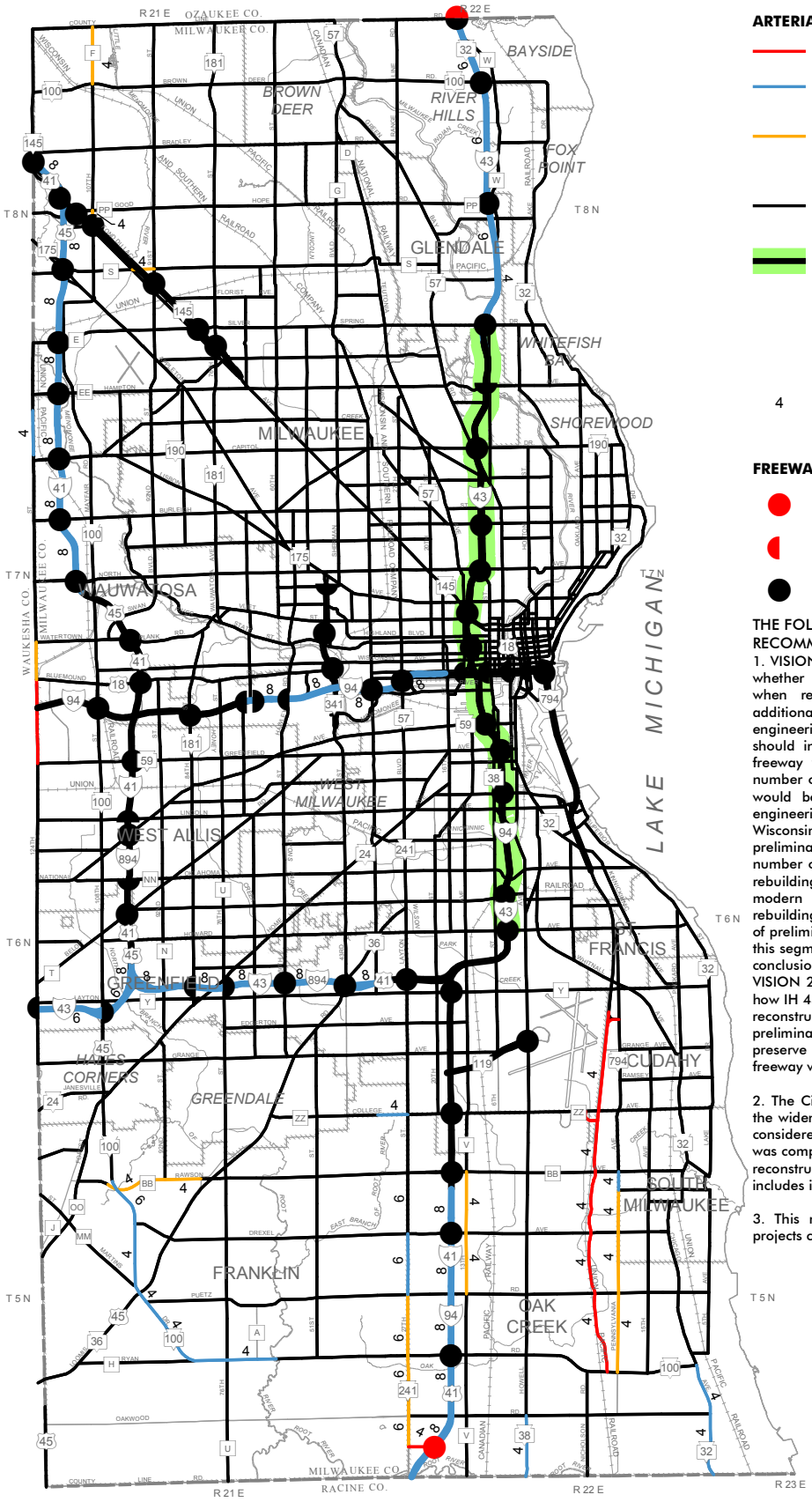
- EXISTING
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (POTENTIAL NEW INTERCHANGE)

Note: This map has been updated to not show capacity expansion projects completed through the end of 2018.

0 1 2 3 Miles

Source: SEWRPC

Map 1.16 as Amended
Functional Improvements to the Arterial Street and Highway System in Milwaukee County: VISION 2050



ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE POTENTIAL FUTURE IMPROVEMENT BEYOND 2050 (ADDITIONAL LANES OR NEW FACILITY)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- NO RECOMMENDATION WITH RESPECT TO WHETHER THIS SEGMENT OF IH 43 SHOULD BE RECONSTRUCTED WITH OR WITHOUT ADDITIONAL LANES. DETERMINATION AS TO WHETHER IT WOULD BE RECONSTRUCTED WITH OR WITHOUT ADDITIONAL LANES TO BE MADE DURING PRELIMINARY ENGINEERING. (SEE NOTE 1 BELOW)
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR IMPROVED FACILITY, INCLUDING RIGHT-OF-WAY RESERVATIONS (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

- NEW
- HALF NEW
- EXISTING

THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

1. VISION 2050 does not make any recommendation with respect to whether IH 43 between Howard Avenue and Silver Spring Drive, when reconstructed, should be reconstructed with or without additional traffic lanes. VISION 2050 recommends that preliminary engineering conducted for the reconstruction of this segment of IH 43 should include the consideration of alternatives for rebuilding the freeway with additional lanes and rebuilding it with the existing number of lanes. The decision regarding how this segment of IH 43 would be reconstructed would be made as part of preliminary engineering and an environmental impact study conducted by the Wisconsin Department of Transportation (WisDOT). During preliminary engineering, WisDOT would consider and evaluate a number of alternatives, including rebuilding as is, various options of rebuilding to modern design standards, compromises to rebuilding to modern design standards, rebuilding with additional lanes, and rebuilding with the existing number of lanes. Only at the conclusion of preliminary engineering would a determination be made as to how this segment of IH 43 freeway would be reconstructed. Following the conclusion of the preliminary engineering for the reconstruction, VISION 2050 would be amended to reflect the decision made as to how IH 43 between Howard Avenue and Silver Spring Drive would be reconstructed. Any construction along this segment of IH 43 prior to preliminary engineering—such as bridge reconstruction—should fully preserve and accommodate the future option of rebuilding the freeway with additional lanes.

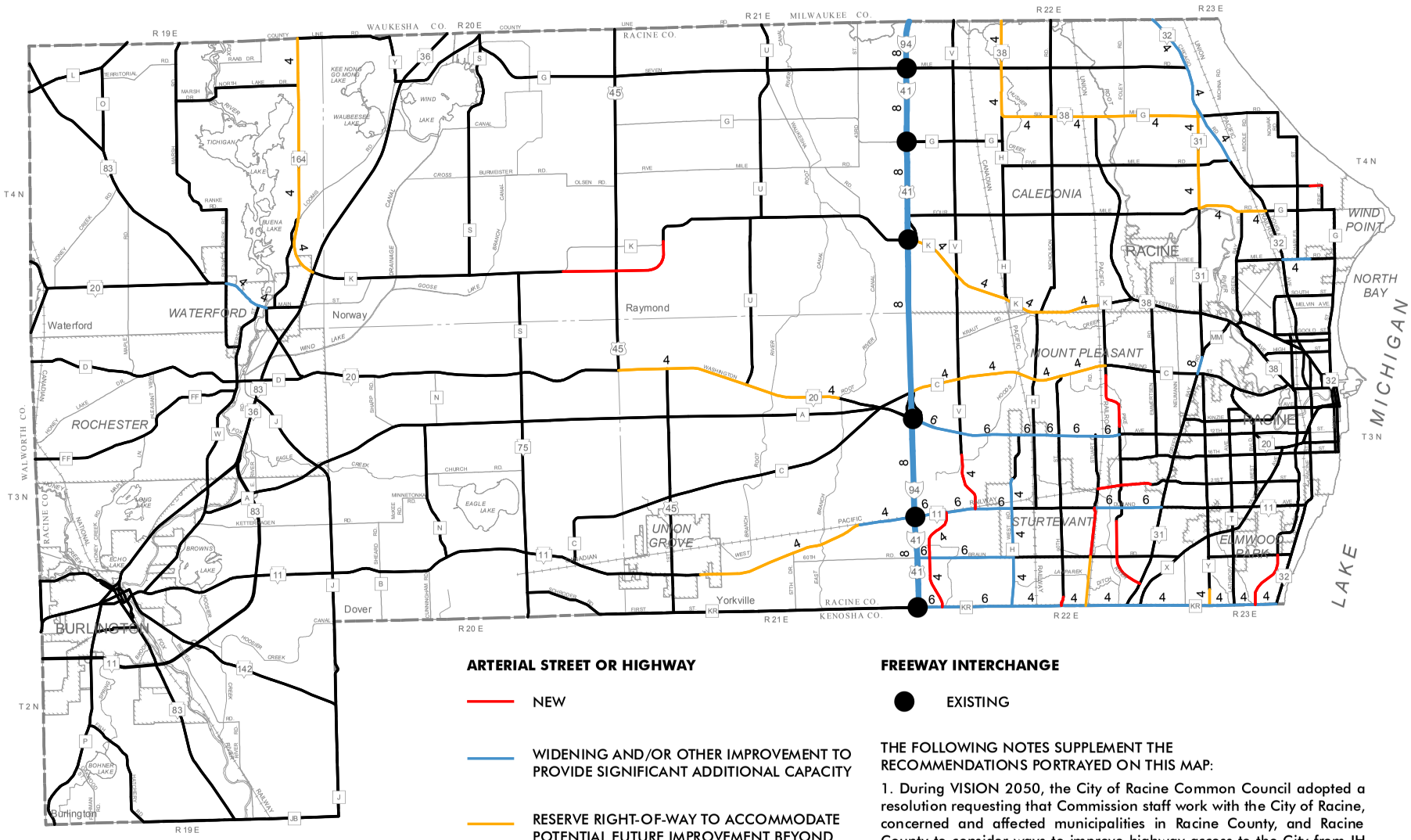
2. The Cities of Milwaukee and Wauwatosa expressed opposition to the widening of IH 94 between 70th Street and 16th Street, which is considered a committed project as WisDOT, at the time VISION 2050 was completed, had nearly completed preliminary engineering for the reconstruction of this segment of IH 94 and their preferred alternative includes its widening.

3. This map has been updated to not show capacity expansion projects completed through the end of 2018.

0 1 2 3 Miles

Source: SEWRPC

Map 1.18 as Amended
Functional Improvements to the Arterial Street and Highway System in Racine County: VISION 2050



0 1 2 3 Miles

Source: SEWRPC

ARTERIAL STREET OR HIGHWAY

NEW

WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY

RESERVE RIGHT-OF-WAY TO ACCOMMODATE POTENTIAL FUTURE IMPROVEMENT BEYOND 2050 (ADDITIONAL LANES OR NEW FACILITY)

RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY

4 NUMBER OF TRAFFIC LANES FOR NEW OR IMPROVED FACILITY, INCLUDING RIGHT-OF-WAY RESERVATIONS (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

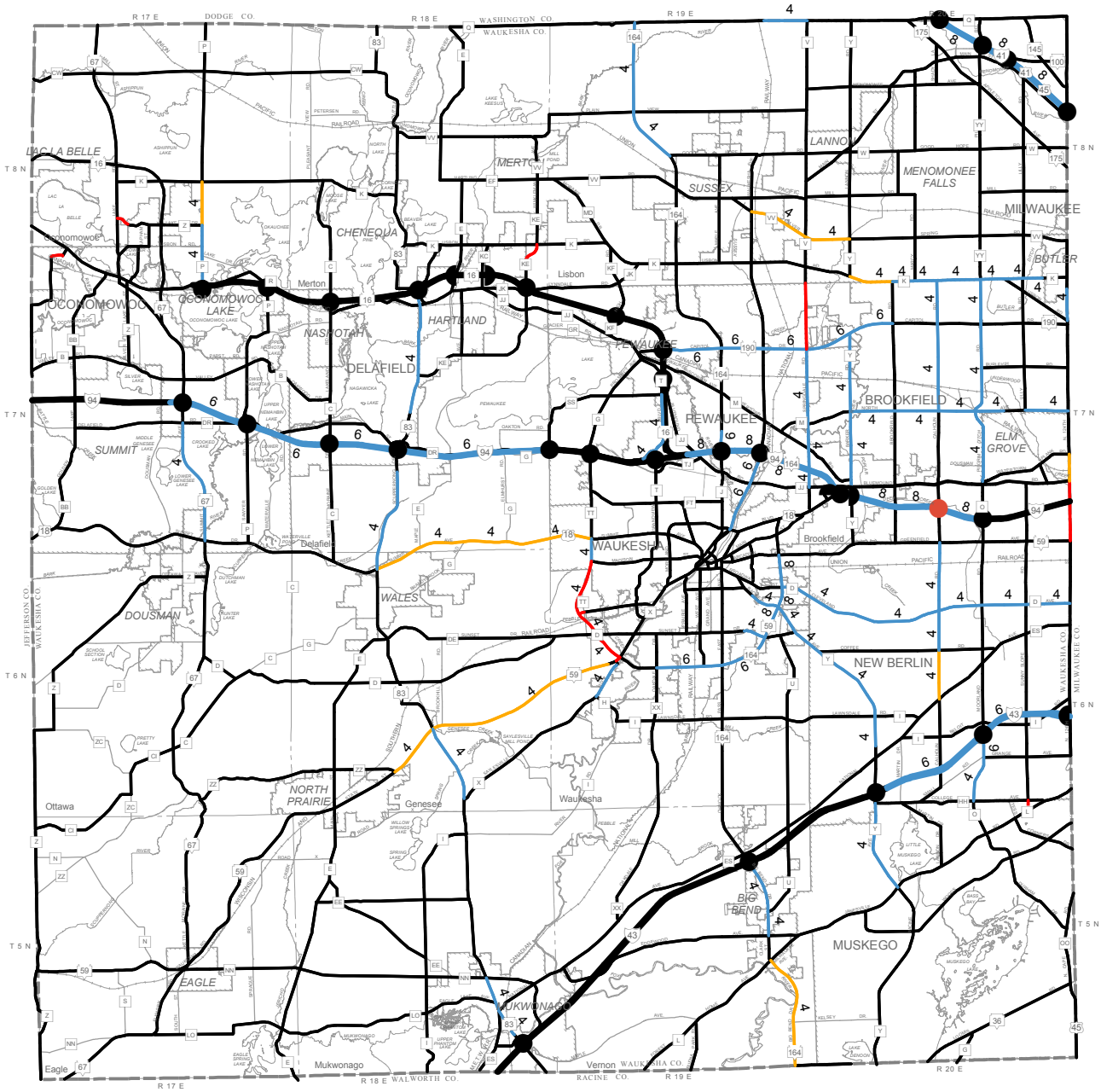
EXISTING

THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

1. During VISION 2050, the City of Racine Common Council adopted a resolution requesting that Commission staff work with the City of Racine, concerned and affected municipalities in Racine County, and Racine County to consider ways to improve highway access to the City from IH 94. Since the completion of VISION 2050, Commission staff has been working with affected local units of government and the Wisconsin Department of Transportation to identify potential recommended improvements along three routes between IH 94 and the City of Racine: STH 20/STH 32, CTH K/STH 38, and CTH KR/STH 32. Any additional functional improvements identified from those efforts would be amended into the plan.

2. This map has been updated to not show capacity expansion projects completed through the end of 2018.

Map 1.21 as Amended
Functional Improvements to the Arterial Street and Highway System in Waukesha County: VISION 2050



ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE POTENTIAL FUTURE IMPROVEMENT BEYOND 2050 (ADDITIONAL LANES OR NEW FACILITY)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR IMPROVED FACILITY, INCLUDING RIGHT-OF-WAY RESERVATIONS (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

- NEW
- EXISTING

Note: This map has been updated to not show capacity expansion projects completed through the end of 2018.

0 1 2 3 Miles

Source: SEWRPC

Table 1.13 as Amended
Average Annual Costs and Revenues Associated with the VISION 2050 Transportation System in 2017 Constant Dollars: 2019-2050

Cost or Revenue Item	2017 Constant Dollars
Transportation System Cost (average annual 2019-2050 expressed as millions of dollars)[a]	
Arterial Street and Highway System	
Capital	
Freeway Reconstruction	$296
Surface Arterial Reconstruction/Resurfacing and Freeway Resurfacing[b]	423
Subtotal	$719
Operating	90
Highway Subtotal	$809
Transit System	
Capital	$129
Operating[c]	$253
Transit Subtotal	$382
Total	$1,191
Transportation System Revenues (average annual 2019-2050 expressed as millions of dollars)[a]	
Highway Capital	
Freeway Reconstruction (Federal/State)	$63
Surface Arterial Reconstruction/Resurfacing and Freeway Resurfacing	
Federal/State	318
Local	78
Subtotal	$459
Highway Operating	
State	$41
Local	38
Subtotal	$79
Highway Subtotal	$538
Transit Capital	
Federal	$96
Local	3
Subtotal	$99
Transit Operating	
Federal	$--
State	76
Local	35
Subtotal	$111
Transit Subtotal	$210
Total	$748

[a] *The estimated arterial street and highway system and transit system costs include all capital costs and operating and maintenance costs. The estimated costs include the necessary costs to preserve the existing transportation system, such as arterial street resurfacing and reconstruction and transit system bus replacement, and the estimated costs of the transportation system improvement and expansion recommended under VISION 2050. The freeway system capital costs include the cost to resurface the existing freeway system, as needed, estimated at $1.2 billion or $37 million per year; the cost to rebuild those segments of the existing freeway system that have not yet been rebuilt to modern design standards, estimated at $8.5 billion or $266 million per year; the incremental cost to rebuild 94 miles of the freeway system with additional lanes, estimated at $578 million or $18 million per year; the cost of two new freeway interchanges, estimated at $78 million; and the cost of the extension of the USH 12 freeway from Elkhorn to Whitewater, estimated at $469 million. These freeway capital costs include the cost to reconstruct IH 43 between Howard Avenue and Silver Spring Drive to modern design standards. Should it be determined that this segment of IH 43 be widened, the project cost would incrementally increase by $179 million. With respect to freeway resurfacing, it was assumed that segments of freeway that were reconstructed before 2018 would be resurfaced on average two times by 2050 and segments of freeway that are recommended to be reconstructed in 2018 and beyond would be resurfaced on average one time by 2050. Surface arterial capital costs include the estimated costs of the necessary resurfacing and reconstruction of the 3,149 miles of surface arterials that will require preservation of capacity over the plan design period, the estimated costs of reconstruction and widening with additional traffic lanes of about 175 miles of surface arterials, and the estimated costs of new construction of 62 miles of surface arterials. The estimated costs of resurfacing and reconstruction are based on the estimated lifecycle of existing surface arterials, and include reconstruction of about 52 percent of surface arterials with approximately 66 percent resurfaced once, and 66 percent of the remaining 48 percent resurfaced twice and 33 percent resurfaced three times. Unit costs for surface arterial resurfacing, reconstruction, widening, and new construction vary by cross-section from $0.4 to $14.3 million per mile (rural or urban, divided or undivided, and number of traffic lanes) and are based upon actual project costs over the past several years. The estimated capital cost of surface arterials is $348 million per year, including $301 million for preservation (resurfacing and reconstruction) and $47 million for new arterials and arterials reconstructed with additional traffic lanes. Transit system capital costs include preservation of the existing transit system, including bus replacement on a 12-year schedule and replacement of fixed facilities, and costs of system improvement and expansion, including needed additional buses and facility expansion.*

Highway system operating (and maintenance) costs are based on estimated actual State and local highway system operating costs and verified by application of estimated unit lane-mile costs. Planned highway system operating costs are increased from estimated existing costs based on the proposed increase in VISION 2050 in arterial highway system lane-miles. Transit system operating (and maintenance) costs are based on existing estimated actual costs and unit costs based on service vehicle-miles and vehicle-hours.

Federal, State, and local highway capital and operating revenues are based on historical expenditures over the last several years and are documented in Table 1.15. Federal, State, and local transit capital and operating revenues are based on historical expenditures over the last several years and assessment of available Federal formula and program funds and are documented in Table 1.16.

[b] *Also includes the costs associated with the bicycle and pedestrian, TSM, and TDM elements of VISION 2050.*

[c] *Net operating cost (total operating costs less fare-box revenue). Like all amounts in this table, transit system operating costs represent the average annual costs for the transit system during the plan design period (2019-2050). Because the transit system changes in size (and therefore cost) significantly over the life of the plan, the amounts in this table do not represent the operating costs of the full transit system in the year 2050.*

Source: SEWRPC

Table 1.14 as Amended
Average Annual Costs and Revenues Associated with the VISION 2050 Transportation System Based on Year of Expenditure: 2019-2050

Cost or Revenue Item	YOE Dollars
Transportation System Cost (average annual 2019-2050 expressed as millions of dollars)[a]	
Arterial Street and Highway System	
Capital	
Freeway Reconstruction	$432
Surface Arterial Reconstruction/Resurfacing and Freeway Resurfacing[b]	644
Subtotal	$1,076
Operating	137
Highway Subtotal	$1,213
Transit System	
Capital	$204
Operating[c]	$350
Transit Subtotal	$554
Total	$1,767
Transportation System Revenues (average annual 2019-2050 expressed as millions of dollars)[a]	
Highway Capital	
Freeway Reconstruction (Federal/State)	$85
Surface Arterial Reconstruction/Resurfacing and Freeway Resurfacing	
Federal/State	480
Local	107
Subtotal	$672
Highway Operating	
State	$59
Local	54
Subtotal	$113
Highway Subtotal	$785
Transit Capital	
Federal	$130
Local	6
Subtotal	$136
Transit Operating	
Federal	$--
State	104
Local	46
Subtotal	$150
Transit Subtotal	$286
Total	$1,071

[a] *The estimated arterial street and highway system and transit system costs include all capital costs and operating and maintenance costs. The estimated costs include the necessary costs to preserve the existing transportation system, such as arterial street resurfacing and reconstruction and transit system bus replacement, and the estimated costs of the transportation system improvement and expansion recommended under VISION 2050. The freeway system capital costs include the estimated cost to rebuild those segments of the existing freeway system that have not yet been rebuilt to modern design standards, the estimated incremental cost to rebuild 94 miles of the freeway system with additional lanes, the estimated cost of two new freeway interchanges, and the estimated cost of the extension of the USH 12 freeway from Elkhorn to Whitewater. Surface arterial capital costs include the estimated costs of the necessary resurfacing and reconstruction of the 3,149 miles of surface arterials that will require preservation of capacity over the plan design period, the estimated costs of reconstruction and widening with additional traffic lanes of about 175 miles of surface arterials, and the estimated costs of new construction of 62 miles of surface arterials.*

The conversion of year 2017 constant dollar cost to year of expenditure cost utilizes inflation rates based upon historical trends. The rate of inflation used for highway costs and transit construction costs of 2.3 percent was provided by WisDOT. The inflation rate of 2.5 percent used for transit vehicle costs is based on the historical increase in the purchase price of transit vehicles as experienced by the transit operators of the Region. With regard to transit operating costs, the inflation rate of 2.0 percent is based on the historical inflation from the Consumer Price Index for the Milwaukee area and discussions with Milwaukee County Transit System staff. The average annual capital and operating costs were calculated by evenly distributing the total year of expenditure costs over 32 years.

Federal, State, and local highway capital and operating revenues are based on historical expenditures over the last several years and are documented in Table 1.15. Federal, State, and local transit capital and operating revenues are based on historical expenditures over the last several years and assessment of available Federal formula and program funds and are documented in Table 1.16.

[b] *Also includes the costs associated with the bicycle and pedestrian, TSM, and TDM elements of VISION 2050.*

[c] *Net operating cost (total operating costs less fare-box revenue). Like all amounts in this table, transit system operating costs represent the average annual costs for the transit system during the plan design period (2019-2050). Because the transit system changes in size (and therefore cost) significantly over the life of the plan, the amounts in this table do not represent the operating costs of the full transit system in the year 2050.*

Source: SEWRPC

Table 1.15 as Amended
Estimate of Existing and Reasonably Expected Arterial Street and Highway Revenues

Federal and State Capital Funding

Assessment of Historical Statewide Funding

Major Highway Development
- 2017 – $282 million
- 2011-2015 – 0.6 percent annual increase
- 2006-2015 – 4.7 percent annual increase

State Highway Rehabilitation
- 2017 – $810 million
- 2011-2015 – 3.0 percent annual increase
- 2006-2015 – 3.5 percent annual increase

Local Roads and Bridges
- 2017 – $181 million
- 2011-2015 – 0.6 percent annual increase
- 2006-2015 – 0.5 percent annual increase

Southeastern Wisconsin Freeway Megaproject
- 2017-2019 State budget provides an annual $51 million
- 2015-2017 State budget provides an annual $208 million
- 2013-2015 State budget provided an annual $275 million
- 2015-2019 – $212 million annual average (2017 constant dollars)
- 2006-2015 – $311 million average annual funding (2017 constant dollars)

The 2011 Wisconsin Act 32 eliminated the Southeastern Wisconsin freeway rehabilitation program and initiated the Southeast Wisconsin Freeway Megaproject program.

Conclusion

	2017 Constant Dollar Funding (millions)	Year of Expenditure Average Annual Increase (Percent)
Major Highway Development	$280	2.5
State Highway Rehabilitation	810	2.5
Local Roads and Bridges	180	0.5
Southeastern Wisconsin Freeway Megaproject	50	2.0
Total	$1,320	

The average annual increase is based on Wisconsin Department of Transportation assumptions of future transportation revenues.

Southeastern Wisconsin Share of State Revenues

Southeastern Wisconsin represents approximately 35 percent of the State in population, employment, income, and assessed value, and about 30 percent of vehicle-miles of travel. In the years after freeway system construction, and before freeway system reconstruction, Southeastern Wisconsin received about 25 to 30 percent of all State highway system revenues. To estimate Southeastern Wisconsin's share of State revenues, Option 1 allocates all Southeast Freeway Rehabilitation funds to Southeast Wisconsin and 25 percent of all other funds to Southeastern Wisconsin. Option 2 allocates 30 percent of all funds to Southeastern Wisconsin.

Option 1
- $50 + 0.25($1,270) = $368 million

Option 2
- $1,320 x 0.30 = $396 million

Conclusion
- $396 million Federal and State annual highway revenue in 2017 constant dollars (2.0 percent annual increase year of expenditure)

Local Capital

Estimate of annual revenue based upon local arterial highway annual expenditure – $63 million (2.0 percent annual increase year of expenditure)

Local Transportation Aids (Capital)

Estimate of annual general transportation aids attendant to estimated local highway capital expenditure – $15 million (0.5 percent annual increase year of expenditure)

Operating and Maintenance Funding

State

Assessment of Historical Funding
- $44 million annually

Conclusion – 2050 Plan
- $44 million annually (2.0 percent annual increase year of expenditure)

Local

Assessment of Historical Funding
- $41 million annually

Conclusion – 2050 Plan
- $41 million annually (2.0 percent annual increase year of expenditure)

Source: Transportation Budget Trends – 2014-2015 (Wisconsin Department of Transportation) and SEWRPC

Table 1.16 as Amended
Estimate of Existing and Reasonably Expected Transit Revenues

Estimate of Year 2017 Constant Dollar Annual Funding

Federal

Assessment of Historical Funding
- Operating – $32 million (2004-2016)
- Capital – $7.1 million (2013-2016)

Assessment of Funding Sources
- Milwaukee Urbanized Area Section 5307 formula funds – $21.1 million (2004-2016)
- Racine, Kenosha, and West Bend Urbanized Area 5307 operating funds – $5.8 million (2004-2016)
- Other:
  - FTA 5311 – $0.3 million (2013-2016)
  - FTA 5337 – $0.4 million (2013-2016)
  - FTA 5339 – $3.2 million (2013-2016)
  - FTA 5339b – $2.4 million (2016)
  - FHWA CMAQ – $1.3 million
  - FHWA STP-M – $1.7 million
- City of Milwaukee Streetcar
  - Capital
    - $54.9 million Federal Interstate Cost Estimate funding ($1.4 million average annual)
    - $34.2 million TIGER grant ($877,200 million average annual)
    - FTA 5337 – $263,800 beginning in 2025, 2026, and 2027 ($191,100 average annual)
  - Operating
    - CMAQ – $6.2 million ($160,500 average annual)
    - FTA 5307 – $547,300 beginning in 2020, 2021, and 2022 ($474,600 average annual)
- Milwaukee County Bus Rapid Transit
  - Capital
    - FTA 5309 Small Starts – $30 million ($767,100 average annual)
    - FTA 5337 – $860,000 beginning in 2026 ($623,000 average annual)
  - Operating
    - FTA 5307 – $1 million beginning in 2021 ($857,100 average annual)

Conclusion[a]
- $23.6 million operating
- $18.0 million capital
- Transit service levels envisioned in VISION 2050 would be expected to generate an additional $57.2 million in Federal capital and operating funding annually on average

State

Assessment of Historical Operating Funding
- 43.7 percent of operating cost – $76.3 million (2014)
- 41.4 percent of total operating cost (average 2004-2014) – $83.2 million

Conclusion[a]
- $76 million operating annually

Local

Assessment of Operating Funding
- $20.7 million (2014)
- $26.8 million (average 2004-2014)
- $2.9 million average annual parking revenue – City of Milwaukee Streetcar

Conclusion[a]
- $26 million operating

Assessment of Capital Funding
- $3.2 million (2014)
- $3.4 million (average 2004-2015)
- $12.1 million (2016) for the Milwaukee County Transit System, which represents approximately 90 percent of the transit service in the Region
- $79 million tax incremental finance funds ($2.1 million average annual) – City of Milwaukee Streetcar

Conclusion[a]
- Up to $12 million capital

Table continued on next page.

Table 1.16 as Amended (Continued)

Estimate of Annual Increase in Funding for Year of Expenditure Revenues
Federal
Assessment of Historical Funding and Conclusion[a]
FTA Section 5307 Milwaukee Area
0.4 percent annual increase (2004-2014)
FTA Section 5307 Kenosha, Racine, and West Bend
3.3 percent annual increase (2004-2014)
FTA 5311
-3.1 percent annually (2013-2016)
FTA 5337
5.1 percent annually (2013-2016)
FTA 5339
-2.0 percent annually (2013-2016)
FTA 5339b
Approximately $2.5 million (2016)
FHWA CMAQ
Assume no funding beyond 2022
FHWA STP-M
Assume no growth
State
Assessment of Historical Operating Funding
1.7 percent annual increase (average 2004-2014)
Conclusion[a]
1.7 percent annual increase
Local
Assessment of Historical Funding
1.2 percent annual decrease (2004-2014 operating) in recent years due primarily to reductions in operating costs attributable to contract restructuring
10 percent annual increase (2015-2016) for the Milwaukee County Transit System, which represents approximately 90 percent of the transit service in the Region
Conclusion[a]
1.5 percent annual increase
Average Fares
2.4 percent annual increase (2004-2014)
Conclusion[a]
2.4 percent increase

[a] *Conclusions are based on the assessments of historic funding presented in this table along with consideration of recent or expected changes in funding at the local, State, and Federal levels.*

Source: SEWRPC

Table 1.17 as Amended
Estimated Cost and Potential Schedule of Freeway Construction and Reconstruction: 2019-2050[a]

Period Completed and Open to Traffic	Facility	Limits of Project	Estimated Cost		Estimated Funding-Year of Expenditure Dollars (millions)
			Year 2017 Constant Dollars (millions)[b]	Year of Expenditure Dollars (millions)[b]	
2019 to 2025	IH 94[c]	Illinois to Mitchell Interchange	411.2	450.4	
	Zoo IC[c]	Zoo Interchange (North Leg)	179.5	179.5	
	IH 43	Silver Spring Drive to STH 60	474.3	543.9	
		Subtotal	1,065.0	1,173.8	798.7
2026 to 2030	IH 94	70th Street to 16th Street (including Stadium Interchange)	911.6	1069.4	
	IH 43, IH 43/894, & IH 894[e]	Lincoln Avenue to 27th Street (STH 241), Racine Avenue (CTH Y) to Hale Interchange (including Hale Interchange)	1021.6	1264.1	
		Subtotal	1,933.2	2,333.5	311.0
2031 to 2035	IH 94[e]	Jefferson County to 124th Street	1,021.2	1,335.7	
	IH 43[d]	Howard Avenue to Silver Spring Drive (including Marquette Interchange)	817.9	1,160.0	
		Subtotal	1,839.1	2,495.7	343.3
2036 to 2040	IH 43[e]	STH 83 to Moorland Road	326.7	492.8	
	IH 41[e]	Burleigh Street to Richfield Interchange	874.5	1,341.1	
	STH 175[e]	Stadium Interchange to Lisbon Avenue	150.3	251.5	
	USH 41[e]	Richfield Interchange to Dodge County	421.8	703.7	
		Subtotal	1,773.3	2,789.1	379.1
2041 to 2045	IH 43[e]	IH 43 and USH 12 Interchange	73.6	128.8	
	IH 43[e]	STH 60 to Sheboygan County	418.7	740.5	
	USH 12	Illinois to Rock County[f]	780.6	1,426.3	
		Subtotal	1,272.9	2,295.6	418.5
2046 to 2050	IH 43[e]	Rock County to STH 83	626.4	1,182.2	
	STH 145[e]	Hampton Avenue to Good Hope Road	198.7	398.8	
	STH 16[e]	STH 67 to IH 94	447.8	907.7	
	USH 45[e]	Richfield Interchange to CTH D	330.9	686.2	
		Subtotal	1,608.3	3,175.1	462.1
		Total	9,487.5	14,262.9	2,712.7

[a] *The schedule shown in this table represents an estimate of the timing of construction and reconstruction for the purposes of comparison of costs and revenues, and is not a recommendation for the schedule of construction and reconstruction. Such a schedule can only be developed by the responsible implementing agency and will necessarily entail frequent updating, for example, due to pavement and structure condition.*

[b] *Constant dollar and year of expenditure cost estimates for projects are reported in the period that the project is expected to be completed and open to traffic. Actual project expenditures will occur over multiple years and could extend over multiple periods dependent on the scope and complexity attendant to each project.*

[c] *Project is currently underway. Only those construction costs programmed for years 2019 through 2050 are included.*

[d] *VISION 2050 does not make a recommendation with respect to whether IH 43 between Howard Avenue and Silver Spring Drive, when reconstructed, should be reconstructed with or without additional traffic lanes. The decision regarding how this segment of IH 43 would be reconstructed would be determined as part of preliminary engineering. Following the conclusion of the preliminary engineering for the reconstruction, VISION 2050 would be amended to reflect the decision made as to how this segment of IH 43 would be reconstructed. The estimated cost shown in this table reflects the cost to reconstruct this segment of IH 43 to modern design standards without additional traffic lanes. Providing the additional traffic lanes along this segment of IH 43 is estimated to have an incremental cost of $180 million.*

[e] *Current Majors Program budget levels will not provide funding for these projects before 2050; therefore, this project schedule assumes additional funding availability in the years shown. Projects listed for completion after 2036 will have to compete for Majors funding with other large projects statewide, on the basis of economic impact, traffic flow, safety, and environmental considerations.*

[f] *Includes costs associated with the reconstruction of the USH 12 freeway between the Illinois State line and STH 67 and the construction of a new freeway facility between STH 67 and Rock County.*

Source: Wisconsin Department of Transportation and SEWRPC

Table 1.18 as Amended
Estimated Cost and Potential Schedule of Larger Surface Arterial Construction and Reconstruction Projects[a, b]

Period Completed and Open to Traffic	County	Facility	Limits of Project	Cost (Millions 2017 Dollars)[c]	Cost (Millions Year of Expenditure Dollars)	Mileage
2019 to 2020	Kenosha	CTH S (part)	CTH H to STH 31	9.6		1.9
	Waukesha	CTH M (part)	CTH YY to Highland Drive and Lilly Road to 124th Street	14.0		1.7
	Waukesha	Waukesha West Bypass	Summit Avenue to STH 59	37.3		3.3
			Subtotal	60.9	64.5	6.9
2021 to 2025	Kenosha	CTH S (part)	E. Frontage Road to CTH H	8.1		1.9
	Kenosha	STH 50	IH 94 to 39th Avenue	65.3		4.8
	Racine/Kenosha	CTH KR (part)	IH 94 to Old Green Bay Road	48.3		4.4
	Waukesha	CTH M (part)	CTH Y to CTH YY	23.9		2.9
			Subtotal	145.6	167.0	14.0
2026 to 2030	Kenosha	CTH H (Part)	CTH S to STH 50	18.7		2.6
	Ozaukee	CTH W (part)	Highland Road to W. Glen Oaks Lane	7.2		1.0
	Milwaukee and Racine	STH 32	STH 100 to Five Mile Road	31.6		5.1
	Racine/Kenosha	CTH KR (part)	Old Green Bay Road to STH 32	20.7		2.8
	Walworth	STH 50	IH 43 to STH 67	24.9		4.3
	Waukesha	STH 83	USH 18 to Phylis Parkway	33.7		2.4
	Waukesha	STH 83	Mariner Drive to STH 16	33.7		3.6
	Waukesha	CTH D (part)	Milwaukee County line to Calhoun Road	12.7		3.0
	Waukesha	CTH Y (part)	Hickory Trail to Downing Drive	16.9		4.0
			Subtotal	200.1	257.1	28.8
2031 to 2035	Kenosha	CTH H (Part)	STH 50 to STH 165	13.9		3.0
	Milwaukee	USH 45/STH 100	Rawson Avenue to 60th Street	23.5		4.8
	Racine	STH 20	IH 94 to Oaks Road	43.9		4.5
	Waukesha	Pilgrim Road	USH 18 to Lisbon Road	34.6		4.8
	Waukesha	CTH SR/Town Line Road extension (part)	CTH JJ to STH 190	23.1		3.2
	Waukesha	CTH Y (part)	CTH L to College Avenue	12.1		2.1
			Subtotal	151.1	174.0	22.4
2036 to 2040	Ozaukee	CTH W (part)	CTH V to Lakeland Road	22.4		3.1
	Waukesha	STH 67 (part)	CTH DR to USH 18	14.1		2.9
	Waukesha	STH 190	STH 16 to Brookfield Road	52.4		5.4
	Waukesha	CTH D (part)	Calhoun Road to STH 59/164	16.3		3.8
			Subtotal	105.2	169.7	15.2
2041 to 2045	Ozaukee	CTH W (part)	Lakeland Road to Highland Road	22.2		3.1
	Waukesha	STH 59/164	CTH XX to Arcadian Avenue	55.3		4.8
	Waukesha	CTH SR/Town Line Road extension (part)	STH 190 to Weyer Road	7.8		1.5
			Subtotal	85.3	154.1	9.4
2046 to 2050	Milwaukee	Lake Pkwy Extension	E. Edgerton Avenue to STH 100	235.1		6.0
			Subtotal	235.1	476.0	6.0
			Total	983.3	1,462.4	102.7

[a] *The projects included in this table involve new construction or widening with a cumulative length of four or more miles.*

[b] *The schedule shown in this table represents an estimate of the timing of construction and reconstruction for the purposes of comparison of costs and revenues, and is not a recommendation for the schedule of construction and reconstruction. Such a schedule can only be developed by the responsible implementing agency and will necessarily entail frequent updating, for example, due to pavement and structure condition.*

[c] *Cost of construction does not include the cost of right-of-way required for the project.*

Source: SEWRPC

Table 1.19 as Amended
Average Annual Costs by County Associated with the VISION 2050 Public Transit Element in 2017 Constant Dollars: 2019-2050

County	Operating Cost[a] (millions)	Capital Cost (millions)	Total (millions)
Kenosha	$26.0	$9.0	$34.9
Milwaukee	147.3	88.9	236.2
Ozaukee	5.8	1.0	6.8
Racine	27.7	9.4	37.0
Walworth	2.8	0.2	3.0
Washington	5.5	0.9	6.4
Waukesha	38.3	19.2	57.5
Region	$253.3	$128.6	$381.9

[a] *Net operating cost (total operating costs less fare-box revenue).*

Source: SEWRPC

Table 1.20 as Amended
Estimated Gap Between VISION 2050 Costs and Existing and Reasonably Expected Revenues

Constant Year 2017 Dollars (Average Annual Through Year 2050)	
Highway	
Capital	$260 million
Operating	$11 million
Public Transit	
Capital	$30 million
Operating	$142 million
Year of Expenditure Dollars (Average Annual Through Year 2050)	
Highway	
Capital	$404 million
Operating	$24 million
Public Transit	
Capital	$68 million
Operating	$200 million

Source: SEWRPC

Table 2.1 as Amended
Average Annual Costs and Revenues Associated with the Fiscally Constrained Transportation System in 2017 Constant Dollars: 2019-2050

Cost or Revenue Item	2017 Constant Dollars
Transportation System Cost (average annual 2019-2050 expressed as millions of dollars)[a]	
Arterial Street and Highway System	
Capital	
Freeway Reconstruction	$63
Surface Arterial Reconstruction/Resurfacing and Freeway Resurfacing[b]	416
Subtotal	$479
Operating	90
Highway Subtotal	$569
Transit System	
Capital	$25
Operating[c]	$134
Transit Subtotal	$159
Total	$728
Transportation System Revenues (average annual 2019-2050 expressed as millions of dollars)[a]	
Highway Capital	
Freeway Reconstruction (Federal/State)	$63
Surface Arterial Reconstruction/Resurfacing and Freeway Resurfacing	
Federal/State	318
Local	78
Subtotal	$459
Highway Operating	
State	$41
Local	38
Subtotal	$79
Highway Subtotal	$538
Transit Capital	
Federal	$16
Local	7
Subtotal	$23
Transit Operating	
Federal	$22
State	76
Local	36
Subtotal	$134
Transit Subtotal	$157
Total	$695

[a] *The estimated arterial street and highway system and transit system costs include all capital costs and operating and maintenance costs. The estimated costs include the necessary costs to preserve the existing transportation system, such as arterial street resurfacing and reconstruction and transit system bus replacement, and the estimated costs of the transportation system improvement and expansion under the Fiscally Constrained Transportation Plan. The freeway system capital costs include the cost to resurface the existing freeway system, as needed, estimated at $1.2 billion or $37 million per year; and the cost to rebuild 35 miles of the freeway system with additional lanes, estimated at $2.0 billion or $62.7 million per year. With respect to freeway resurfacing, it was assumed that segments of freeway that were reconstructed before 2019 would be resurfaced on average two times by 2050 and segments of freeway that are recommended to be reconstructed in 2016 and beyond would be resurfaced on average one time by 2050. Surface arterial capital costs include the estimated costs of the necessary resurfacing and reconstruction of the 3,154 miles of surface arterials that will require preservation of capacity over the plan design period, the estimated costs of reconstruction and widening with additional traffic lanes of about 175 miles of surface arterials, and the estimated costs of new construction of 54 miles of surface arterials. The estimated costs of resurfacing and reconstruction are based on the estimated lifecycle of existing surface arterials, and include reconstruction of about 52 percent of surface arterials with approximately 66 percent resurfaced once, and 66 percent of the remaining 48 percent resurfaced twice and 33 percent resurfaced three times. Unit costs for surface arterial resurfacing, reconstruction, widening, and new construction vary by cross-section from $0.4 to $14.3 million per mile (rural or urban, divided or undivided, and number of traffic lanes) and are based upon actual project costs over the past several years. The estimated capital cost of surface arterials is $368 million per year, including $330 million for preservation (resurfacing and reconstruction) and $38 million for new arterials and arterials reconstructed with additional traffic lanes. Transit system capital costs include preservation of the existing transit system, including bus replacement on a 15-year schedule and replacement of fixed facilities, and costs associated with the initial phases of the Milwaukee Streetcar and Milwaukee County's BRT line between downtown Milwaukee and the Milwaukee Regional Medical Center, including needed additional vehicles and facilities.*

Highway system operating (and maintenance) costs are based on estimated actual State and local highway system operating costs and verified by application of estimated unit lane-mile costs. Planned highway system operating costs are increased from estimated existing costs based on the proposed increase in the Fiscally Constrained Transportation Plan in arterial highway system lane-miles. Transit system operating (and maintenance) costs are based on existing estimated actual costs and unit costs based on service vehicle-miles and vehicle-hours. Planned transit system operating costs have been decreased from existing system operating costs based on the requisite decrease in transit service vehicle-miles and vehicle-hours to match reasonably expected revenues available.

Federal, State, and local highway capital and operating revenues are based on historical expenditures over the last several years and are documented in Table 1.15 of Chapter 1 of this volume. Federal, State, and local transit capital and operating revenues are based on historical expenditures over the last several years and assessment of available Federal formula and program funds and are documented in Table 1.16.

[b] *Also includes the costs associated with the bicycle and pedestrian, TSM, and TDM elements of the Fiscally Constrained Transportation Plan.*

[c] *Net operating cost (total operating costs less fare-box revenue). Like all amounts in this table, transit system operating costs represent the average annual costs for the transit system during the plan design period (2019-2050). Because the transit system changes in size (and therefore cost) over the life of the plan, the amounts in this table do not represent the operating costs of the full transit system in the year 2050.*

Source: SEWRPC

Table 2.2 as Amended
Average Annual Costs and Revenues Associated with the Fiscally Constrained Transportation System Based on Year of Expenditure: 2019-2050

Cost or Revenue Item	YOE Dollars
Transportation System Cost (average annual 2019-2050 expressed as millions of dollars)[a]	
Arterial Street and Highway System	
Capital	
Freeway Reconstruction	$91
Surface Arterial Reconstruction/Resurfacing and Freeway Resurfacing[b]	633
Subtotal	$724
Operating	137
Highway Subtotal	$861
Transit System	
Capital	$36
Operating[c]	$183
Transit Subtotal	$219
Total	$1,080
Transportation System Revenues (average annual 2019-2050 expressed as millions of dollars)[a]	
Highway Capital	
Freeway Reconstruction (Federal/State)	$85
Surface Arterial Reconstruction/Resurfacing and Freeway Resurfacing	
Federal/State	480
Local	107
Subtotal	$672
Highway Operating	
State	$59
Local	54
Subtotal	$113
Highway Subtotal	$785
Transit Capital	
Federal	$17
Local	8
Subtotal	$25
Transit Operating	
Federal	$27
State	104
Local	52
Subtotal	$183
Transit Subtotal	$208
Total	$993

[a] *The estimated arterial street and highway system and transit system costs include all capital costs and operating and maintenance costs. The estimated costs include the necessary costs to preserve the existing transportation system, such as arterial street resurfacing and reconstruction and transit system bus replacement, and the estimated costs of the transportation system improvement and expansion under the Fiscally Constrained Transportation Plan. The freeway system capital costs include the estimated cost to rebuild 35 miles of the freeway system with additional lanes. Surface arterial capital costs include the estimated costs of the necessary resurfacing and reconstruction of the 3,154 miles of surface arterials that will require preservation of capacity over the plan design period, the estimated costs of reconstruction and widening with additional traffic lanes of about 175 miles of surface arterials, and the estimated costs of new construction of 54 miles of surface arterials.*

The conversion of year 2017 constant dollar cost to year of expenditure cost utilizes inflation rates based upon historical trends. The rate of inflation used for highway costs and transit construction costs of 2.3 percent was provided by WisDOT. The inflation rate of 2.5 percent used for transit vehicle costs is based on the historical increase in the purchase price of transit vehicles as experienced by the transit operators of the Region. With regard to transit operating costs, the inflation rate of 2.0 percent is based on the historical inflation from the Consumer Price Index for the Milwaukee area and discussions with Milwaukee County Transit System staff. The average annual capital and operating costs were calculated by evenly distributing the total year of expenditure costs over 32 years.

Federal, State, and local highway capital and operating revenues are based on historical expenditures over the last several years and are documented in Table 1.15 of Chapter 1 of this volume. Federal, State, and local transit capital and operating revenues are based on historical expenditures over the last several years and assessment of available Federal formula and program funds and are documented in Table 1.16.

[b] *Also includes the costs associated with the bicycle and pedestrian, TSM, and TDM elements of the Fiscally Constrained Transportation Plan.*

[c] *Net operating cost (total operating costs less fare-box revenue). Like all amounts in this table, transit system operating costs represent the average annual costs for the transit system during the plan design period (2019-2050). Because the transit system changes in size (and therefore cost) over the life of the plan, the amounts in this table do not represent the operating costs of the full transit system in the year 2050.*

Source: SEWRPC

Table 2.3 as Amended
Estimated Cost and Potential Schedule of Freeway Construction and Reconstruction: 2019-2050[a]

Period Completed and Open to Traffic	Facility	Limits of Project	Estimated Cost		Estimated Funding-Year of Expenditure Dollars (millions)
			Year 2017 Constant Dollars (millions)[b]	Year of Expenditure Dollars (millions)[b]	
2019 to 2025	IH 94[c]	Illinois to Mitchell Interchange	411.2	450.4	
	Zoo IC[c]	Zoo Interchange (North Leg)	179.5	210.5	
		Subtotal	590.7	660.9	798.7
2026 to 2030	IH 43	Silver Spring Drive to STH 60	504.6	655.5	311.0
2046 to 2050	IH 94	70th Street to 16th Street (including Stadium Interchange)	911.6	1,685.3	1,603.0
		Total	2,006.9	3,001.7	2,712.7

[a] *The schedule shown in this table represents an estimate of the timing of construction and reconstruction for the purposes of comparison of costs and revenues, and is not a recommendation for the schedule of construction and reconstruction. Such a schedule can only be developed by the responsible implementing agency and will necessarily entail frequent updating, for example, due to pavement and structure condition.*

[b] *Constant dollar and year of expenditure cost estimates for projects are reported in the period that the project is expected to be completed and open to traffic. Actual project expenditures will occur over multiple years and could extend over multiple periods dependent on the scope and complexity attendant to each project.*

[c] *Project is currently underway. Only those construction costs programmed for years 2019 through 2050 are included.*

Source: Wisconsin Department of Transportation and SEWRPC

Table 2.4 as Amended
Estimated Cost and Potential Schedule of Larger Surface Arterial Construction and Reconstruction Projects[a, b]

Period Completed and Open to Traffic	County	Facility	Limits of Project	Cost (Millions 2017 Dollars)[c]	Cost (Millions Year of Expenditure Dollars)	Mileage
2019 to 2020	Kenosha	CTH S (part)	CTH H to STH 31	9.6		1.9
	Waukesha	CTH M (part)	CTH YY to Highland Drive and Lilly Road to 124th Street	14.0		1.7
	Waukesha	Waukesha West Bypass	Summit Avenue to STH 59	37.3		3.3
			Subtotal	60.9	64.5	6.9
2021 to 2025	Kenosha	CTH S (part)	E. Frontage Road to CTH H	8.1		1.9
	Kenosha	STH 50	IH 94 to 39th Avenue	65.3		4.8
	Kenosha/Racine	CTH KR	IH 94 to Old Green Bay Road	74.1		4.4
	Waukesha	CTH M (part)	CTH Y to CTH YY	23.9		2.9
			Subtotal	171.4	496.6	14.0
2026 to 2030	Kenosha	CTH H (Part)	CTH S to STH 50	18.7		2.6
	Ozaukee	CTH W (part)	Highland Road to W. Glen Oaks Lane	7.2		1.0
	Milwaukee and Racine	STH 32	STH 100 to Five Mile Road	31.6		5.1
	Kenosha/Racine	CTH KR	Old Green Bay Road to STH 32	20.7		2.8
	Walworth	STH 50	IH 43 to STH 67	24.9		4.3
	Waukesha	STH 83	USH 18 to Phylis Parkway	33.7		2.4
	Waukesha	STH 83	Mariner Drive to STH 16	33.7		3.6
	Waukesha	CTH D (part)	Milwaukee County line to Calhoun Road	12.7		3.0
	Waukesha	CTH Y (part)	Hickory Trail to Downing Drive	16.9		4.0
			Subtotal	200.1	257.1	28.8
2031 to 2035	Kenosha	CTH H (Part)	STH 50 to STH 165	13.9		3.0
	Milwaukee	USH 45/STH 100	Rawson Avenue to 60th Street	23.5		4.8
	Racine	STH 20	IH 94 to Oaks Road	43.9		4.5
	Waukesha	Pilgrim Road	USH 18 to Lisbon Road	34.6		4.8
	Waukesha	CTH SR/Town Line Road extension (part)	CTH JJ to STH 190	23.1		3.2
	Waukesha	CTH Y (part)	CTH L to College Avenue	12.1		2.1
			Subtotal	151.1	174.0	22.4
2036 to 2040	Ozaukee	CTH W (part)	CTH V to Lakeland Road	22.4		3.1
	Waukesha	STH 67 (part)	CTH DR to USH 18	14.1		2.9
	Waukesha	STH 190	STH 16 to Brookfield Road	52.4		5.4
	Waukesha	CTH D (part)	Calhoun Road to STH 59/164	16.3		3.8
			Subtotal	105.2	169.7	15.2
2041 to 2045	Ozaukee	CTH W (part)	Lakeland Road to Highland Road	22.2		3.1
	Waukesha	STH 59/164	CTH XX to Arcadian Avenue	55.3		4.8
	Waukesha	CTH SR/Town Line Road extension (part)	STH 190 to Weyer Road	7.8		1.5
			Subtotal	85.3	154.1	9.4
			Total	774.0	1,016.0	96.7

[a] *The projects included in this table involve new construction or widening with a cumulative length of four or more miles.*

[b] *The schedule shown in this table represents an estimate of the timing of construction and reconstruction for the purposes of comparison of costs and revenues, and is not a recommendation for the schedule of construction and reconstruction. Such a schedule can only be developed by the responsible implementing agency and will necessarily entail frequent updating, for example, due to pavement and structure condition.*

[c] *Cost of construction does not include the cost of right-of-way required for the project.*

Source: SEWRPC

Table 2.5 as Amended
Fixed-Route Public Transit Service Levels: Fiscally Constrained Transportation Plan

Average Weekday Transit Service Characteristics	Existing (2014)	Fiscally Constrained Transportation Plan (2050)
Revenue Vehicle-Hours		
Rapid Transit	--	90
Commuter Rail	<10	<10
Commuter Bus	270	80
Express Bus	500	--
Local Transit	3,980	4,100
Total	4,750	4,270
Revenue Vehicle-Miles		
Rapid Transit	--	2,200
Commuter Rail	100	100
Commuter Bus	5,800	2,300
Express Bus	6,300	--
Local Transit	48,200	48,600
Total	60,400	53,200

Source: SEWRPC

Map 2.1 as Amended
Transit Services: Fiscally Constrained Transportation Plan

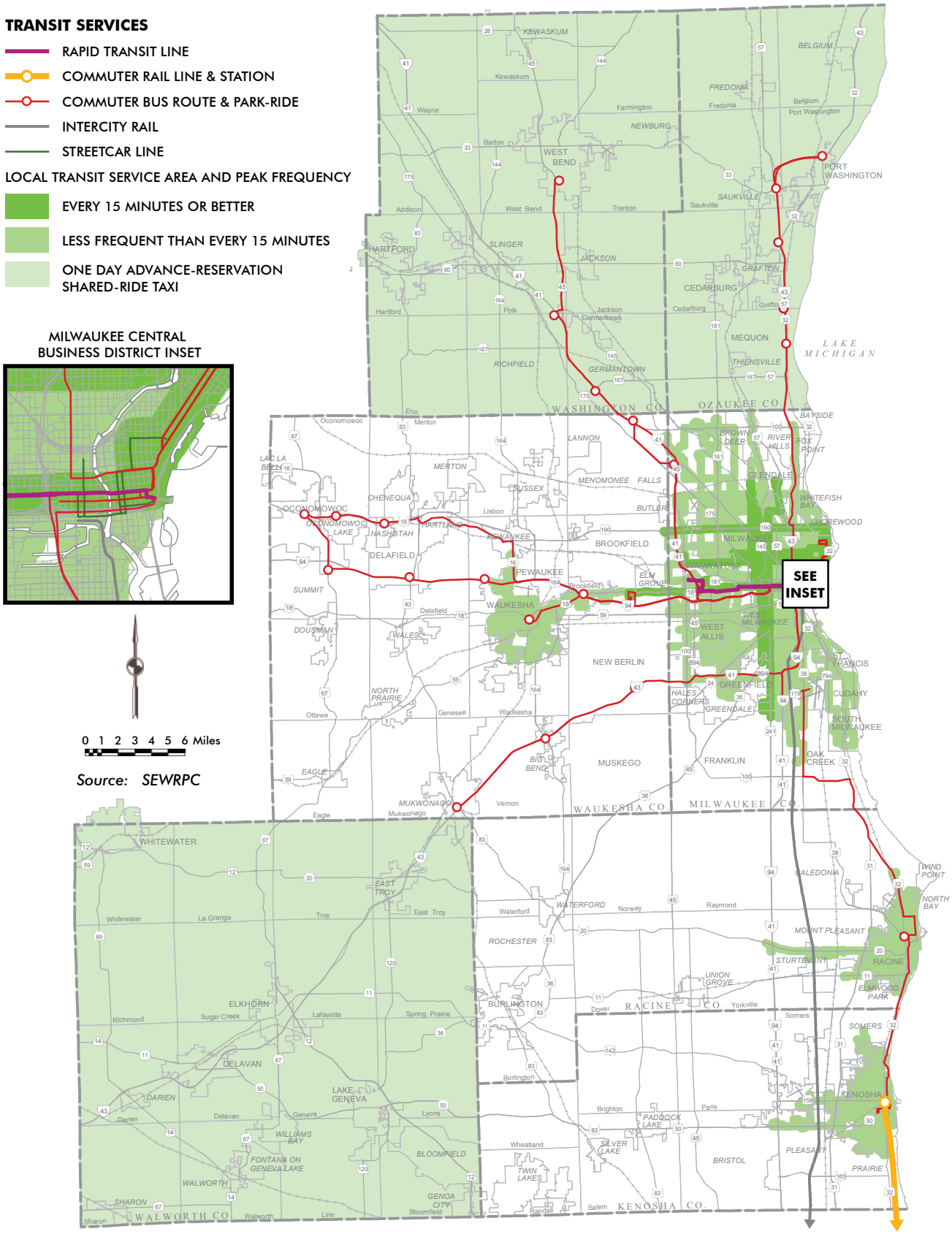


Table 2.7 as Amended
Miles of Bicycle Facilities: Fiscally Constrained Transportation Plan

Bicycle Facility	Estimated Mileages	
	Existing (2015)	Fiscally Constrained Transportation Plan (2050)
On-street Accommodations		
Standard	814.7	3,029.0
Enhanced	71.8	374.2
Off-Street Paths	299.2	708.8

Source: SEWRPC

Map 2.2 as Amended
Bicycle Network: Fiscally Constrained Transportation Plan

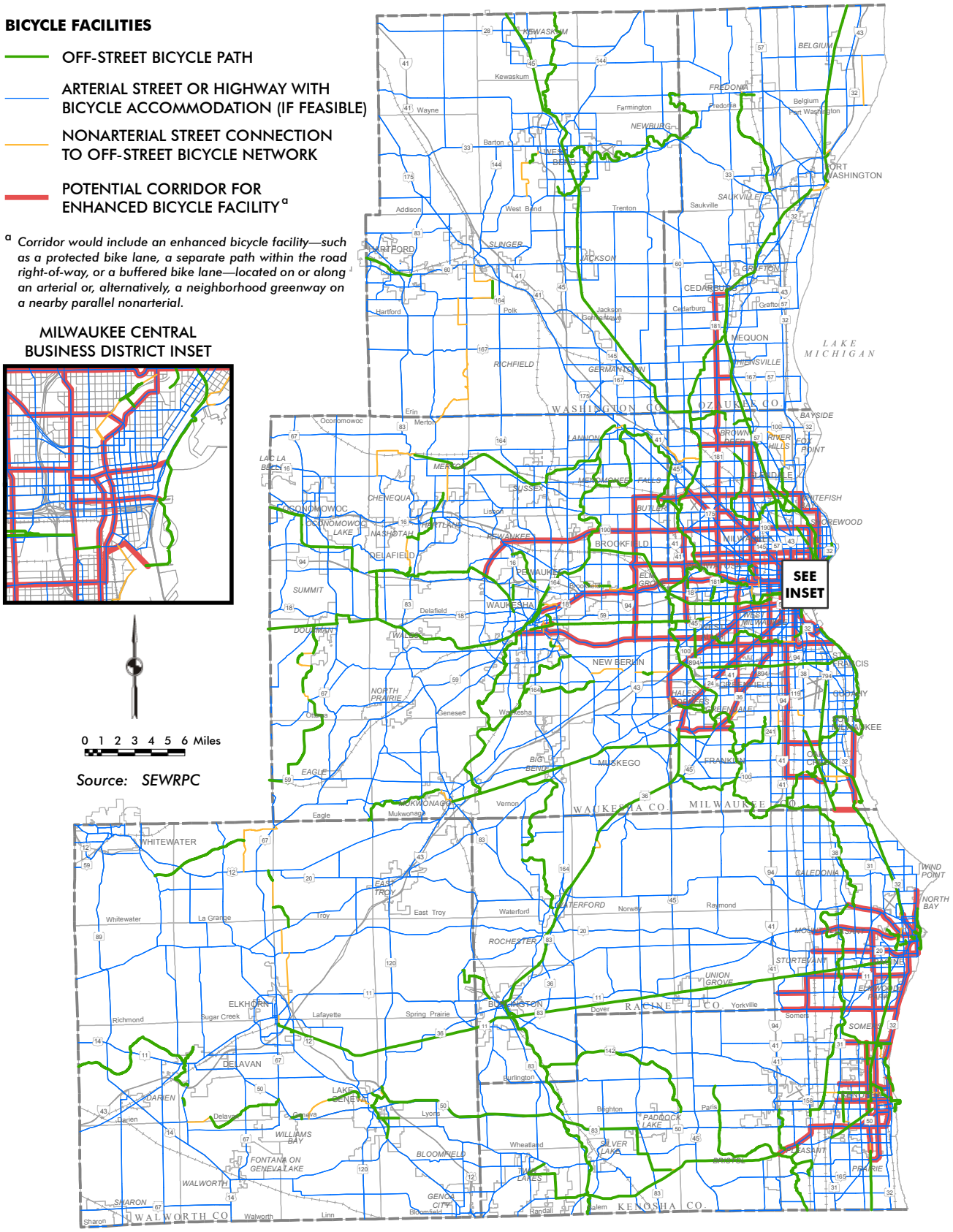
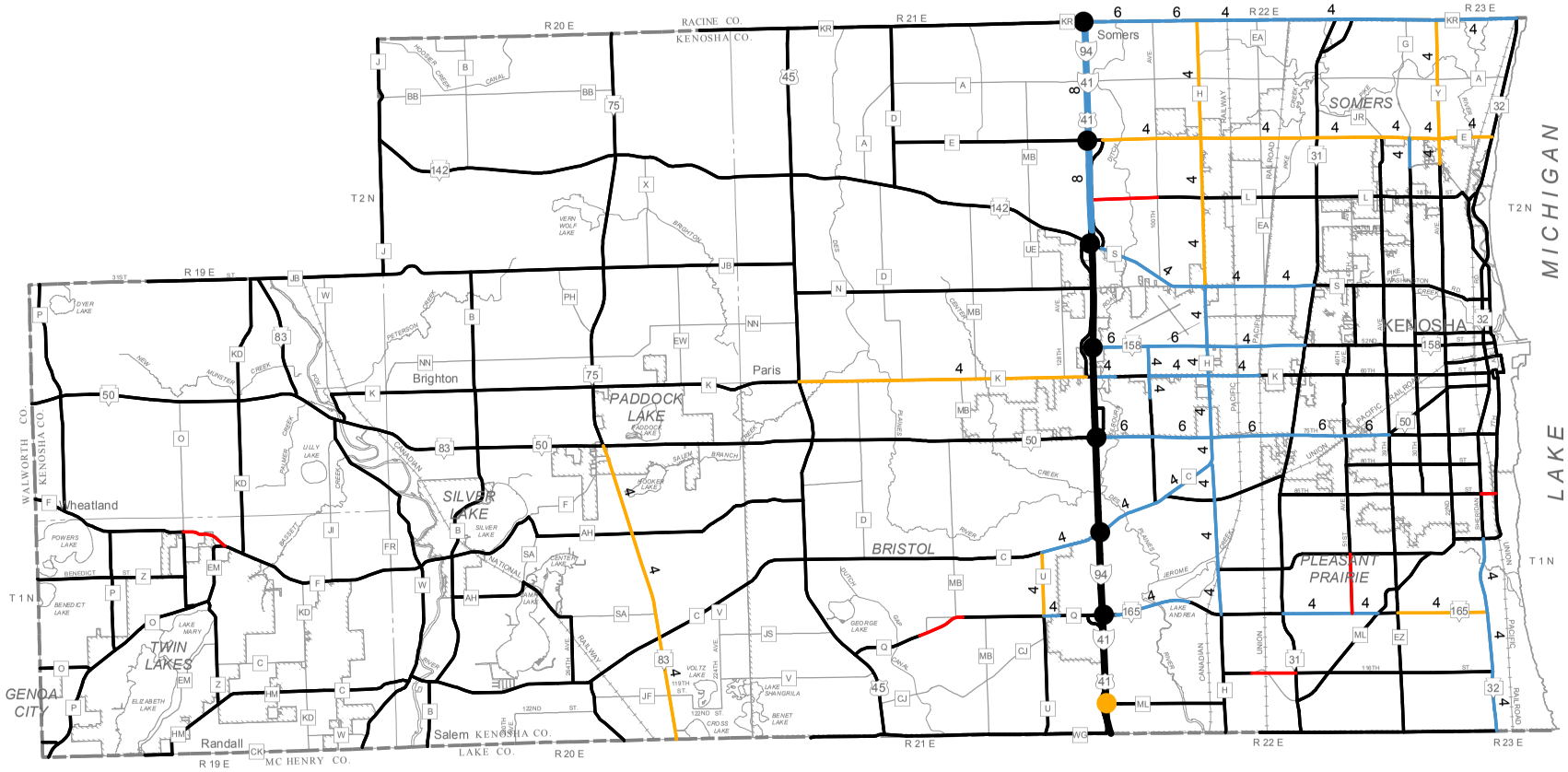


Table 2.8 as Amended
Arterial Street and Highway System Preservation, Improvement, and Expansion by Arterial Facility Type by County: Fiscally Constrained Transportation Plan

County	Arterial Facility Type	System Preservation (miles)	System Improvement (miles)	System Expansion (miles)	Total Miles
Kenosha	Freeway	8.5	3.5	0.0	12.0
	Surface Arterial	315.8	33.4	4.7	353.9
	Subtotal	324.3	36.9	4.7	365.9
Milwaukee	Freeway	57.5	10.3	0.0	67.8
	Surface Arterial	719.3	11.3	0.5	731.1
	Subtotal	776.8	21.6	0.5	798.9
Ozaukee	Freeway	18.8	8.7	0.0	27.5
	Surface Arterial	262.4	18.5	2.7	283.6
	Subtotal	281.2	27.2	2.7	311.1
Racine	Freeway	0.0	12.0	0.0	12.0
	Surface Arterial	405.6	22.2	12.1	436.9
	Subtotal	405.6	34.2	12.1	448.9
Walworth	Freeway	49.8	0.0	0.0	49.8
	Surface Arterial	414.3	4.3	10.3	428.9
	Subtotal	464.1	4.3	10.3	478.7
Washington	Freeway	42.2	0.0	0.0	42.2
	Surface Arterial	388.8	8.7	16.9	414.4
	Subtotal	431.0	8.7	16.9	456.6
Waukesha	Freeway	58.8	0.0	0.0	58.8
	Surface Arterial	647.7	76.3	7.2	731.2
	Subtotal	706.5	76.3	7.2	790.0
Region	Freeway	235.6	34.5	0.0	270.1
	Surface Arterial	3,153.9	174.7	54.4	3,383.0
	Total	3,389.5	209.2	54.4	3,653.1

Source: SEWRPC

Map 2.3 as Amended
Functional Improvements to the Arterial Street and Highway System in Kenosha County: Fiscally Constrained Transportation Plan



ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE POTENTIAL FUTURE IMPROVEMENT BEYOND 2050 (ADDITIONAL LANES OR NEW FACILITY)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR IMPROVED FACILITY, INCLUDING RIGHT-OF-WAY RESERVATIONS (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

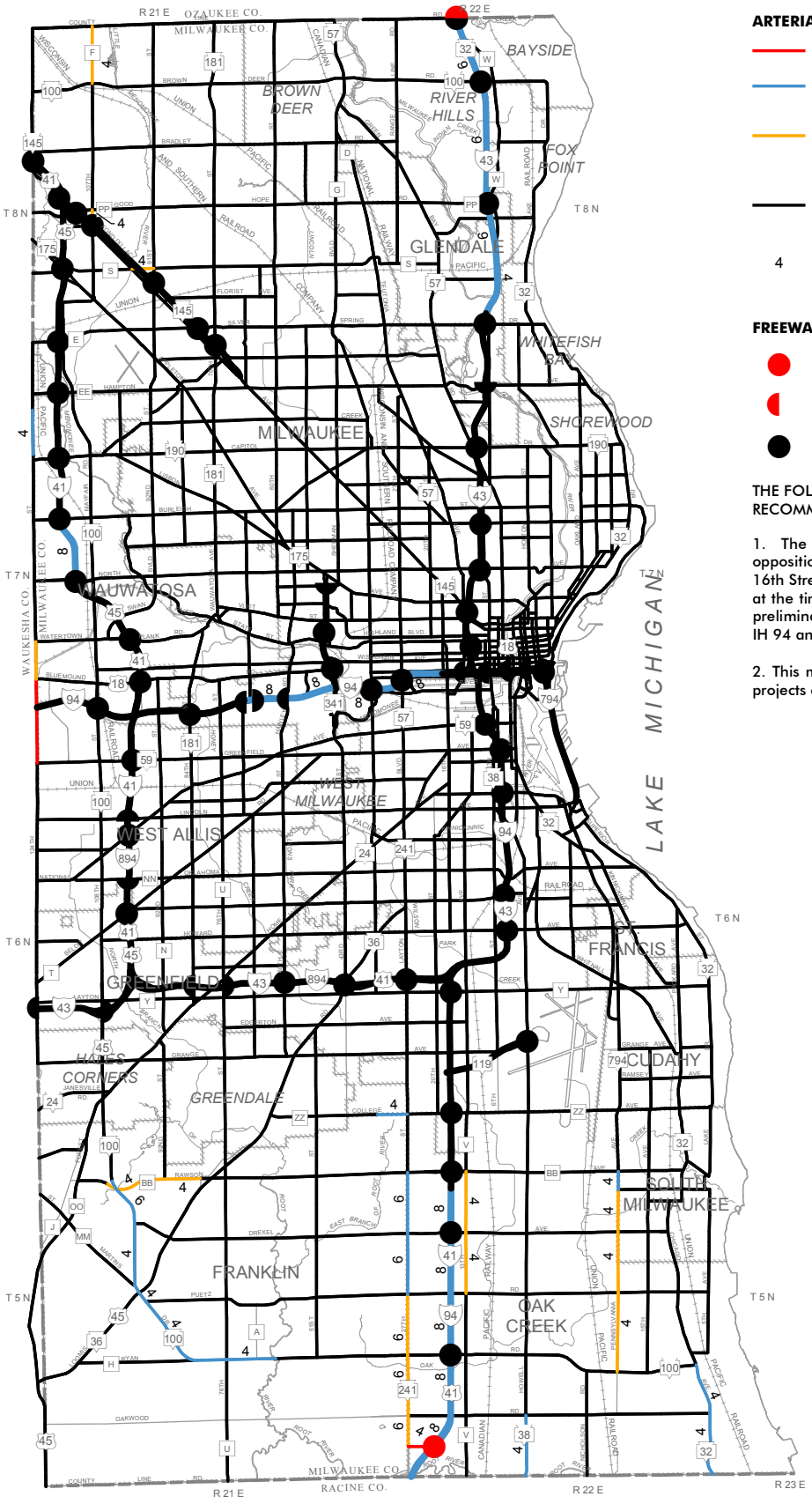
- EXISTING
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (POTENTIAL NEW INTERCHANGE)

Note: This map has been updated to not show capacity expansion projects completed through the end of 2018.

0 1 2 3 Miles

Source: SEWRPC

Map 2.4 as Amended
Functional Improvements to the Arterial Street and Highway System in Milwaukee County: Fiscally Constrained Transportation Plan



ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE POTENTIAL FUTURE IMPROVEMENT BEYOND 2050 (ADDITIONAL LANES OR NEW FACILITY)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 — NUMBER OF TRAFFIC LANES FOR NEW OR IMPROVED FACILITY, INCLUDING RIGHT-OF-WAY RESERVATIONS (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

- NEW
- HALF NEW
- EXISTING

THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

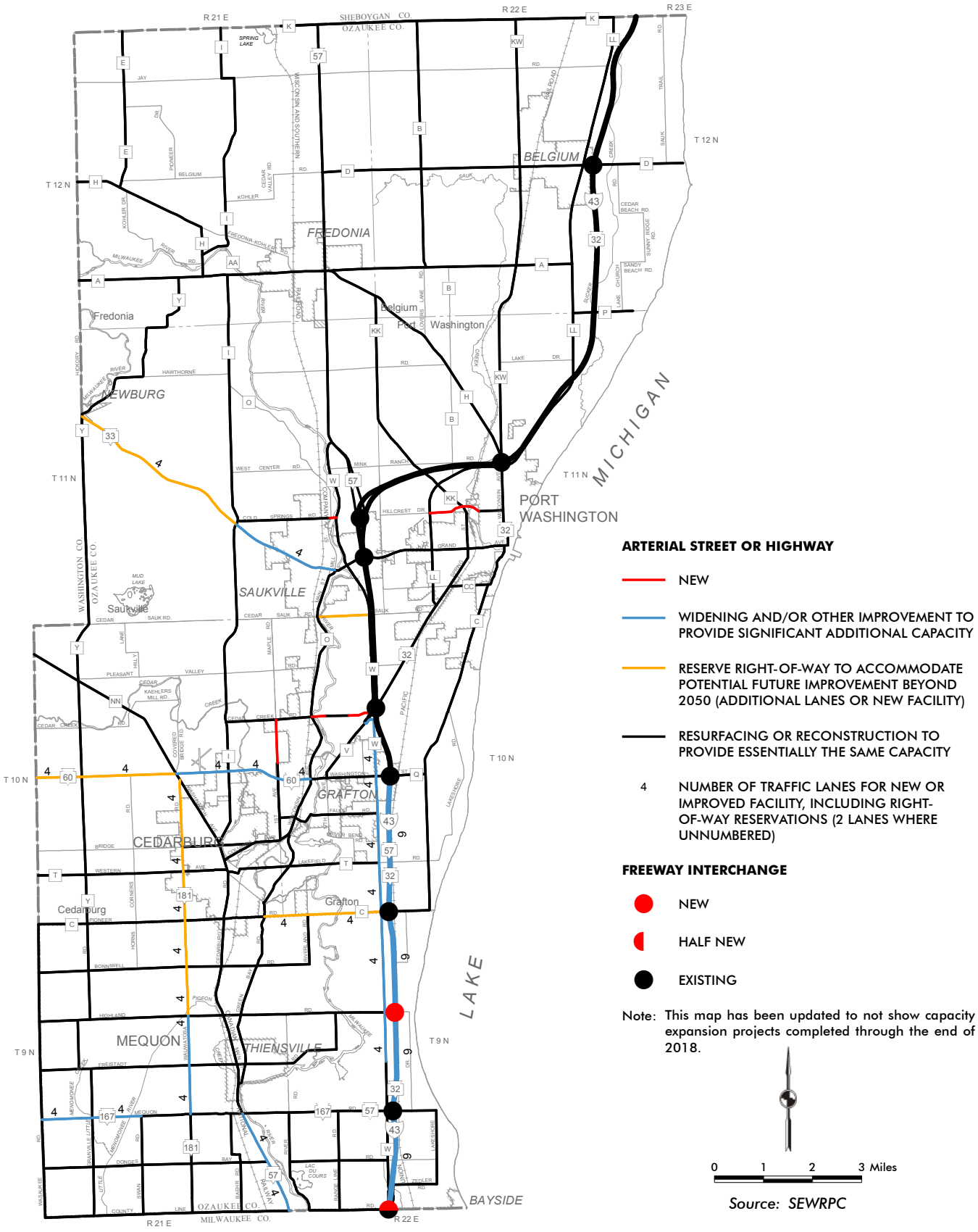
1. The Cities of Milwaukee and Wauwatosa expressed opposition to the widening of IH 94 between 70th Street and 16th Street, which is considered a committed project as WisDOT, at the time VISION 2050 was completed, had nearly completed preliminary engineering for the reconstruction of this segment of IH 94 and their preferred alternative includes its widening.

2. This map has been updated to not show capacity expansion projects completed through the end of 2018.

0 1 2 3 Miles

Source: SEWRPC

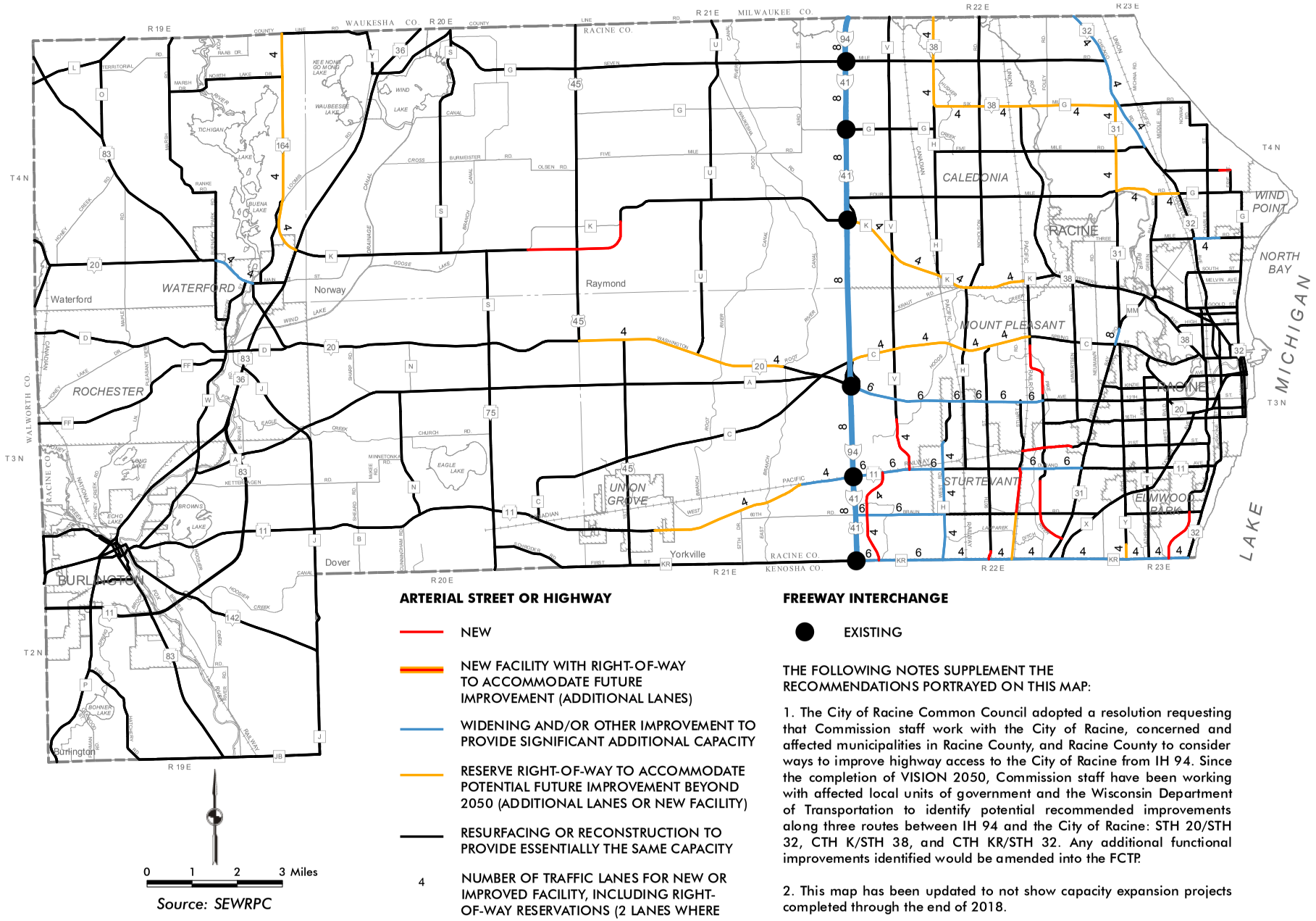
Map 2.5 as Amended
Functional Improvements to the Arterial Street and Highway System in Ozaukee County: Fiscally Constrained Transportation Plan



Note: This map has been updated to not show capacity expansion projects completed through the end of 2018.

Source: SEWRPC

Map 2.6 as Amended
Functional Improvements to the Arterial Street and Highway System in Racine County: Fiscally Constrained Transportation Plan



Source: SEWRPC

ARTERIAL STREET OR HIGHWAY

- NEW
- NEW FACILITY WITH RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES)
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE POTENTIAL FUTURE IMPROVEMENT BEYOND 2050 (ADDITIONAL LANES OR NEW FACILITY)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR IMPROVED FACILITY, INCLUDING RIGHT-OF-WAY RESERVATIONS (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

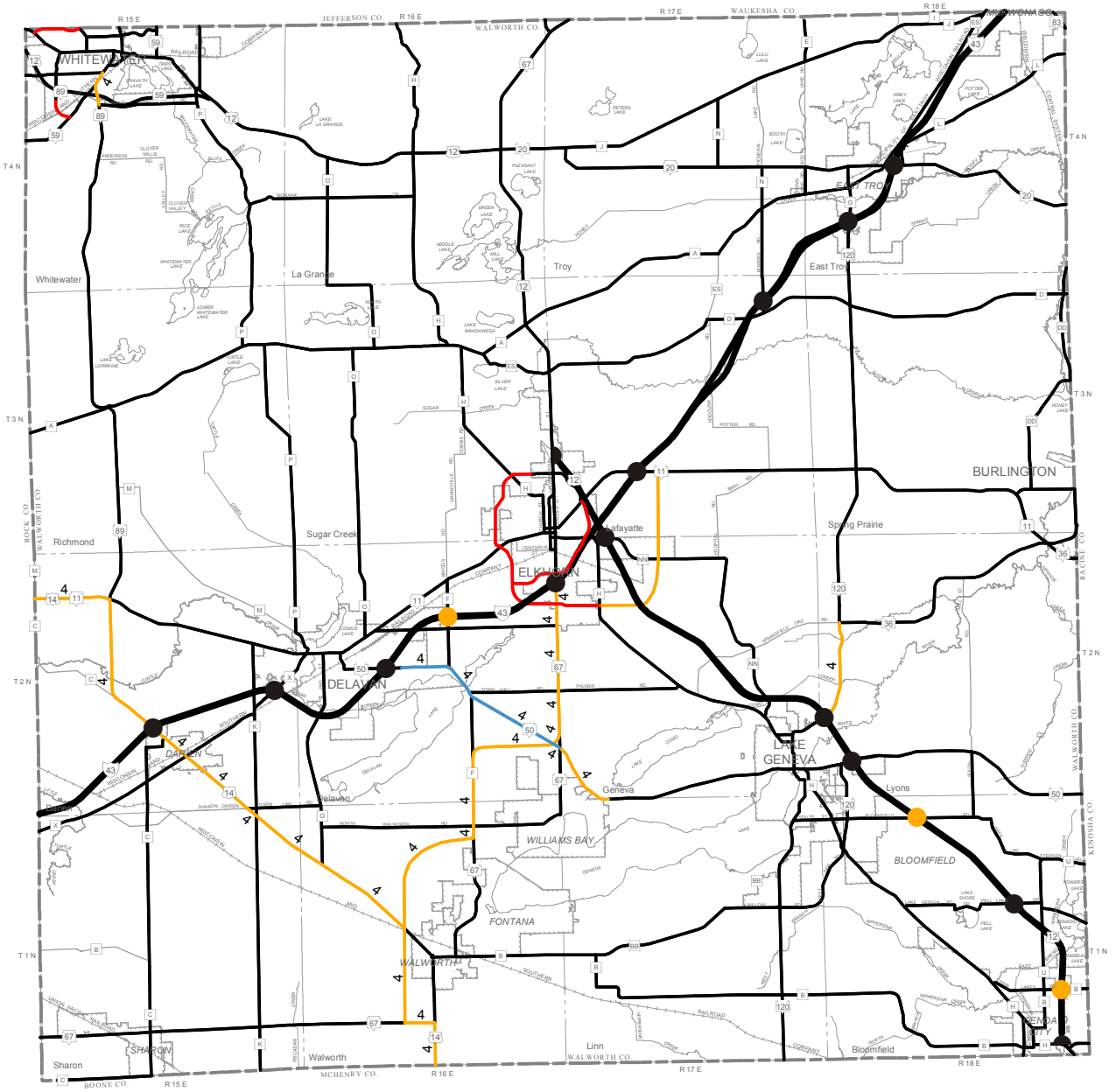
- EXISTING

THE FOLLOWING NOTES SUPPLEMENT THE RECOMMENDATIONS PORTRAYED ON THIS MAP:

1. The City of Racine Common Council adopted a resolution requesting that Commission staff work with the City of Racine, concerned and affected municipalities in Racine County, and Racine County to consider ways to improve highway access to the City of Racine from IH 94. Since the completion of VISION 2050, Commission staff have been working with affected local units of government and the Wisconsin Department of Transportation to identify potential recommended improvements along three routes between IH 94 and the City of Racine: STH 20/STH 32, CTH K/STH 38, and CTH KR/STH 32. Any additional functional improvements identified would be amended into the FCTP.

2. This map has been updated to not show capacity expansion projects completed through the end of 2018.

Map 2.7 as Amended
Functional Improvements to the Arterial Street and Highway System in Walworth County: Fiscally Constrained Transportation Plan



ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE POTENTIAL FUTURE IMPROVEMENT BEYOND 2050 (ADDITIONAL LANES OR NEW FACILITY)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR IMPROVED FACILITY, INCLUDING RIGHT-OF-WAY RESERVATIONS (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

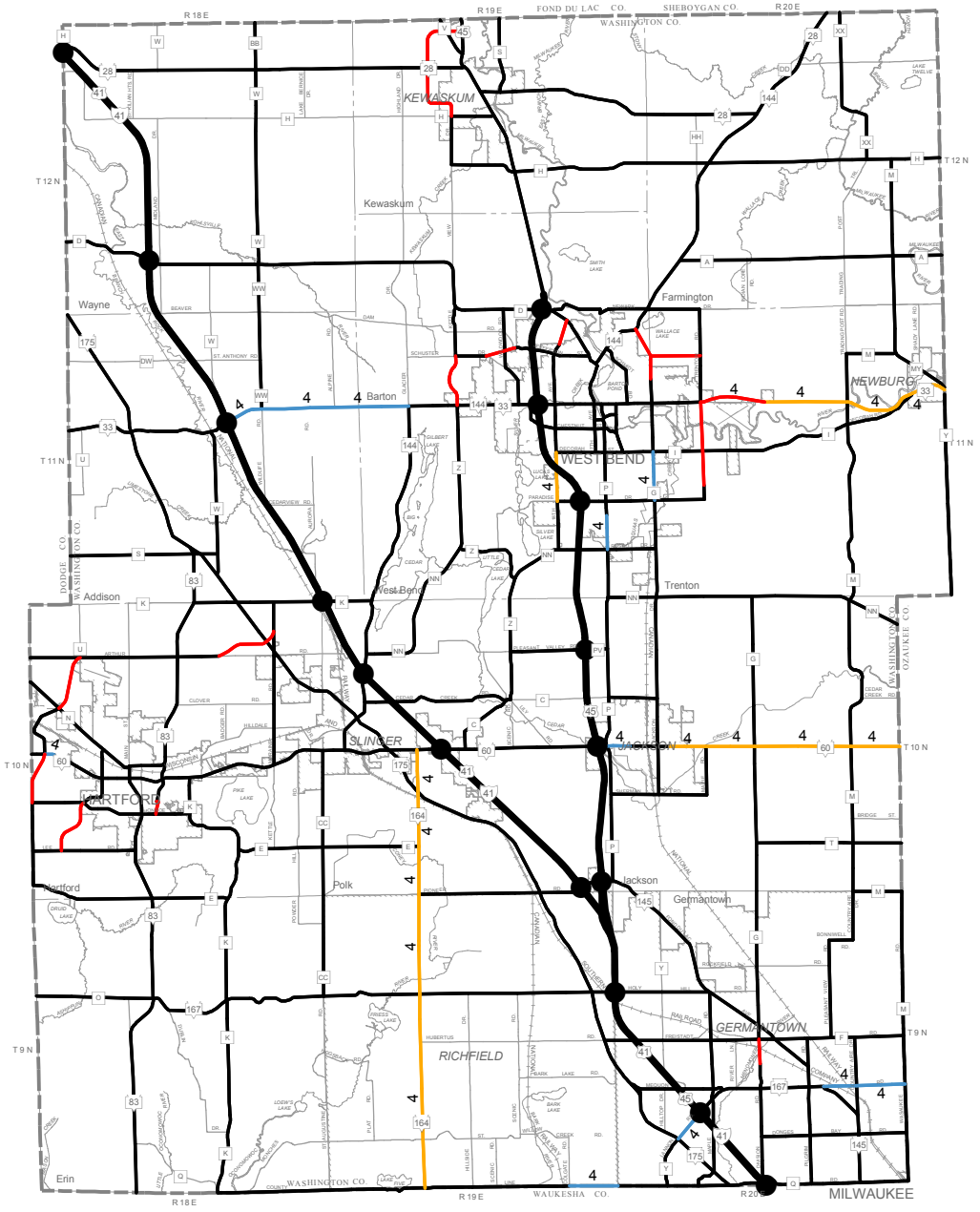
- EXISTING
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE POTENTIAL FUTURE IMPROVEMENT BEYOND 2050 (POTENTIAL NEW INTERCHANGE)

Note: This map has been updated to not show capacity expansion projects completed through the end of 2018.

0 1 2 3 Miles

Source: SEWRPC

Map 2.8 as Amended
Functional Improvements to the Arterial Street and Highway System in Washington County: Fiscally Constrained Transportation Plan



ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE POTENTIAL FUTURE IMPROVEMENT BEYOND 2050 (ADDITIONAL LANES OR NEW FACILITY)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR IMPROVED FACILITY, INCLUDING RIGHT-OF-WAY RESERVATIONS (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

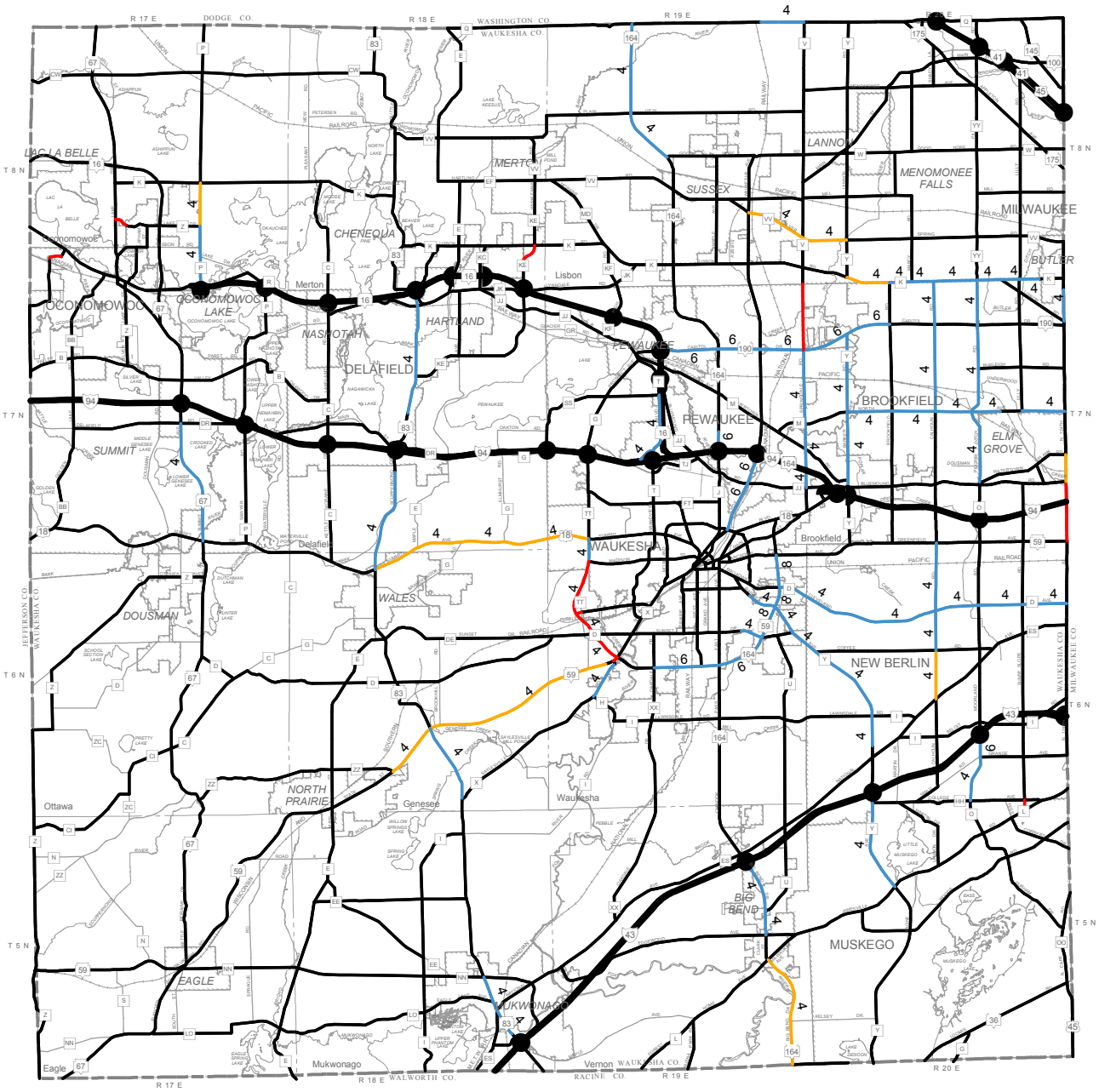
- EXISTING

Note: This map has been updated to not show capacity expansion projects completed through the end of 2018.

0 1 2 3 Miles

Source: SEWRPC

Map 2.9 as Amended
Functional Improvements to the Arterial Street and Highway System in Waukesha County: Fiscally Constrained Transportation Plan



ARTERIAL STREET OR HIGHWAY

- NEW
- WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY
- RESERVE RIGHT-OF-WAY TO ACCOMMODATE POTENTIAL FUTURE IMPROVEMENT BEYOND 2050 (ADDITIONAL LANES OR NEW FACILITY)
- RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY
- 4 NUMBER OF TRAFFIC LANES FOR NEW OR IMPROVED FACILITY, INCLUDING RIGHT-OF-WAY RESERVATIONS (2 LANES WHERE UNNUMBERED)

FREEWAY INTERCHANGE

- EXISTING

Note: This map has been updated to not show capacity expansion projects completed through the end of 2018.

0 1 2 3 Miles

Source: SEWRPC

Table O.1 as Amended
Population in the Region by Sewer Service Area: Existing 2010, 2050 Recommended Plan, and 2050 High-Growth Scenario

	Sewer Service Area	Existing Population: 2010			Sewered Population: 2050	
		Sewered	Unsewered[a]	Total	Recommended Plan	High-Growth Scenario
Kenosha County	Bristol[b]	1,780	690	2,470	5,080	7,400
	Kenosha	124,870	2,870	127,740	188,510	210,550
	Paddock Lake	3,000	20	3,020	5,890	7,100
	Powers Lake (part)	--	1,600	1,600	1,730	2,610
	Racine (part)	1,010	--	1,010	1,430	1,430
	Salem	11,130	400	11,530	21,310	26,050
	Silver Lake	2,380	870	3,250	5,670	5,750
	Twin Lakes	5,980	660	6,640	11,530	12,700
Milwaukee County	Franklin	35,980	710	36,690	51,150	54,900
	Oak Creek	34,760	60	34,820	49,800	56,730
	South Milwaukee	21,130	--	21,130	21,230	21,680
	Balance of Milwaukee County	855,090	10	855,100	896,910	1,002,770
Ozaukee County	Belgium	2,260	10	2,270	3,000	5,220
	Cedarburg	11,610	1,770	13,380	16,550	24,280
	Fredonia	2,260	30	2,290	3,330	6,750
	Grafton	11,950	1,400	13,350	18,440	25,480
	Lake Church	--	520	520	550	550
	Mequon/Thiensville	23,700	200	23,900	30,040	34,930
	Newburg (part)	120	60	180	330	730
	Port Washington	11,470	510	11,980	15,640	18,230
	Saukville	4,460	540	5,000	6,310	9,490
	Waubeka	--	620	620	600	600
Racine County	Bohner Lake	2,160	200	2,360	2,330	2,790
	Burlington[c]	12,880	370	13,250	16,510	21,440
	Caddy Vista	600	70	670	1,110	1,840
	Eagle Lake	1,640	70	1,710	2,170	3,770
	Ives Grove	250	90	340	380	570
	Racine (part)	134,930	1,860	136,790	170,490	213,810
	Union Grove[d]	5,730	220	5,950	7,910	11,440
	Western Racine County Sewerage District	12,370	380	12,750	16,360	21,930
	Wind Lake	5,580	70	5,650	5,810	8,200
Walworth County	Darien	1,630	80	1,710	2,990	3,600
	Delavan/Delavan Lake	12,920	530	13,450	19,810	30,560
	East Troy[e]	5,690	750	6,440	11,320	13,620
	Elkhorn	10,120	1,050	11,170	15,840	21,790
	Fontana/Walworth	4,700	380	5,080	6,990	11,380
	Geneva National/Lake Como	3,020	170	3,190	4,120	5,630
	Genoa City	3,070	10	3,080	4,260	6,990
	Lake Geneva	8,600	670	9,270	14,520	16,010
	Lyons[f]	1,390	210	1,600	2,770	3,640
	Mukwonago (part)	50	260	310	2,280	3,080
	Pell Lake	3,670	50	3,720	5,040	5,780
	Powers Lake (part)	--	490	490	1,080	1,080
	Sharon	1,640	10	1,650	2,660	3,020
	Whitewater (part)	11,110	230	11,340	14,950	17,820
	Williams Bay	2,840	460	3,300	4,500	6,190

Table continued on next page.

Table O.1 as Amended (Continued)

	Sewer Service Area	Existing Population: 2010			Sewered Population: 2050	
		Sewered	Unsewered[a]	Total	Recommended Plan	High-Growth Scenario
Washington County	Allenton	740	130	870	1,810	3,620
	Germantown	16,670	930	17,600	29,080	34,500
	Hartford (part)	15,190	830	16,020	20,570	34,030
	Jackson	7,350	430	7,780	11,570	15,160
	Kewaskum	4,030	100	4,130	6,330	9,800
	Newburg (part)	1,170	460	1,630	2,010	3,490
	Slinger	5,530	460	5,990	9,850	13,200
	West Bend	33,630	1,570	35,200	53,770	64,210
Waukesha County	Big Bend	--	2,600	2,600	2,760	3,850
	Brookfield East[g]	17,360	--	17,360	19,160	21,320
	Brookfield West[h]	26,760	120	26,880	32,290	34,140
	Butler	1,800	--	1,800	1,830	1,830
	Delafield[i]	8,140	2,970	11,110	14,010	15,880
	Dousman[J]	2,710	2,020	4,730	5,950	10,310
	Eagle Spring Lake/Mukwonago Park/ Rainbow Springs	--	600	600	570	570
	Elm Grove	5,370	--	5,370	5,670	6,960
	Golden Lake	--	170	170	180	180
	Hartland	10,070	850	10,920	12,770	14,330
	Lake Country[k]	2,650	10,960	13,610	15,060	18,040
	Lannon	1,300	90	1,390	2,360	3,930
	Menomonee Falls East[l]	31,290	540	31,830	35,810	40,780
	Menomonee Falls West[m]	2,790	300	3,090	8,940	12,030
	Mukwonago (part)	7,380	1,330	8,710	13,900	15,350
	Muskego[n]	21,840	210	22,050	33,510	37,740
	Muskego South[o]	1,080	170	1,250	1,460	2,240
	New Berlin[p]	33,060	920	33,980	38,240	39,420
	Oconomowoc[q]	17,790	880	18,670	26,090	41,380
	Pewaukee[r]	23,520	1,640	25,160	36,410	43,410
	Sussex/Lisbon	12,650	1,170	13,820	21,490	27,100
	Wales	--	770	770	870	2,310
	Waukesha	73,580	8,080	81,660	96,290	113,610

[a] Existing 2010 unsewered population within sewer service areas envisioned under the land use component of VISION 2050—proposed to be sewered under plan conditions.
[b] Includes George Lake Sewer Service Area.
[c] Includes Browns Lake Sewer Service Area.
[d] Includes Southern Wisconsin Center area.
[e] Includes Alpine Valley and Potter Lake Sewer Service Areas.
[f] Includes Country Estates Sanitary District Sewer Service Area.
[g] Includes area of the City of Brookfield tributary to the Milwaukee Metropolitan Sewerage District.
[h] Includes area of the City of Brookfield tributary to the Fox River Water Pollution Control Commission sewage treatment plant, along with small areas of the Village of Menomonee Falls and the City of New Berlin tributary to that treatment plant.
[i] Includes Village of Nashotah and Nemahbin Lakes Sewer Service Area.
[J] Includes Lower Genesee Lake, Pretty Lake, and School Section Lake Sewer Service Areas.
[k] Includes the following sewer service areas located generally east of the City of Oconomowoc: Ashippun Lake, Beaver Lake, Lake Keesus, North Lake, Oconomowoc Lake, Okauchee Lake, Pine Lake, and the Village of Merton.
[l] Includes area of the Village of Menomonee Falls tributary to the Milwaukee Metropolitan Sewerage District.
[m] Includes area of the Village of Menomonee Falls tributary to the Sussex sewage treatment plant.
[n] Includes area of the City of Muskego tributary to the Milwaukee Metropolitan Sewerage District.
[o] Includes area of the City of Muskego tributary to the Town of Norway Sanitary District No. 1 sewage treatment plant.
[p] Includes area of the City of New Berlin tributary to the Milwaukee Metropolitan Sewerage District.
[q] Includes the Village of Lac La Belle Sewer Service Area.
[r] Includes the City and Village of Pewaukee and Pewaukee Lake Sewer Service Areas.

Source: SEWRPC

APPENDIX B

EQUITY ANALYSIS OF AMENDED LAND USE COMPONENT

INTRODUCTION

This appendix documents an evaluation of the potential benefits and impacts of the amended VISION 2050 land use component on the Region's minority populations, low-income populations, and people with disabilities (environmental justice populations). The land use component was evaluated based on the degree to which the Region's environmental justice populations (shown on Maps C.1 through C.8 in Appendix C) would receive a proportionate share of benefits or a disproportionate share of adverse impacts compared to the Region's population as a whole.

PERTINENT VISION 2050 LAND USE RECOMMENDATIONS

As previously noted in the amendment document, local planning will necessarily continue for many years around the Foxconn manufacturing campus. In anticipation of this planning, the amendment document highlights key VISION 2050 land use recommendations already included in the plan that can provide guidance to communities in the primary impact area of the main Foxconn campus. The key land use recommendations highlighted in the amendment include the following:

- **Recommendation 1.1: Develop urban service areas with a mix of housing types and land uses**
- **Recommendation 1.3: Focus new urban development in areas that can be efficiently served by essential municipal facilities and services**
- **Recommendation 1.6: Provide a mix of housing types near employment supporting land uses**
- **Recommendations 1.10, 1.11, and 1.12: Preserve primary environmental corridors, Preserve secondary environmental corridors and isolated natural areas, Preserve natural areas and critical species habitat sites**
- **Recommendation 1.13: Preserve productive agricultural land**

These key land use recommendations focus on compact development within urban service areas, preserving environmentally significant lands, and preserving highly productive agricultural lands. Incorporating key VISION 2050 land use recommendations in

future community planning decisions in communities experiencing growth related to development of the main Foxconn campus would have several benefits to the communities and those who may seek to work and live within the communities, including:

- Increasing racial and economic integration in the primary impact area
- Promoting a variety of housing options near employment
- Supporting public transit connections between housing and employment
- Reducing the distance needed to travel between destinations
- Meeting the needs of the Region's aging population
- Promoting walkable neighborhoods that encourage active lifestyles and a sense of community
- Encouraging and accommodating economic growth
- Positioning the Region to attract potential workers and employers
- Minimizing the cost of public infrastructure and services
- Minimizing impacts on natural and agricultural resources
- Minimizing impacts to water resources and air quality

The land use equity analysis from the original VISION 2050 plan concluded that Recommendations 1.1, 1.3, and 1.6 would have a positive impact on the Region's environmental justice populations and Recommendations 1.10, 1.11, 1.12, and 1.13 would have a positive impact on the Region's population as a whole. The same conclusions can be drawn for the amendment if communities within the primary impact area implement the recommendations.

LAND USE COMPONENT AS AMENDED

Revisions to the recommended regional land use development pattern are intended to accommodate the additional jobs and population related to development associated with Foxconn. Many of the additional residents and jobs included in the amendment are necessarily allocated within the primary impact area, which includes the main Foxconn manufacturing campus. Much of the new development is anticipated to be industrial and commercial in nature. Residential development envisioned for this area would be consistent with the VISION 2050 Mixed-Use Traditional Neighborhood and Small Lot Traditional Neighborhood Land Use Categories. It would consist of a mix of housing types, including multifamily housing and single-family homes on lots of 1/4 acre or less. Recreational and institutional uses such as parks and schools are also envisioned.

If implemented by local governments, the recommended land use development pattern within the primary impact area as revised would allow for the development of a mix of housing types that tend to be more affordable to a wider range of households than single-family homes on larger lots. This would increase access to new job opportunities for low- and moderate-income households, promote a balance between jobs and housing, and promote opportunities to affirmatively further fair housing. It would also promote additional recommendations set forth in the regional housing plan.[5] These outcomes would have a positive impact on the Region's environmental justice populations.

[5] *The regional housing plan, documented in SEWRPC Planning Report No. 54, includes a set of recommendations that address the following housing issues: affordable housing, fair housing, job/housing balance, accessible housing, subsidized and tax credit housing, and housing development practices.*

The recommended development pattern would also support public transit service in the primary impact area, which would increase access to new job opportunities for low- and moderate-income households and have a positive impact on the Region's environmental justice populations. In addition, the recommended land use development pattern includes a mix of land uses, which would support the development of walkable neighborhoods. Walkable neighborhoods encourage active lifestyles, which would have a positive impact on the population as a whole in the primary impact area.

The amendment also includes changes to the planned public sanitary sewer service areas to incorporate an amendment to the adopted sewer service area for the City of Racine and environs (to help accommodate the Foxconn campus and ancillary development) and an amendment to the adopted sewer service area of the Greater Kenosha Sanitary Sewer Service Area.[6] While these amendments increase the size of their respective sewer service areas, the recommended compact development pattern of the VISION 2050 amendment encourages development that can be served efficiently and cost-effectively with essential municipal services. Such development would have a positive impact on the population as a whole in the primary impact area. The compact development pattern would also minimize impacts to natural and agricultural resources, which would have a positive impact on the Region's population as a whole.

CONCLUSION

The equity analysis of the original plan concluded that all of the land use recommendations, including the key recommendations highlighted in this amendment, would have a positive impact on the Region's population as a whole and none of the recommendations would have an adverse impact on environmental justice populations. In addition, it was concluded that a number of recommendations would have a positive impact on environmental justice populations. Thus, the conclusions of the original VISION 2050 plan remain valid when applying the key land use recommendations from VISION 2050 to the primary impact area of the Foxconn development. The land use component of this amendment to VISION 2050 carries forward the key land use-related recommendations of the original VISION 2050 plan.

[6] *The amendment to the adopted sewer service area for the City of Racine and environs was requested by the Racine Wastewater and Water Utility Commission in response to a request from the Village of Mount Pleasant. The amendment to the adopted sewer service area for the Greater Kenosha Sewer Service Area was requested by the Kenosha Water Utility in response to a request from the City of Kenosha and Village of Somers.*

APPENDIX C

EQUITY ANALYSIS OF AMENDED TRANSPORTATION COMPONENT

INTRODUCTION

VISION 2050 provides advisory recommendations with respect to land use, public transit, transportation systems and demand management, bicycle and pedestrian facilities, arterial streets and highways, and freight. VISION 2050 was adopted in July 2016, prior to any knowledge of the Foxconn development that is being constructed in the Village of Mount Pleasant. Thus, VISION 2050 was amended in December 2018 to incorporate land use changes to accommodate additional residences and jobs and transportation improvements to serve the Foxconn development area. As part of this VISION 2050 amendment, the Fiscally Constrained Transportation Plan (FCTP)[7] for VISION 2050 was reviewed and revised based on changes in funding for transportation projects in the last State budget, particularly with respect to the reconstruction of freeways in the Region. Based on the updated analysis, the amended FCTP includes essentially all of the transportation elements of VISION 2050 except for nearly all of the improvement and expansion recommended under the public transit element and the reconstruction of most of the freeways in Southeastern Wisconsin recommended under the arterial street and highway element, which are not expected to be implemented by the year 2050 with expected funds. In addition, the amended FCTP continues to include the expected decline in transit service within the Region. Thus, the major difference between the amended FCTP and the original 2016 FCTP is the exclusion of freeway reconstruction under the amended FCTP.

Significant disparities exist between minority and non-minority populations in the Region, particularly in the Milwaukee metropolitan area, with respect to educational attainment levels, per capita income, and poverty.[8] These disparities are more pronounced than in almost all other metro areas. Reducing these disparities requires significant action on many fronts. With respect to the development of the transportation element of the original VISION 2050 plan, an equity evaluation was conducted along different stages to ensure that the benefits and impacts of investments in the Region's transportation system are shared fairly and equitably and serve to reduce existing disparities between white and minority populations.

[7] *Federal regulations require the Region's transportation plan to only include projects that can be funded with existing and reasonably expected revenues. Therefore, only the funded portion of the final plan would be considered the regional transportation plan by the Federal Government. That funded portion is titled the Fiscally Constrained Transportation Plan (FCTP) for VISION 2050.*

[8] *These disparities are documented in SEWRPC Memorandum No. 221,* A Comparison of the Milwaukee Metropolitan Area to Its Peers.

Specifically, an equitable access evaluation was conducted on the VISION 2050 alternative plans,[9] the Preliminary Recommended Plan,[10] and the original FCTP[11] with respect to 1) accessibility for minority populations and low-income populations by transit and automobile to jobs and other activity centers, 2) minority populations and low-income populations served by transit, 3) transit service quality for minority populations and low-income populations, 4) benefits and impacts of new and widened arterial streets and highways on minority populations and low-income populations, and 5) transportation-related air quality impacts on minority populations and low-income populations. This appendix documents a similar equitable access evaluation that was conducted of the amended VISION 2050 and FCTP.

Based on the results of the evaluation, it was concluded that no area of the Region, including minority populations and low-income populations, would disproportionately bear the impact of the planned freeway and surface arterial capacity improvements. As the segments of freeway proposed to be widened under either the amended VISION 2050 or the amended FCTP would directly serve areas of minority populations and low-income populations, these populations would benefit from the expected modest improvement in highway accessibility to employment associated with the proposed freeway widening, with the improvement under the amended VISION 2050 being greater than under the amended FCTP. With respect to public transit, implementing the more than doubling of transit service recommended under the amended VISION 2050 would significantly improve the transit access of minority populations, low-income populations, and people with disabilities to jobs, healthcare, education, and other activities.

However, the reduction in transit service and minimal provision of higher-quality transit service under the amended FCTP would result in less access to jobs, healthcare, education, and other daily needs than under the amended VISION 2050, and in many cases, less access via transit than exists today. For the 1 in 10 households in the Region without access to an automobile, households that are more likely to be minority or low income than their overall proportion of the Region's population, mobility and access to jobs and activities within the Region would be limited. Therefore, should the reasonably available and expected funding that dictates what portions of the amended VISION 2050 are included in the amended FCTP remain unchanged, a disparate impact on the Region's minority populations, low-income populations, and people with disabilities is likely to occur. Given current limitations at the State level on local government revenue generation and on the Wisconsin Department of Transportation's ability to allocate funds between different programs, the ability for the Region to avoid such a disparate impact is dependent on the State Legislature and Governor providing additional State funding for transit services, or allowing local units of government and transit operators to generate such funds on their own.

LOCATION AND TRAVEL PATTERNS OF MINORITY POPULATIONS AND LOW-INCOME POPULATIONS IN SOUTHEASTERN WISCONSIN

Maps C.1 through C.7 and Table C.1 show the magnitude and location of the minority populations in the Region estimated from data available from the most recent decennial U.S. Census of population, which was conducted in 2010. The magnitude and location of the low-income populations within Southeastern Wisconsin, based upon the 2012-2016 U.S. Census American Community Survey (ACS), are summarized in Tables C.2 and C.3 and shown on Map C.8. The low-income population was defined as families with incomes below Federally defined poverty levels.

Although the automobile is the dominant mode of travel for the minority population, the minority population of the Region utilizes public transit at a higher percentage relative to other modes of travel than the white population. The mode of travel reported in the year 2012-2016 ACS for travel to and from work for minority populations and white populations of the Region is shown in Table C.4. In Milwaukee County, between 4 and 15 percent of the minority population uses public transit to travel

[9] *The equitable access evaluation of the VISION 2050 alternative plans is documented in Appendix F of Volume II of the VISION 2050 plan report.*

[10] *The equitable access evaluation of the VISION 2050 Preliminary Recommended Plan is documented in Appendix H of Volume II of the VISION 2050 plan report.*

[11] *The equitable access evaluation of the VISION 2050 Fiscally Constrained Transportation Plan is documented in Appendix N of Volume III of the VISION 2050 plan report.*

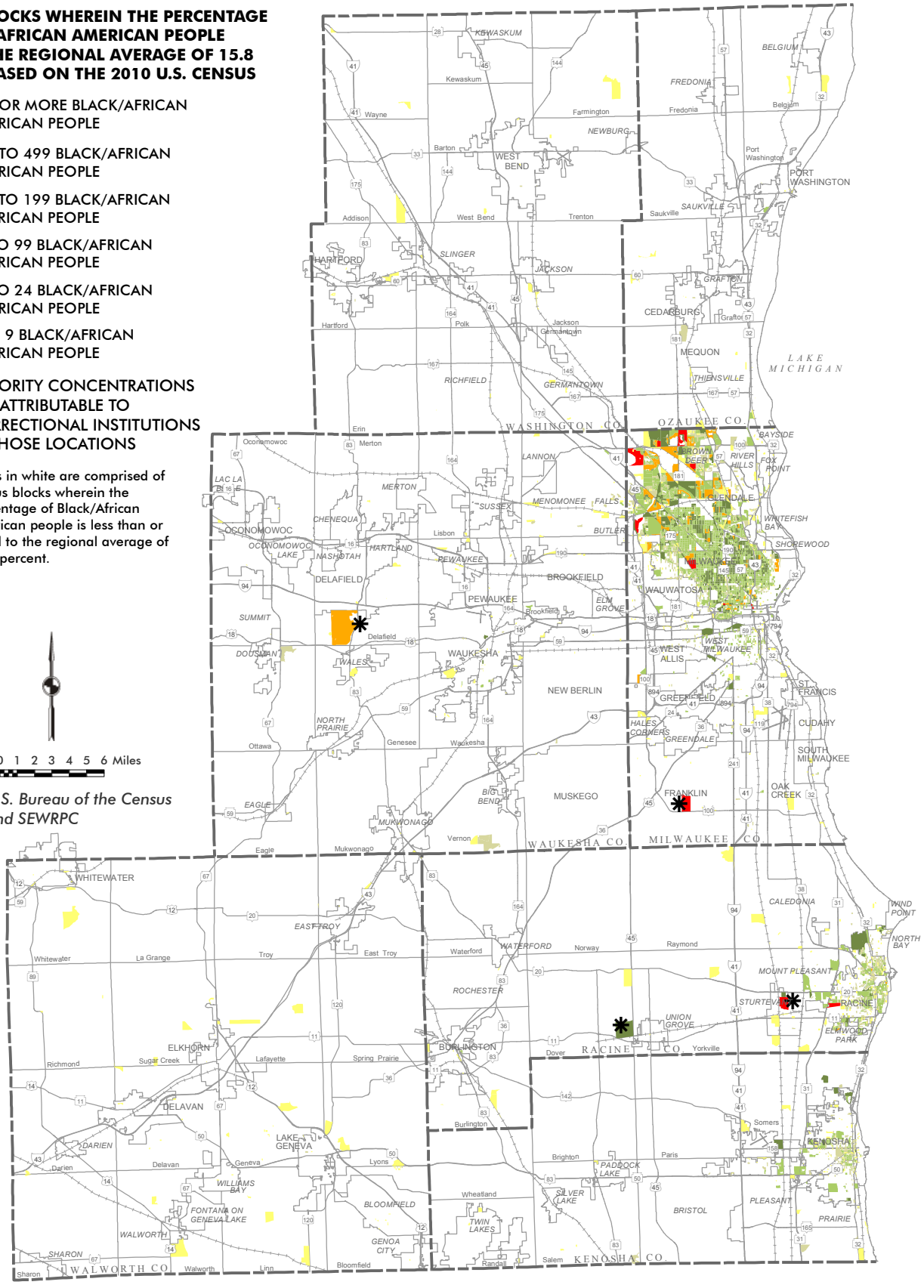
Map C.1
Concentrations of African American People in the Region: 2010

CENSUS BLOCKS WHEREIN THE PERCENTAGE OF BLACK/AFRICAN AMERICAN PEOPLE EXCEEDS THE REGIONAL AVERAGE OF 15.8 PERCENT BASED ON THE 2010 U.S. CENSUS

- 500 OR MORE BLACK/AFRICAN AMERICAN PEOPLE
- 200 TO 499 BLACK/AFRICAN AMERICAN PEOPLE
- 100 TO 199 BLACK/AFRICAN AMERICAN PEOPLE
- 25 TO 99 BLACK/AFRICAN AMERICAN PEOPLE
- 10 TO 24 BLACK/AFRICAN AMERICAN PEOPLE
- 1 TO 9 BLACK/AFRICAN AMERICAN PEOPLE
- * MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THOSE LOCATIONS

Note: Areas in white are comprised of census blocks wherein the percentage of Black/African American people is less than or equal to the regional average of 15.8 percent.

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

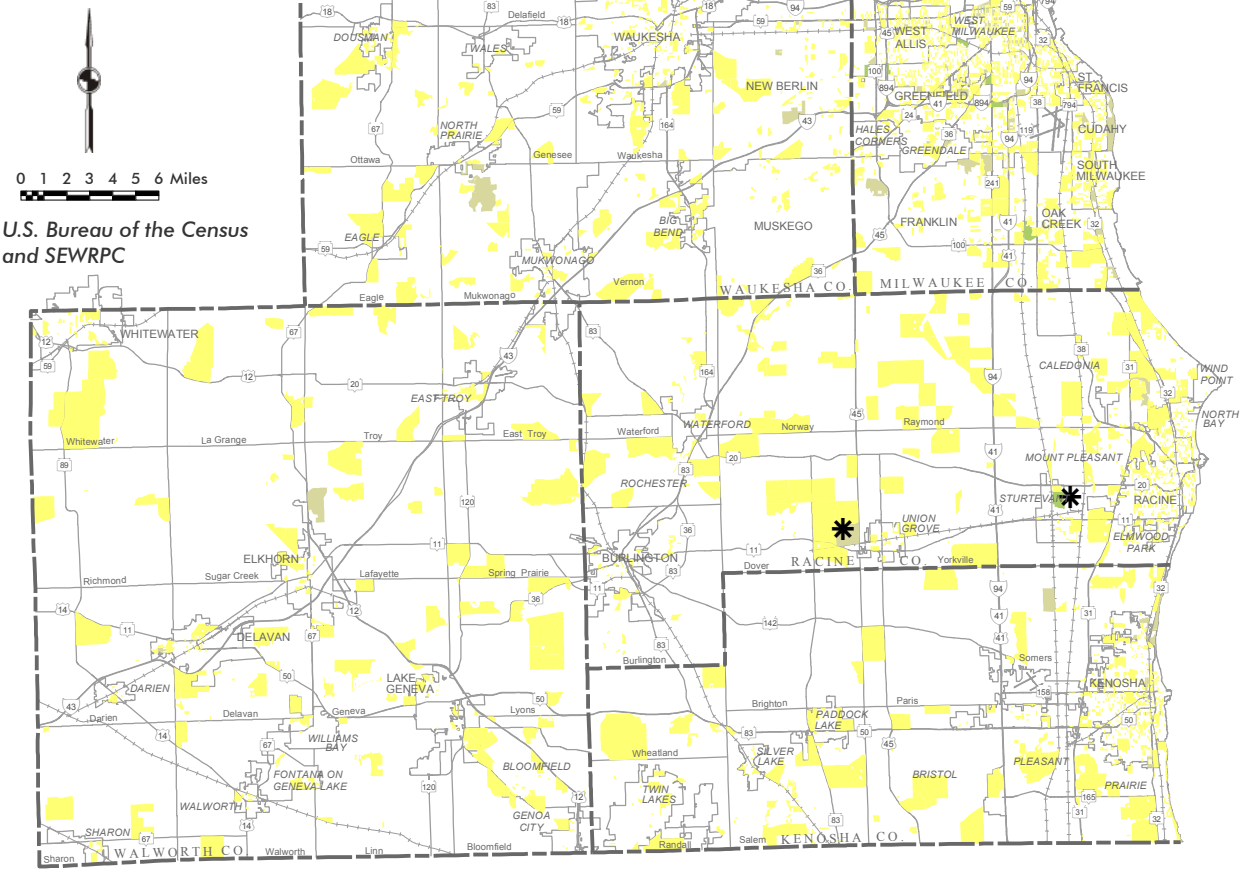


Map C.2
Concentrations of American Indian and Alaska Native People in the Region: 2010

CENSUS BLOCKS WHEREIN THE PERCENTAGE OF AMERICAN INDIAN AND ALASKA NATIVE PEOPLE EXCEEDS THE REGIONAL AVERAGE OF 1.1 PERCENT BASED ON THE 2010 U.S. CENSUS

- 500 OR MORE AMERICAN INDIAN AND ALASKA NATIVE PEOPLE (NONE)
- 200 TO 499 AMERICAN INDIAN AND ALASKA NATIVE PEOPLE (NONE)
- 100 TO 199 AMERICAN INDIAN AND ALASKA NATIVE PEOPLE (NONE)
- 25 TO 99 AMERICAN INDIAN AND ALASKA NATIVE PEOPLE
- 10 TO 24 AMERICAN INDIAN AND ALASKA NATIVE PEOPLE
- 1 TO 9 AMERICAN INDIAN AND ALASKA NATIVE PEOPLE
- * MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THOSE LOCATIONS

Note: Areas in white are comprised of census blocks wherein the percentage of American Indian and Alaska Native people is less than or equal to the regional average of 1.1 percent.



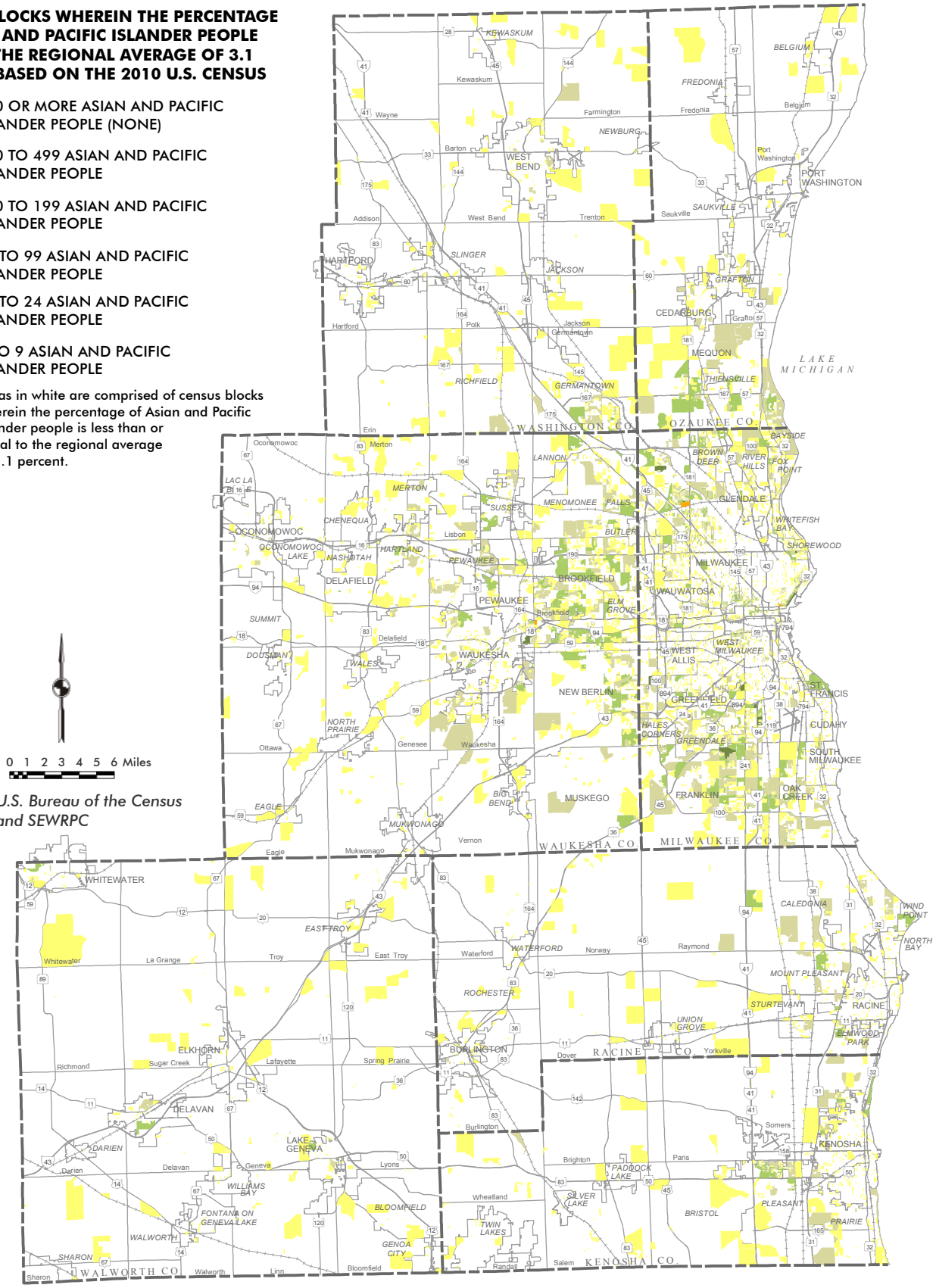
Source: U.S. Bureau of the Census and SEWRPC

Map C.3
Concentrations of Asian and Pacific Islander People in the Region: 2010

CENSUS BLOCKS WHEREIN THE PERCENTAGE OF ASIAN AND PACIFIC ISLANDER PEOPLE EXCEEDS THE REGIONAL AVERAGE OF 3.1 PERCENT BASED ON THE 2010 U.S. CENSUS

- 500 OR MORE ASIAN AND PACIFIC ISLANDER PEOPLE (NONE)
- 200 TO 499 ASIAN AND PACIFIC ISLANDER PEOPLE
- 100 TO 199 ASIAN AND PACIFIC ISLANDER PEOPLE
- 25 TO 99 ASIAN AND PACIFIC ISLANDER PEOPLE
- 10 TO 24 ASIAN AND PACIFIC ISLANDER PEOPLE
- 1 TO 9 ASIAN AND PACIFIC ISLANDER PEOPLE

Note: Areas in white are comprised of census blocks wherein the percentage of Asian and Pacific Islander people is less than or equal to the regional average of 3.1 percent.



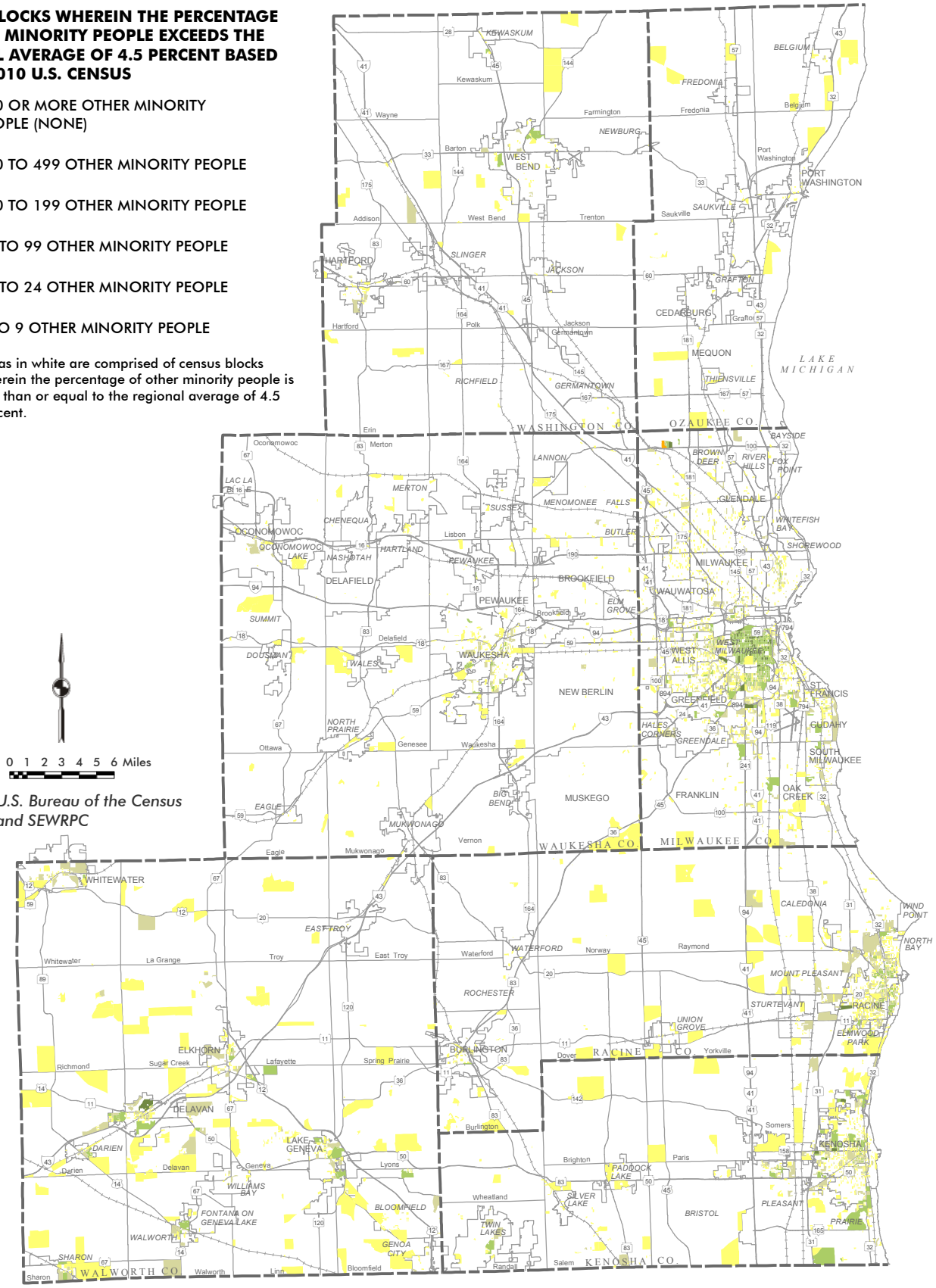
Source: U.S. Bureau of the Census and SEWRPC

Map C.4
Concentrations of Other Minority People in the Region: 2010

CENSUS BLOCKS WHEREIN THE PERCENTAGE OF OTHER MINORITY PEOPLE EXCEEDS THE REGIONAL AVERAGE OF 4.5 PERCENT BASED ON THE 2010 U.S. CENSUS

- 500 OR MORE OTHER MINORITY PEOPLE (NONE)
- 200 TO 499 OTHER MINORITY PEOPLE
- 100 TO 199 OTHER MINORITY PEOPLE
- 25 TO 99 OTHER MINORITY PEOPLE
- 10 TO 24 OTHER MINORITY PEOPLE
- 1 TO 9 OTHER MINORITY PEOPLE

Note: Areas in white are comprised of census blocks wherein the percentage of other minority people is less than or equal to the regional average of 4.5 percent.



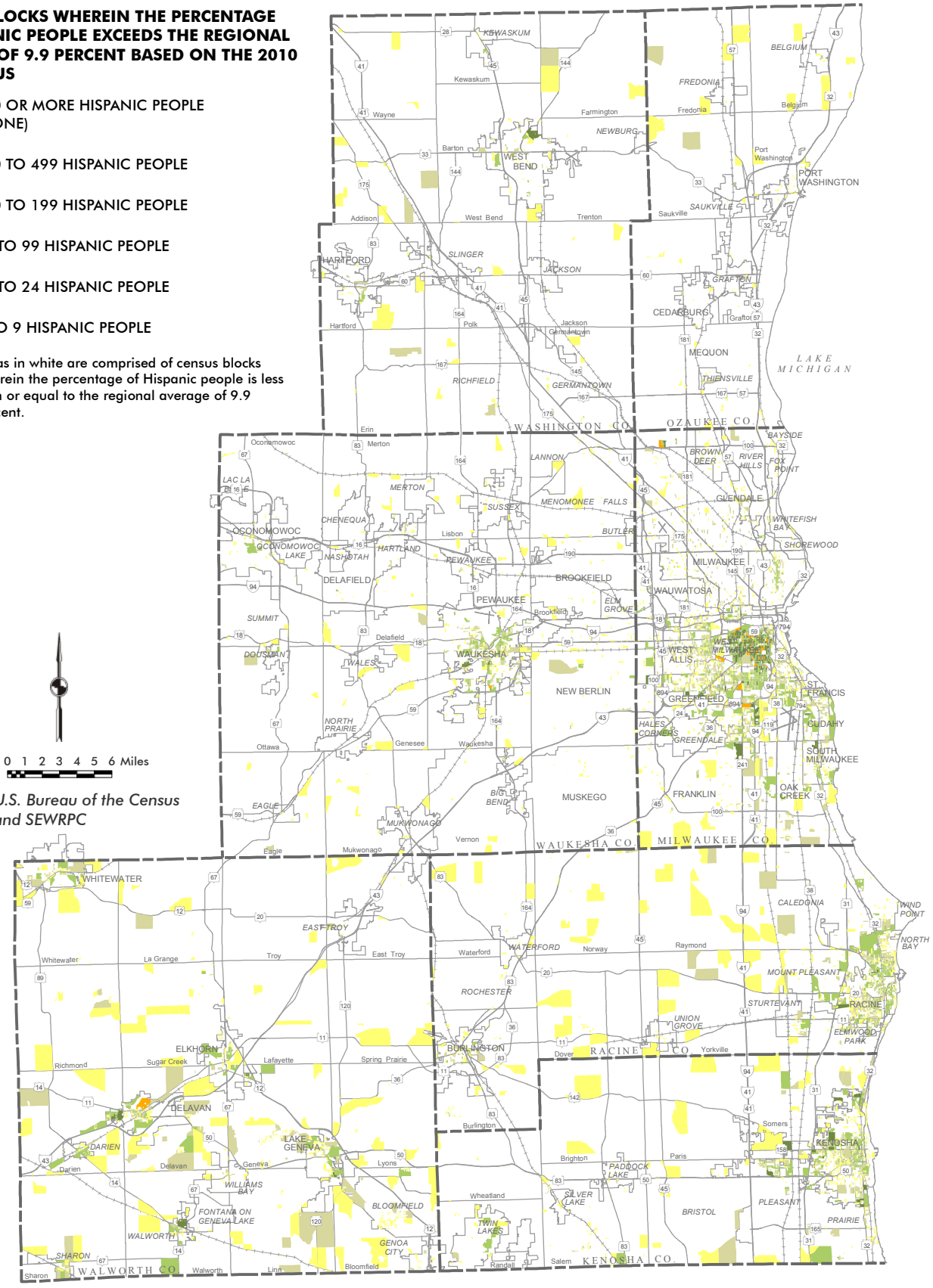
Source: U.S. Bureau of the Census and SEWRPC

Map C.5
Concentrations of Hispanic People in the Region: 2010

CENSUS BLOCKS WHEREIN THE PERCENTAGE OF HISPANIC PEOPLE EXCEEDS THE REGIONAL AVERAGE OF 9.9 PERCENT BASED ON THE 2010 U.S. CENSUS

- 500 OR MORE HISPANIC PEOPLE (NONE)
- 200 TO 499 HISPANIC PEOPLE
- 100 TO 199 HISPANIC PEOPLE
- 25 TO 99 HISPANIC PEOPLE
- 10 TO 24 HISPANIC PEOPLE
- 1 TO 9 HISPANIC PEOPLE

Note: Areas in white are comprised of census blocks wherein the percentage of Hispanic people is less than or equal to the regional average of 9.9 percent.



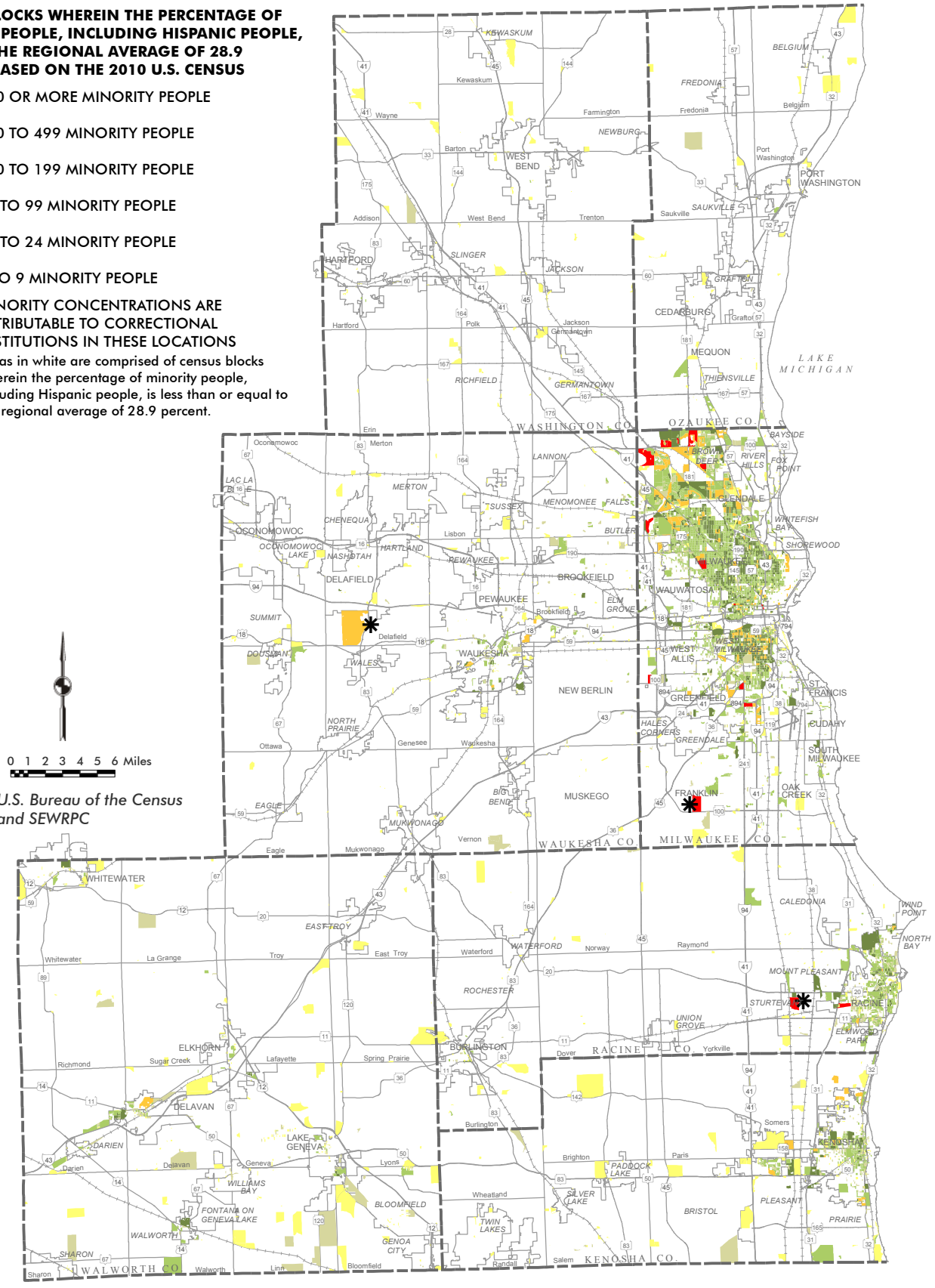
Source: U.S. Bureau of the Census and SEWRPC

Map C.6
Concentrations of Total Minority Population in the Region: 2010

CENSUS BLOCKS WHEREIN THE PERCENTAGE OF MINORITY PEOPLE, INCLUDING HISPANIC PEOPLE, EXCEEDS THE REGIONAL AVERAGE OF 28.9 PERCENT BASED ON THE 2010 U.S. CENSUS

- 500 OR MORE MINORITY PEOPLE
- 200 TO 499 MINORITY PEOPLE
- 100 TO 199 MINORITY PEOPLE
- 25 TO 99 MINORITY PEOPLE
- 10 TO 24 MINORITY PEOPLE
- 1 TO 9 MINORITY PEOPLE
- * MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THESE LOCATIONS

Note: Areas in white are comprised of census blocks wherein the percentage of minority people, including Hispanic people, is less than or equal to the regional average of 28.9 percent.



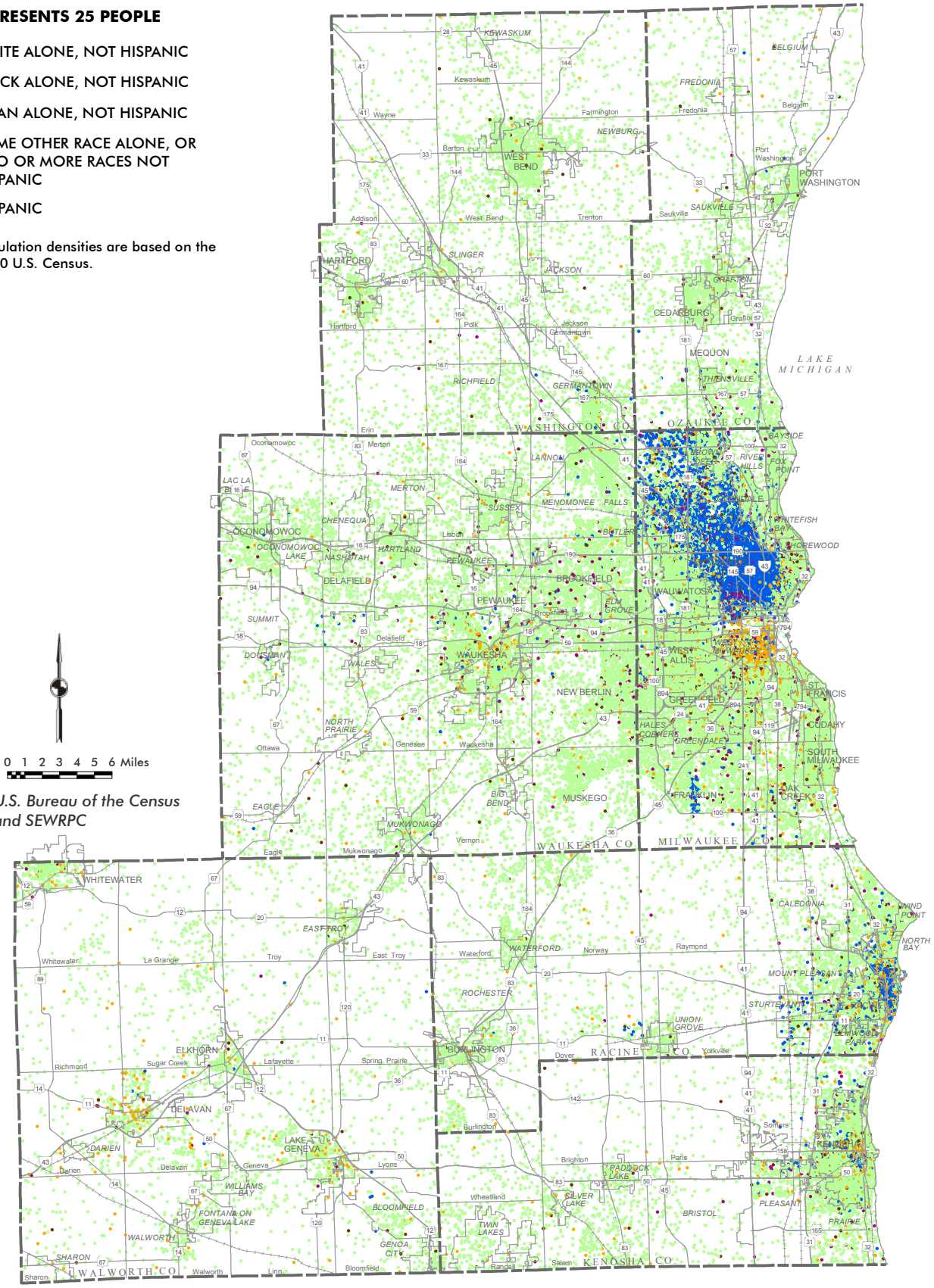
Source: U.S. Bureau of the Census and SEWRPC

Map C.7
Concentrations of Year 2010 Races/Ethnicities

1 DOT REPRESENTS 25 PEOPLE

- WHITE ALONE, NOT HISPANIC
- BLACK ALONE, NOT HISPANIC
- ASIAN ALONE, NOT HISPANIC
- SOME OTHER RACE ALONE, OR TWO OR MORE RACES NOT HISPANIC
- HISPANIC

Note: Population densities are based on the 2010 U.S. Census.



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

Table C.1
Population by Race and Hispanic Ethnicity in the Region by County: 2010

County	White Alone, Non-Hispanic		Minority										Total Population
			Black/African American		American Indian and Alaska Native		Asian and Pacific Islander		Other Race		Hispanic		
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	
Kenosha	129,892	78.0	13,336	8.0	1,849	1.1	3,549	2.1	9,160	5.5	19,592	11.8	166,426
Milwaukee	514,958	54.3	269,246	28.4	13,729	1.4	38,642	4.1	58,663	6.2	126,039	13.3	947,735
Ozaukee	80,689	93.4	1,518	1.8	467	0.5	1,957	2.3	597	0.7	1,956	2.3	86,395
Racine	145,414	74.4	24,471	12.5	1,806	0.9	2,898	1.5	11,363	5.8	22,546	11.5	195,408
Walworth	88,690	86.8	1,436	1.4	738	0.7	1,215	1.2	5,098	5.0	10,578	10.3	102,228
Washington	124,348	94.3	1,740	1.3	798	0.6	1,889	1.4	1,327	1.0	3,385	2.6	131,887
Waukesha	353,114	90.6	6,528	1.7	2,205	0.6	12,852	3.3	4,955	1.3	16,123	4.1	389,891
Region	1,437,105	71.1	318,275	15.8	21,592	1.1	63,002	3.1	91,163	4.5	200,219	9.9	2,019,970

Note: As part of the 2010 Federal census, individuals could be reported as being of more than one race. In addition, people of Hispanic ethnicity can be of any race or combination of races. The figures in this table indicate the number of people reported as being white alone and non-Hispanic (non-minority) and those of a given minority race or Hispanic ethnicity (as indicated by the column heading), including those who were reported as that race exclusively and those who were reported as that race and one or more other races. Accordingly, the population figures by race and Hispanic ethnicity sum to more than the total population for each county and the Region.

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

Table C.2
Families with Incomes Below the Poverty Level in the Region by County: 2012-2016

County	Families with Incomes Below the Poverty Level		
	Total Families	Number	Percent of Families
Kenosha	41,528	4,513	10.9
Milwaukee	217,235	36,196	16.7
Ozaukee	24,884	882	3.5
Racine	50,897	4,864	9.6
Walworth	26,319	2,027	7.7
Washington	37,939	1,393	3.7
Waukesha	108,819	3,813	3.5
Region	507,621	53,688	10.6

Source: U.S. Bureau of the Census American Community Survey and SEWRPC

Table C.3
Poverty Thresholds by Size of Family and Number of Children Under 18 Years of Age: 2010 Average

Size of Family Unit	Related Children Under 18 Years							
	None	One	Two	Three	Four	Five	Six	Seven
One Person (Unrelated Individual)								
Under 65 Years	$11,344	--	--	--	--	--	--	--
65 Years and Over	10,458	--	--	--	--	--	--	--
Two People								
Under 65 Years	14,602	$15,030	--	--	--	--	--	--
65 Years and Over	13,180	14,973	--	--	--	--	--	--
Three People	17,057	17,552	$17,568	--	--	--	--	--
Four People	22,491	22,859	22,113	$22,190	--	--	--	--
Five People	27,123	27,518	26,675	26,023	$25,625	--	--	--
Six People	31,197	31,320	30,675	30,056	29,137	$28,591	--	--
Seven People	35,896	36,120	35,347	34,809	33,805	32,635	$31,351	--
Eight People	40,146	40,501	39,772	39,133	38,227	37,076	35,879	$35,575
Nine People or More	48,293	48,527	47,882	47,340	46,451	45,227	44,120	43,845

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

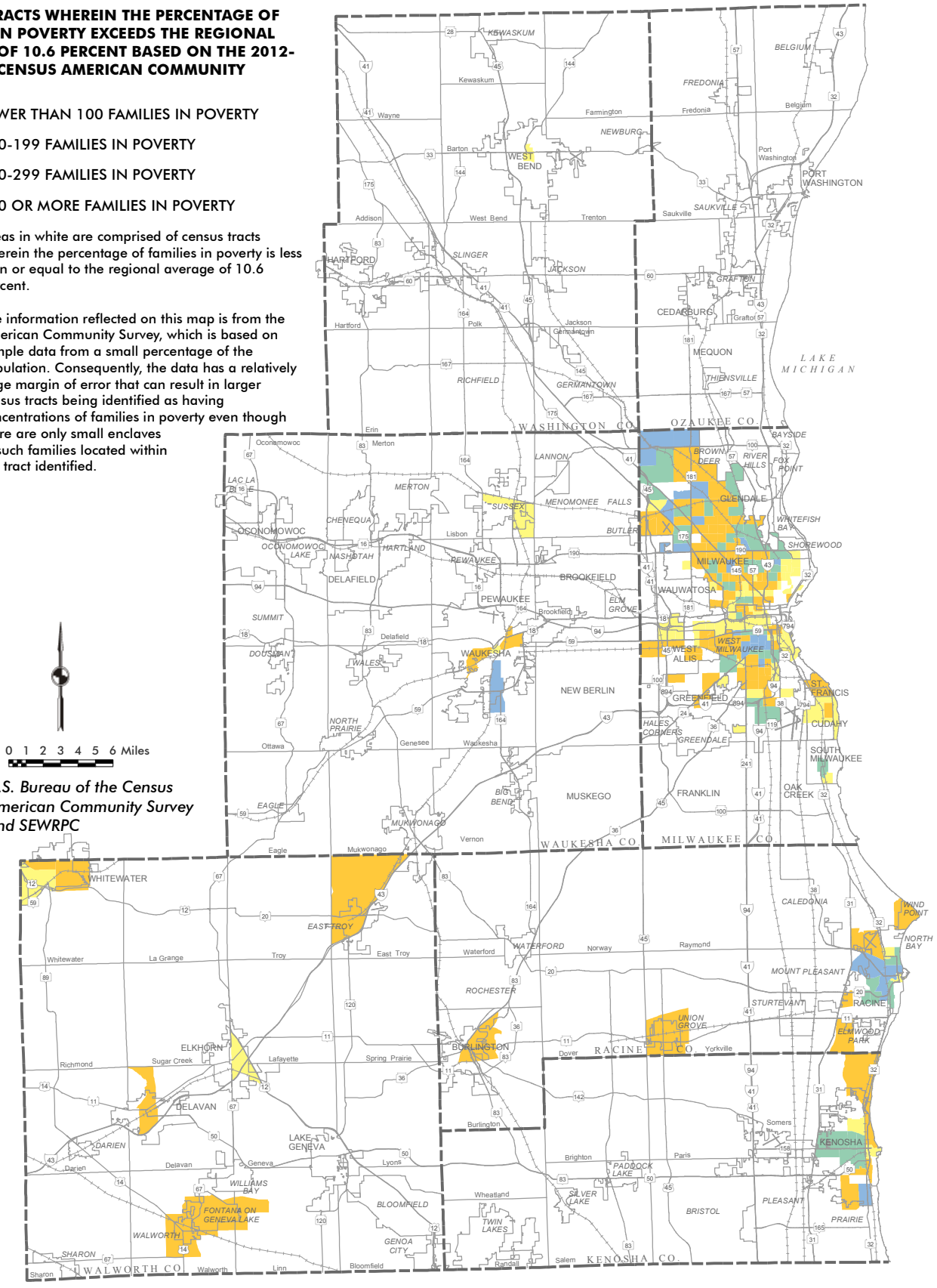
Map C.8
Concentrations of Families in Poverty in the Region: 2012-2016

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES IN POVERTY EXCEEDS THE REGIONAL AVERAGE OF 10.6 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 100 FAMILIES IN POVERTY
- 100-199 FAMILIES IN POVERTY
- 200-299 FAMILIES IN POVERTY
- 300 OR MORE FAMILIES IN POVERTY

Notes: Areas in white are comprised of census tracts wherein the percentage of families in poverty is less than or equal to the regional average of 10.6 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families in poverty even though there are only small enclaves of such families located within the tract identified.



Source: U.S. Bureau of the Census American Community Survey and SEWRPC

Table C.4
Distribution of Employed People by County of Residence, Race, and Mode of Travel to Work: 2012-2016

Race	Mode of Travel	County of Residence						
		Kenosha	Milwaukee	Ozaukee	Racine	Walworth	Washington	Waukesha
White Alone, Non-Hispanic	Drive Alone	86.2	80.4	85.6	85.7	83.1	85.9	87.6
	Carpool	7.2	7.3	5.1	7.2	6.8	7.4	5.6
	Bus	0.7	3.2	0.6	0.6	0.7	0.6	0.5
	Other	3.1	5.6	3.4	3.0	4.7	2.8	2.1
	Work at Home	2.8	3.5	5.4	3.6	4.7	3.3	4.2
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Black or African American Alone	Drive Alone	74.0	69.0	93.6	70.9	70.9	74.8	70.0
	Carpool	13.6	9.3	6.4	11.9	16.8	5.6	19.9
	Bus	5.3	14.6	0.0	8.7	0.8	0.0	1.8
	Other	5.1	4.1	0.0	4.4	11.4	12.3	4.7
	Work at Home	2.0	3.0	0.0	4.2	0.0	7.4	3.6
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Asian Alone	Drive Alone	85.8	72.9	75.5	80.4	55.0	74.9	78.0
	Carpool	10.5	12.9	16.3	11.9	38.0	18.8	15.9
	Bus	0.0	4.3	0.0	1.6	0.0	0.0	1.1
	Other	2.0	6.9	1.8	4.3	3.7	4.5	1.7
	Work at Home	1.7	3.0	6.3	1.8	3.3	1.7	3.4
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Other Race Alone or Two or More Races	Drive Alone	77.6	66.5	71.0	75.2	76.0	75.4	81.2
	Carpool	14.2	18.4	21.7	17.6	16.3	12.6	11.8
	Bus	1.9	6.6	0.0	1.6	0.1	0.0	0.8
	Other	3.0	6.5	1.0	4.0	6.8	6.3	3.3
	Work at Home	3.3	2.0	6.3	1.6	0.8	5.7	3.0
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Hispanic	Drive Alone	80.0	68.8	81.8	76.9	73.6	79.9	81.5
	Carpool	14.7	19.1	10.6	15.2	16.3	8.5	11.6
	Bus	0.6	5.5	0.0	1.0	0.8	0.1	1.5
	Other	3.2	4.8	3.6	5.3	6.0	10.3	3.6
	Work at Home	1.4	1.8	4.0	1.6	3.3	1.2	1.8
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Source: U.S. Bureau of the Census American Community Survey and SEWRPC

to and from work, with the highest proportion—15 percent—by the African-American population. Only about 3 percent of the white population uses public transit for work travel. In Milwaukee County, minority populations use the automobile for 78 to 88 percent of their travel to and from work. This compares to 87 percent of the white population. Data as robust as the 2012-2016 ACS data are not available for modes of travel for trips other than work within Southeastern Wisconsin by race and ethnicity. However, data are available from the 2017 National Household Travel Survey (NHTS) that show a similar pattern for all travel as for work trips in Southeastern Wisconsin. Based on these data, the minority population in Southeastern Wisconsin utilizes public transit for more of its travel across all types of trips—6 percent—compared to the white population in Southeastern Wisconsin—less than 1 percent. Automobile travel is the dominant mode of travel for all trips by both the Southeastern Wisconsin minority population—76 percent—and white population—86 percent, as is the case for Southeastern Wisconsin travel for work purposes. In addition, based on the transit travel survey conducted as part of the Commission's 2011 travel survey for Southeastern Wisconsin, the minority population represents a greater proportion of total transit ridership than it does of total population, as shown in Table C.5.

The county-to-county commuting patterns of the minority populations and white populations in the Region are very similar, as shown in Table C.6.

Table C.5
Comparison of the Percentages of Minority Populations and Minority Population Transit Ridership in Milwaukee, Ozaukee, Washington, and Waukesha Counties, and the Cities of Kenosha, Racine, and Waukesha

Location of Transit Operations	Year 2010 Percent Minority Population	Year 2011 Percent Minority Transit Ridership
Milwaukee County	46	60
Ozaukee County Commuter Service	7	14
Ozaukee County Shared Ride-Taxi Service	7	10
Washington County Commuter Service	6	7
Washington County Shared-Ride Taxi Service	6	2
Waukesha County	9	13
City of Kenosha	31	58
City of Racine	47	61
City of Waukesha	20	32

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

Table C.6
Percentage Distribution of Employed Region Residents by County of Residence, County of Work, and Race: 2006-2010

Race	County of Residence	County of Work								Total
		Kenosha	Milwaukee	Ozaukee	Racine	Walworth	Washington	Waukesha	Other	
Total Minority	Kenosha	59.3	3.0	0.0	8.1	0.1	0.0	1.3	28.3	100.0
	Milwaukee	0.3	84.3	1.8	0.5	0.1	1.2	10.5	1.3	100.0
	Ozaukee	0.2	44.9	42.2	0.0	0.0	2.5	5.4	4.9	100.0
	Racine	9.1	10.5	0.1	74.1	0.9	0.0	1.4	3.8	100.0
	Walworth	3.2	5.6	0.0	3.2	67.8	1.4	3.7	15.2	100.0
	Washington	0.0	19.0	9.2	0.0	0.0	51.9	16.3	3.7	100.0
	Waukesha	0.0	32.6	1.3	1.2	0.1	1.3	60.3	3.1	100.0
White	Kenosha	52.8	4.4	0.1	10.3	1.5	0.0	1.3	29.6	100.0
	Milwaukee	0.5	78.9	1.8	1.4	0.2	0.9	14.6	1.7	100.0
	Ozaukee	0.1	32.1	50.6	0.2	0.1	4.4	7.2	5.2	100.0
	Racine	6.9	18.1	0.1	63.1	1.9	0.2	5.9	3.7	100.0
	Walworth	2.3	5.4	0.1	4.3	62.7	0.0	8.0	17.2	100.0
	Washington	0.1	20.4	6.5	0.3	0.0	49.0	18.9	4.7	100.0
	Waukesha	0.3	30.5	0.8	1.0	0.7	1.8	62.1	2.9	100.0

Source: U.S. Census Transportation Planning Products and SEWRPC

ARTERIAL STREETS AND HIGHWAYS ELEMENT OF AMENDED VISION 2050 AND FCTP

Amended VISION 2050

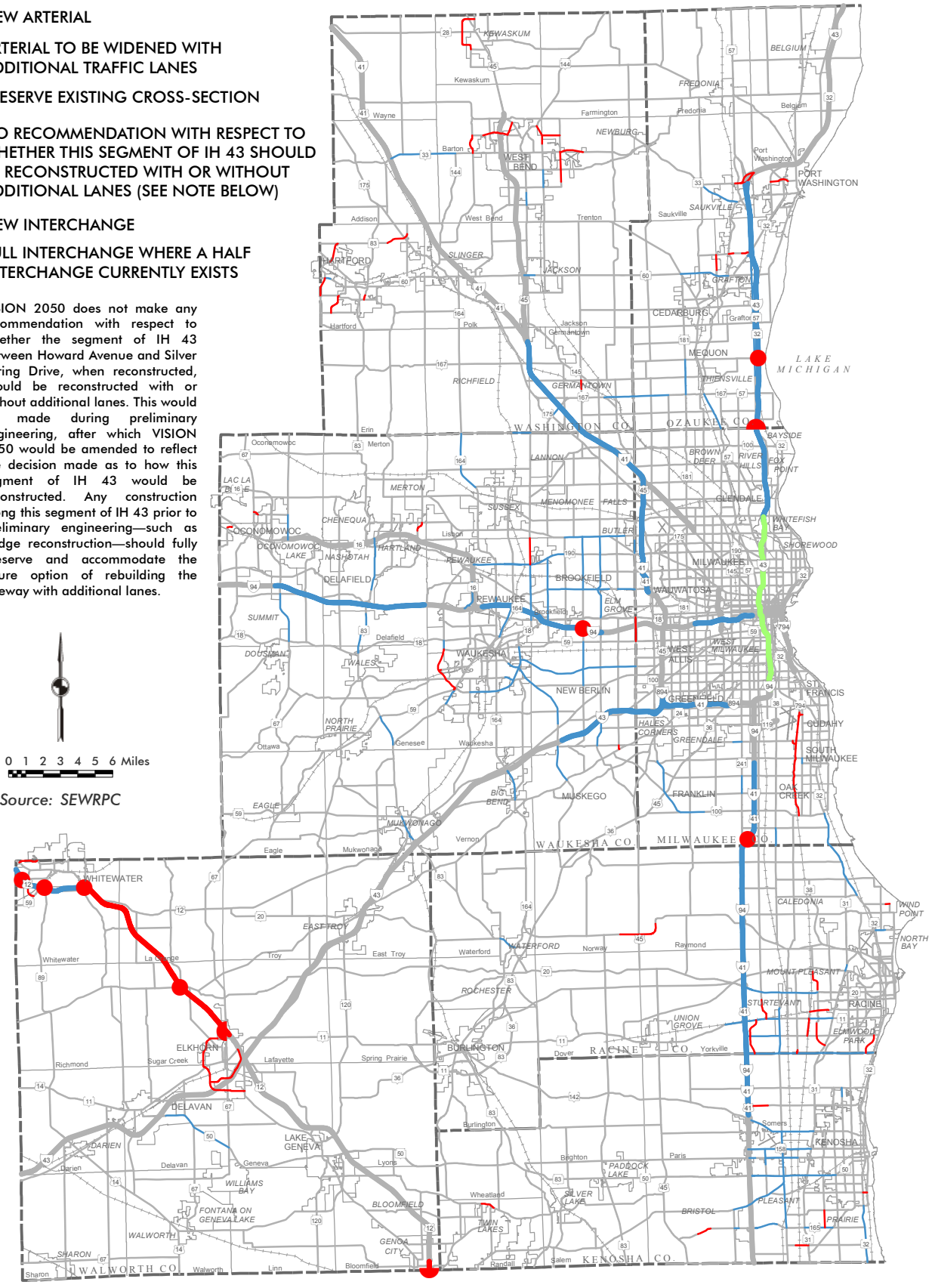
The arterial street and highway capacity improvements under the amended VISION 2050 are shown on Map C.9. The arterial street and highway system under the amended VISION 2050 totals 3,673.0 route-miles. Approximately 91 percent, or 3,330.0 of these route-miles, are proposed to be resurfaced and reconstructed to their existing traffic carrying capacity. Approximately 268.4 route-miles, or about 7 percent of the year 2050 arterial street and highway system, are recommended for capacity expansion through widening to provide additional through traffic lanes. For the remaining 74.6 route-miles, or about 2 percent of the total arterial street mileage, arterial system capacity expansion is recommended through the construction of new arterial facilities.

The amended VISION 2050 does not make any recommendation with respect to whether the remaining 10.2 route miles of IH 43 between Howard Avenue and Silver Spring Drive, when reconstructed, should be reconstructed with or without additional traffic lanes. The amended VISION 2050 recommends that preliminary engineering conducted for the reconstruction of this segment of IH 43 should include the consideration of alternatives for rebuilding the freeway with additional lanes and rebuilding it with the

Map C.9
Arterial Street and Highway Element: VISION 2050

- NEW ARTERIAL
- ARTERIAL TO BE WIDENED WITH ADDITIONAL TRAFFIC LANES
- PRESERVE EXISTING CROSS-SECTION
- NO RECOMMENDATION WITH RESPECT TO WHETHER THIS SEGMENT OF IH 43 SHOULD BE RECONSTRUCTED WITH OR WITHOUT ADDITIONAL LANES (SEE NOTE BELOW)
- NEW INTERCHANGE
- FULL INTERCHANGE WHERE A HALF INTERCHANGE CURRENTLY EXISTS

Note: VISION 2050 does not make any recommendation with respect to whether the segment of IH 43 between Howard Avenue and Silver Spring Drive, when reconstructed, should be reconstructed with or without additional lanes. This would be made during preliminary engineering, after which VISION 2050 would be amended to reflect the decision made as to how this segment of IH 43 would be reconstructed. Any construction along this segment of IH 43 prior to preliminary engineering—such as bridge reconstruction—should fully preserve and accommodate the future option of rebuilding the freeway with additional lanes.



Source: SEWRPC

existing number of lanes. The decision as to how this segment of IH 43 would be reconstructed would be made by the Wisconsin Department of Transportation (WisDOT) through preliminary engineering and environmental impact study. During preliminary engineering, WisDOT would consider and evaluate a number of alternatives, including rebuild as is, various options of rebuild to modern design standards, compromises to rebuilding to modern design standards, rebuilding with additional lanes, and rebuilding with the existing number of lanes. Only at the conclusion of preliminary engineering would a determination be made as to how this segment of IH 43 freeway would be reconstructed. Following the conclusion of the preliminary engineering for the reconstruction, VISION 2050 and the FCTP—should funding be available—would be amended to reflect the decision made as to how IH 43 between Howard Avenue and Silver Spring Drive would be reconstructed.

Amended FCTP

The arterial street and highway capacity improvements under the amended FCTP are shown on Map C.10. The amended FCTP does not include reconstructing the remaining portions of the freeway system, as does the amended VISION 2050, with the exception for the reconstructions of IH 94 between 70th Street and 16th Street, the north leg of the Zoo Interchange, IH 94 between Rawson Avenue and STH 142, and IH 43 between Silver Spring Drive and STH 60, which are included in the original FCTP. Thus, the amended FCTP does not include the reconstruction of IH 43 between Silver Spring Avenue and Howard Avenue, in addition to many other segments of the freeway system. In addition, the planned extension of the USH 12 freeway between the Cities of Elkhorn and Whitewater is not included in the amended FCTP. With respect to surface arterials, the amended FCTP includes all of the capacity expansion recommendations of the amended VISION 2050, with the exception of the planned extension of the Lake Parkway between Edgerton Avenue and STH 100 in Milwaukee County and the extension of Cold Springs Road between CTH O and IH 43 in Ozaukee County. The arterial street and highway system under the amended FCTP totals 3,653.1 route-miles. Approximately 93 percent, or 3,389.5 of these route-miles, would be resurfaced and reconstructed to their existing traffic carrying capacity, although funding is not currently expected to be available to reconstruct 198 miles of the freeway system before 2050. Approximately 209.2 route-miles, or about 6 percent of the year 2050 arterial street and highway system, would involve capacity expansion through widening to provide additional through traffic lanes. For the remaining 54.4 route-miles, or about 1 percent of the total arterial street mileage, arterial system capacity would be expanded through the construction of new arterial facilities.

Potential Funding Sources for Amended VISION 2050

The amended VISION 2050 identifies potential funding sources that, should they be utilized, could potentially permit the funding of all or portions of the VISION 2050 highway recommendations that were not included in the amended FCTP. These sources could include increasing the motor fuel tax, sales tax, or registration fees; establishing tolls on the freeway system; creating a highway use fee that charges a one-time sales tax on new vehicle purchases; and/or creating a mileage-based registration fee. Other potential funding could involve the State allocating more funding in the biennial budget for freeway reconstruction. Implementation of these funding measures would require action by the State Legislature and Governor. In the case of tolling, its full implementation would require action by the U.S. Congress and President to be able to toll on the freeway system.

PUBLIC TRANSIT ELEMENT OF AMENDED VISION 2050 AND FCTP

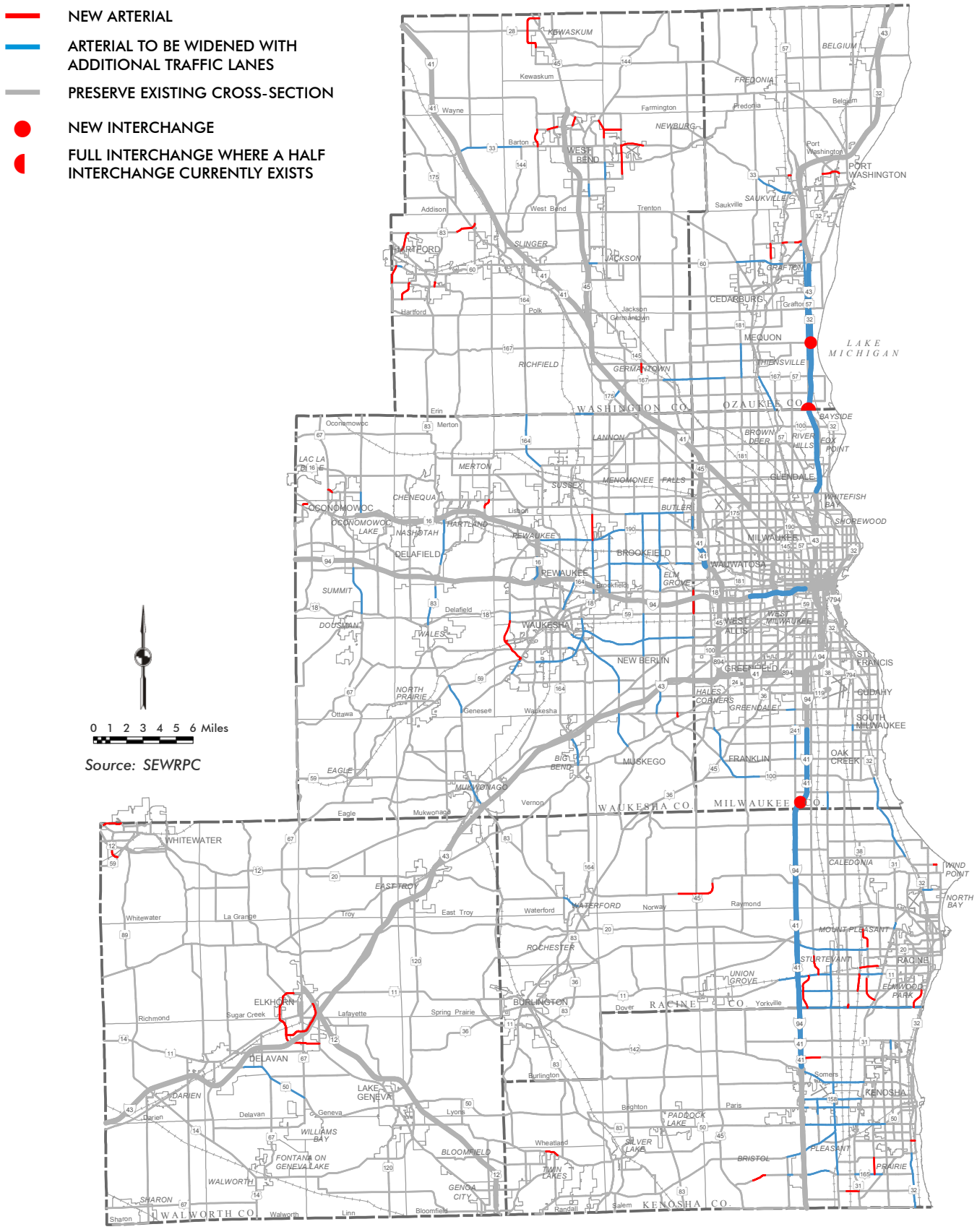
Amended VISION 2050

The transit system under the amended VISION 2050 is shown on Map C.11. The public transit element of VISION 2050 recommends a significant improvement and expansion of public transit in Southeastern Wisconsin, including four commuter rail lines; eight rapid transit lines; and significantly expanded local bus, express bus, commuter bus, and shared-ride taxi and other flexible transit services. Implementing these recommendations would be expected to more than double transit service from 4,750 vehicle-hours of service on an average weekday in 2014 to 10,410 vehicle-hours of service in 2050.

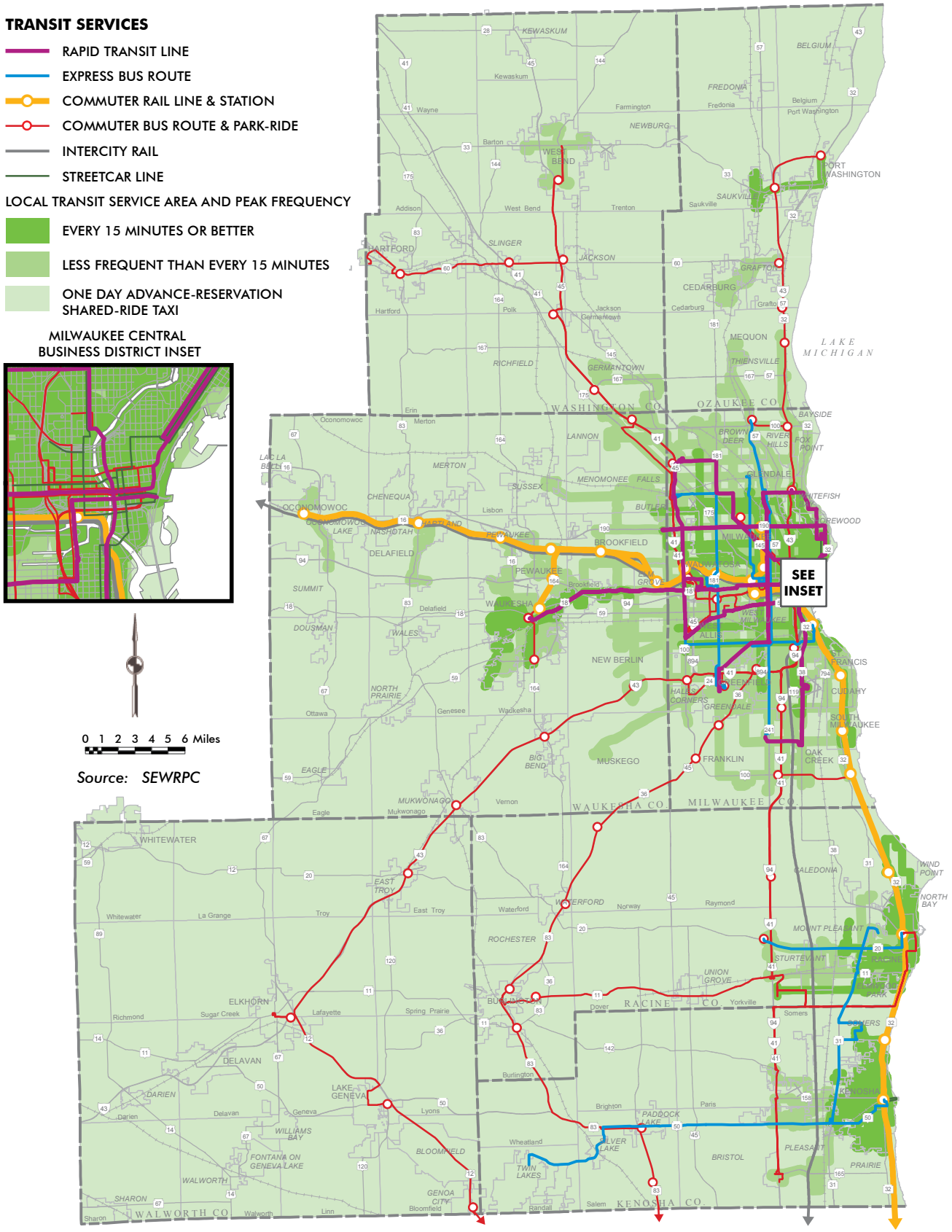
Amended FCTP

Due to the expected funding gap between the costs of constructing and operating the transit system recommended under the amended VISION 2050 and the existing and reasonably expected available revenues (including an increase in transit fares at the rate of inflation) to implement the plan, transit

Map C.10
Arterial Street and Highway Element: FCTP



Map C.11
Public Transit Element: VISION 2050



service under the amended FCTP would be expected to decline in the Region over the next 35 years, rather than significantly expand and improve as recommended under the amended VISION 2050. The public transit services of the amended FCTP are essentially the same as were included in the original FCTP. Specifically, it would be expected that under the amended FCTP there would be a about a 10 percent reduction in transit service from 4,750 vehicle-hours of service on an average weekday in 2014 to 4,270 vehicle-hours of service in 2050. The included transit service decline would likely result in a smaller transit service area and a decline in the frequency of service. The only improvement or expansion in transit service under the amended FCTP is the East-West Bus Rapid Transit (BRT) project being studied by Milwaukee County and the initial Milwaukee Streetcar lines, both of which have secured funding or have identified reasonably expected sources of funding. The transit system under the amended FCTP is shown on Map C.12.

Potential Funding Sources for Amended VISION 2050
The amended VISION 2050 identifies potential funding sources, such as local dedicated transit funding and a renewal of adequate annual State financial assistance, needed to fully fund the plan. Implementation of these funding measures would require action by the State Legislature and Governor. Additionally, transit operators could secure funding outside of traditional revenue streams for public transit, similar to the initial Milwaukee Streetcar lines. Should any additional transit capital and operating funding become available, the FCTP would be amended to include the resulting increased level of transit service.

LEVEL OF ACCESSIBILITY TO JOBS AND ACTIVITY CENTERS FOR MINORITY POPULATIONS AND LOW-INCOME POPULATIONS BY MODE

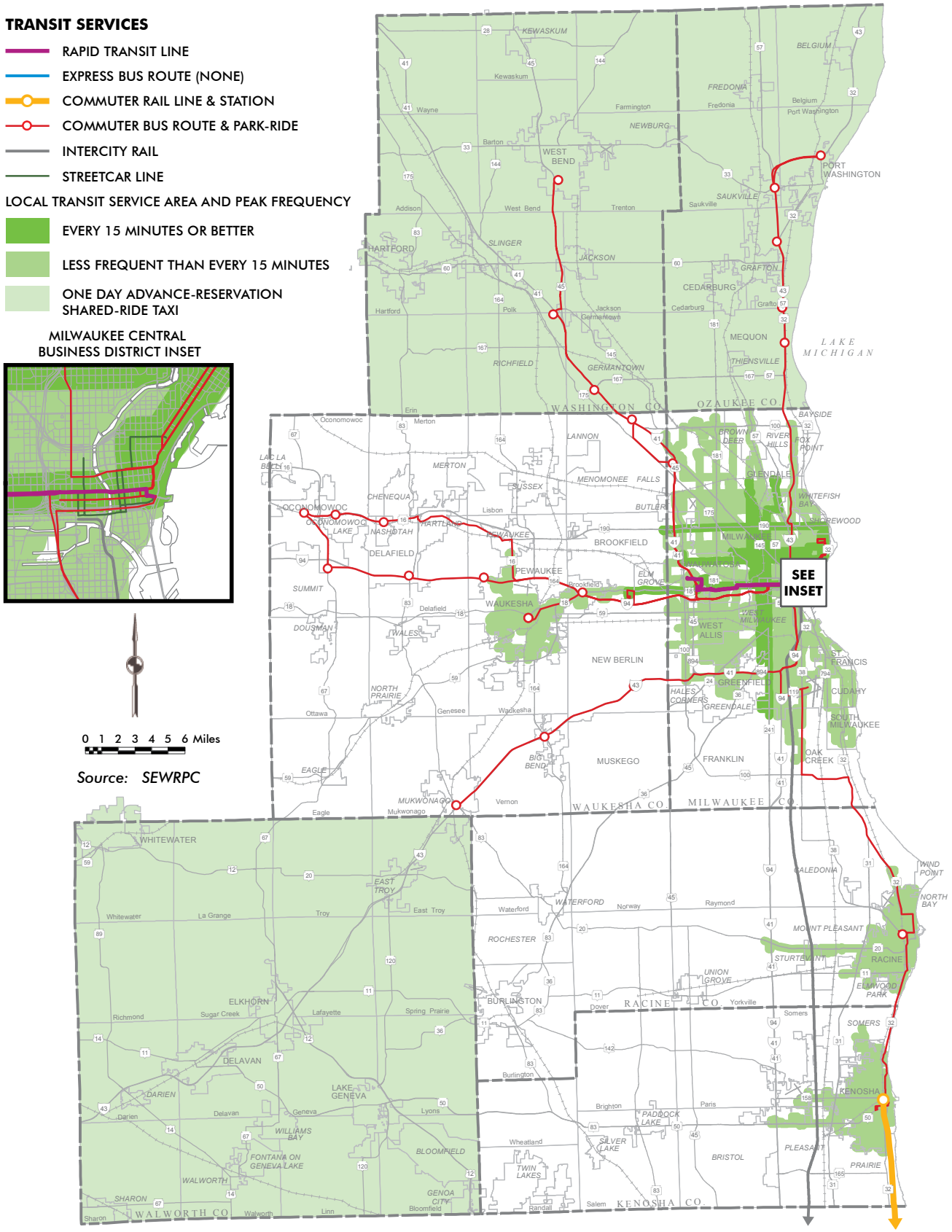
The amended VISION 2050 and FCTP were evaluated based on their ability for existing minority populations and low-income[12] populations to reach jobs and other activity centers, such as retail centers, major parks, public technical colleges/universities, health care facilities, grocery stores, the Milwaukee Regional Medical Center (MRMC), and General Mitchell International Airport (GMIA). In addition, this evaluation analyzes the ability of families with incomes less than twice the poverty level and people with disabilities to reach jobs and other destinations using transit. The following sections describe the results of these analyses to determine the accessibility by minority populations and low-income populations to jobs and other activities by automobile and transit under the amended VISION 2050 and FCTP.

- **Driving Accessibility to Jobs and Other Activities:** In Southeastern Wisconsin, the dominant mode of travel for all population groups is the automobile. For example, in Milwaukee County, minority populations use the automobile for 81 to 88 percent of their travel to and from work (depending on race or ethnicity), compared to 88 percent of the white population. Data available from the 2017 NHTS show a similar pattern for all travel as for work trips with automobile travel being the dominant mode of travel for all trips by both minority population (76 percent) and white population (86 percent). Similarly, in Milwaukee County about 70 percent of travel by low-income populations to and from work is by automobile, compared to 89 percent for populations of higher income. Thus, improvements in accessibility by automobile to jobs and other activities would likely benefit a significant proportion of minority populations and low-income populations. The Region would generally be able to modestly improve accessibility via automobile with implementation of the highway improvements—new roadways and highway widening—under both the amended VISION 2050 and FCTP. Should these improvements not be implemented, access to jobs and other activities using automobiles would be expected to decline for the residents of the Region, particularly residents in Milwaukee County, and as well for minority populations and low-income populations.

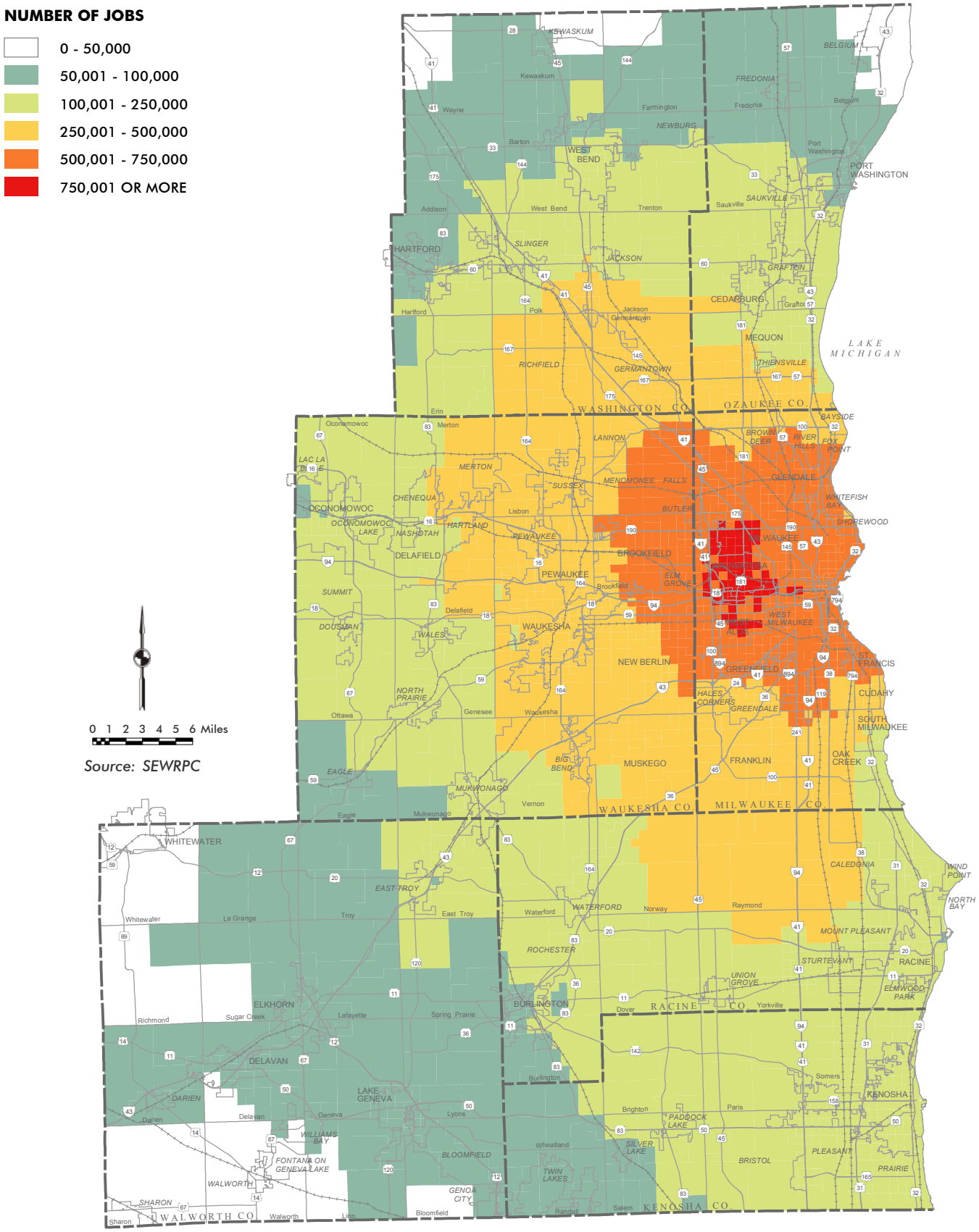
  The number of jobs accessible within 30 minutes by automobile under existing conditions, the amended VISION 2050, and the amended FCTP are shown on Maps C.13 through C.15. These maps were compared to areas of existing concentrations of minority populations and low-income populations (as shown on Maps C.6 and C.8). The highway improvements under the amended VISION 2050 and FCTP would modestly improve access to jobs by automobile for areas of

[12] *For purposes of this evaluation, a low-income person is defined as a person residing in a household with an income level at or below the poverty level (about $22,113 for a family of four in 2010).*

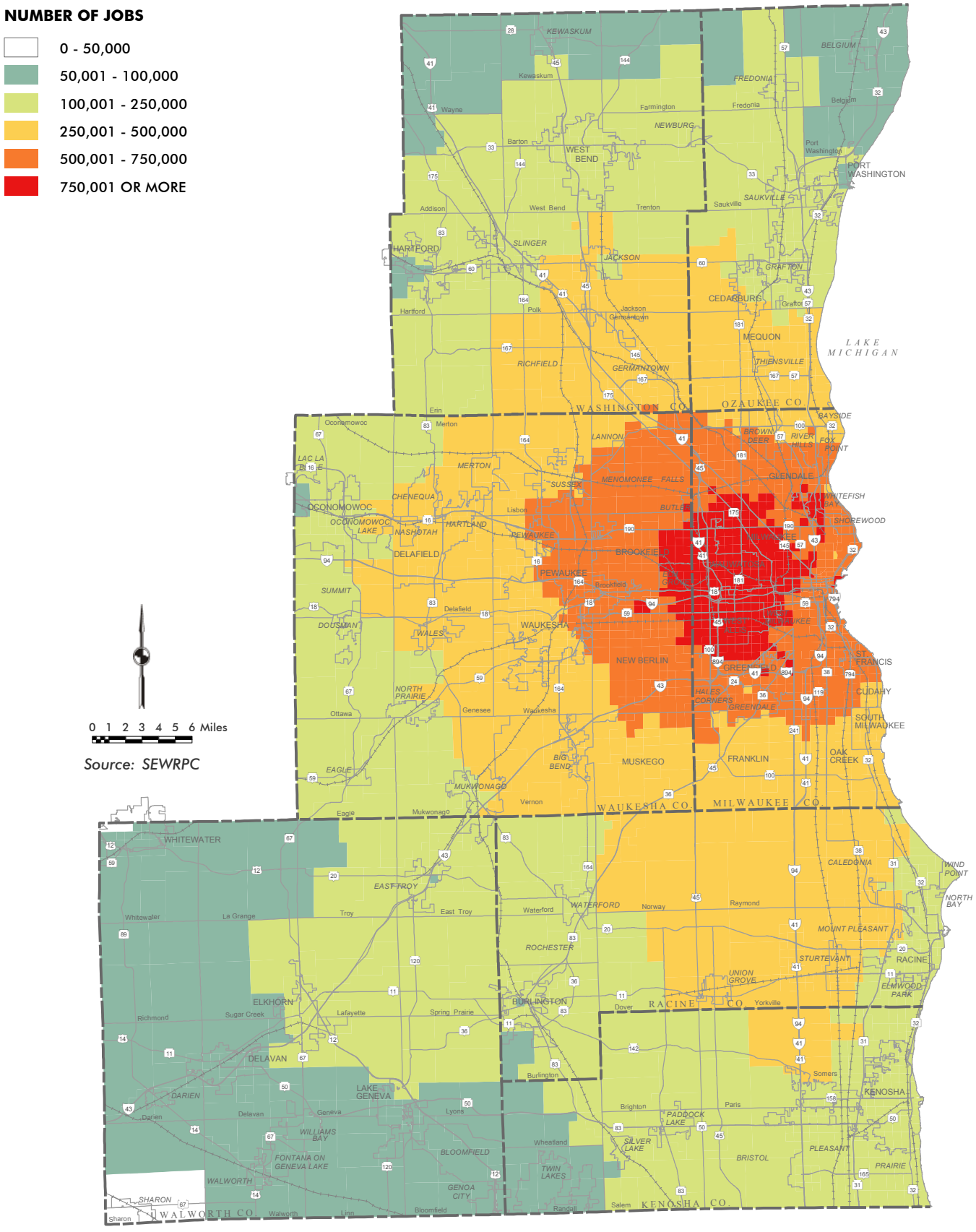
Map C.12
Public Transit Element: FCTP



Map C.13
Jobs Accessible Within 30 Minutes by Automobile: Existing



Map C.14
Jobs Accessible Within 30 Minutes by Automobile: VISION 2050



Map C.15
Jobs Accessible Within 30 Minutes by Automobile: FCTP

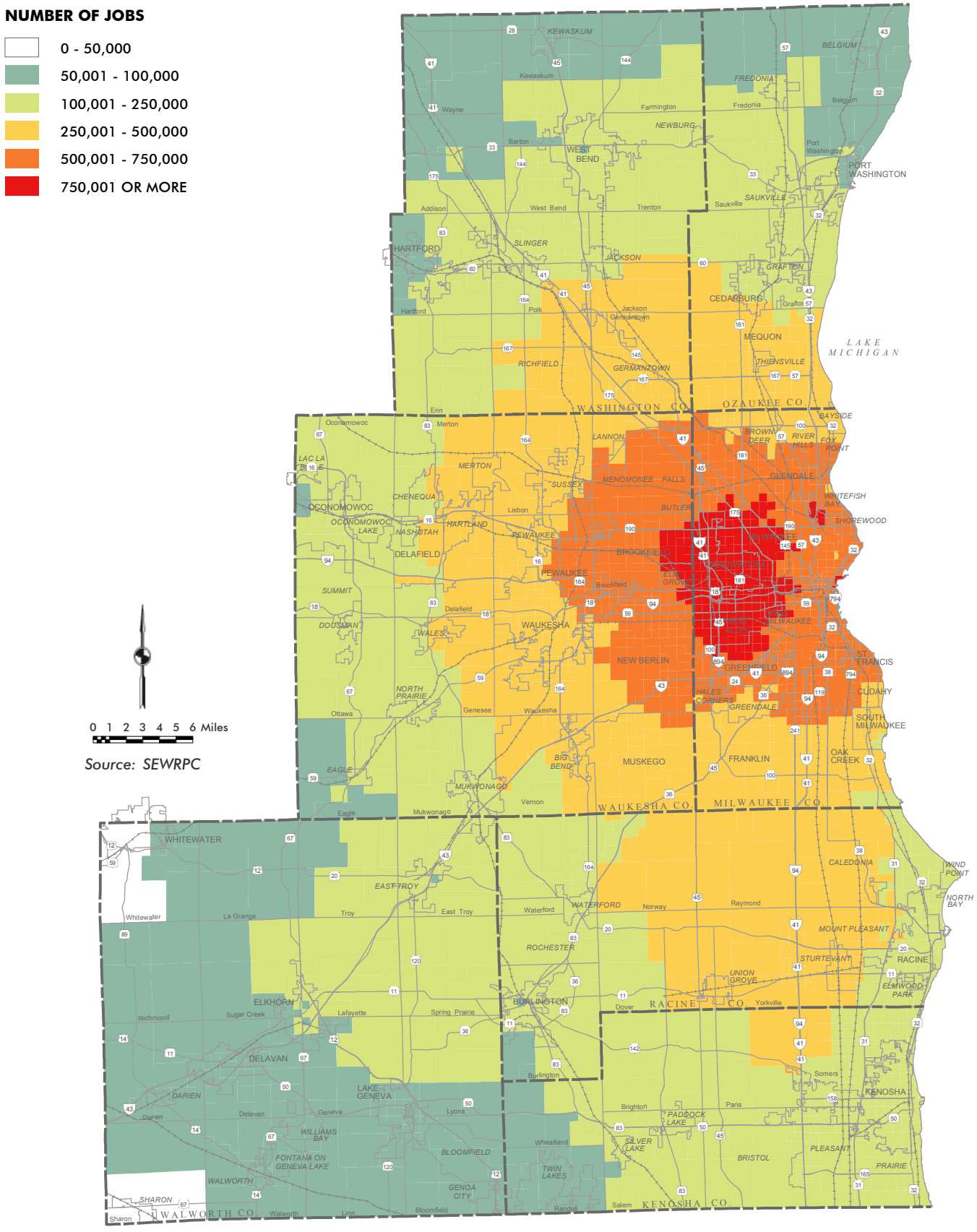


Table C.7
Access to Jobs Within 30 Minutes by Automobile

Minority Population[a]

Plan	500,000 or More Jobs		250,000 or More Jobs		100,000 or More Jobs		Total Minority Population
	People	Percent	People	Percent	People	Percent	
Existing - 2010	407,700	69.9	467,500	80.2	562,900	96.6	582,900
VISION 2050	424,100	72.8	479,100	82.2	570,000	97.8	582,900
FCTP - 2050	417,400	71.6	475,700	81.6	568,300	97.5	582,900

Non-Minority Population[a]

Plan	500,000 or More Jobs		250,000 or More Jobs		100,000 or More Jobs		Total Non-Minority Population
	People	Percent	People	Percent	People	Percent	
Existing - 2010	468,100	32.6	826,000	57.5	1,262,000	87.8	1,437,100
VISION 2050	562,500	39.1	931,800	64.8	1,342,400	93.4	1,437,100
FCTP - 2050	529,800	36.9	893,800	62.2	1,324,700	92.2	1,437,100

Families in Poverty[a]

Plan	500,000 or More Jobs		250,000 or More Jobs		100,000 or More Jobs		Total Families in Poverty
	Families	Percent	Families	Percent	Families	Percent	
Existing - 2010	33,800	62.9	38,800	72.3	49,000	91.2	53,700
VISION 2050	35,500	66.1	41,100	76.5	51,710	96.3	53,700
FCTP - 2050	34,900	65.0	40,500	75.4	51,500	95.9	53,700

Families Not in Poverty[a]

Plan	500,000 or More Jobs		250,000 or More Jobs		100,000 or More Jobs		Total Families Not in Poverty
	Families	Percent	Families	Percent	Families	Percent	
Existing - 2010	166,100	36.6	275,800	60.8	408,200	89.9	453,900
VISION 2050	195,900	43.2	307,500	67.7	426,100	93.9	453,900
FCTP - 2050	184,400	40.6	295,900	65.2	421,600	92.9	453,900

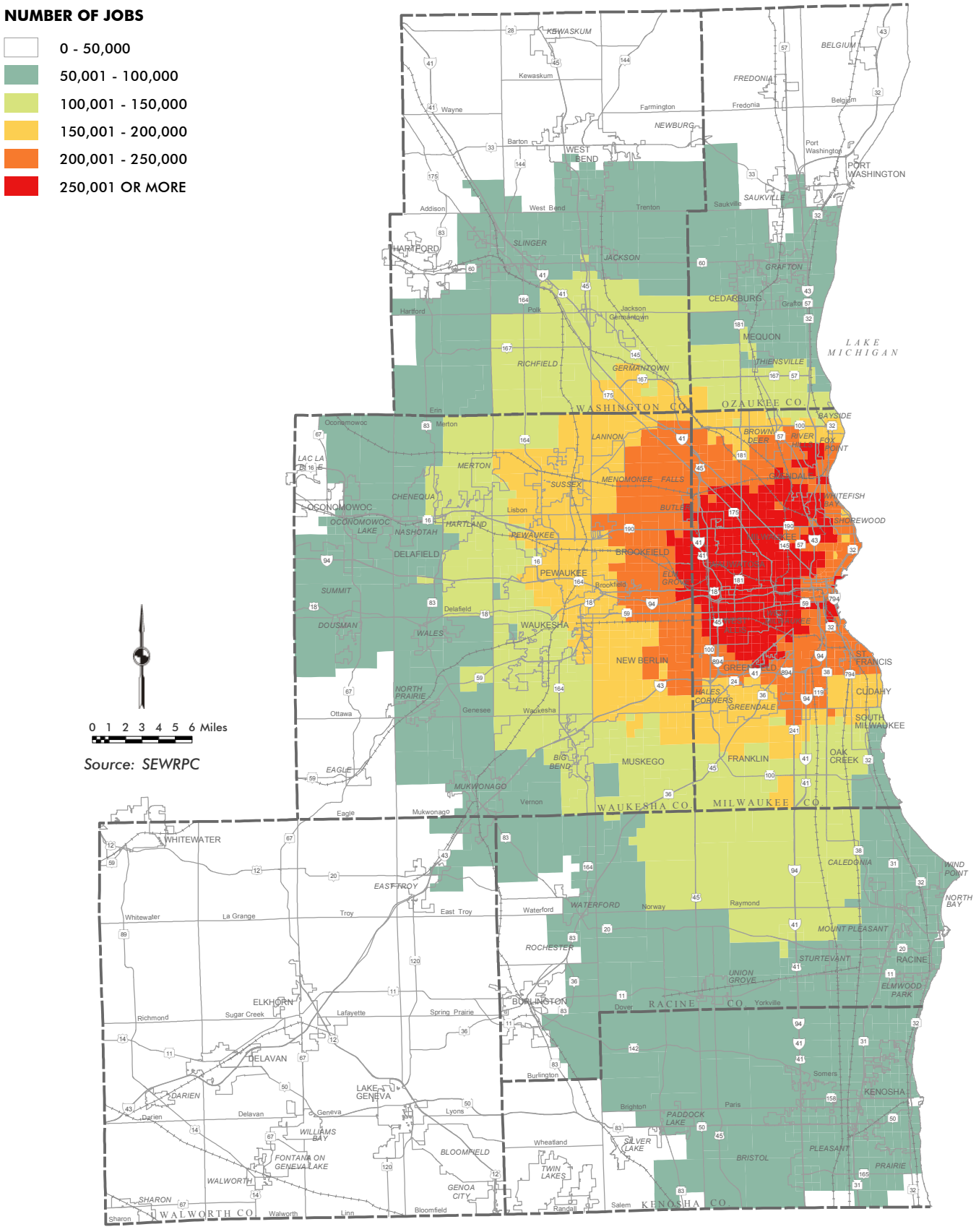
[a] *Minority and non-minority population are based on the 2010 U.S. Census and families in poverty and families not in poverty are based on the 2012-2016 American Community Survey.*

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

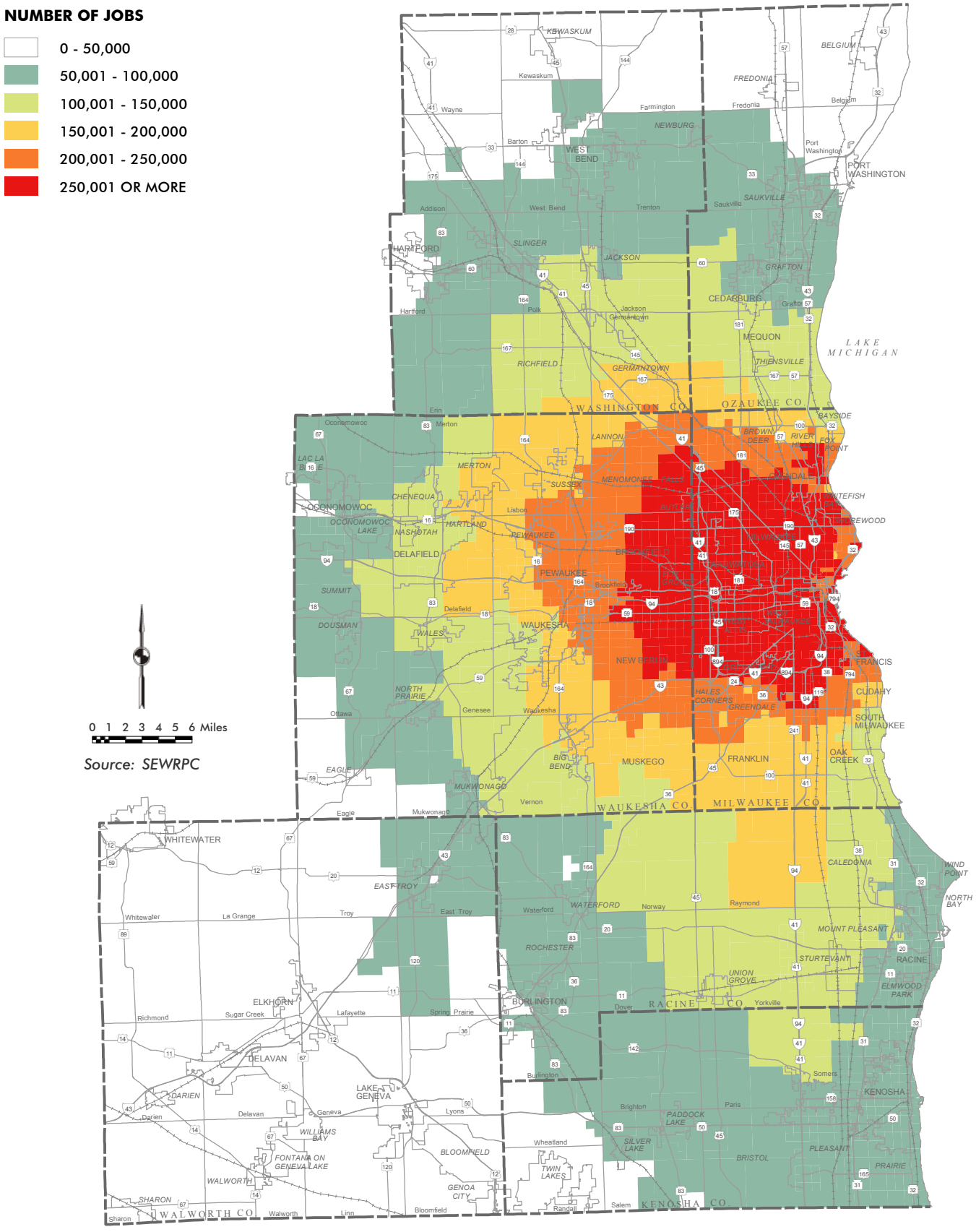
concentrations of minority populations and low-income populations. As shown in Table C.7, it is projected that the existing minority population with access to at least 500,000 jobs by automobile would increase from about 70 percent to about 72 to 73 percent under the amended VISION 2050 and FCTP, with the amended VISION 2050 providing access for slightly more minority people (424,100 people) than the amended FCTP (417,400 people). Similarly, the existing families in poverty with access to at least 500,000 jobs by automobile would increase from about 63 percent to about 65 to 66 percent under the amended VISION 2050 and FCTP, with the amended VISION 2050 providing access for slightly more families in poverty (35,500 families) than the amended FCTP (34,900 families). Under both the amended VISION 2050 and FCTP, a larger proportion of the Region's minority population than the proportion of the Region's non-minority population would have access to 500,000 or more, 250,000 or more, and 100,000 or more jobs within 30 minutes by automobile. The same is true for families in poverty compared to families not in poverty.

The number of lower-wage jobs accessible within 30 minutes by automobile under existing conditions, the amended VISION 2050, and the amended FCTP are shown on Maps C.16 through C.18. Lower-wage jobs are estimated to represent about 32 percent of total jobs. These maps were compared to areas of existing concentrations of minority populations and low-income populations (as shown on Maps C.6 and C.8). The highway improvements under the amended VISION 2050 and FCTP would improve access to jobs for areas of existing concentrations of minority populations and low-income populations. As shown in Table C.8, it is projected that the existing minority population with access to at least 200,000 lower-wage jobs by automobile would increase from about 70 percent to about 72 to 73 percent under the amended VISION 2050 and

Map C.16
Lower-Wage Jobs Accessible Within 30 Minutes by Automobile: Existing



Map C.17
Lower-Wage Jobs Accessible Within 30 Minutes by Automobile: VISION 2050



Map C.18
Lower-Wage Jobs Accessible Within 30 Minutes by Automobile: FCTP

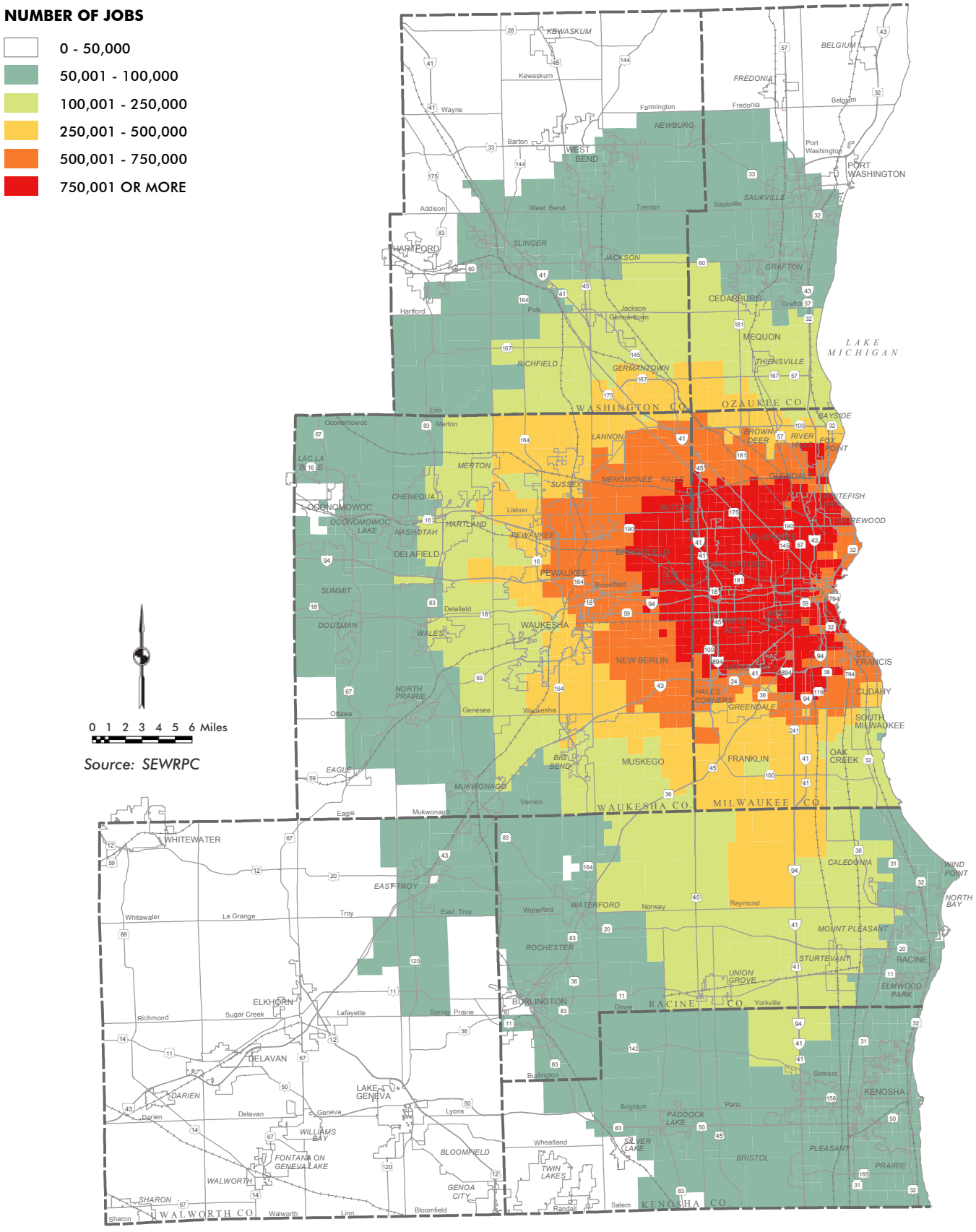


Table C.8
Access to Lower-Wage Jobs Within 30 Minutes by Automobile

Minority Population[a]

Plan	200,000 or More Jobs		100,000 or More Jobs		50,000 or More Jobs		Total Minority Population
	People	Percent	People	Percent	People	Percent	
Existing - 2010	407,400	69.9	468,700	80.4	558,300	95.8	582,900
VISION 2050	425,000	72.9	478,000	82.0	564,200	96.8	582,900
FCTP - 2050	418,100	71.7	475,600	81.6	563,000	96.6	582,900

Non-Minority Population[a]

Plan	200,000 or More Jobs		100,000 or More Jobs		50,000 or More Jobs		Total Non-Minority Population
	People	Percent	People	Percent	People	Percent	
Existing - 2010	468,400	32.6	835,400	58.1	1,202,300	83.7	1,437,100
VISION 2050	568,200	39.5	925,500	64.4	1,277,500	88.9	1,437,100
FCTP - 2050	536,300	37.3	895,900	62.3	1,256,700	87.4	1,437,100

Families in Poverty[a]

Plan	200,000 or More Jobs		100,000 or More Jobs		50,000 or More Jobs		Total Families in Poverty
	Families	Percent	Families	Percent	Families	Percent	
Existing - 2010	33,700	62.8	38,900	72.4	48,000	89.4	53,700
VISION 2050	35,600	66.3	40,900	76.2	50,900	94.8	53,700
FCTP - 2050	35,000	65.2	40,600	75.6	50,700	94.4	53,700

Families Not in Poverty[a]

Plan	200,000 or More Jobs		100,000 or More Jobs		50,000 or More Jobs		Total Families Not in Poverty
	Families	Percent	Families	Percent	Families	Percent	
Existing - 2010	167,100	36.8	278,400	61.3	391,900	86.3	453,900
VISION 2050	197,300	43.5	305,500	67.3	410,300	90.4	453,900
FCTP - 2050	186,500	41.1	295,800	65.2	405,100	89.2	453,900

[a] *Minority and non-minority population are based on the 2010 U.S. Census and families in poverty and families not in poverty are based on the 2012-2016 American Community Survey.*

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

FCTP, with the amended VISION 2050 providing access for slightly more minorities (425,000 people) than the amended FCTP (418,100 people). Similarly, the existing families in poverty with access to at least 200,000 lower-wage jobs by automobile would increase from about 63 percent to about 65 to 66 percent under the amended VISION 2050 and FCTP, with the amended VISION 2050 providing access for slightly more families in poverty (35,600 families) than the amended FCTP (35,000 families). Under both the amended VISION 2050 and the amended FCTP, a larger proportion of the Region's minority population than the proportion of the Region's non-minority population would have access to 200,000 or more, 100,000 or more, and 50,000 or more lower-wage jobs within 30 minutes by automobile. The same is true for families in poverty compared to families not in poverty.

As shown in Table C.9, nearly all (about 90 to 100 percent) of the existing minority population and families in poverty in the Region, would have reasonable access by automobile to the activity centers under both the amended VISION 2050 and FCTP, with the amended FCTP providing minimally less access than the amended VISION 2050.

- **Transit Accessibility to Jobs and Other Activities:** Although most minority residents use the automobile for their travel, they utilize public transit at a higher proportion relative to other modes of travel than white populations in the Region. In Milwaukee County, about 4 to 13 percent of the minority population (depending on race or ethnicity) uses public transit to travel to and from work compared to 3 percent of the white population. Data available from the 2017 NHTS also show a similar pattern for all travel as for work trips in Southeastern Wisconsin with the minority

Table C.9
Reasonable Access to Activity Centers by Automobile[a]

Minority Population[b]

Activity Center	Existing (2010)		VISION 2050		FCTP (2050)		Total Minority Population
	People	Percent	People	Percent	People	Percent	
Retail Centers	565,400	97.0	564,900	96.9	564,000	96.8	582,900
Major Parks	582,900	100.0	582,900	100.0	582,900	100.0	582,900
Public Technical Colleges and Universities	582,800	99.9	582,700	100.0	582,700	99.9	582,900
Health Care Facilities	581,800	99.8	582,900	100.0	581,400	99.7	582,900
Grocery Stores	582,900	100.0	582,900	100.0	582,900	100.0	582,900
General Mitchell International Airport	571,500	98.0	571,300	98.0	568,900	97.6	582,900
Milwaukee Regional Medical Center	531,000	91.1	527,000	90.4	519,800	89.2	582,900

Families in Poverty[b]

Activity Center	Existing (2010)		VISION 2050		FCTP (2050)		Total Families in Poverty
	Families	Percent	Families	Percent	People	Percent	
Retail Centers	49,300	91.8	50,900	94.8	50,700	94.4	53,700
Major Parks	52,300	97.4	53,700	100.0	53,700	100.0	53,700
Public Technical Colleges and Universities	52,300	97.4	53,700	100.0	53,700	100.0	53,700
Health Care Facilities	52,100	97.0	53,700	100.0	53,500	99.6	53,700
Grocery Stores	52,300	97.4	53,700	100.0	53,700	100.0	53,700
General Mitchell International Airport	50,100	93.3	51,600	96.1	51,300	95.5	53,700
Milwaukee Regional Medical Center	46,300	86.2	47,500	88.5	46,700	87.0	53,700

[a] *Reasonable access is defined as the ability to travel by automobile within 60 minutes to General Mitchell International Airport and the Milwaukee Regional Medical Center and within 30 minutes to all the other activity centers.*

[b] *Minority population is based on the 2010 U.S. Census and families in poverty are based on the 2012-2016 American Community Survey.*

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

population utilizing public transit for more of its travel across all types of trips—6 percent—compared to the white population—less than 1 percent. Also in Milwaukee County, about 15 percent of the low-income population (residing in a family with an income below the poverty level) uses public transit to travel to and from work compared to 5 percent of the population with higher wages. As shown in Tables C.10 through C.12, low-income households and a number of minority populations are particularly dependent upon transit, as a significant proportion of these populations have no private vehicle available for travel. Driver's license data indicate a similar conclusion. About 75 percent of Milwaukee County Black/African American households indicate they have an automobile available for travel, and only an estimated 60 percent of Black/African American adults have a driver's license. About 90 percent of Milwaukee County Hispanic households indicate they have an automobile available for travel, and only an estimated 50 percent of Hispanic adults have a driver's license. In comparison, about 91 percent of non-minority households indicate that they have an automobile available for travel, and an estimated 80 percent of non-minority adults have a driver's license. Similarly, only about 64 percent of Milwaukee County families in poverty indicate that they have an automobile available for travel, compared to 91 percent of families not in poverty. Another transit-dependent population group is people with disabilities, with about 10 percent of this population group in Milwaukee County utilizing transit for travel to and from work.

Maps C.19 through C.21 show those areas of the Region with the highest job densities that would be directly served by transit under existing conditions, the amended VISION 2050, and FCTP. As shown on these maps, the transit service areas under the amended VISION 2050 and FCTP would principally serve the areas of the Region with the highest density of jobs, with the lack of transit service improvement and expansion under the amended FCTP providing access to fewer jobs than the amended VISION 2050. Specifically, implementing the amended VISION 2050 would increase the number of jobs that would be served by transit from 730,100 under current conditions to 1,025,800 jobs. Under the amended FCTP, the number of jobs served would

Table C.10
Households by Number of Vehicles Available and Race/Ethnicity of Householder: 2012-2016

Kenosha County

Race/Ethnicity	Households		Race/Ethnicity Group Household Vehicle Availability		
			One or More	No Vehicle Available	
	Total	Percent	Vehicles Available	Households	Percent
White (Non-Hispanic)	51,487	81.7	48,421	3,066	6.0
Black/African American	3,785	6.0	2,796	989	26.1
American Indian and Alaskan Native	509	0.8	439	70	13.8
Asian and Pacific Islander	989	1.6	888	101	10.2
Other Minority	1,542	2.4	1,483	59	3.8
Hispanic	5,754	9.1	5,393	361	6.3
County Total	62,994	100.0	58,407	4,587	7.3

Milwaukee County

Race/Ethnicity	Households		Race/Ethnicity Group Household Vehicle Availability		
			One or More	No Vehicle Available	
	Total	Percent	Vehicles Available	Households	Percent
White (Non-Hispanic)	231,866	60.6	210,584	21,282	9.2
Black/African American	94,216	24.6	68,107	26,109	27.7
American Indian and Alaskan Native	2,017	0.5	1,755	262	13.0
Asian and Pacific Islander	10,681	2.8	9,654	1027	9.6
Other Minority	19,535	5.1	16,497	3,038	15.6
Hispanic	39,084	10.2	34,255	4,829	12.4
County Total	382,779	100.0	328,219	54,560	14.3

Ozaukee and Washington Counties

Race/Ethnicity	Households		Race/Ethnicity Group Household Vehicle Availability		
			One or More	No Vehicle Available	
	Total	Percent	Vehicles Available	Households	Percent
White (Non-Hispanic)	83,860	95.4	80,905	2,955	3.5
Black/African American	651	0.7	527	124	19.0
American Indian and Alaskan Native	207	0.2	207	0	0.0
Asian and Pacific Islander	1,044	1.2	1008	36	3.4
Other Minority	766	0.9	766	0	0.0
Hispanic	1,600	1.8	1311	289	18.1
County Total	87,949	100.0	84,545	3,404	3.9

Racine County

Race/Ethnicity	Households		Race/Ethnicity Group Household Vehicle Availability		
			One or More	No Vehicle Available	
	Total	Percent	Vehicles Available	Households	Percent
White (Non-Hispanic)	60,088	79.8	57,182	2,906	4.8
Black/African American	7,214	9.6	5,667	1,547	21.4
American Indian and Alaskan Native	378	0.5	378	0	0.0
Asian and Pacific Islander	464	0.6	297	167	36.0
Other Minority	3,240	4.3	3015	225	6.9
Hispanic	6,676	8.9	6,242	434	6.5
County Total	75,291	100.0	70,099	5,192	6.9

Walworth County

Race/Ethnicity	Households		Race/Ethnicity Group Household Vehicle Availability		
			One or More	No Vehicle Available	
	Total	Percent	Vehicles Available	Households	Percent
White (Non-Hispanic)	36,355	91.0	34,642	1,713	4.7
Black/African American	196	0.5	196	0	0.0
American Indian and Alaskan Native	22	0.1	22	0	0.0
Asian and Pacific Islander	134	0.3	134	0	0.0
Other Minority	1,250	3.1	1215	35	2.8
Hispanic	2,841	7.1	2442	399	14.0
County Total	39,967	100.0	37,848	2,119	5.3

Table continued on next page.

Table C.10 (Continued)

Waukesha County

Race/Ethnicity	Households		Race/Ethnicity Group Household Vehicle Availability		
	Total	Percent	One or More Vehicles Available	No Vehicle Available	
				Households	Percent
White (Non-Hispanic)	144,804	93.0	139,708	5,096	3.5
Black/African American	1,727	1.1	1,246	481	27.9
American Indian and Alaskan Native	141	0.1	141	0	0.0
Asian and Pacific Islander	3,196	2.1	3,090	106	3.3
Other Minority	2,396	1.5	2,150	246	10.3
Hispanic	4,516	2.9	4,218	298	6.6
County Total	155,775	100.0	149,693	6,082	3.9

Region

Race/Ethnicity	Households		Race/Ethnicity Group Household Vehicle Availability		
	Total	Percent	One or More Vehicles Available	No Vehicle Available	
				Households	Percent
White (Non-Hispanic)	608,460	75.6	571,442	37,018	6.1
Black/African American	107,789	13.4	78,539	29,250	27.1
American Indian and Alaskan Native	3,274	0.4	2,942	332	10.1
Asian and Pacific Islander	16,508	2.1	15,071	1437	8.7
Other Minority	28,729	3.6	25,126	3,603	12.5
Hispanic	60,471	7.5	53,861	6,610	10.9
County Total	804,755	100.0	728,811	75,944	9.4

Source: U.S. Bureau of the Census American Community Survey Public Use Microdata Sample and SEWRPC

Table C.11
Households by Number of Vehicles Available and Minority Householders: 2012-2016

County	Minority Household Vehicle Availability			Non-Minority Household Vehicle Availability		
	One or More Vehicles Available	No Vehicle Available		One or More Vehicles Available	No Vehicle Available	
		Households	Percent		Households	Percent
Kenosha County	9,986	1,521	13.2	48,421	3,066	6.0
Milwaukee County	117,635	33,278	22.1	210,584	21,282	9.2
Ozaukee and Washington Counties	3,640	449	11.0	80,905	2,955	3.5
Racine County	12,917	2,286	15.0	57,182	2,906	4.8
Walworth County	3,206	406	11.2	34,642	1,713	4.7
Waukesha County	9,985	986	9.0	139,708	5,096	3.5
Region	157,369	38,926	19.8	571,442	37,018	6.1

Source: U.S. Bureau of the Census American Community Survey Public Use Microdata Sample and SEWRPC

Table C.12
Households by Number of Vehicles Available for Families in Poverty: 2006-2010

County	Vehicle Availability for Families in Poverty			Vehicle Availability for Families Not in Poverty		
	One or More Vehicles Available	No Vehicle Available		One or More Vehicles Available	No Vehicle Available	
		Families	Percent		Families	Percent
Kenosha County	5,365	1,370	20.3	53,270	2,220	4.0
Milwaukee County	40,505	23,030	36.2	287,840	2,995	8.9
Ozaukee County	1,340	260	16.3	31,375	880	2.7
Racine County	5,515	2,290	29.3	64,795	2,945	4.3
Walworth County	4,065	790	16.3	33,140	1,085	3.2
Washington County	2,355	385	14.1	47,040	1,680	3.4
Waukesha County	6,205	1,000	13.9	139,000	4,955	3.4
Region	65,350	29,125	30.8	656,460	41,760	6.0

Source: U.S. Census Transportation Planning Products and SEWRPC

increase to 735,900. The increase in the number of jobs accessible by transit under both the amended VISION 2050 and FCTP is in part due to the increase in jobs in the Region projected under the land use component of the amended VISION 2050.

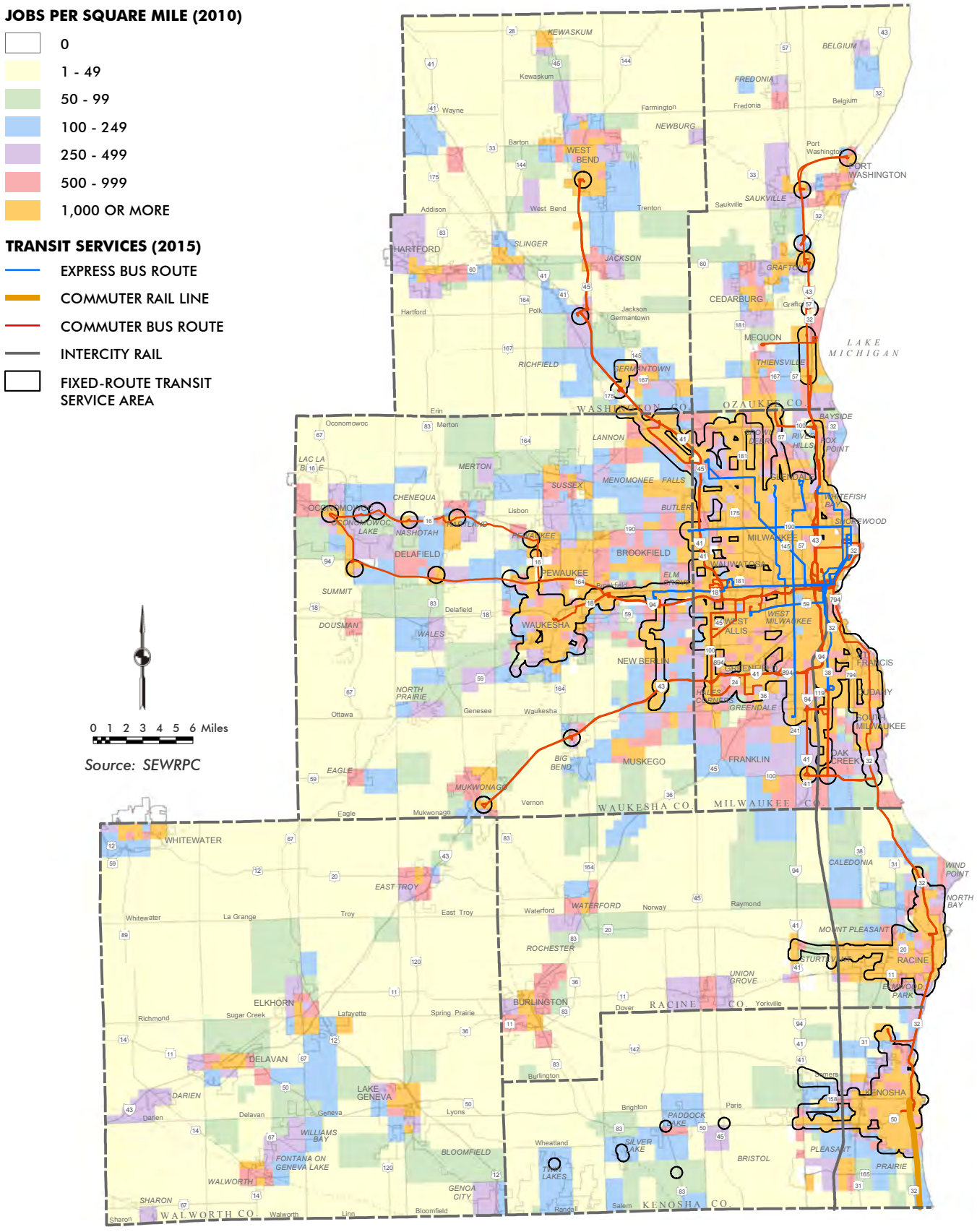
Maps C.22 through C.24 show the number of jobs that could be accessible within 30 minutes by transit under existing conditions, the amended VISION 2050, and the amended FCTP. Comparing these maps to areas of existing concentrations of minority populations (Map C.6), lower-income populations (Map C.8 for families in poverty and Map C.25 for families with incomes less than twice the poverty level), and people with disabilities (Map C.26) indicates that access to jobs for these populations would improve significantly due to the improvement and expansion of transit service under the amended VISION 2050. As shown in Table C.13, the amended VISION 2050's recommended transit improvement and expansion would provide access to at least 100,000 jobs within 30 minutes by transit to a significantly higher proportion of the existing minority population (19.0 percent), families in poverty (16.8 percent), families with incomes less than twice the poverty level (14.5 percent), and people with disabilities (14.9 percent), compared to the limited transit improvement and expansion under the amended FCTP (4.9 percent, 4.3 percent, 3.1 percent, and 3.6 percent, respectively).

As shown in Table C.14, the existing percent of the minority population with access to at least 100,000 jobs by transit would be about 16 percentage points more under the amended VISION 2050, compared to about 12 percentage points more for the non-minority population. The existing families in poverty with access to at least 100,000 jobs by transit would be about 14 percentage points more and families with incomes less than twice the poverty level would be about 12 percentage points more, compared to about 11 percentage points more for families not in poverty and incomes higher than twice the poverty level. With respect to people with disabilities, access to 100,000 jobs by transit for both people with disabilities and without disabilities would be about 13 percentage points more.

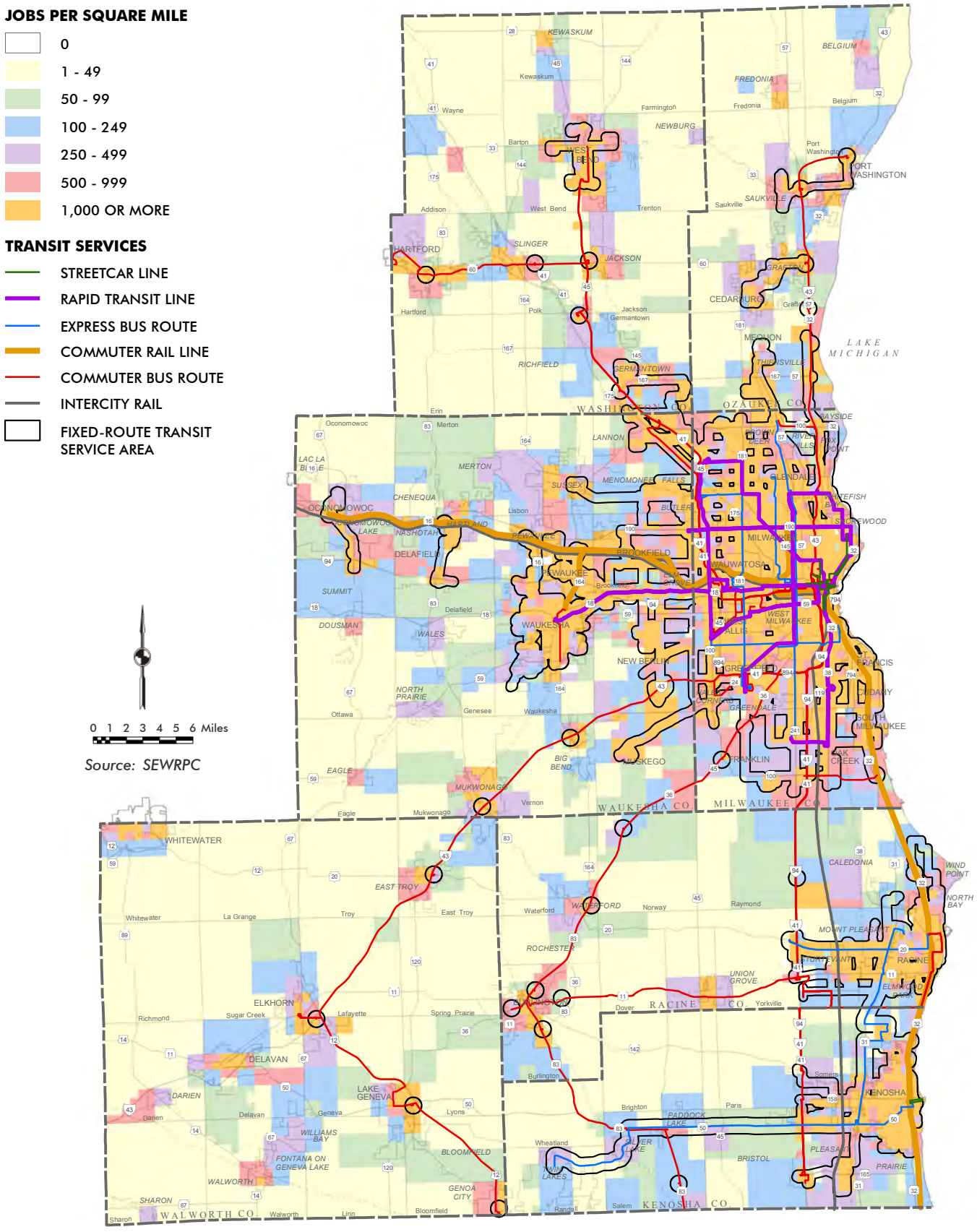
Additionally, the existing percentage of the minority population with access to at least 10,000 jobs by transit would be about 31 percentage points more under the amended VISION 2050, compared to about 43 percentage points more for the non-minority population. The existing families in poverty with access to at least 10,000 jobs by transit would be about 31 percentage points more and families with incomes less than twice the poverty level would be about 33 percentage points more, compared to about 41 percentage points more for families not in poverty and incomes higher than twice the poverty level. With respect to people with disabilities, access to 10,000 jobs by transit for both people with disabilities and without disabilities would be about 40 to 41 percentage points more.

As shown in Table C.14, the existing percent of the minority population with access to at least 100,000 jobs by transit would be about 2 percentage points more under the amended FCTP,

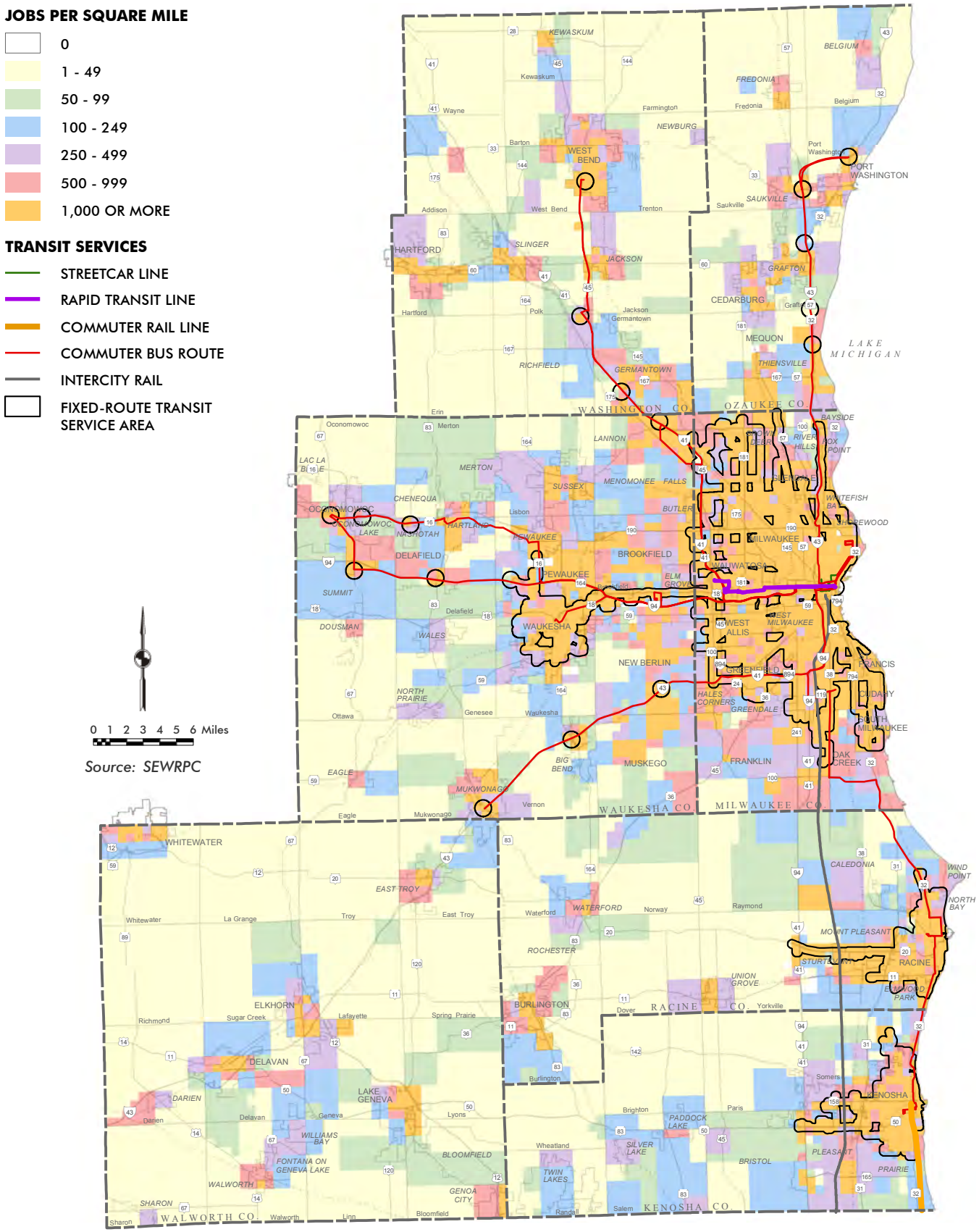
Map C.19
Comparison of Public Transit Services to Job Density: Existing



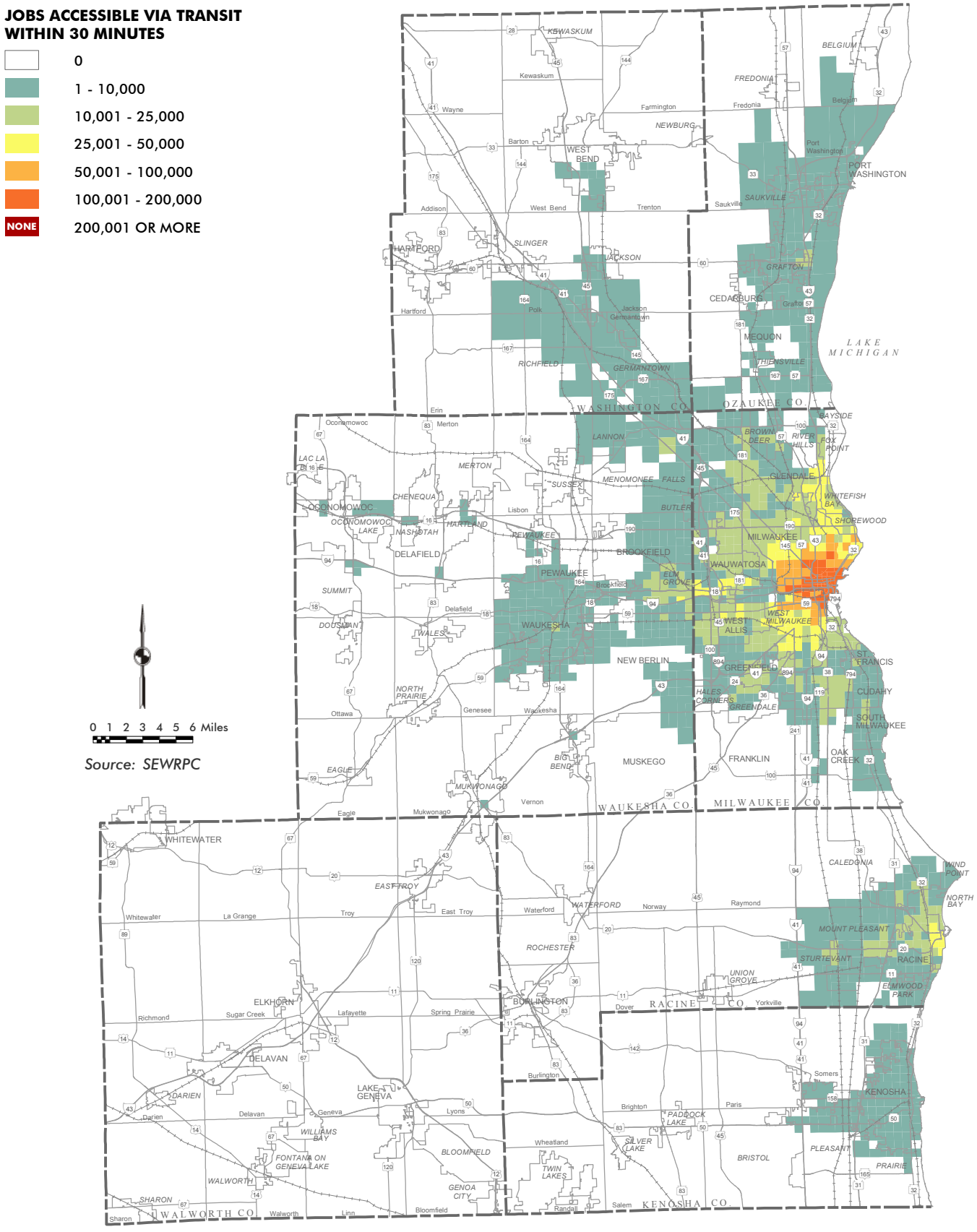
Map C.20
Comparison of Public Transit Element to Job Density: VISION 2050



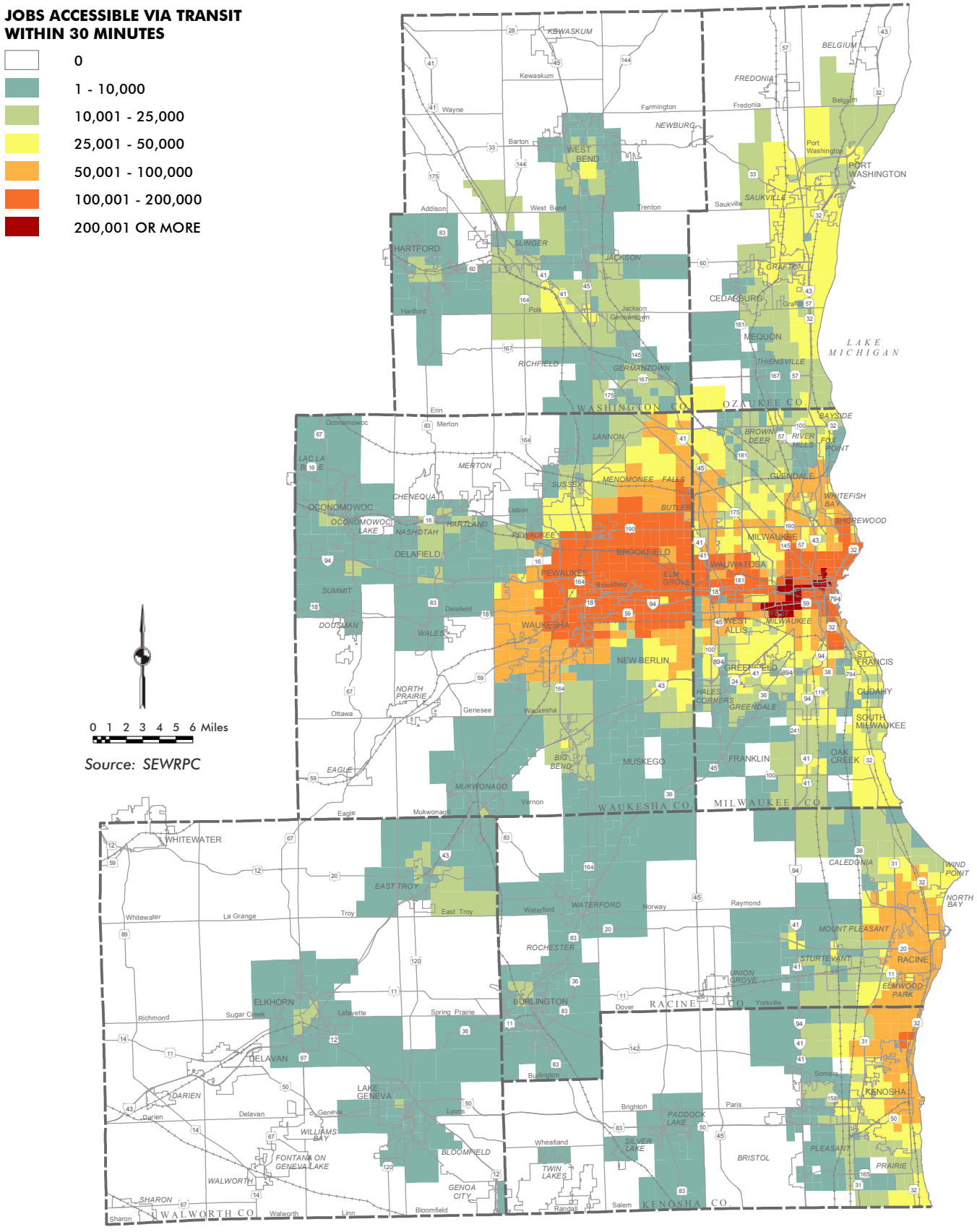
Map C.21
Comparison of Public Transit Element to Job Density: FCTP



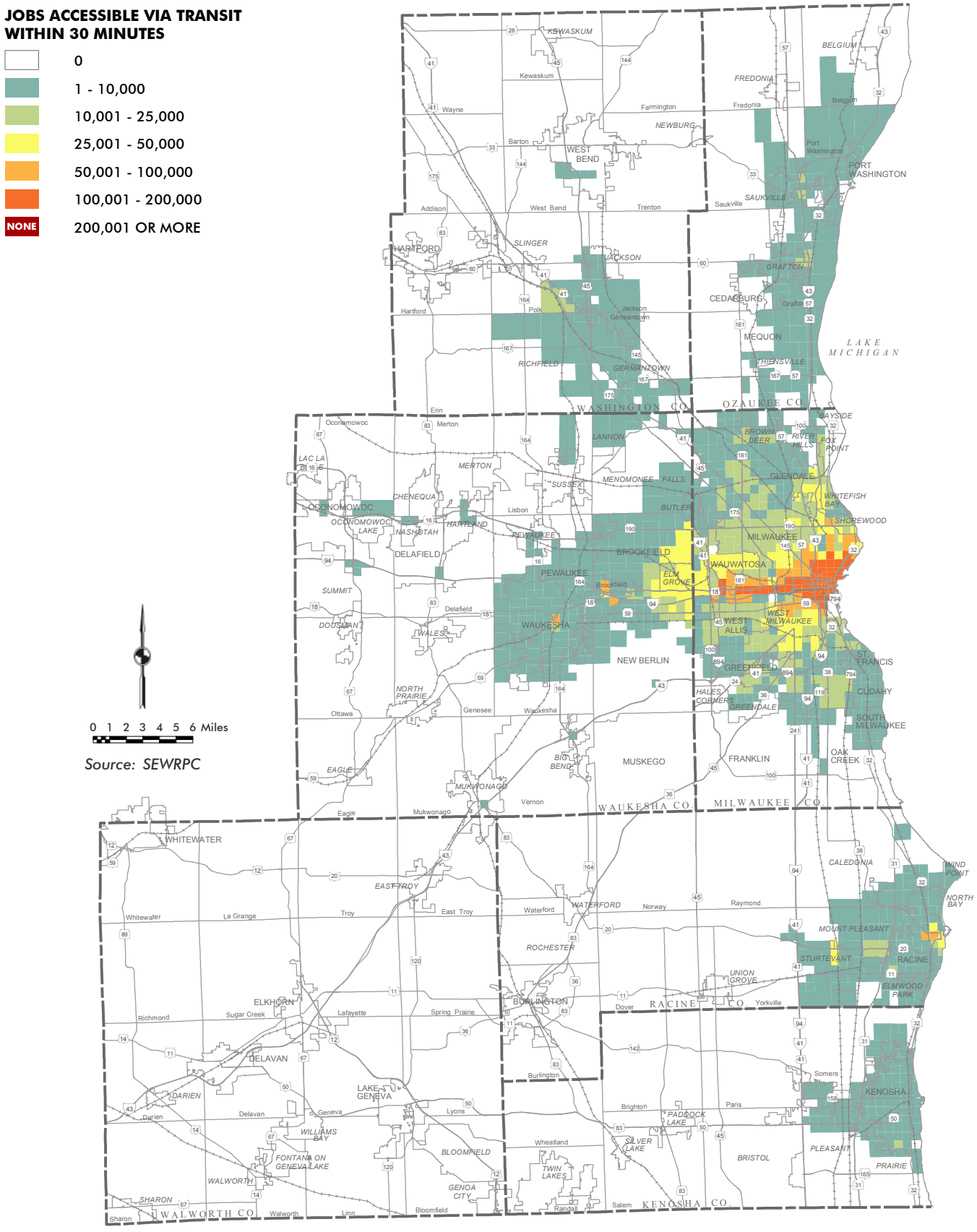
Map C.22
Jobs Accessible Within 30 Minutes by Transit: Existing



Map C.23
Jobs Accessible Within 30 Minutes by Transit: VISION 2050



Map C.24
Jobs Accessible Within 30 Minutes by Transit: FCTP



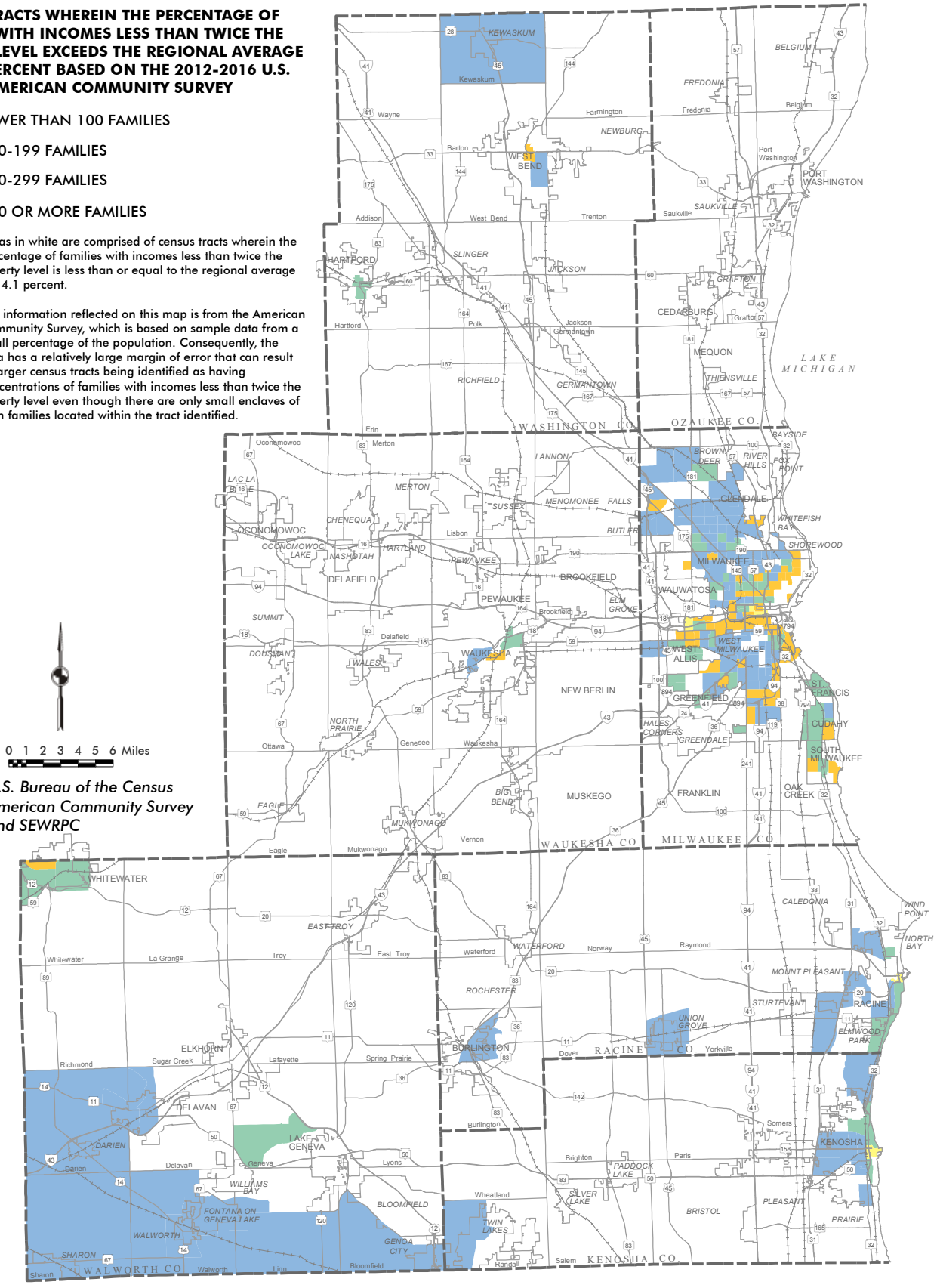
Map C.25
Concentrations of Families with Incomes Less Than Twice the Poverty Level: 2012-2016

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES WITH INCOMES LESS THAN TWICE THE POVERTY LEVEL EXCEEDS THE REGIONAL AVERAGE OF 24.1 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 100 FAMILIES
- 100-199 FAMILIES
- 200-299 FAMILIES
- 300 OR MORE FAMILIES

Notes: Areas in white are comprised of census tracts wherein the percentage of families with incomes less than twice the poverty level is less than or equal to the regional average of 24.1 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families with incomes less than twice the poverty level even though there are only small enclaves of such families located within the tract identified.



Source: U.S. Bureau of the Census American Community Survey and SEWRPC

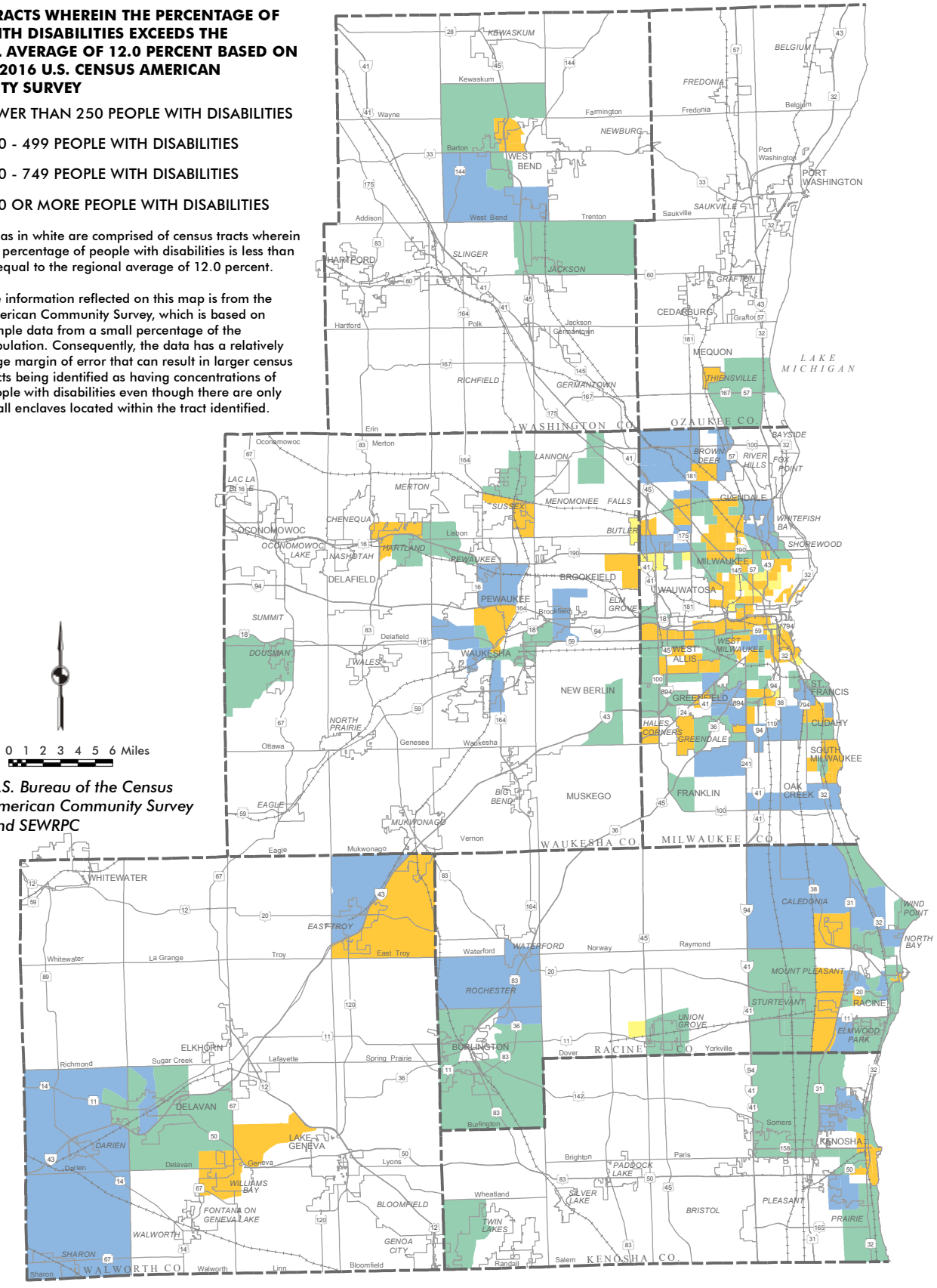
Map C.26
Concentrations of People with Disabilities: 2012-2016

CENSUS TRACTS WHEREIN THE PERCENTAGE OF PEOPLE WITH DISABILITIES EXCEEDS THE REGIONAL AVERAGE OF 12.0 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 250 PEOPLE WITH DISABILITIES
- 250 - 499 PEOPLE WITH DISABILITIES
- 500 - 749 PEOPLE WITH DISABILITIES
- 750 OR MORE PEOPLE WITH DISABILITIES

Notes: Areas in white are comprised of census tracts wherein the percentage of people with disabilities is less than or equal to the regional average of 12.0 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of people with disabilities even though there are only small enclaves located within the tract identified.



Source: U.S. Bureau of the Census American Community Survey and SEWRPC

Table C.13
Access to Jobs Within 30 Minutes by Transit

Minority Population[a]

Plan	100,000 or More Jobs		50,000 or More Jobs		10,000 or More Jobs		Total Minority Population
	People	Percent	People	Percent	People	Percent	
Existing - 2015	18,900	3.2	87,300	15.0	342,200	58.7	582,900
VISION 2050	110,500	19.0	299,000	51.3	524,900	90.0	582,900
FCTP - 2050	28,300	4.9	80,800	13.9	319,700	54.8	582,900

Non-Minority Population[a]

Plan	100,000 or More Jobs		50,000 or More Jobs		10,000 or More Jobs		Total Non-Minority Population
	People	Percent	People	Percent	People	Percent	
Existing - 2015	25,900	1.8	50,800	3.5	300,500	20.9	1,437,105
VISION 2050	199,900	13.9	447,800	31.2	925,600	64.4	1,437,105
FCTP - 2050	45,900	3.2	75,700	5.3	290,400	20.2	1,437,105

Families in Poverty[a]

Plan	100,000 or More Jobs		50,000 or More Jobs		10,000 or More Jobs		Total Families in Poverty
	Families	Percent	Families	Percent	Families	Percent	
Existing - 2015	1,700	3.2	7,900	14.7	29,300	54.6	53,700
VISION 2050	9,000	16.8	26,100	48.6	45,700	85.1	53,700
FCTP - 2050	2,300	4.3	6,800	12.7	26,100	48.6	53,700

Families Not in Poverty[a]

Plan	100,000 or More Jobs		50,000 or More Jobs		10,000 or More Jobs		Total Families Not in Poverty
	Families	Percent	Families	Percent	Families	Percent	
Existing - 2015	3,600	0.8	14,000	3.1	113,500	25.0	453,933
VISION 2050	53,700	11.8	137,700	30.3	297,400	65.5	453,933
FCTP - 2050	8,000	1.8	19,000	4.2	107,200	23.6	453,933

Families with Incomes Less Than Twice the Poverty Level[a]

Plan	100,000 or More Jobs		50,000 or More Jobs		10,000 or More Jobs		Total Families with Incomes Less Than Twice the Poverty Level
	Families	Percent	Families	Percent	Families	Percent	
Existing - 2015	2,600	2.1	12,900	10.6	58,100	47.6	122,100
VISION 2050	17,700	14.5	53,100	43.5	98,800	80.9	122,100
FCTP - 2050	3,800	3.1	11,900	9.7	52,300	42.8	122,100

Families with Incomes More Than Twice the Poverty Level[a]

Plan	100,000 or More Jobs		50,000 or More Jobs		10,000 or More Jobs		Total Families with Incomes More Than Twice the Poverty Level
	Families	Percent	Families	Percent	Families	Percent	
Existing - 2015	2,700	0.7	9,000	2.3	84,700	22.0	385,491
VISION 2050	45,000	11.7	110,700	28.7	244,400	63.4	385,491
FCTP - 2050	6,500	1.7	13,800	3.6	81,000	21.0	385,491

People with Disabilities[a]

Plan	100,000 or More Jobs		50,000 or More Jobs		10,000 or More Jobs		Total Population with Disabilities
	People	Percent	People	Percent	People	Percent	
Existing - 2015	4,300	1.8	15,600	6.4	80,700	33.3	242,400
VISION 2050	36,200	14.9	91,400	37.7	180,600	74.5	242,400
FCTP - 2050	8,800	3.6	19,300	8.0	81,800	33.7	242,400

People Without Disabilities[a]

Plan	100,000 or More Jobs		50,000 or More Jobs		10,000 or More Jobs		Total Population Without Disabilities
	People	Percent	People	Percent	People	Percent	
Existing - 2015	40,500	2.3	122,600	6.9	562,000	31.7	1,775,172
VISION 2050	274,200	15.4	655,500	36.9	1,270,000	71.5	1,775,172
FCTP - 2050	65,500	3.7	137,300	7.7	528,300	29.8	1,775,172

Table continued on next page.

Table C.13 (Continued)

[a] *Minority population is based on the 2010 U.S. Census and families in poverty, families with incomes less than twice the poverty level, and people with disabilities are based on the 2012-2016 American Community Survey.*

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

Table C.14
Additional Percent Having Access to Jobs by Transit

100,000 or More Jobs

Minorities[a]

Plan	Minority Population	Non-Minority Population
VISION 2050	16	12
FCTP - 2050	2	1

Families in Poverty and with Incomes Less Than Twice the Poverty Level[a]

Plan	Families in Poverty	Families Not in Poverty	Families with Incomes Less Than Twice the Poverty Level	Families with Incomes MoreThan Twice the Poverty Level
VISION 2050	14	11	12	11
FCTP - 2050	1	1	1	1

People with Disabilities[a]

Plan	People with Disabilities	People Without Disabilities
VISION 2050	13	13
FCTP - 2050	2	1

10,000 or More Jobs

Minorities[a]

Plan	Minority Population	Non-Minority Population
VISION 2050	31	43
FCTP - 2050	-4	-1

Families in Poverty and with Incomes Less Than Twice the Poverty Level[a]

Plan	Families in Poverty	Families Not in Poverty	Families with Incomes Less Than Twice the Poverty Level	Families with Incomes MoreThan Twice the Poverty Level
VISION 2050	31	41	33	41
FCTP - 2050	-6	-1	-5	-1

People with Disabilities[a]

Plan	People with Disabilities	People Without Disabilities
VISION 2050	41	40
FCTP - 2050	0	-2

[a] *Minority population and non-minority population are based on the 2010 U.S. Census and families in poverty, families not in poverty, families with incomes less than twice the poverty level, families with incomes more than twice the poverty level, people with disabilities, and people without disabilities are based on the 2012-2016 American Community Survey.*

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

compared to about 1 percentage point more for non-minority populations. The existing percent of families in poverty and families with incomes less than twice the poverty level with access to at least 100,000 jobs by transit would be about 1 percentage point more under the amended FCTP, compared to about 1 percentage point more for families not in poverty and with incomes higher than twice the poverty level. With respect to people with disabilities, the existing percent of people with disabilities with access to at least 100,000 jobs by transit would be about 2 percentage points more, compared to 1 percentage point more for people without disabilities, under the amended FCTP. The slight increase in percentage points under the amended FCTP for

all population groups is attributable to the expansion of bus rapid transit and the streetcar system included in the amended FCTP, along with the increase in jobs in the Region projected under the land use component of the amended VISION 2050

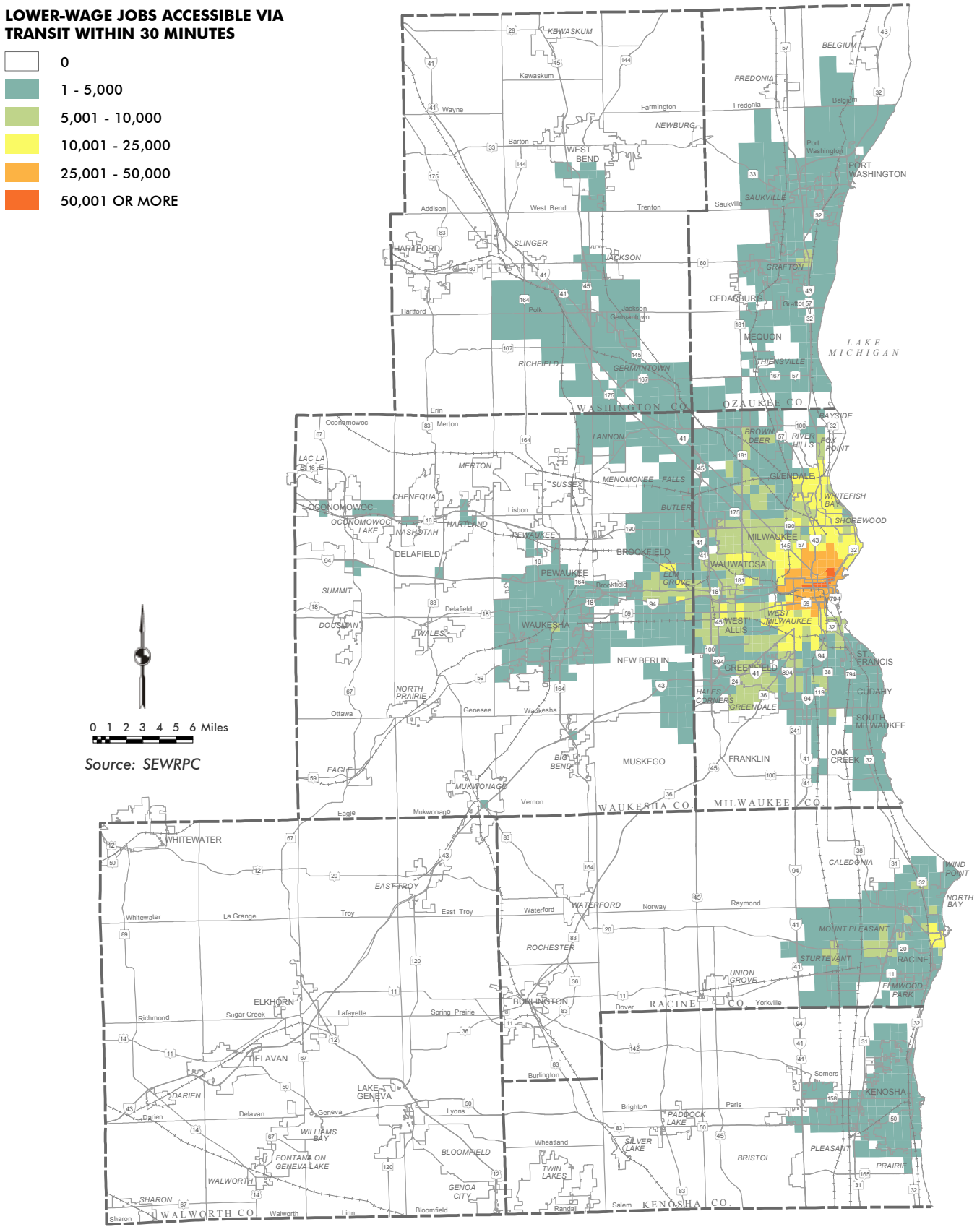
Additionally, the existing percentage of the minority population with access to at least 100,000 jobs by transit would be about 2 percentage points more under the amended FCTP, compared to about 1 percentage point more for non-minority populations. The existing percent of families in poverty and families with incomes less than twice the poverty level with access to at least 100,000 jobs by transit would be about 1 percentage point more under the amended FCTP, compared to about 1 percentage point more for families not in poverty and with incomes higher than twice the poverty level. With respect to people with disabilities, the existing percent of people with disabilities with access to at least 100,000 jobs by transit would be about 2 percentage points more, compared to 1 percentage point more for people without disabilities, under the amended FCTP.

Maps C.27 through C.29 show the number of lower-wage jobs that would be accessible in 30 minutes under existing conditions, the amended VISION 2050, and the amended FCTP. Lower-wage jobs are estimated to represent about 32 percent of total jobs in the Region. Comparing these maps to areas of existing concentrations of minority populations (Map C.6), lower-income populations (Map C.8 for families in poverty and Map C.25 for families with incomes less than twice the poverty level), and people with disabilities (Map C.26) shows that access to lower-wage jobs for these populations would improve significantly due to the improvement and expansion of transit service under the amended VISION 2050. As shown in Table C.15, it is projected that about 38 percent of the existing minority population would have access to at least 25,000 lower-wage jobs within 30 minutes by transit under the amended VISION 2050, compared to about 10 percent under the amended FCTP. Similarly, it is projected that about 36 percent of the families in poverty and about 32 percent of families with incomes less than twice the poverty level would have access to at least 25,000 lower-wage jobs within 30 minutes by transit under the amended VISION 2050, compared to about 9 and 7 percent, respectively, under the amended FCTP. With respect to people with disabilities, it is projected that about 29 percent of this population would have access to at least 25,000 lower-wage jobs within 30 minutes under the amended VISION 2050, compared to 6 percent under the amended FCTP.

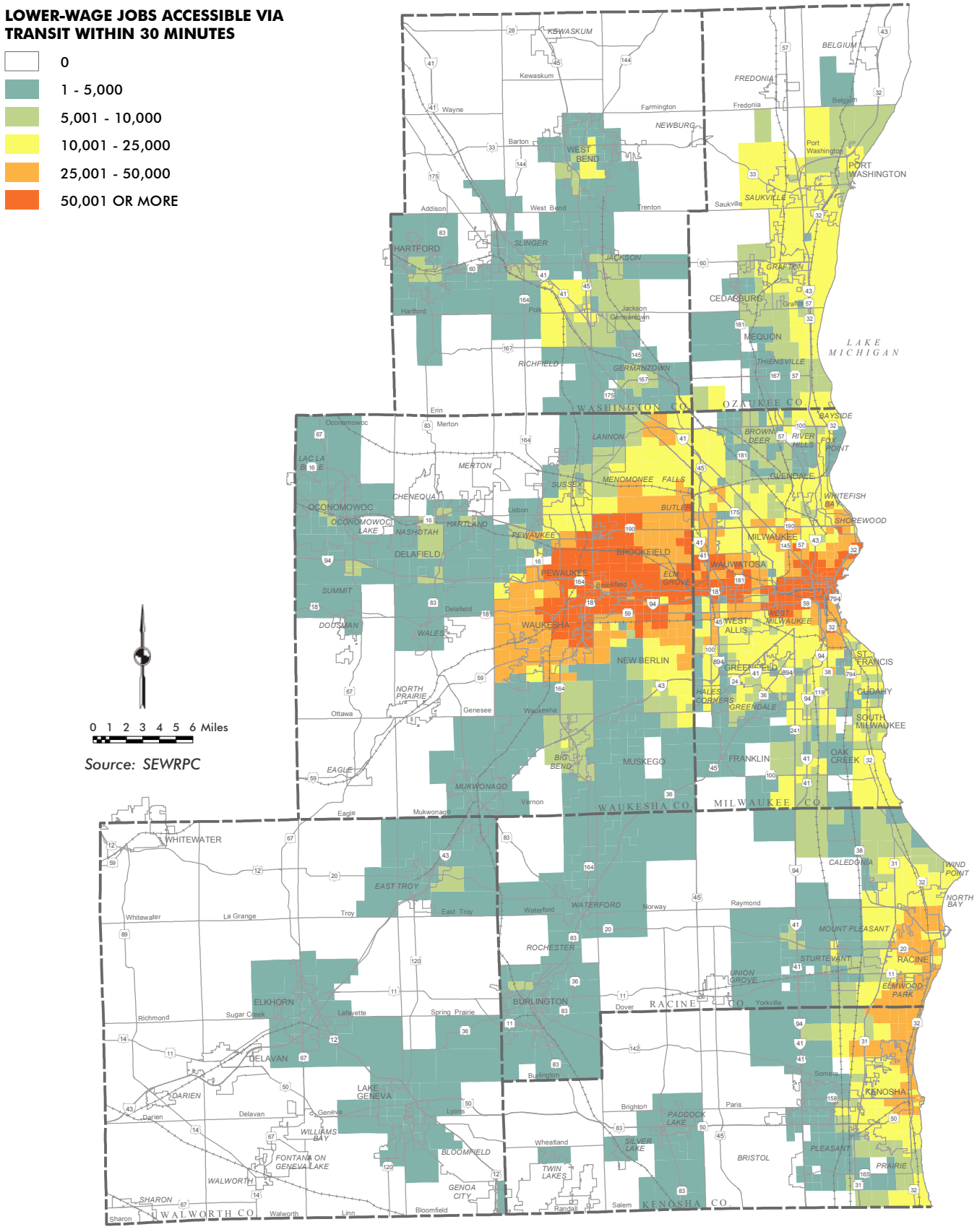
The substantial increase in transit service under the amended VISION 2050 would provide better access than under the amended FCTP to existing retail centers, major parks, public technical colleges/universities, health facilities, grocery stores, the Milwaukee Regional Medical Center, and General Mitchell International Airport. Table C.16 shows the existing minority populations, lower-income populations, and people with disabilities that would have reasonable access (within 30 minutes) by transit to various activity centers under existing conditions, the amended VISION 2050, and the amended FCTP. Under the amended VISION 2050, the proportion of existing minority populations, lower-income populations, and people with disabilities provided access by transit service to the activity centers analyzed would be between 10 and 36 percentage points more than under the amended FCTP.

As shown in Table C.17, the improvement and expansion of transit under the amended VISION 2050 would result in between 8 and 35 additional percentage points of the total minority population having reasonable access to the various activity centers compared to existing conditions. This is greater than the 7 to 26 additional percentage points of the non-minority population that would have access under the amended VISION 2050. Similarly, the improvement and expansion of transit under the amended VISION 2050 would result in between 9 and 30 additional percentage points of the total families in poverty and families with incomes less than twice the poverty level having reasonable access to the various activity centers compared to existing conditions. This is greater than the 6 to 27 additional percentage points of the total families not in poverty and families with incomes higher than twice the poverty level that would have access under the amended VISION 2050. With respect to people with disabilities, the amended VISION 2050 would result in between 10 and 30 additional percentage points of the total people with disabilities having reasonable access to the various activity centers compared to existing conditions. This is slightly

Map C.27
Lower-Wage Jobs Accessible Within 30 Minutes by Transit: Existing



Map C.28
Lower-Wage Jobs Accessible Within 30 Minutes by Transit: VISION 2050



Map C.29
Lower-Wage Jobs Accessible Within 30 Minutes by Transit: FCTP

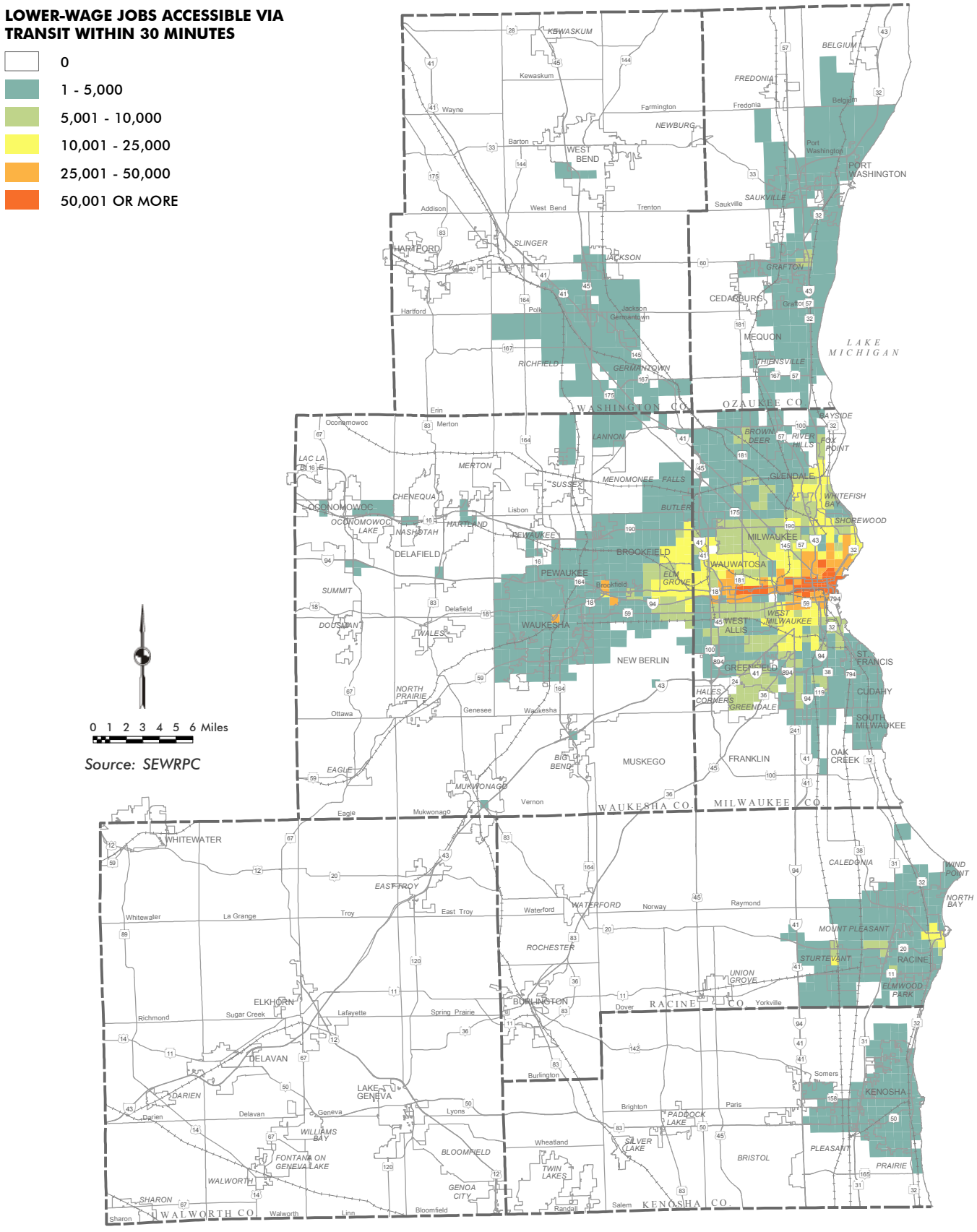


Table C.15
Access to Lower-Wage Jobs Within 30 Minutes by Transit

Minority Population[a]

Plan	25,000 or More Jobs		10,000 or More Jobs		5,000 or More Jobs		Total Minority Population
	People	Percent	People	Percent	People	Percent	
Existing - 2015	66,800	11.5	177,200	30.4	304,200	52.2	582,900
VISION 2050	222,157	38.1	442,900	76.0	514,600	88.3	582,900
FCTP - 2050	56,300	9.7	161,000	27.6	278,900	47.8	582,900

Families in Poverty[a]

Plan	25,000 or More Jobs		10,000 or More Jobs		5,000 or More Jobs		Total Families in Poverty
	Families	Percent	Families	Percent	Families	Percent	
Existing - 2015	6,000	11.2	16,200	30.2	26,000	48.4	53,700
VISION 2050	19,500	36.3	38,600	71.9	44,900	83.6	53,700
FCTP - 2050	4,600	8.6	13,800	25.7	23,100	43.0	53,700

Families with Incomes Less Than Twice the Poverty Level[a]

Plan	25,000 or More Jobs		10,000 or More Jobs		5,000 or More Jobs		Total Families with Incomes Less Than Twice the Poverty Level
	Families	Percent	Families	Percent	Families	Percent	
Existing - 2015	9,700	7.9	28,800	23.6	50,700	41.5	122,100
VISION 2050	39,400	32.3	81,600	66.8	96,600	79.1	122,100
FCTP - 2050	8,000	6.6	25,500	20.9	46,200	37.8	122,100

People with Disabilities[a]

Plan	25,000 or More Jobs		10,000 or More Jobs		5,000 or More Jobs		Total Population with Disabilities
	People	Percent	People	Percent	People	Percent	
Existing - 2015	12,300	5.1	35,300	14.6	70,500	29.1	242,400
VISION 2050	70,700	29.2	145,500	60.0	175,500	72.4	242,400
FCTP - 2050	14,700	6.1	38,200	15.8	73,500	30.3	242,400

[a] *Minority population is based on the 2010 U.S. Census and families in poverty, families with incomes less than twice the poverty level, and people with disabilities are based on the 2012-2016 American Community Survey.*

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

greater than the 7 to 29 additional percentage points for people without disabilities that would have access under the amended VISION 2050.

As shown in Table C.18, the transit service under the amended FCTP would result in between 1 additional percentage point and 7 less percentage points of the total minority population that would have reasonable access to the various activity centers compared to existing conditions. These changes are generally about the same—slightly higher or lower—than the percentage change for the non-minority population that would have access under the amended FCTP. An exception to this is colleges/universities and health care facilities where the change in percentage points is greater for minority populations than non-minority populations (3 to 7 less percentage points compared to zero to 2 less percentage points, respectively). Similarly, the transit service under the amended FCTP would result in between 1 additional percentage point and 6 less percentage points for total families in poverty and families with incomes less than twice the poverty level having reasonable access to the various activity centers compared to existing conditions. These changes are generally about the same—slightly higher or lower—than the percentage change for total families not in poverty and families with incomes higher than twice the poverty level that would have access under the amended FCTP. An exception to this is health care facilities where the change in percentage points is greater for minority populations than non-minority populations (6 less percentage points compared to 2 less percentage points, respectively). With respect to people with disabilities, the amended FCTP would result in between 1 additional percentage point and 3 less percentage points for total people with disabilities having reasonable access to the various activity centers compared to existing conditions, with similar changes for people without disabilities.

Table C.16
Reasonable Access to Activity Centers by Transit[a]

Minority Population[b]

Activity Center	Existing (2015) People	Existing (2015) Percent	VISION 2050 People	VISION 2050 Percent	FCTP (2050) People	FCTP (2050) Percent	Total Minority Population
Retail Centers	104,000	17.8	267,000	45.8	112,300	19.3	582,900
Major Parks	46,300	7.9	142,900	24.5	45,300	7.8	582,900
Public Technical Colleges and Universities	157,700	27.1	234,600	40.2	142,200	24.4	582,900
Health Care Facilities	292,700	50.2	357,900	61.4	249,600	42.8	582,900
Grocery Stores	455,400	78.1	525,500	90.2	441,300	75.7	582,900
General Mitchell International Airport	72,900	12.5	120,800	20.7	60,500	10.4	582,900
Milwaukee Regional Medical Center	144,800	24.8	348,700	59.8	132,700	22.8	582,900

Families in Poverty[b]

Activity Center	Existing (2015) Families	Existing (2015) Percent	VISION 2050 Families	VISION 2050 Percent	FCTP (2050) Families	FCTP (2050) Percent	Total Families in Poverty
Retail Centers	9,000	16.8	23,100	43.0	9,300	17.3	53,700
Major Parks	4,400	8.2	12,400	23.1	3,900	7.3	53,700
Public Technical Colleges and Universities	14,800	27.6	21,600	40.2	13,200	24.6	53,700
Health Care Facilities	25,600	47.7	31,900	59.4	23,800	44.3	53,700
Grocery Stores	38,400	71.5	44,700	83.2	37,300	69.5	53,700
General Mitchell International Airport	5,900	11.0	11,100	20.7	5,300	9.9	53,700
Milwaukee Regional Medical Center	13,100	24.4	29,300	54.6	9,800	18.2	53,700

Families with Incomes Less Than Twice the Poverty Level[b]

Activity Center	Existing (2015) Families	Existing (2015) Percent	VISION 2050 Families	VISION 2050 Percent	FCTP (2050) Families	FCTP (2050) Percent	Total Families with Incomes Less Than Twice the Poverty Level
Retail Centers	17,600	14.4	51,600	42.3	18,300	15.0	122,100
Major Parks	8,400	6.9	27,200	22.3	7,600	6.2	122,100
Public Technical Colleges and Universities	28,000	22.9	45,600	37.3	25,700	21.0	122,100
Health Care Facilities	51,700	42.3	68,600	56.2	48,400	39.6	122,100
Grocery Stores	80,000	65.5	96,400	79.0	77,000	63.1	122,100
General Mitchell International Airport	12,600	10.3	23,300	19.1	10,800	8.8	122,100
Milwaukee Regional Medical Center	25,700	21.0	61,900	50.7	19,900	16.3	122,100

People with Disabilities[b]

Activity Center	Existing (2015) People	Existing (2015) Percent	VISION 2050 People	VISION 2050 Percent	FCTP (2050) People	FCTP (2050) Percent	Total Population with Disabilities
Retail Centers	31,700	13.1	103,600	42.7	36,400	15.0	242,400
Major Parks	16,600	6.8	58,800	24.3	17,000	7.0	242,400
Public Technical Colleges and Universities	42,300	17.5	84,100	34.7	45,200	18.6	242,400
Health Care Facilities	74,700	30.8	124,700	51.4	79,700	32.9	242,400
Grocery Stores	121,700	50.2	172,800	71.3	125,400	51.7	242,400
General Mitchell International Airport	16,100	6.6	40,000	16.5	15,300	6.3	242,400
Milwaukee Regional Medical Center	40,100	16.5	111,800	46.1	36,800	15.2	242,400

[a] *Reasonable access is defined as the ability to travel by transit within 60 minutes to General Mitchell International Airport and the Milwaukee Regional Medical Center and within 30 minutes to all the other activity centers.*

[b] *Minority population is based on the 2010 U.S. Census and families in poverty, families with incomes less than twice the poverty level, and people with disabilities are based on the 2012-2016 American Community Survey.*

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

Table C.17
Additional Percent Having Reasonable Access[a] to Activity Centers by Transit: VISION 2050

Minority Population[b]

Activity Center	Minority Population	Non-Minority Population
Retail Centers	28	30
Major Parks	17	18
Public Technical Colleges and Universities	13	18
Health Care Facilities	11	21
Grocery Stores	12	23
General Mitchell International Airport	8	7
Milwaukee Regional Medical Center	35	25

Families in Poverty and Families with Incomes Less Than Twice the Poverty Level[b]

Activity Center	Families in Poverty	Families Not in Poverty	Families with Incomes Less Than Twice the Poverty Level	Families with Incomes More Than Twice the Poverty Level
Retail Centers	26	27	28	27
Major Parks	15	16	15	16
Public Technical Colleges and Universities	13	15	14	15
Health Care Facilities	12	18	14	19
Grocery Stores	12	20	13	21
General Mitchell International Airport	10	6	9	6
Milwaukee Regional Medical Center	30	24	30	23

People with Disabilities[b]

Activity Center	People with Disabilities	People Without Disabilities
Retail Centers	30	29
Major Parks	17	18
Public Technical Colleges and Universities	17	17
Health Care Facilities	21	18
Grocery Stores	21	20
General Mitchell International Airport	10	7
Milwaukee Regional Medical Center	30	27

[a] *Reasonable access is defined as the ability to travel by transit within 60 minutes to General Mitchell International Airport and the Milwaukee Regional Medical Center and within 30 minutes to all the other activity centers.*

[b] *Minority population is based on the 2010 U.S. Census and families in poverty, families with incomes less than twice the poverty level, and people with disabilities are based on the 2012-2016 American Community Survey.*

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

- **Comparing Accessibility for Transit and Driving:** A comparison of the improvements in accessibility under the transit element of the amended VISION 2050 to the highway element of the amended VISION 2050 clearly indicates that the transit element would result in substantial increases in transit accessibility to jobs and other activities, and the highway element would result in only modest increases in highway accessibility to jobs and other activities. The modest increases in highway accessibility would benefit the majority of minority residents and low-income residents who travel by automobile. The substantial increases in transit accessibility would provide significant benefits to those who may not be able to afford a car and need public transit service to be able to reach jobs and other activities.

  In contrast, a comparison of the accessibility under the transit element of the amended FCTP to the accessibility under the highway element of the amended FCTP indicates that the transit element would result in either slight increases or slight declines in transit accessibility to jobs and other activities, and the highway element would result in about the same or slightly better highway accessibility to jobs and other activities.

Table C.18
Additional or Reduced Percent Having Reasonable Access[a] to Activity Centers by Transit: FCTP

Minority Population[b]

Activity Center	Minority Population	Non-Minority Population
Retail Centers	1	1
Major Parks	0	-1
Public Technical Colleges and Universities	-3	1
Health Care Facilities	-7	-2
Grocery Stores	-2	-3
General Mitchell International Airport	-2	-2
Milwaukee Regional Medical Center	-2	-1

Families in Poverty and Families with Incomes Less Than Twice the Poverty Level[b]

Activity Center	Families in Poverty	Families Not in Poverty	Families with Incomes Less Than Twice the Poverty Level	Families with Incomes More Than Twice the Poverty Level
Retail Centers	1	1	1	1
Major Parks	0	-1	0	-1
Public Technical Colleges and Universities	-2	0	-1	0
Health Care Facilities	-6	-2	-5	-2
Grocery Stores	-3	-3	-3	-3
General Mitchell International Airport	-1	-1	-1	-1
Milwaukee Regional Medical Center	-2	-2	-2	-2

People with Disabilities[b]

Activity Center	People with Disabilities	People Without Disabilities
Retail Centers	1	1
Major Parks	0	-1
Public Technical Colleges and Universities	-1	0
Health Care Facilities	-3	-3
Grocery Stores	-3	-3
General Mitchell International Airport	-1	-2
Milwaukee Regional Medical Center	-2	-1

[a] *Reasonable access is defined as the ability to travel by transit within 60 minutes to General Mitchell International Airport and the Milwaukee Regional Medical Center and within 30 minutes to all the other activity centers.*

[b] *Minority population is based on the 2010 U.S. Census and families in poverty, families with incomes less than twice the poverty level, and people with disabilities are based on the 2012-2016 American Community Survey.*

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

MINORITY POPULATIONS AND LOW-INCOME POPULATIONS SERVED BY TRANSIT

Minority populations, lower-income populations, and people with disabilities utilize public transit at a higher proportion relative to other modes of travel than does the remaining population of the Region. To an extent, any improvement in transit within the Region would be expected to benefit minority populations, lower-income populations, and people with disabilities. An evaluation was conducted of the characteristics of the existing population located within the service area of the public transit system under the amended VISION 2050 and the amended FCTP. Table C.19 and Maps C.30 through C.44 show information on the existing minority populations, lower-income populations (families in poverty and families with incomes less than twice the poverty level), and people with disabilities within walking distance of transit and fixed-guideway transit (either rapid transit or commuter rail) under existing conditions, the amended VISION 2050, and the amended FCTP.

- **Existing Transit Service:** Most of the base year 2015 routes and service areas for the public transit systems in the Region serve the principal concentrations of existing minority populations, lower-income populations, and people with disabilities. Specifically, about 488,100 minority

Table C.19
Access to Transit and Fixed-Guideway Transit

Minority Population[a]

Plan	Total Transit Service		Fixed-Guideway Transit Service[b]		Total Minority Population
	People	Percent	People	Percent	
Existing - 2015	488,100	83.7	3,200	0.5	582,900
VISION 2050	521,900	89.5	242,800	41.7	582,900
FCTP - 2050	470,100	80.6	22,500	3.9	582,900

Non-Minority Population[a]

Plan	Total Transit Service		Fixed-Guideway Transit Service[b]		Total Non-Minority Population
	People	Percent	People	Percent	
Existing - 2015	616,400	42.9	2,200	0.2	1,437,100
VISION 2050	823,000	57.3	240,900	16.8	1,437,100
FCTP - 2050	556,400	38.7	32,900	2.3	1,437,100

Families in Poverty[a]

Plan	Total Transit Service		Fixed-Guideway Transit Service[b]		Total Families in Poverty
	Families	Percent	Families	Percent	
Existing - 2015	39,800	74.1	300	0.6	53,700
VISION 2050	44,500	82.9	20,300	37.8	53,700
FCTP - 2050	39,600	73.7	1,900	3.5	53,700

Families Not in Poverty[a]

Plan	Total Transit Service		Fixed-Guideway Transit Service[b]		Total Families Not in Poverty
	Families	Percent	Families	Percent	
Existing - 2015	182,500	40.2	700	0.2	453,900
VISION 2050	255,600	56.3	82,500	18.2	453,900
FCTP - 2050	177,300	39.1	7,300	1.6	453,900

Families with Incomes Less Than Twice the Poverty Level[a]

Plan	Total Transit Service		Fixed-Guideway Transit Service[b]		Total Families with Incomes Less Than Twice the Poverty Level
	Families	Percent	Families	Percent	
Existing - 2015	82,200	67.3	500	0.4	122,100
VISION 2050	94,900	77.7	39,900	32.7	122,100
FCTP - 2050	81,400	66.7	3,400	2.8	122,100

Families with Incomes More Than Twice the Poverty Level[a]

Plan	Total Transit Service		Fixed-Guideway Transit Service[b]		Total Families with Incomes More Than Twice the Poverty Level
	Families	Percent	Families	Percent	
Existing - 2015	140,200	36.4	400	0.1	385,500
VISION 2050	205,200	53.2	62,900	16.3	385,500
FCTP - 2050	135,400	35.1	5,800	1.5	385,500

People with Disabilities[a]

Plan	Total Transit Service		Fixed-Guideway Transit Service[b]		Total Population with Disabilities
	People	Percent	People	Percent	
Existing - 2015	132,700	54.7	800	0.3	242,400
VISION 2050	165,600	68.3	64,300	26.5	242,400
FCTP - 2050	130,700	53.9	6,900	2.8	242,400

People Without Disabilities[a]

Plan	Total Transit Service		Fixed-Guideway Transit Service[b]		Total Population Without Disabilities
	People	Percent	People	Percent	
Existing - 2015	844,100	47.5	3,800	0.2	1,776,600
VISION 2050	1,104,500	62.2	411,600	23.2	1,776,600
FCTP - 2050	826,300	46.5	48,800	2.7	1,776,600

Table continued on next page.

Table C.19 (Continued)

[a] *Minority population and non-minority population are based on the 2010 U.S. Census and families in poverty, families not in poverty, families with incomes less than twice the poverty level, families with incomes more than twice the poverty level, people with disabilities, and people without disabilities are based on the 2008-2012 American Community Survey.*

[b] *Includes rapid transit and commuter rail services.*

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

people (or 84 percent of the total minority population) and 616,400 non-minority people (or 43 percent of the total non-minority population) were served by public transit services provided in the year 2015. With respect to lower-income populations, 39,800 (or 74 percent of) families in poverty and 182,500 (or 40 percent of) families not in poverty were served by public transit services provided in the year 2015. Similarly, 82,200 (or 67 percent of) families with incomes less than twice the poverty level and 140,200 (or 36 percent of) families with incomes more than twice the poverty level were served by public transit services provided in the year 2015. With respect to people with disabilities, 132,700 (or 55 percent of) people with disabilities and 844,100 (or 48 percent of) people not having a disability were served by public transit services provided in the year 2015.

Less than 1 percent of all eight population groups had access to fixed-guideway transit in 2015 (a limited commuter rail service was provided to Kenosha from northeastern Illinois on Metra's Union Pacific North Line).

- **VISION 2050:** About 521,900 minority people (or about 90 percent of the total minority population) and 823,000 non-minority people (or 57 percent of the total non-minority population) would be served by public transit under the amended VISION 2050. With respect to lower-income populations, 44,500 (or 83 percent of) families in poverty and 255,600 (or 56 percent of) families not in poverty would be served by public transit under the amended VISION 2050. Similarly, 94,900 (or 77 percent of) families with incomes less than twice the poverty level and 205,200 (or 53 percent of) families with incomes more than twice the poverty level would be served by public transit under the amended VISION 2050. With respect to people with disabilities, 165,600 (or 68 percent of) people with disabilities and 1,104,500 (or 62 percent of) people not having a disability would be served by public transit under the amended VISION 2050.

  The extensive expansion of fixed-guideway transit under the amended VISION 2050 would result in increased access to fixed-guideway transit from the current levels of 0.2 to 0.6 percent to about 27 to 42 percent for existing minority populations, lower-income populations, and people with disabilities. Access for non-minority populations, families not in poverty, families with incomes more than twice the poverty level, and people without disabilities would increase from the current levels of 0.1 to 0.3 percent to about 16 to 23 percent.

- **The FCTP:** While the overall extent of transit service under the amended FCTP would be expected to decline, most of the transit routes and service areas under the amended FCTP would continue to serve the principal concentrations of existing minority populations, lower-income populations, and people with disabilities. Specifically, about 470,100 minority people (or 81 percent of the total minority population) and 556,400 non-minority people (or 39 percent of the total non-minority population) would be served by public transit under the amended FCTP. With respect to lower-income populations, 39,600 (or 74 percent of) families in poverty and 177,300 (or 39 percent of) families not in poverty would be served by public transit under the amended FCTP. Similarly, 82,200 (or 67 percent of) families with incomes less than twice the poverty level and 135,400 (or 35 percent of) families with incomes more than twice the poverty level would be served by public transit under the amended FCTP. With respect to people with disabilities, 130,700 (or 54 percent of) people with disabilities and 826,300 (or 47 percent of) people not having a disability would be served by public transit under the amended FCTP.

  Due to the planned bus rapid transit line between downtown Milwaukee and the Milwaukee Regional Medical Center, access to fixed-guideway transit would modestly increase for each of

Map C.30
Comparison of Existing Concentrations of Total Minority Population to Public Transit Services: Existing

CENSUS BLOCKS WHEREIN THE PERCENTAGE OF MINORITY PEOPLE, INCLUDING HISPANIC PEOPLE, EXCEEDS THE REGIONAL AVERAGE OF 28.9 PERCENT BASED ON THE 2010 U.S. CENSUS

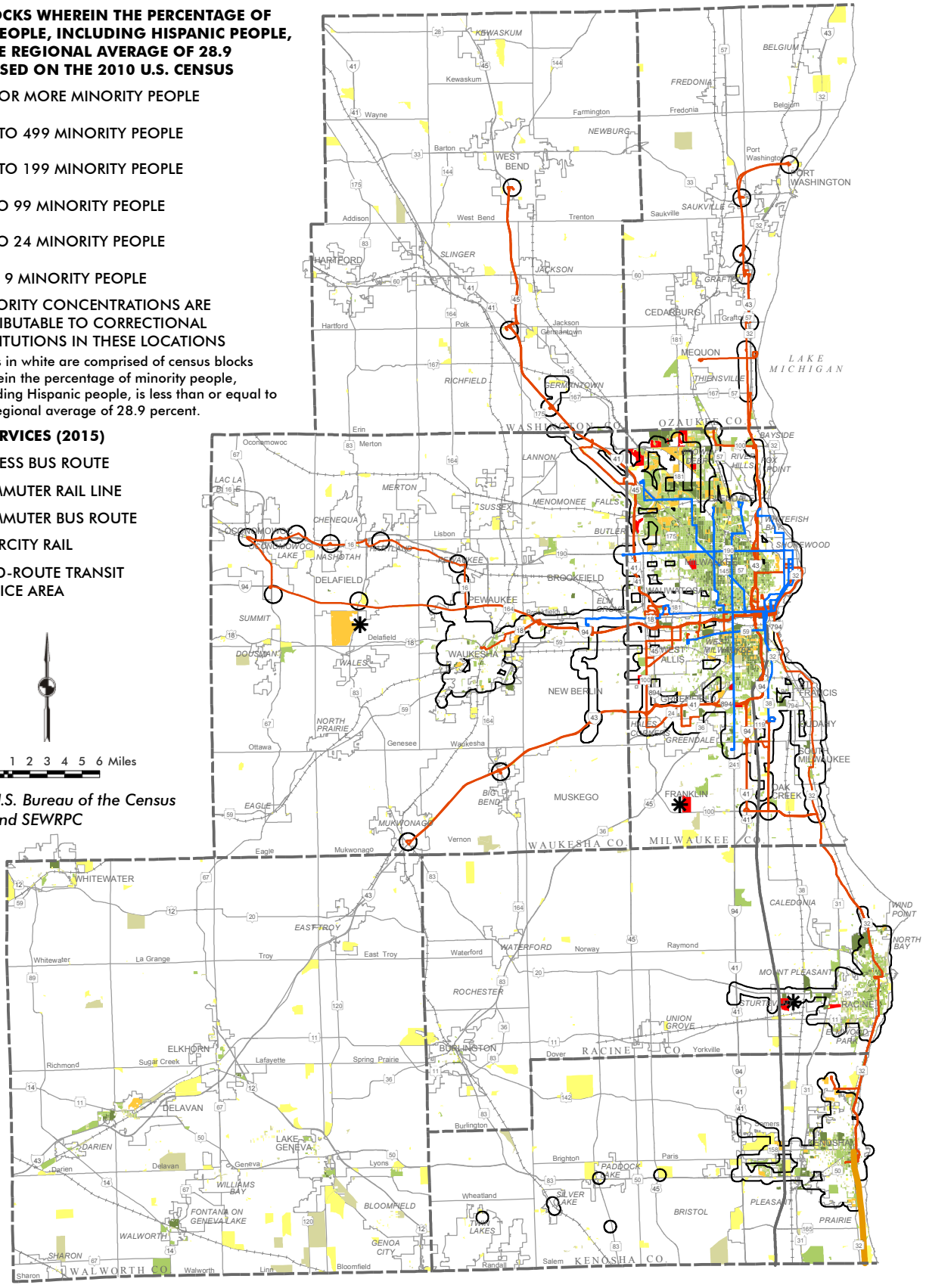
- 500 OR MORE MINORITY PEOPLE
- 200 TO 499 MINORITY PEOPLE
- 100 TO 199 MINORITY PEOPLE
- 25 TO 99 MINORITY PEOPLE
- 10 TO 24 MINORITY PEOPLE
- 1 TO 9 MINORITY PEOPLE
- ✱ MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THESE LOCATIONS

Note: Areas in white are comprised of census blocks wherein the percentage of minority people, including Hispanic people, is less than or equal to the regional average of 28.9 percent.

TRANSIT SERVICES (2015)

- EXPRESS BUS ROUTE
- COMMUTER RAIL LINE
- COMMUTER BUS ROUTE
- INTERCITY RAIL
- FIXED-ROUTE TRANSIT SERVICE AREA

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



Map C.31
Comparison of Existing Concentrations of Total Minority Population to Public Transit Element: VISION 2050

CENSUS BLOCKS WHEREIN THE PERCENTAGE OF MINORITY PEOPLE, INCLUDING HISPANIC PEOPLE, EXCEEDS THE REGIONAL AVERAGE OF 28.9 PERCENT BASED ON THE 2010 U.S. CENSUS

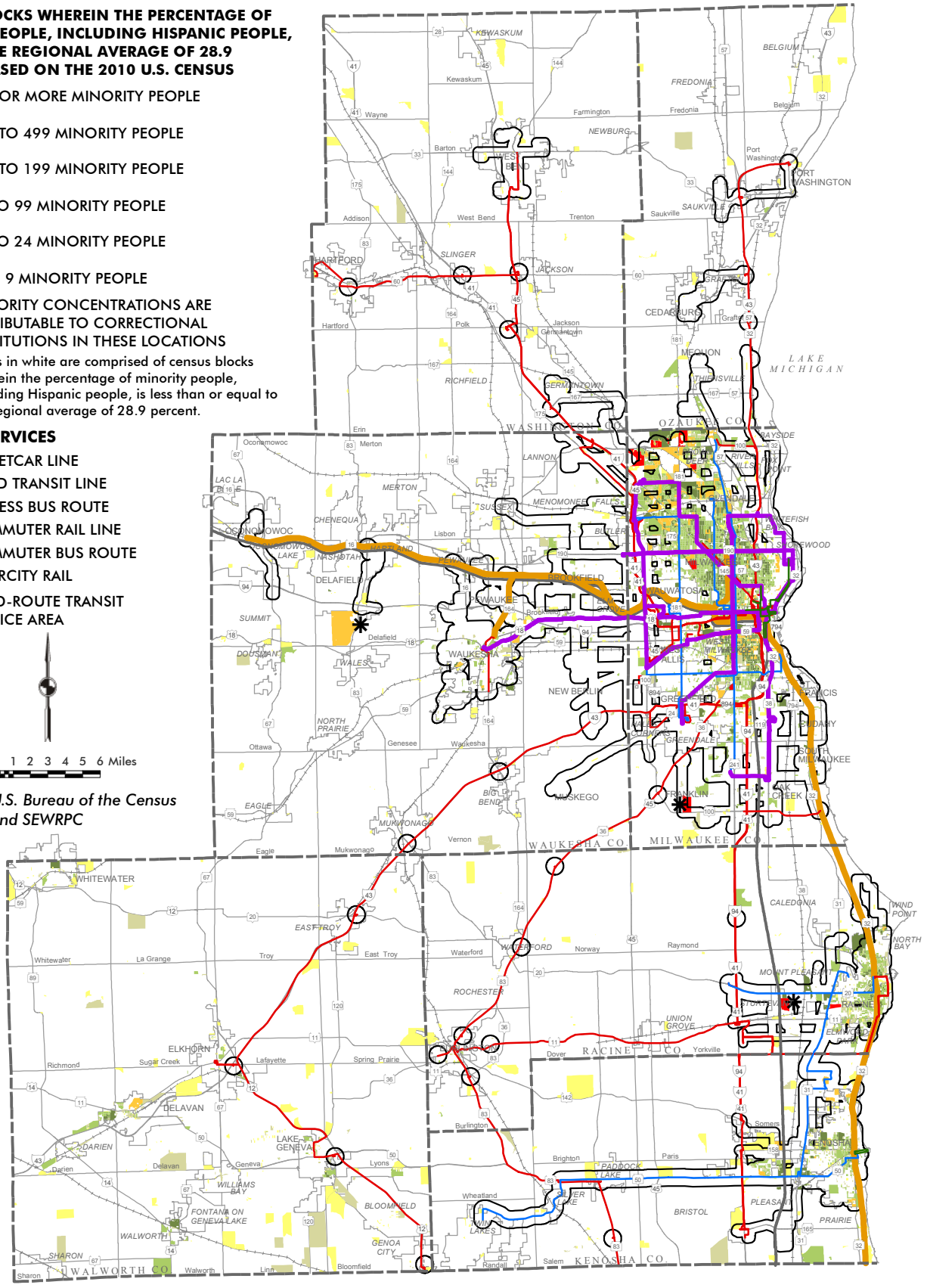
- 500 OR MORE MINORITY PEOPLE
- 200 TO 499 MINORITY PEOPLE
- 100 TO 199 MINORITY PEOPLE
- 25 TO 99 MINORITY PEOPLE
- 10 TO 24 MINORITY PEOPLE
- 1 TO 9 MINORITY PEOPLE
- * MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THESE LOCATIONS

Note: Areas in white are comprised of census blocks wherein the percentage of minority people, including Hispanic people, is less than or equal to the regional average of 28.9 percent.

TRANSIT SERVICES

- STREETCAR LINE
- RAPID TRANSIT LINE
- EXPRESS BUS ROUTE
- COMMUTER RAIL LINE
- COMMUTER BUS ROUTE
- INTERCITY RAIL
- FIXED-ROUTE TRANSIT SERVICE AREA

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



Map C.32
Comparison of Existing Concentrations of Total Minority Population to Public Transit Element: FCTP

CENSUS BLOCKS WHEREIN THE PERCENTAGE OF MINORITY PEOPLE, INCLUDING HISPANIC PEOPLE, EXCEEDS THE REGIONAL AVERAGE OF 28.9 PERCENT BASED ON THE 2010 U.S. CENSUS

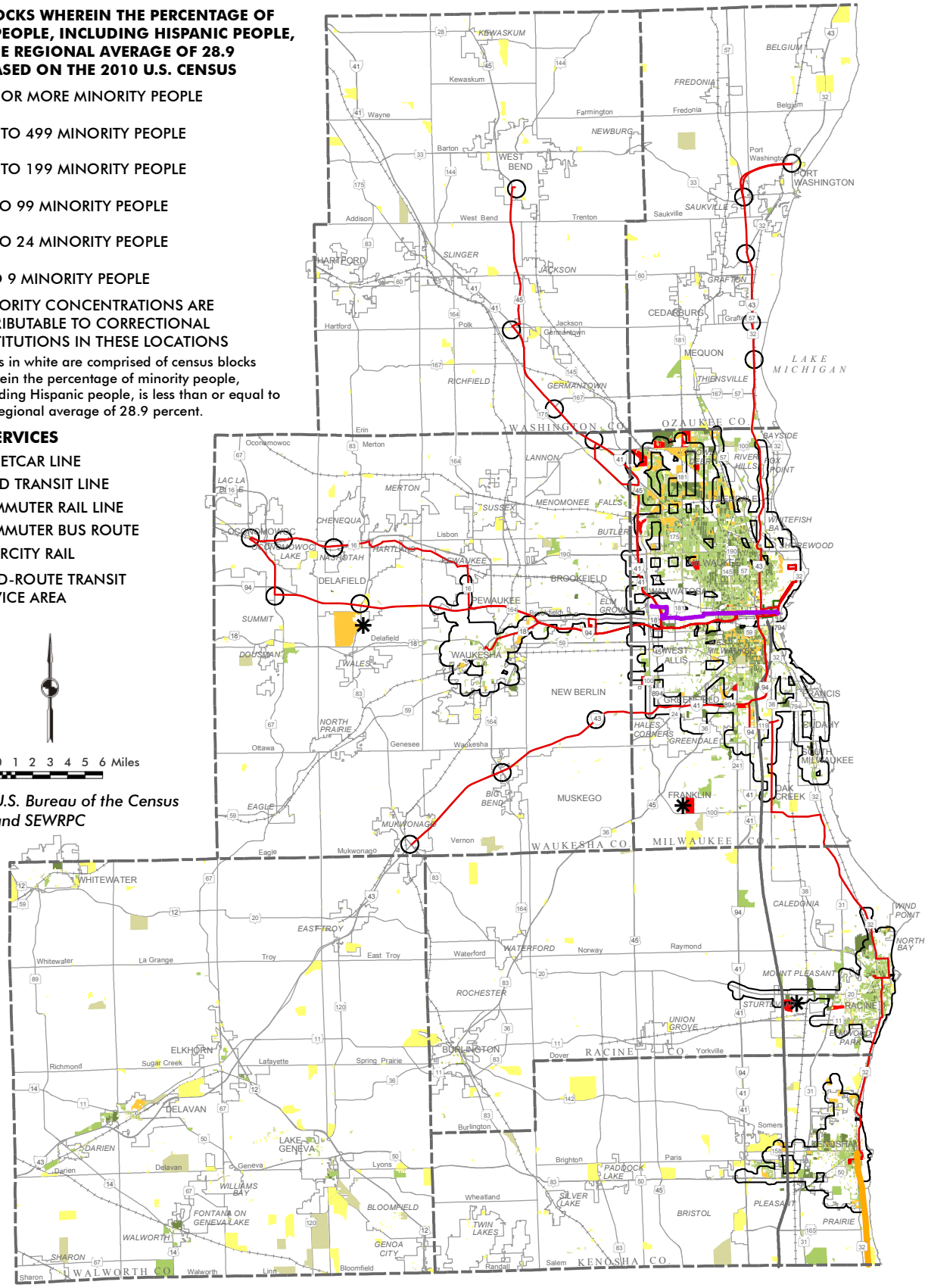
- 500 OR MORE MINORITY PEOPLE
- 200 TO 499 MINORITY PEOPLE
- 100 TO 199 MINORITY PEOPLE
- 25 TO 99 MINORITY PEOPLE
- 10 TO 24 MINORITY PEOPLE
- 1 TO 9 MINORITY PEOPLE
- * MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THESE LOCATIONS

Note: Areas in white are comprised of census blocks wherein the percentage of minority people, including Hispanic people, is less than or equal to the regional average of 28.9 percent.

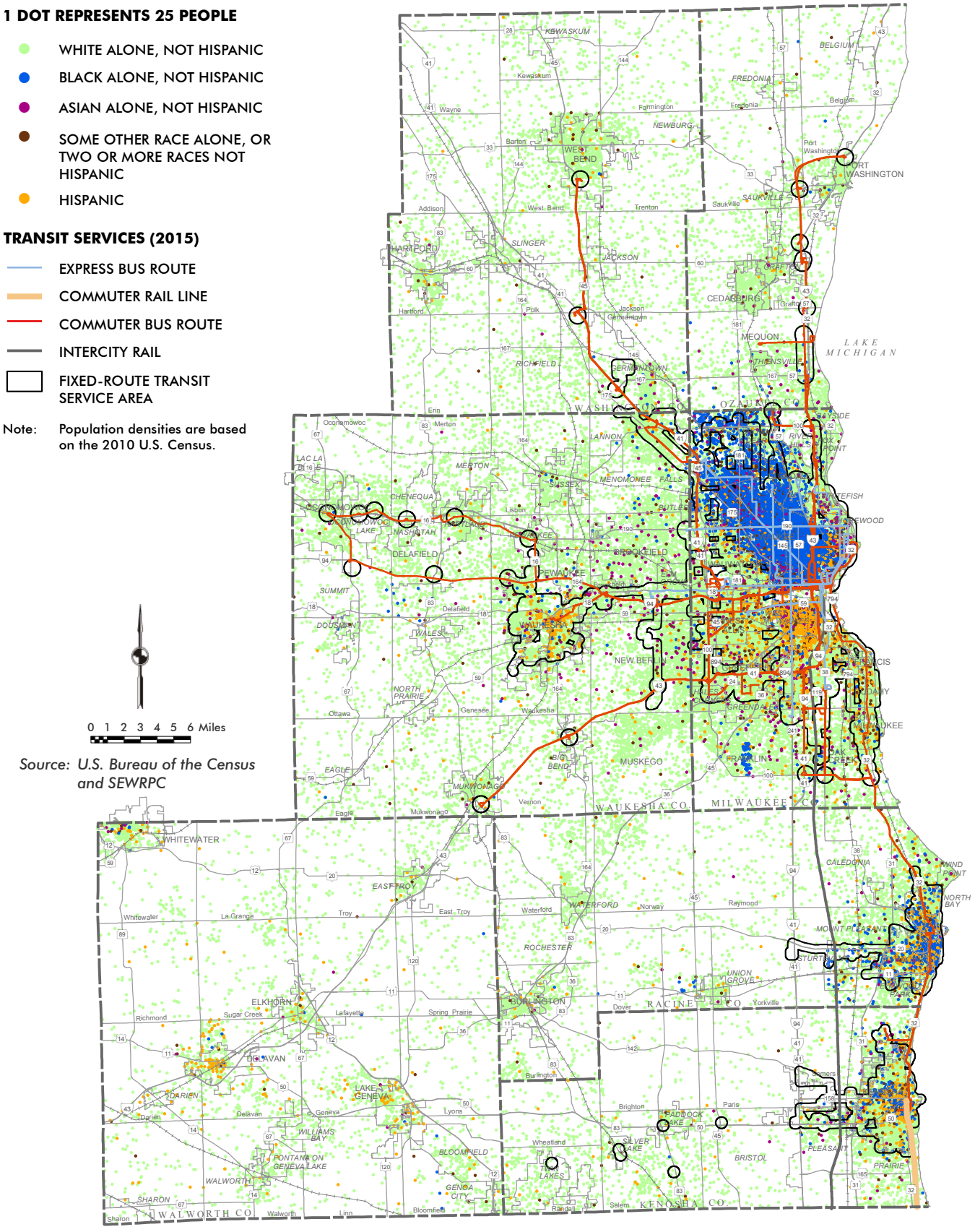
TRANSIT SERVICES

- STREETCAR LINE
- RAPID TRANSIT LINE
- COMMUTER RAIL LINE
- COMMUTER BUS ROUTE
- INTERCITY RAIL
- FIXED-ROUTE TRANSIT SERVICE AREA

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



Map C.33
Comparison of Concentrations of Year 2010 Races/Ethnicities to Public Transit Services: Existing



Map C.34
Comparison of Concentrations of Year 2010 Races/Ethnicities to Public Transit Services: VISION 2050

1 DOT REPRESENTS 25 PEOPLE

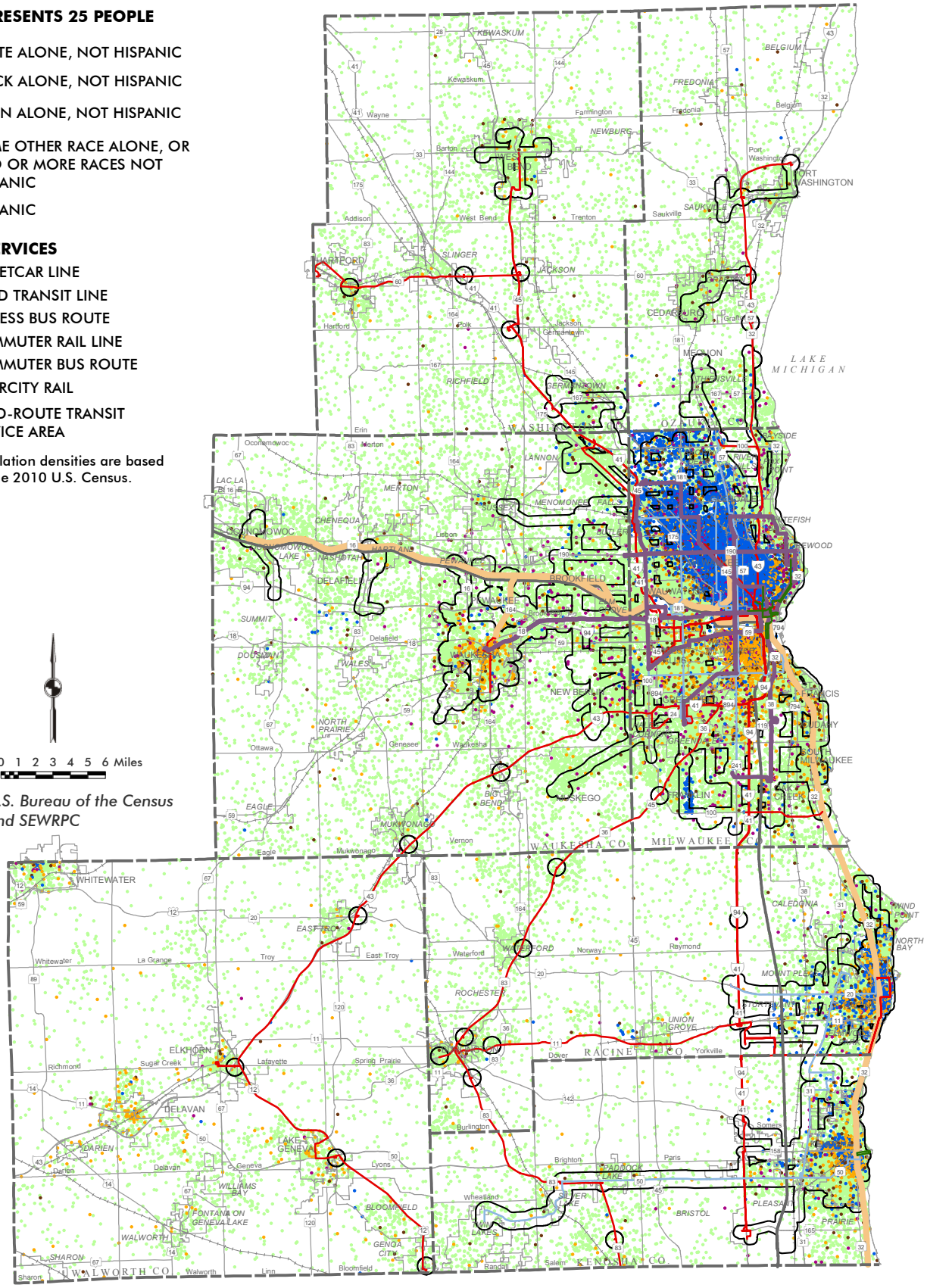
- WHITE ALONE, NOT HISPANIC
- BLACK ALONE, NOT HISPANIC
- ASIAN ALONE, NOT HISPANIC
- SOME OTHER RACE ALONE, OR TWO OR MORE RACES NOT HISPANIC
- HISPANIC

TRANSIT SERVICES

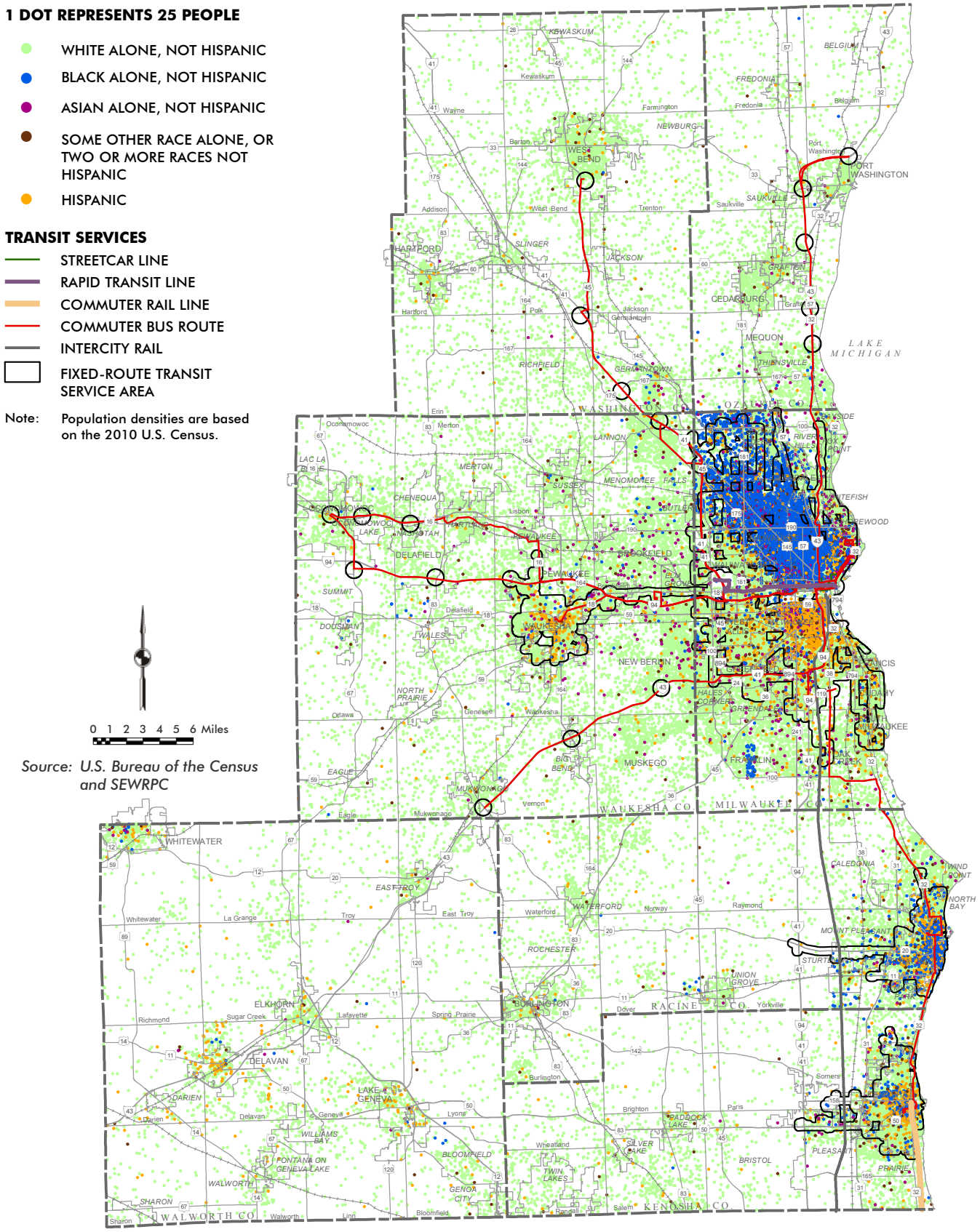
- STREETCAR LINE
- RAPID TRANSIT LINE
- EXPRESS BUS ROUTE
- COMMUTER RAIL LINE
- COMMUTER BUS ROUTE
- INTERCITY RAIL
- FIXED-ROUTE TRANSIT SERVICE AREA

Note: Population densities are based on the 2010 U.S. Census.

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



Map C.35
Comparison of Concentrations of Year 2010 Races/Ethnicities to Public Transit Services: FCTP



Map C.36
Comparison of Existing Concentrations of Families in Poverty to Public Transit Services: Existing

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES IN POVERTY EXCEEDS THE REGIONAL AVERAGE OF 10.6 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 100 FAMILIES IN POVERTY
- 100-199 FAMILIES IN POVERTY
- 200-299 FAMILIES IN POVERTY
- 300 OR MORE FAMILIES IN POVERTY

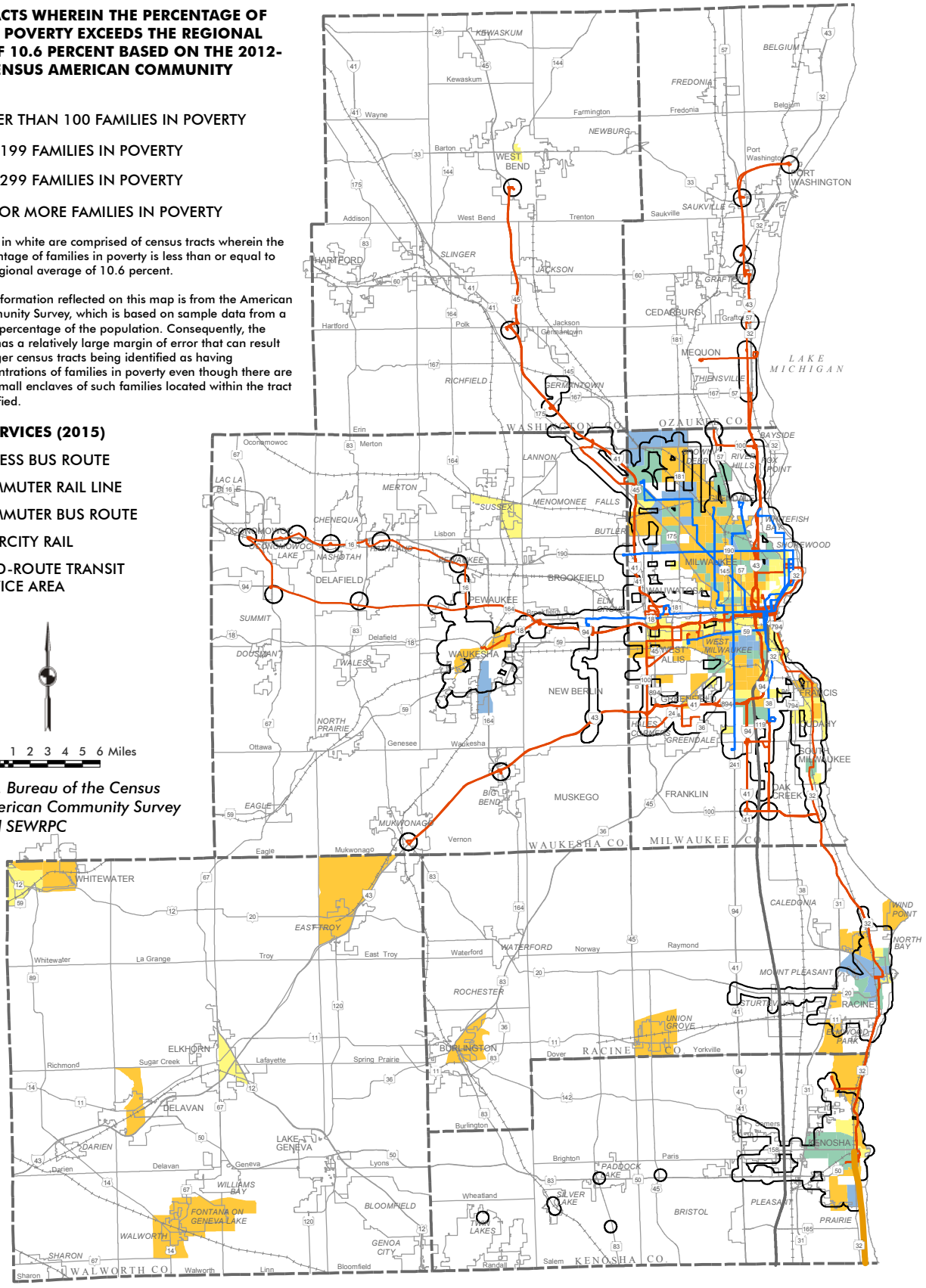
Notes: Areas in white are comprised of census tracts wherein the percentage of families in poverty is less than or equal to the regional average of 10.6 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families in poverty even though there are only small enclaves of such families located within the tract identified.

TRANSIT SERVICES (2015)

- EXPRESS BUS ROUTE
- COMMUTER RAIL LINE
- COMMUTER BUS ROUTE
- INTERCITY RAIL
- FIXED-ROUTE TRANSIT SERVICE AREA

Source: U.S. Bureau of the Census American Community Survey and SEWRPC



Map C.37
Comparison of Existing Concentrations of Families in Poverty to Public Transit Services: VISION 2050

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES IN POVERTY EXCEEDS THE REGIONAL AVERAGE OF 10.6 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 100 FAMILIES IN POVERTY
- 100-199 FAMILIES IN POVERTY
- 200-299 FAMILIES IN POVERTY
- 300 OR MORE FAMILIES IN POVERTY

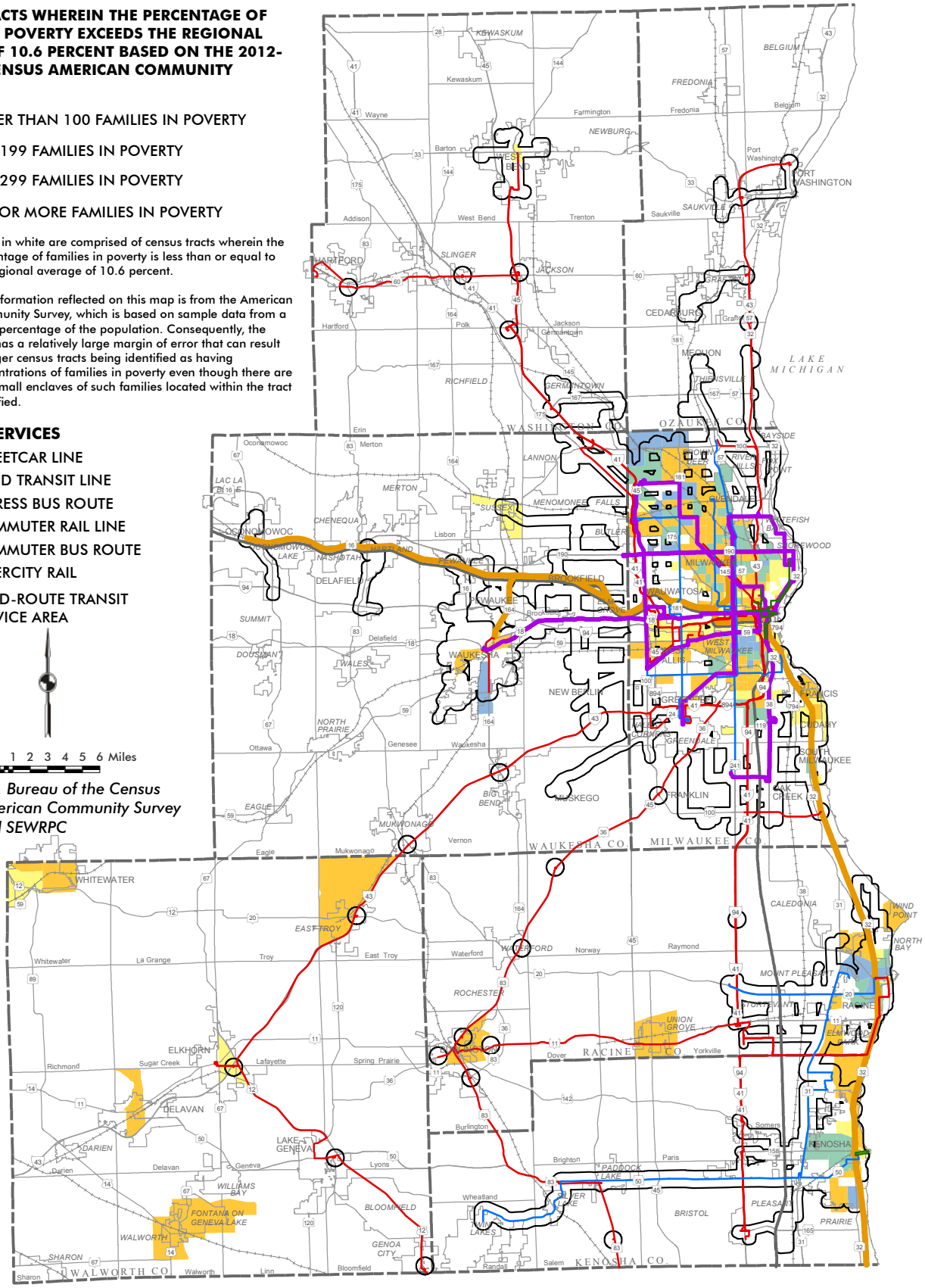
Notes: Areas in white are comprised of census tracts wherein the percentage of families in poverty is less than or equal to the regional average of 10.6 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families in poverty even though there are only small enclaves of such families located within the tract identified.

TRANSIT SERVICES

- STREETCAR LINE
- RAPID TRANSIT LINE
- EXPRESS BUS ROUTE
- COMMUTER RAIL LINE
- COMMUTER BUS ROUTE
- INTERCITY RAIL
- FIXED-ROUTE TRANSIT SERVICE AREA

Source: U.S. Bureau of the Census American Community Survey and SEWRPC



Map C.38
Comparison of Existing Concentrations of Families in Poverty to Public Transit Services: FCTP

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES IN POVERTY EXCEEDS THE REGIONAL AVERAGE OF 10.6 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 100 FAMILIES IN POVERTY
- 100-199 FAMILIES IN POVERTY
- 200-299 FAMILIES IN POVERTY
- 300 OR MORE FAMILIES IN POVERTY

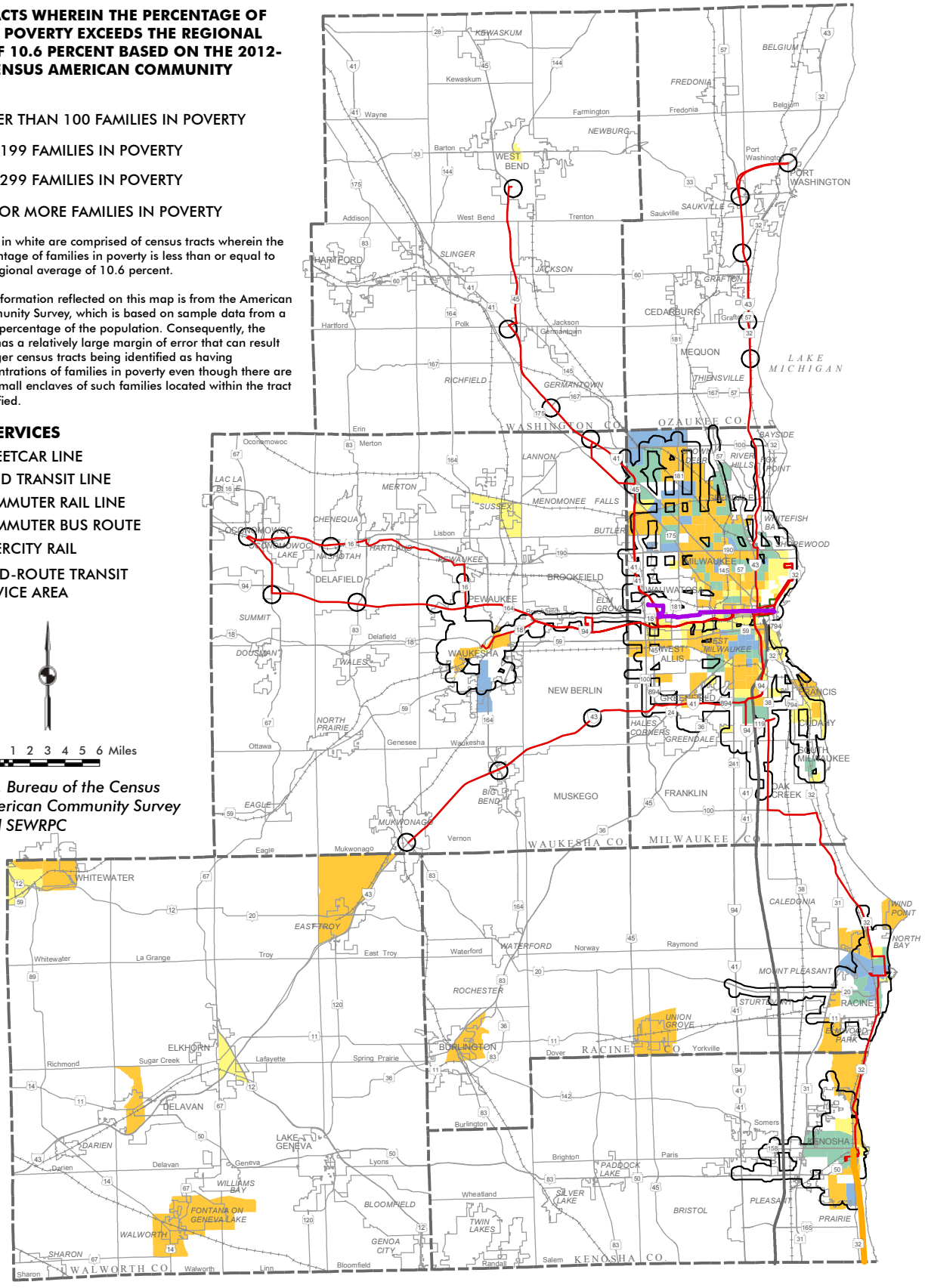
Notes: Areas in white are comprised of census tracts wherein the percentage of families in poverty is less than or equal to the regional average of 10.6 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families in poverty even though there are only small enclaves of such families located within the tract identified.

TRANSIT SERVICES

- STREETCAR LINE
- RAPID TRANSIT LINE
- COMMUTER RAIL LINE
- COMMUTER BUS ROUTE
- INTERCITY RAIL
- FIXED-ROUTE TRANSIT SERVICE AREA

Source: U.S. Bureau of the Census American Community Survey and SEWRPC



Map C.39
Comparison of Existing Concentrations of Families with Incomes Less Than Twice the Poverty Level to Public Transit Services: Existing

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES WITH INCOMES LESS THAN TWICE THE POVERTY LEVEL EXCEEDS THE REGIONAL AVERAGE OF 24.1 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 100 FAMILIES
- 100-199 FAMILIES
- 200-299 FAMILIES
- 300 OR MORE FAMILIES

Notes: Areas in white are comprised of census tracts wherein the percentage of families with incomes less than twice the poverty level is less than or equal to the regional average of 24.1 percent.

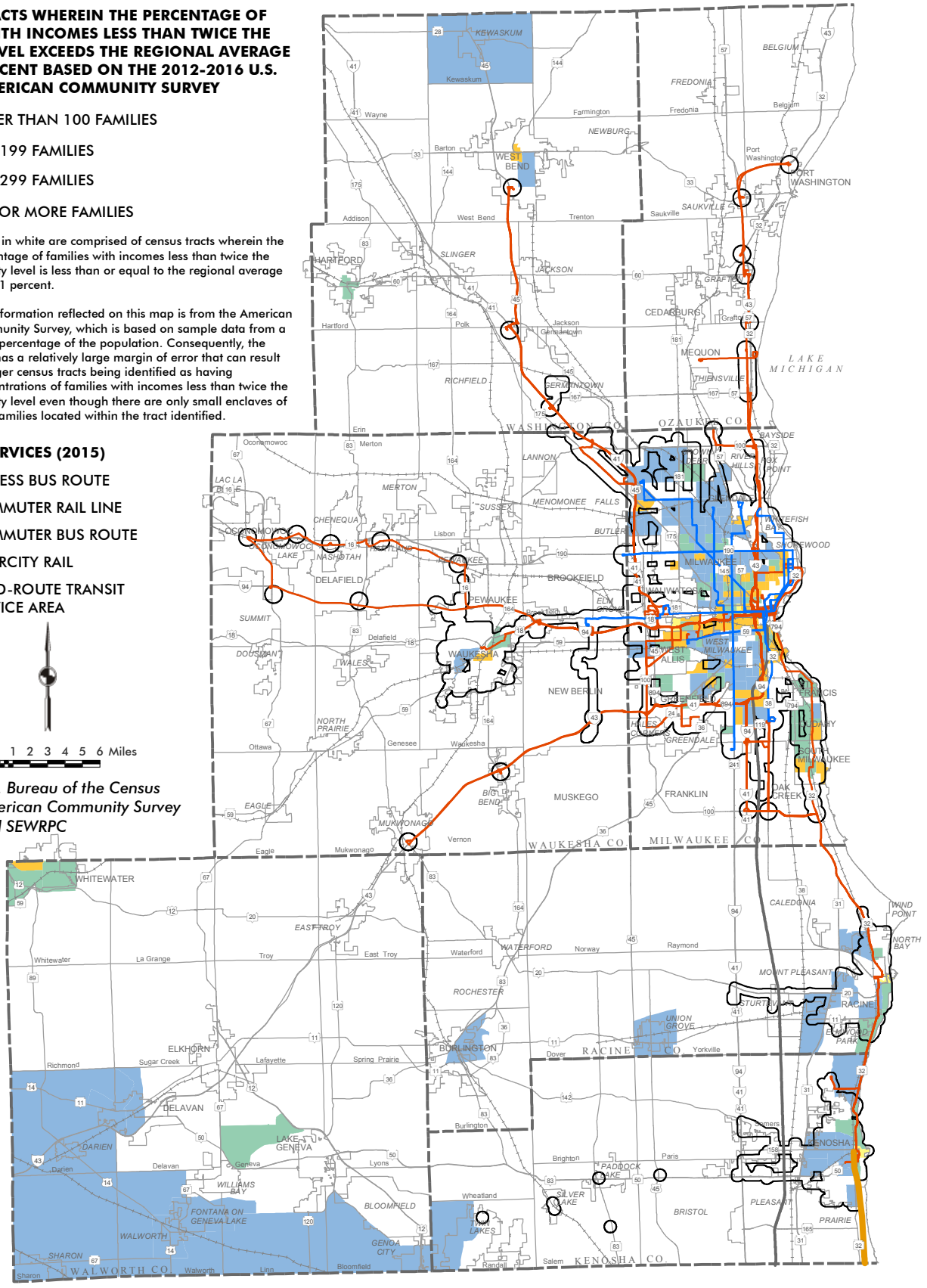
The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families with incomes less than twice the poverty level even though there are only small enclaves of such families located within the tract identified.

TRANSIT SERVICES (2015)

- EXPRESS BUS ROUTE
- COMMUTER RAIL LINE
- COMMUTER BUS ROUTE
- INTERCITY RAIL
- FIXED-ROUTE TRANSIT SERVICE AREA

0 1 2 3 4 5 6 Miles

Source: U.S. Bureau of the Census American Community Survey and SEWRPC



Map C.40
Comparison of Existing Concentrations of Families with Incomes Less Than Twice the Poverty Level to Public Transit Services: VISION 2050

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES WITH INCOMES LESS THAN TWICE THE POVERTY LEVEL EXCEEDS THE REGIONAL AVERAGE OF 24.1 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 100 FAMILIES
- 100-199 FAMILIES
- 200-299 FAMILIES
- 300 OR MORE FAMILIES

Notes: Areas in white are comprised of census tracts wherein the percentage of families with incomes less than twice the poverty level is less than or equal to the regional average of 24.1 percent.

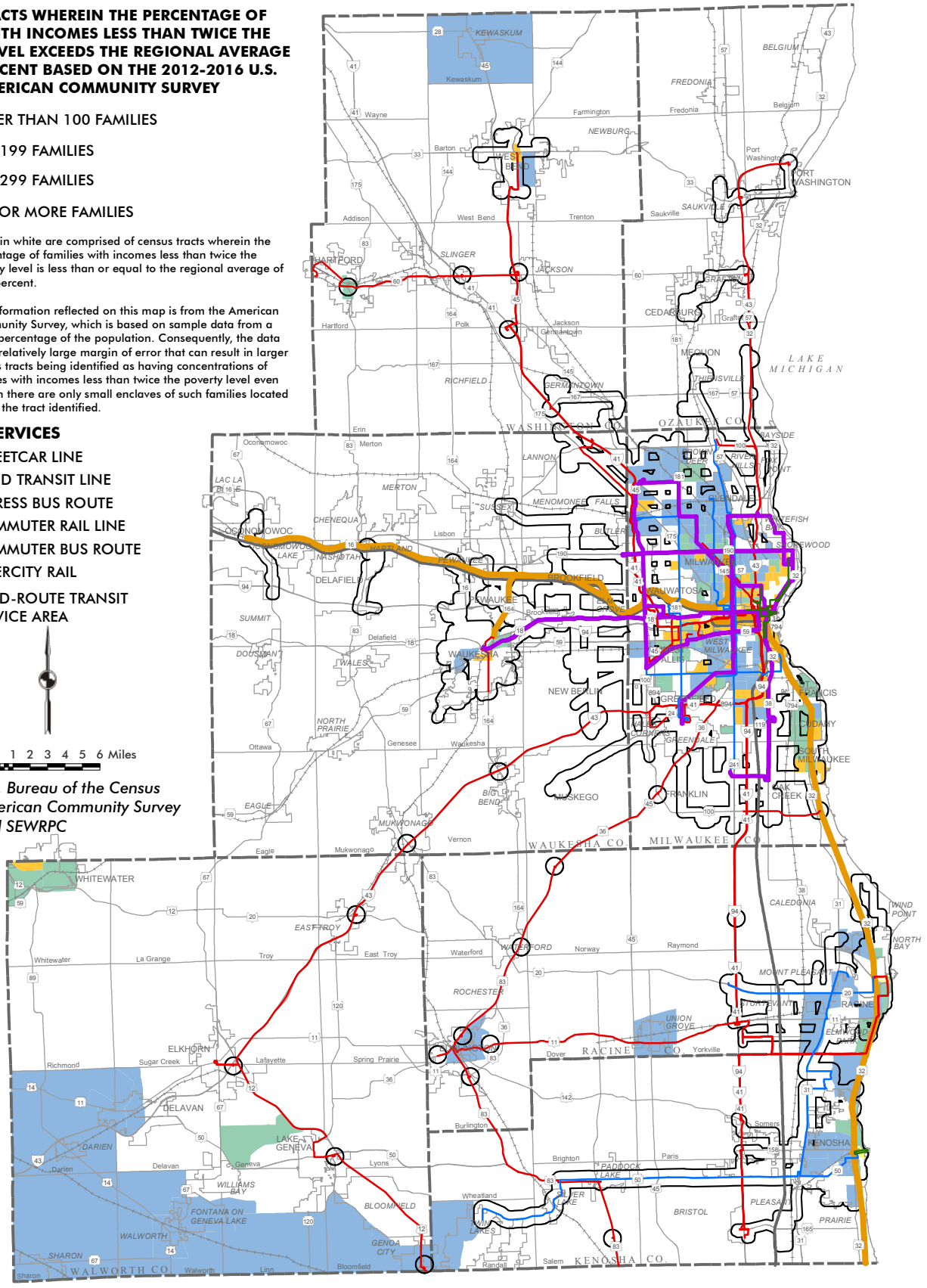
The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families with incomes less than twice the poverty level even though there are only small enclaves of such families located within the tract identified.

TRANSIT SERVICES

- STREETCAR LINE
- RAPID TRANSIT LINE
- EXPRESS BUS ROUTE
- COMMUTER RAIL LINE
- COMMUTER BUS ROUTE
- INTERCITY RAIL
- FIXED-ROUTE TRANSIT SERVICE AREA

0 1 2 3 4 5 6 Miles

Source: U.S. Bureau of the Census American Community Survey and SEWRPC



Map C.41
Comparison of Existing Concentrations of Families with Incomes Less Than Twice the Poverty Level to Public Transit Services: FCTP

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES WITH INCOMES LESS THAN TWICE THE POVERTY LEVEL EXCEEDS THE REGIONAL AVERAGE OF 24.1 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 100 FAMILIES
- 100-199 FAMILIES
- 200-299 FAMILIES
- 300 OR MORE FAMILIES

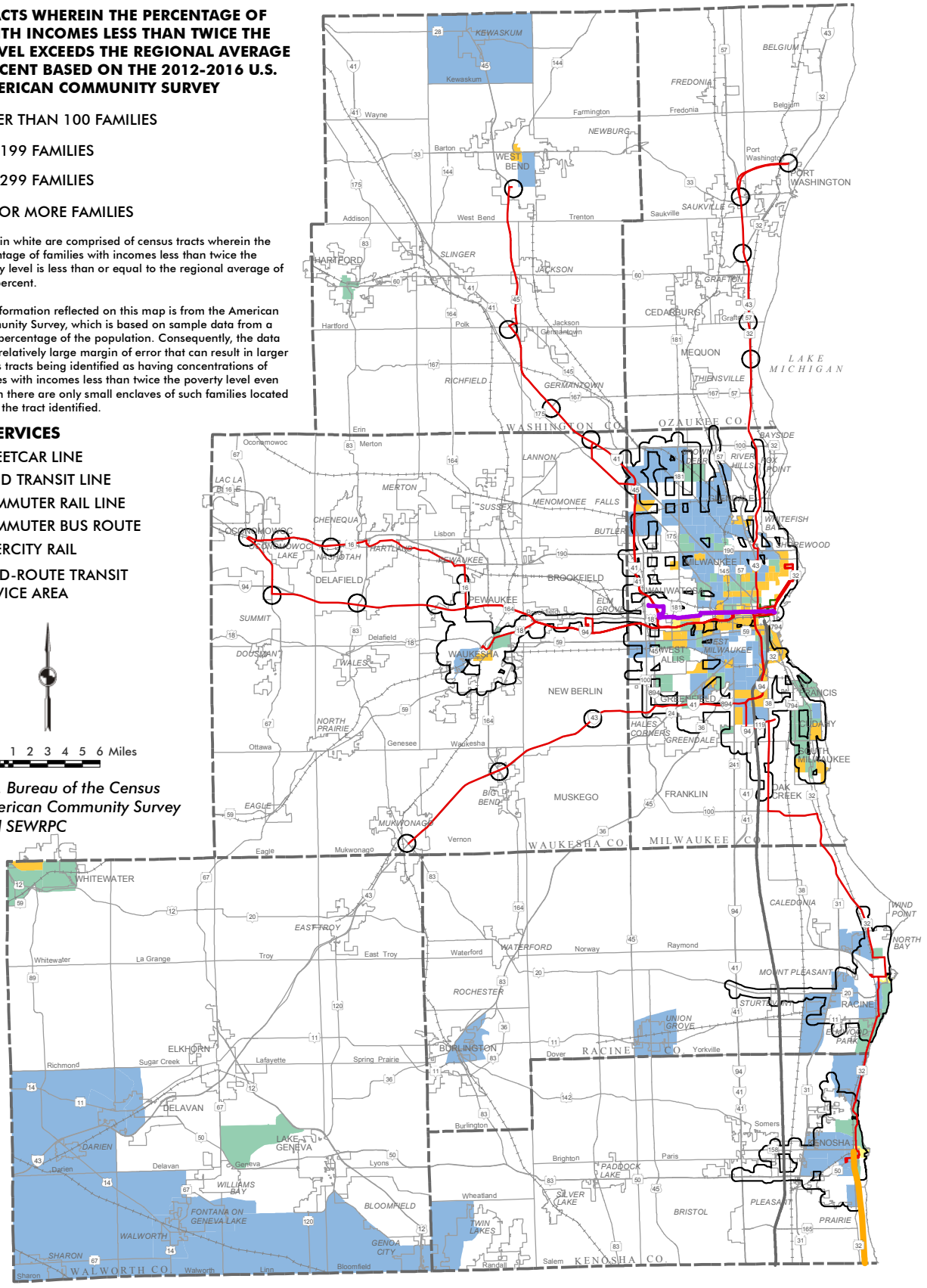
Notes: Areas in white are comprised of census tracts wherein the percentage of families with incomes less than twice the poverty level is less than or equal to the regional average of 24.1 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families with incomes less than twice the poverty level even though there are only small enclaves of such families located within the tract identified.

TRANSIT SERVICES

- STREETCAR LINE
- RAPID TRANSIT LINE
- COMMUTER RAIL LINE
- COMMUTER BUS ROUTE
- INTERCITY RAIL
- FIXED-ROUTE TRANSIT SERVICE AREA

Source: U.S. Bureau of the Census American Community Survey and SEWRPC



Map C.42
Comparison of Existing Concentrations of People with Disabilities to Public Transit Services: Existing

CENSUS TRACTS WHEREIN THE PERCENTAGE OF PEOPLE WITH DISABILITIES EXCEEDS THE REGIONAL AVERAGE OF 12.0 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 250 PEOPLE WITH DISABILITIES
- 250 - 499 PEOPLE WITH DISABILITIES
- 500 - 749 PEOPLE WITH DISABILITIES
- 750 OR MORE PEOPLE WITH DISABILITIES

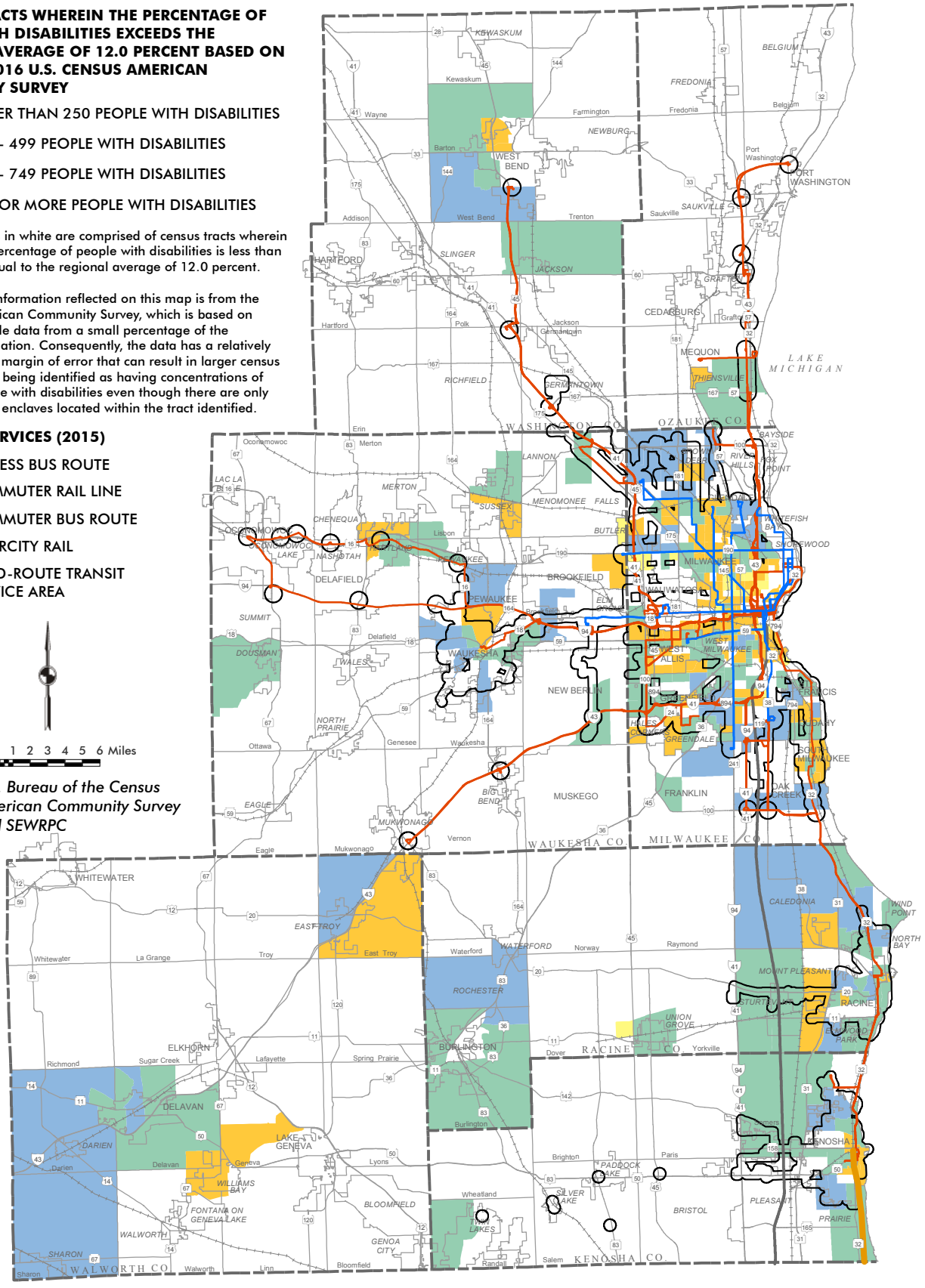
Notes: Areas in white are comprised of census tracts wherein the percentage of people with disabilities is less than or equal to the regional average of 12.0 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of people with disabilities even though there are only small enclaves located within the tract identified.

TRANSIT SERVICES (2015)

- EXPRESS BUS ROUTE
- COMMUTER RAIL LINE
- COMMUTER BUS ROUTE
- INTERCITY RAIL
- FIXED-ROUTE TRANSIT SERVICE AREA

Source: U.S. Bureau of the Census American Community Survey and SEWRPC



Map C.43
Comparison of Existing Concentrations of People with Disabilities to Public Transit Services: VISION 2050

CENSUS TRACTS WHEREIN THE PERCENTAGE OF PEOPLE WITH DISABILITIES EXCEEDS THE REGIONAL AVERAGE OF 12.0 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 250 PEOPLE WITH DISABILITIES
- 250 - 499 PEOPLE WITH DISABILITIES
- 500 - 749 PEOPLE WITH DISABILITIES
- 750 OR MORE PEOPLE WITH DISABILITIES

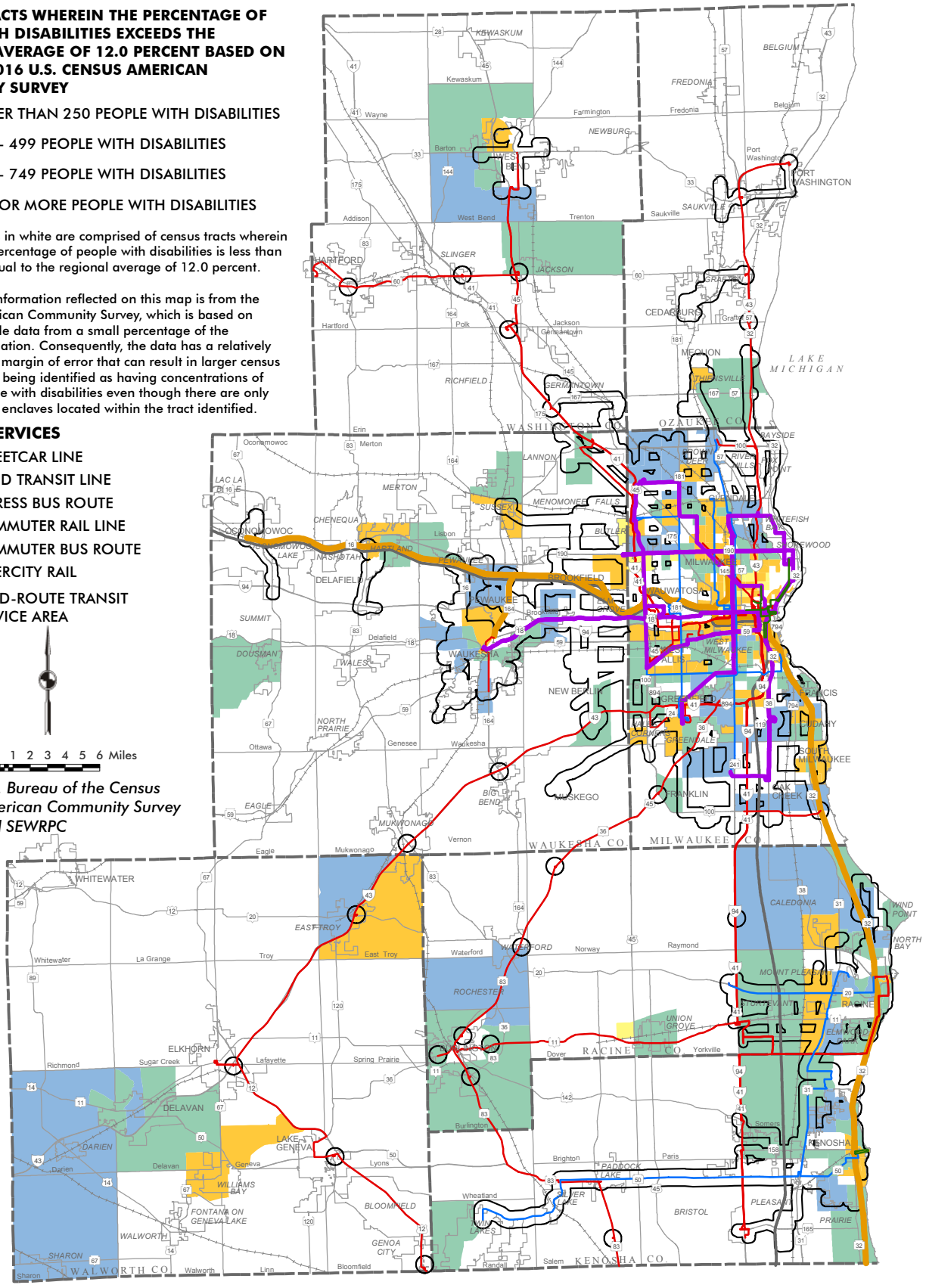
Notes: Areas in white are comprised of census tracts wherein the percentage of people with disabilities is less than or equal to the regional average of 12.0 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of people with disabilities even though there are only small enclaves located within the tract identified.

TRANSIT SERVICES

- STREETCAR LINE
- RAPID TRANSIT LINE
- EXPRESS BUS ROUTE
- COMMUTER RAIL LINE
- COMMUTER BUS ROUTE
- INTERCITY RAIL
- FIXED-ROUTE TRANSIT SERVICE AREA

Source: U.S. Bureau of the Census American Community Survey and SEWRPC



Map C.44
Comparison of Existing Concentrations of People with Disabilities to Public Transit Services: FCTP

CENSUS TRACTS WHEREIN THE PERCENTAGE OF PEOPLE WITH DISABILITIES EXCEEDS THE REGIONAL AVERAGE OF 12.0 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 250 PEOPLE WITH DISABILITIES
- 250 - 499 PEOPLE WITH DISABILITIES
- 500 - 749 PEOPLE WITH DISABILITIES
- 750 OR MORE PEOPLE WITH DISABILITIES

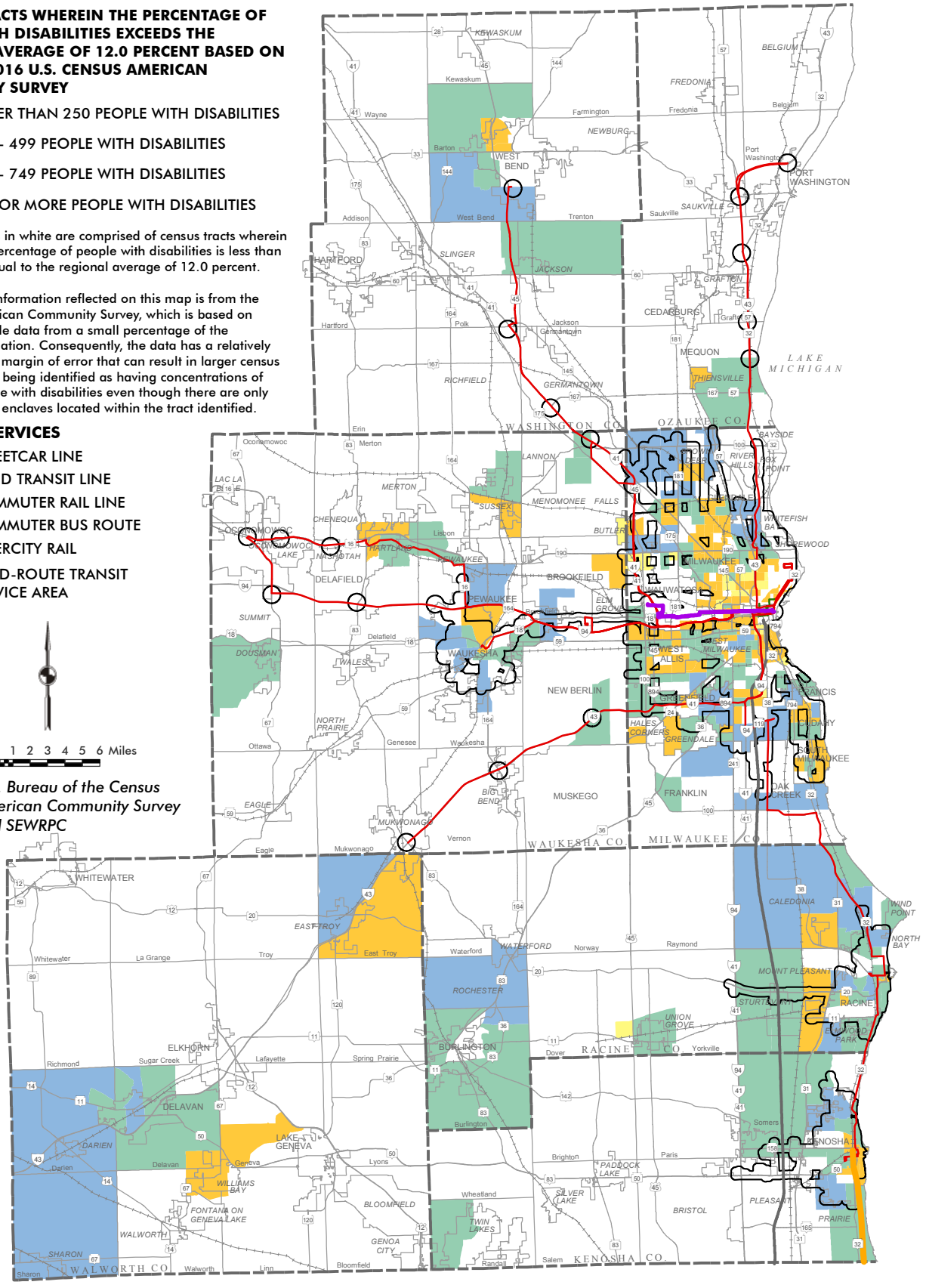
Notes: Areas in white are comprised of census tracts wherein the percentage of people with disabilities is less than or equal to the regional average of 12.0 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of people with disabilities even though there are only small enclaves located within the tract identified.

TRANSIT SERVICES

- STREETCAR LINE
- RAPID TRANSIT LINE
- COMMUTER RAIL LINE
- COMMUTER BUS ROUTE
- INTERCITY RAIL
- FIXED-ROUTE TRANSIT SERVICE AREA

Source: U.S. Bureau of the Census American Community Survey and SEWRPC



the eight population groups. Under the amended FCTP, access to fixed-guideway transit would increase from the current levels of 0.2 to 0.6 percent to about 3 to 4 percent for existing minority populations, lower-income populations, and people with disabilities. Access for non-minority populations, families not in poverty, families with incomes more than twice the poverty level, and people without disabilities would increase from the current levels of 0.1 to 0.2 percent to about 2 to 3 percent.

TRANSIT SERVICE QUALITY FOR MINORITY POPULATIONS AND LOW-INCOME POPULATIONS

Based on the amount and speed of transit service, levels of transit service quality—Excellent, Very Good, Good, and Basic[13]—that would be provided under existing conditions, the amended VISION 2050, and the amended FCTP to existing minority populations, low-income populations, and people with disabilities were determined. Based on this analysis, the quality of transit service provided under existing conditions, the amended VISION 2050, and the amended FCTP is shown on Maps C.45 through C.47, respectively. Table C.20 and Maps C.48 through C.59 compare transit service quality under existing conditions, the amended VISION 2050, and the amended FCTP to locations of existing minority populations, lower-income populations (families in poverty and families with incomes less than twice the poverty level), and people with disabilities in the Region.[14]

- **Existing Transit Service:** Most of the base year 2015 routes and service areas providing quality transit service in the Region serve the principal concentrations of existing minority populations, lower-income populations, and people with disabilities. Specifically, about 279,900 minority people (or 48 percent of the total minority population) and 213,100 non-minority people (or 15 percent of the total non-minority population) are served by quality transit service—Excellent, Very Good, and Good—under existing conditions. With respect to lower-income populations, 24,300 (or 45 percent of) families in poverty and 86,000 (or 19 percent of) families not in poverty are served by quality transit service under existing conditions. About 47,300 (or 39 percent of) families with incomes less than twice the poverty level and 62,800 (or 15 percent of) families with incomes more than twice the poverty level are served by quality transit service under existing conditions. With respect to people with disabilities, 72,000 (or 30 percent of) people with disabilities and 444,500 (or 25 percent of) people not having a disability are served by quality transit service under existing conditions.

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[13] *Areas with "Excellent" transit service are areas that are typically within walking distance of at least one rapid transit station, and also within walking distance of multiple frequent local or express bus services. A resident living in an area of the Region with Excellent transit service has a high likelihood of not needing to own a car.*

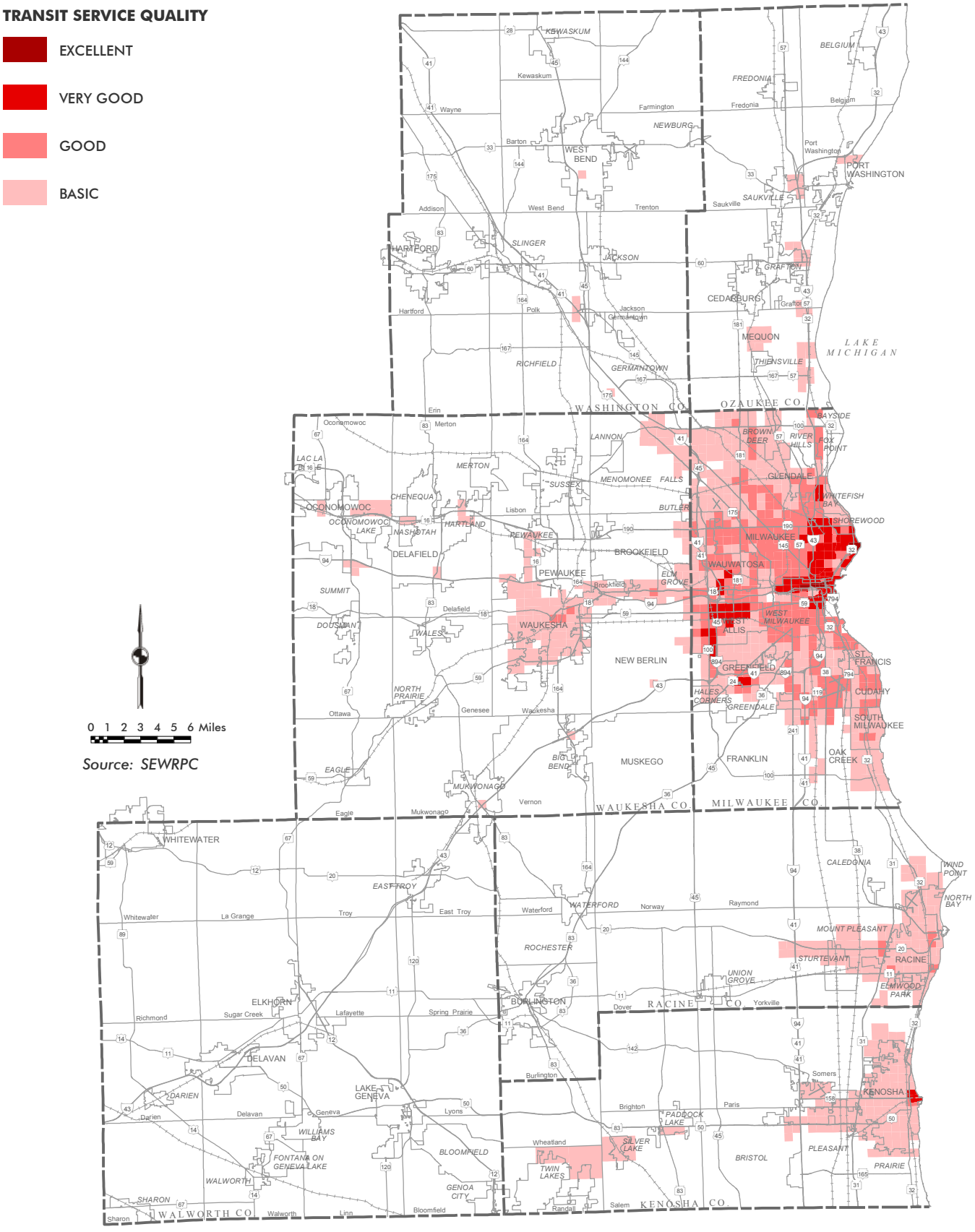
Areas with "Very Good" transit service typically include parts of the Region that are within walking distance of a rapid transit or commuter rail station, but may have fewer local or express bus routes nearby than an area with Excellent service. Alternatively, areas with Very Good service may not be within walking distance of a rapid transit or commuter rail station, but may instead be near multiple frequent local and express bus routes.

To have "Good" transit service, an area would be within walking distance of one local or express bus route that provides service at least every 15 minutes all day, or may be near three or more local bus routes that do not provide frequent, all-day service. An area with Good transit service typically would not have access to a rapid transit line.

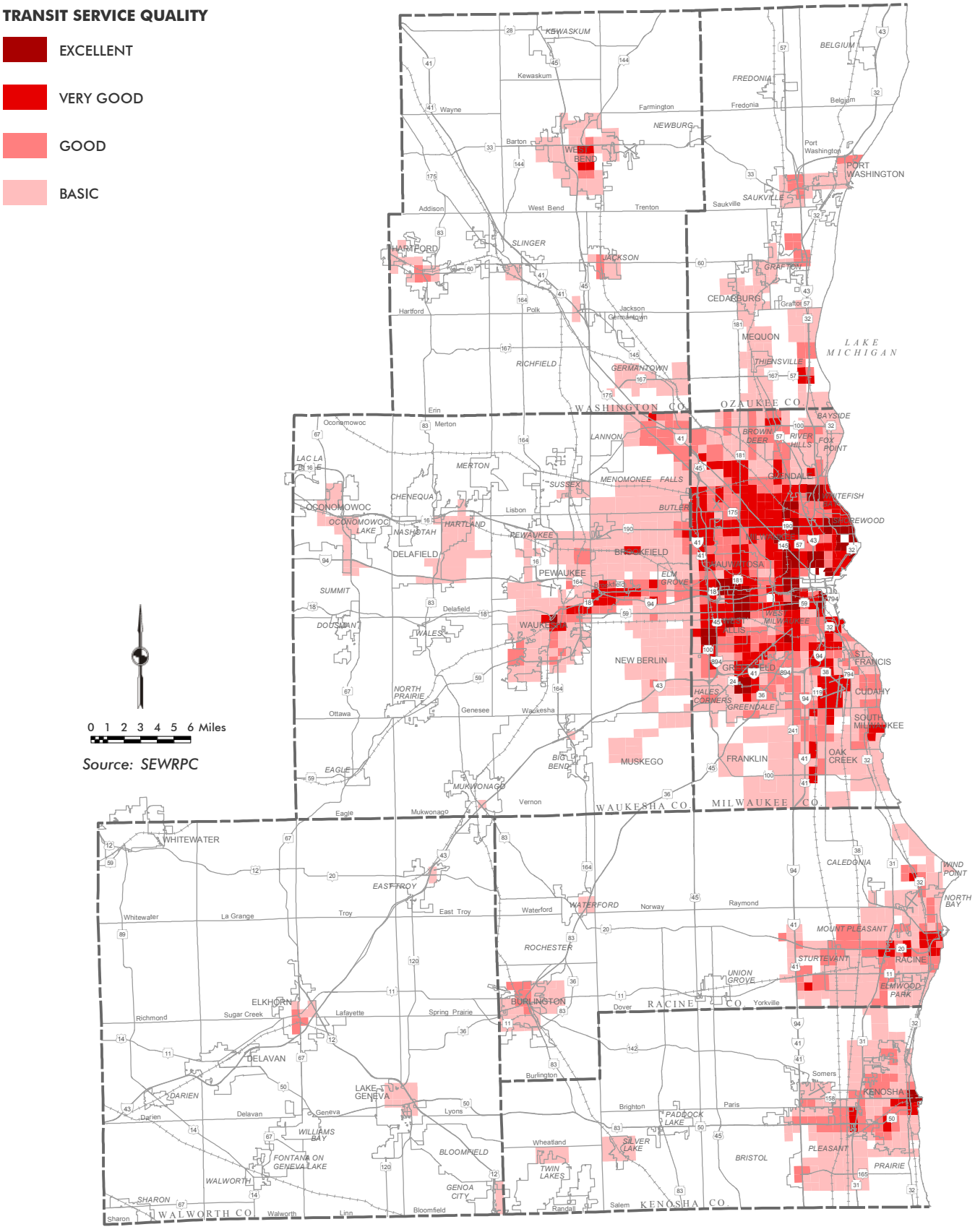
If a part of the Region is served by "Basic" transit service, it is within walking distance of at least one local bus route, but generally not more than two routes. The routes are not likely to have service better than every 15 minutes all day.

[14] *Table C.20 and Maps C.48 through C.59 must be considered together when evaluating changes to transit service quality. The table presents the number of each population group served, and, therefore, enables a direct comparison of both the number of people in a given group that are served under the existing, VISION 2050, and FCTP transit systems and the changes anticipated if the VISION 2050 or the FCTP were implemented. The maps display the land areas served overlain on areas where there are varying concentrations of each group. Thus, Table C.20 is most useful for evaluating the number of people potentially affected by changes in transit service levels, while Maps C.48 through C.59 highlight the geographic areas where changes in transit service would be expected, providing a general, but less precise, indication of the degree to which the identified population groups may be affected. As an example, because high proportions of minority populations and lower-income populations in the Region reside in higher-density urban areas, the small area shown on Maps C.48 through C.59 as being served by quality transit may actually correspond to a relatively large number of people being served with such service, as reflected in Table C.20.*

Map C.45
Transit Service Quality: Existing



Map C.46
Transit Service Quality: VISION 2050



Map C.47
Transit Service Quality: FCTP

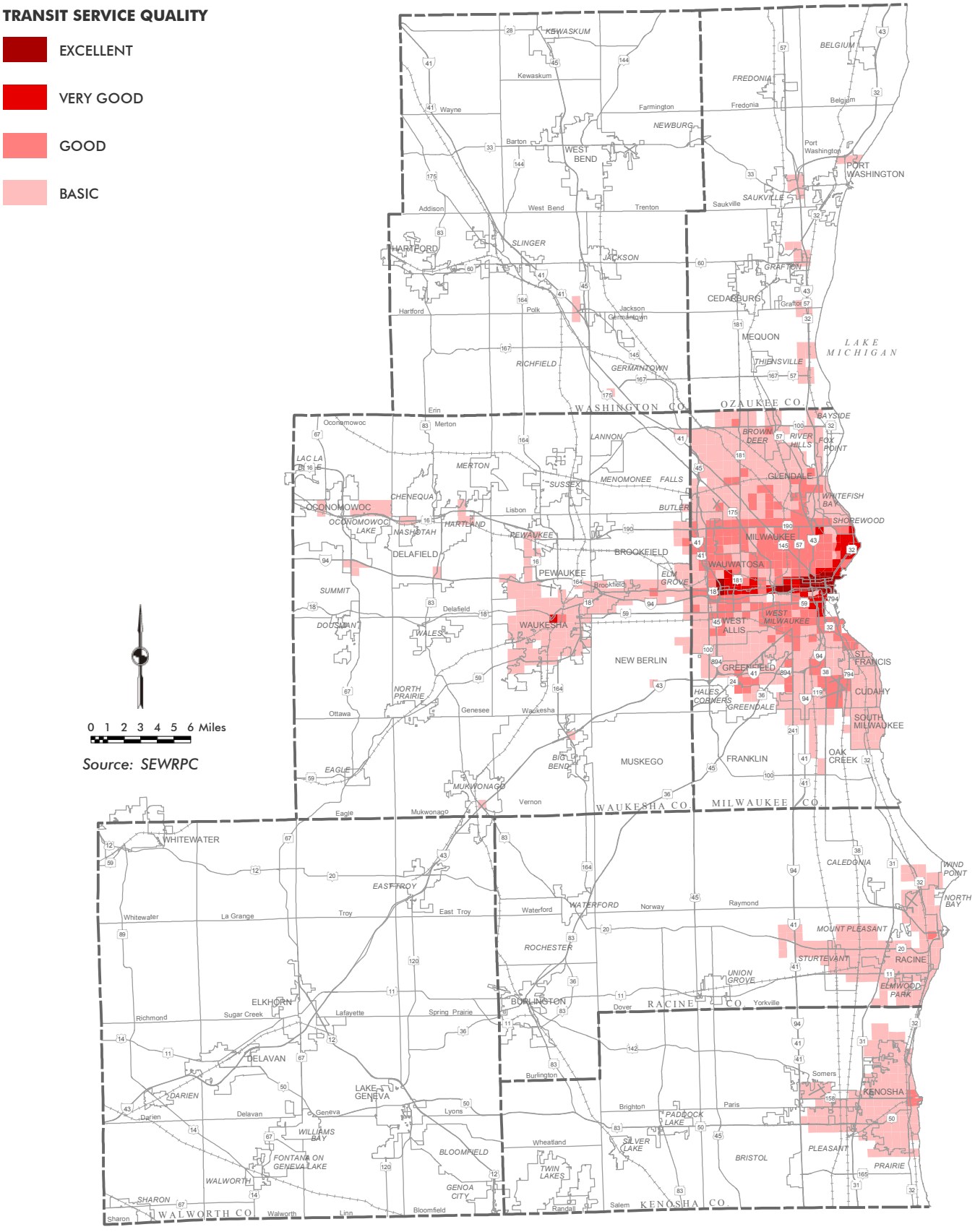


Table C.20
Transit Service Quality

Minority Population[a]

Plan	Excellent		Very Good		Good		Basic		Total Minority Population
	People	Percent	People	Percent	People	Percent	People	Percent	
Existing - 2015	700	0.1	50,900	8.7	228,300	39.2	208,200	35.7	582,900
VISION 2050	69,300	11.9	204,000	35.0	147,500	25.3	120,300	20.6	582,900
FCTP - 2050	9,000	1.5	20,400	3.5	202,500	34.7	238,200	40.9	582,900

Non-Minority Population[a]

Plan	Excellent		Very Good		Good		Basic		Total Non-Minority Population
	People	Percent	People	Percent	People	Percent	People	Percent	
Existing - 2015	2,400	0.2	60,300	4.2	150,400	10.5	403,300	28.1	1,437,100
VISION 2050	69,500	4.8	177,500	12.4	233,900	16.3	472,200	32.8	1,437,100
FCTP - 2050	15,300	1.1	34,600	2.4	106,800	7.4	399,700	27.8	1,437,100

Families in Poverty[a]

Plan	Excellent		Very Good		Good		Basic		Total Families in Poverty
	Families	Percent	Families	Percent	Families	Percent	Families	Percent	
Existing - 2015	<100	0.1	4,900	9.1	19,300	35.9	19,200	35.8	53,700
VISION 2050	6,000	11.2	16,500	30.7	12,800	23.8	11,100	20.7	53,700
FCTP - 2050	700	1.3	1,700	3.2	18,400	34.3	21,200	39.5	53,700

Families Not in Poverty[a]

Plan	Excellent		Very Good		Good		Basic		Total Families Not in Poverty
	Families	Percent	Families	Percent	Families	Percent	Families	Percent	
Existing - 2015	500	0.1	16,100	3.5	69,400	15.3	134,000	29.5	453,900
VISION 2050	18,700	4.1	70,000	15.4	75,900	16.7	130,200	28.7	453,900
FCTP - 2050	2,300	0.5	7,500	1.7	60,600	13.4	142,400	31.4	453,900

Families with Incomes Less Than Twice the Poverty Level[a]

Plan	Excellent		Very Good		Good		Basic		Total Families with Incomes Less Than Twice the Poverty Level
	Families	Percent	Families	Percent	Families	Percent	Families	Percent	
Existing - 2015	<100	<0.1	8,600	7.0	38,600	31.6	43,700	35.8	122,100
VISION 2050	10,600	8.7	33,600	27.5	28,400	23.3	27,800	22.8	122,100
FCTP - 2050	1,100	0.9	3,000	2.5	36,100	30.0	48,700	39.9	122,100

Families with Incomes More Than Twice the Poverty Level[a]

Plan	Excellent		Very Good		Good		Basic		Total Families with Incomes More Than Twice the Poverty Level
	Families	Percent	Families	Percent	Families	Percent	Families	Percent	
Existing - 2015	400	0.1	12,400	3.2	50,000	13.0	109,400	28.4	385,500
VISION 2050	14,000	3.6	52,900	13.7	60,300	15.6	113,500	29.4	385,500
FCTP - 2050	1,900	0.5	6,200	1.6	42,900	11.1	115,400	29.9	385,500

People with Disabilities[a]

Plan	Excellent		Very Good		Good		Basic		Total Population with Disabilities
	People	Percent	People	Percent	People	Percent	People	Percent	
Existing - 2015	200	<0.1	15,700	6.5	56,100	23.1	80,700	33.3	242,400
VISION 2050	18,000	7.4	51,900	21.4	48,400	20.0	63,600	26.2	242,400
FCTP - 2050	2,700	1.1	6,700	2.8	51,300	21.2	88,300	36.4	242,400

Table continued on next page.

Table C.20 (Continued)

	People Without Disabilities[a]								
	Excellent		Very Good		Good		Basic		Total Population Without Disabilities
Plan	People	Percent	People	Percent	People	Percent	People	Percent	
Existing - 2015	3,500	0.2	105,200	5.9	335,800	18.9	539,900	30.4	1,776,600
VISION 2050	117,800	6.6	326,000	18.4	318,000	17.9	477,200	26.9	1,776,600
FCTP - 2050	23,500	1.3	52,000	2.9	302,600	17.0	580,100	32.6	1,776,600

[a] *Minority population and non-minority population are based on the 2010 U.S. Census and families in poverty, families not in poverty, families with incomes less than twice the poverty level, families with incomes more than twice the poverty level, people with disabilities, and people without disabilities are based on the 2012-2016 American Community Survey.*

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

With respect to high-quality transit service (Excellent or Very Good), about 51,600 minority people (or 9 percent of the total minority population) and 62,700 non-minority people (or 4 percent of the total non-minority population) are served by high-quality transit service under existing conditions. With respect to lower-income populations, 5,000 (or 9 percent of) families in poverty and 16,600 (or 4 percent of) families not in poverty are served by high-quality transit service under existing conditions. About 8,700 (or 7 percent of) families with incomes less than twice the poverty level and 12,800 (or 3 percent of) families with incomes more than twice the poverty level are served by high-quality transit service under existing conditions. With respect to people with disabilities, 15,900 (or 7 percent of) people with disabilities and 108,700 (or 6 percent of) people not having a disability are served by high-quality transit service under existing conditions.

- **VISION 2050:** The extensive improvement and expansion of transit service under the amended VISION 2050 would result in about 420,800 minority people (or 72 percent of the total minority population) and 480,900 non-minority people (or 34 percent of the total non-minority population) being served by quality transit service (Excellent, Very Good, and Good) under the amended VISION 2050. With respect to lower-income populations, 35,300 (or 66 percent of) families in poverty and 164,600 (or 36 percent of) families not in poverty and about 72,600 (or 60 percent of) families with incomes less than twice the poverty level and 127,200 (or 33 percent of) families with incomes more than twice the poverty level would be served by quality transit service under the amended VISION 2050. With respect to people with disabilities, 118,300 (or 49 percent of) people with disabilities and 761,800 (or 43 percent of) people not having a disability would be served by quality transit service under the amended VISION 2050.

  It is expected that implementing the amended VISION 2050 would result in the increase in the percent of the minority population with quality transit service (24 additional percentage points) being greater than that of the non-minority population (19 additional percentage points). Similarly, the increase in the percent of families in poverty with quality transit service (21 additional percentage points) would be greater than that of families not in poverty (17 additional percentage points), and the increase in the percent of families with incomes less than twice the poverty level with quality transit service (21 additional percentage points) would be greater than that of families with incomes more than twice the poverty level (18 additional percentage points). The increase in the percent of people with disabilities with quality transit service (19 additional percentage points) would be greater than that of people without disabilities (18 additional percentage points).

  With respect to high-quality transit service (Excellent or Very Good), about 273,300 minority people (or 47 percent of the total minority population) and 247,500 non-minority people (or 17 percent of the total non-minority population) would be served by high-quality transit service under the amended VISION 2050. With respect to lower-income populations, 22,500 (or 42 percent of) families in poverty and 78,700 (or 20 percent of) families not in poverty and about 44,200 (or 36 percent of) families with incomes less than twice the poverty level and 66,900 (or 17 percent of) families with incomes more than twice the poverty level would be served by high-quality transit service under the amended VISION 2050. With respect to people with disabilities, 69,900 (or 29 percent of) people with disabilities and 443,800 (or 25 percent of) people not having a disability would be served by high-quality transit service under VISION 2050.

Map C.48
Comparison of Existing Concentrations of Total Minority Population to Transit Service Quality: Existing

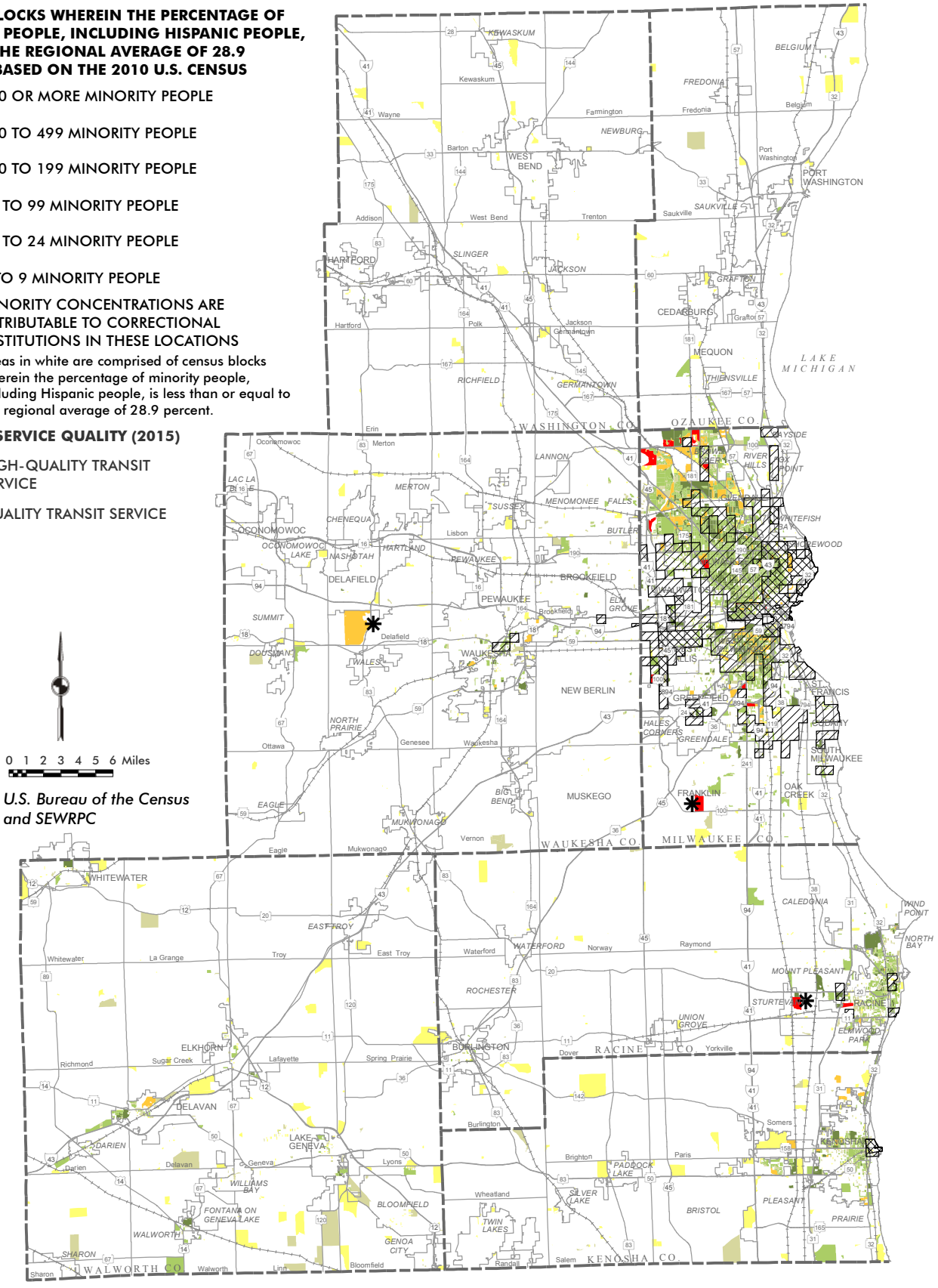
CENSUS BLOCKS WHEREIN THE PERCENTAGE OF MINORITY PEOPLE, INCLUDING HISPANIC PEOPLE, EXCEEDS THE REGIONAL AVERAGE OF 28.9 PERCENT BASED ON THE 2010 U.S. CENSUS

- 500 OR MORE MINORITY PEOPLE
- 200 TO 499 MINORITY PEOPLE
- 100 TO 199 MINORITY PEOPLE
- 25 TO 99 MINORITY PEOPLE
- 10 TO 24 MINORITY PEOPLE
- 1 TO 9 MINORITY PEOPLE
- ✱ MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THESE LOCATIONS

Note: Areas in white are comprised of census blocks wherein the percentage of minority people, including Hispanic people, is less than or equal to the regional average of 28.9 percent.

TRANSIT SERVICE QUALITY (2015)

- HIGH-QUALITY TRANSIT SERVICE
- QUALITY TRANSIT SERVICE



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

Map C.49
Comparison of Existing Concentrations of Total Minority Population to Transit Service Quality: VISION 2050

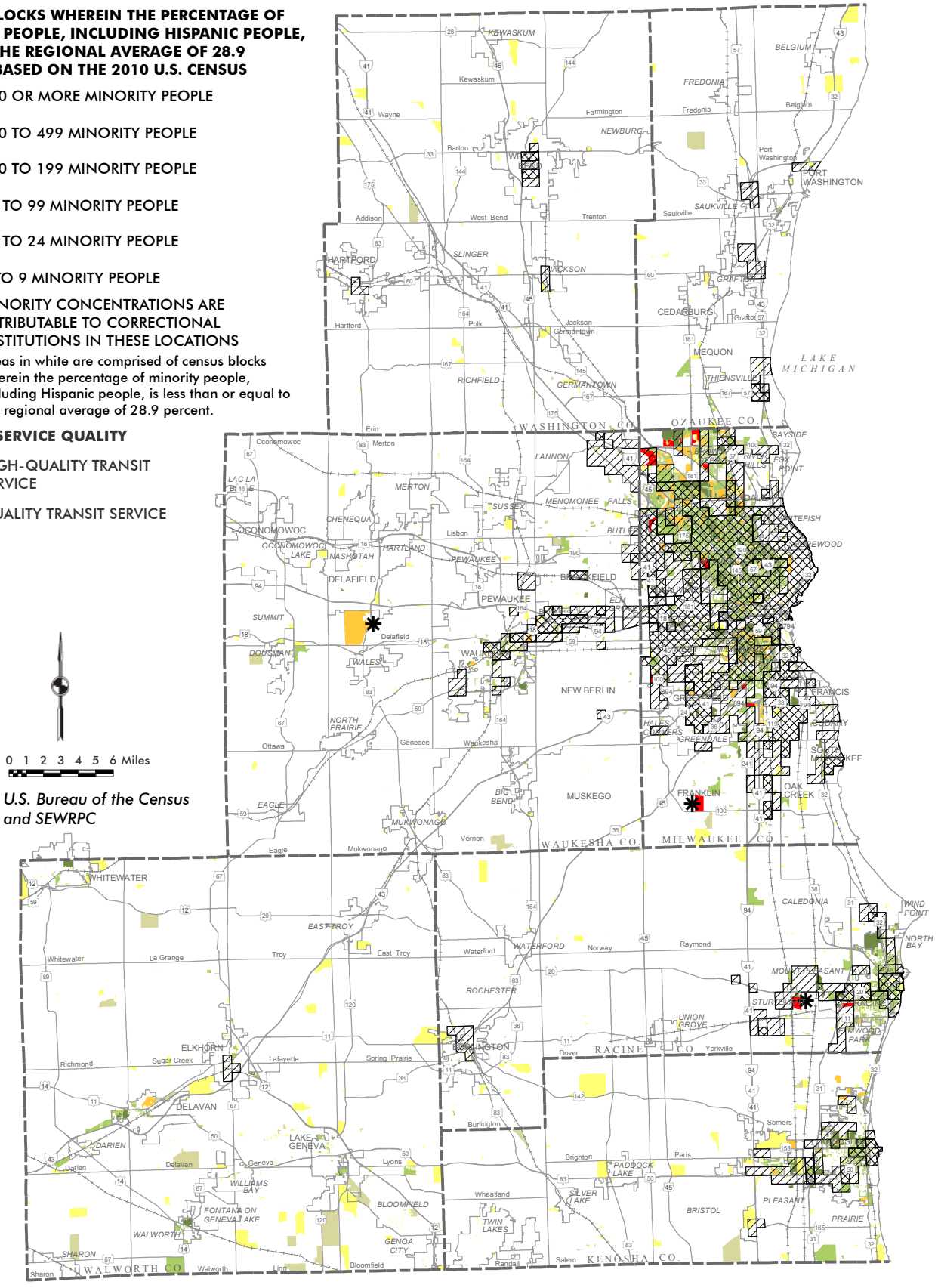
CENSUS BLOCKS WHEREIN THE PERCENTAGE OF MINORITY PEOPLE, INCLUDING HISPANIC PEOPLE, EXCEEDS THE REGIONAL AVERAGE OF 28.9 PERCENT BASED ON THE 2010 U.S. CENSUS

- 500 OR MORE MINORITY PEOPLE
- 200 TO 499 MINORITY PEOPLE
- 100 TO 199 MINORITY PEOPLE
- 25 TO 99 MINORITY PEOPLE
- 10 TO 24 MINORITY PEOPLE
- 1 TO 9 MINORITY PEOPLE
- ✱ MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THESE LOCATIONS

Note: Areas in white are comprised of census blocks wherein the percentage of minority people, including Hispanic people, is less than or equal to the regional average of 28.9 percent.

TRANSIT SERVICE QUALITY

- HIGH-QUALITY TRANSIT SERVICE
- QUALITY TRANSIT SERVICE



0 1 2 3 4 5 6 Miles

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

Map C.50
Comparison of Existing Concentrations of Total Minority Population to Transit Service Quality: FCTP

CENSUS BLOCKS WHEREIN THE PERCENTAGE OF MINORITY PEOPLE, INCLUDING HISPANIC PEOPLE, EXCEEDS THE REGIONAL AVERAGE OF 28.9 PERCENT BASED ON THE 2010 U.S. CENSUS

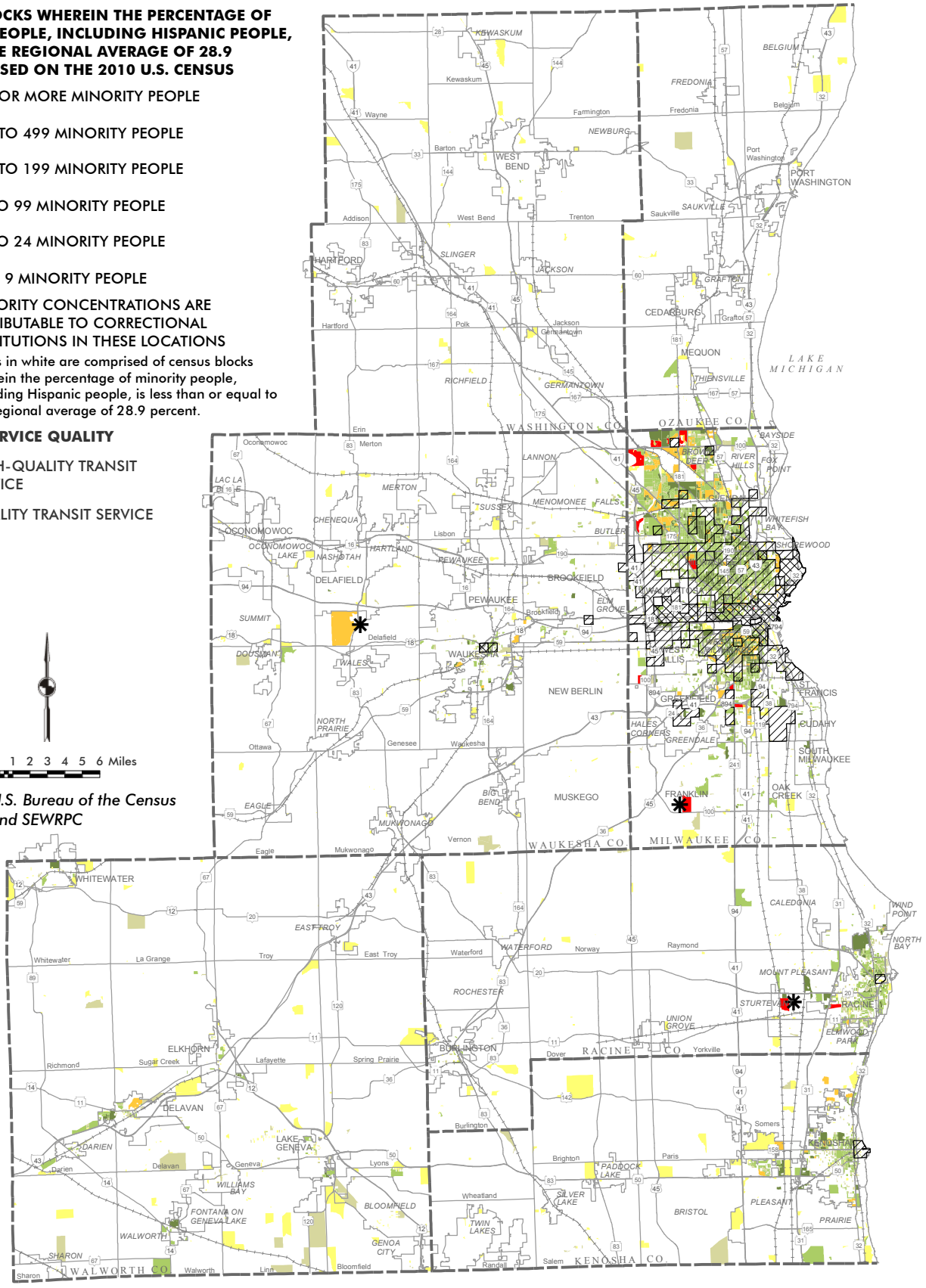
- 500 OR MORE MINORITY PEOPLE
- 200 TO 499 MINORITY PEOPLE
- 100 TO 199 MINORITY PEOPLE
- 25 TO 99 MINORITY PEOPLE
- 10 TO 24 MINORITY PEOPLE
- 1 TO 9 MINORITY PEOPLE
- ✱ MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THESE LOCATIONS

Note: Areas in white are comprised of census blocks wherein the percentage of minority people, including Hispanic people, is less than or equal to the regional average of 28.9 percent.

TRANSIT SERVICE QUALITY

- HIGH-QUALITY TRANSIT SERVICE
- QUALITY TRANSIT SERVICE

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



Map C.51
Comparison of Existing Concentrations of Families in Poverty to Transit Service Quality: Existing

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES IN POVERTY EXCEEDS THE REGIONAL AVERAGE OF 10.6 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

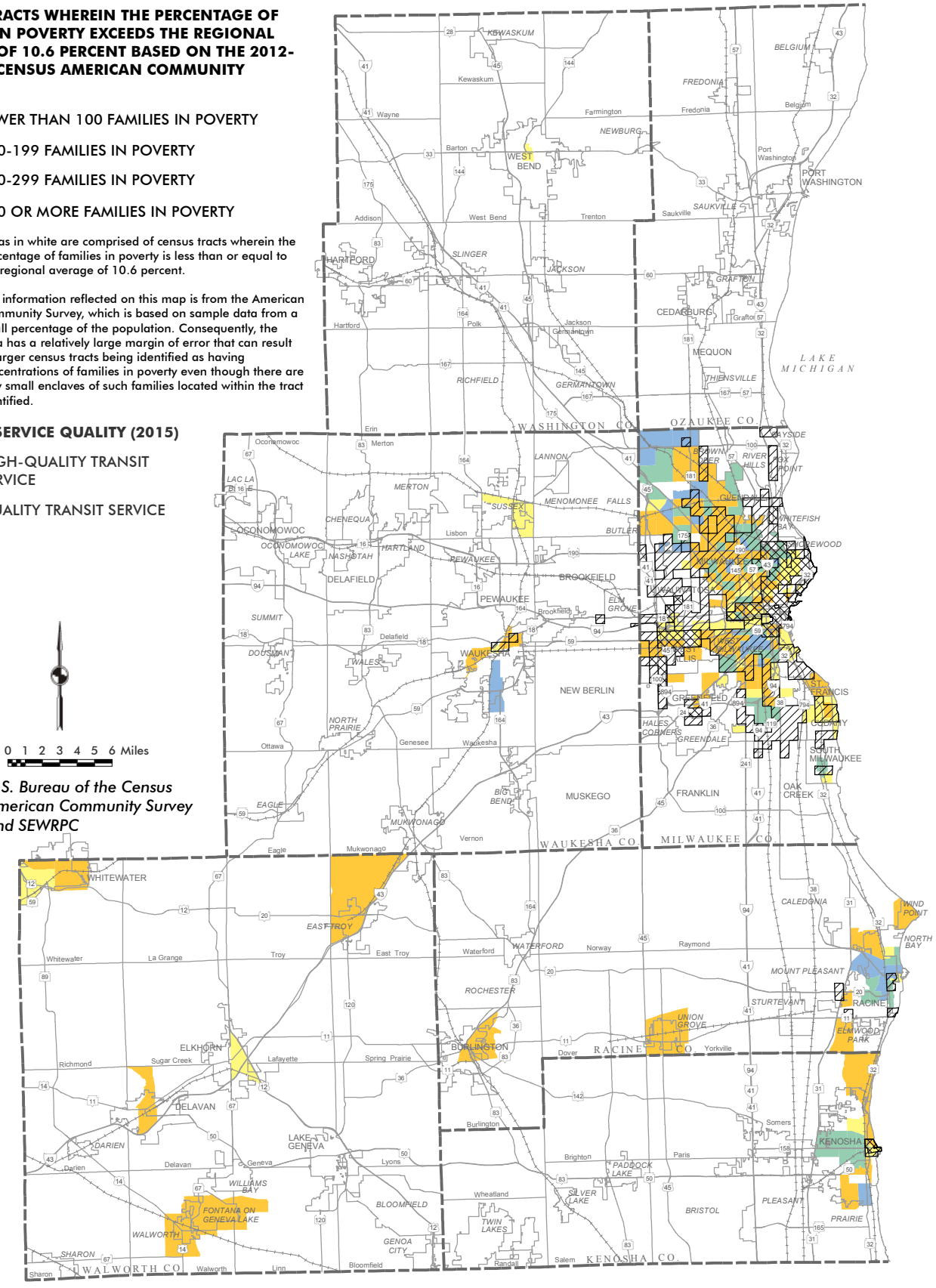
- FEWER THAN 100 FAMILIES IN POVERTY
- 100-199 FAMILIES IN POVERTY
- 200-299 FAMILIES IN POVERTY
- 300 OR MORE FAMILIES IN POVERTY

Notes: Areas in white are comprised of census tracts wherein the percentage of families in poverty is less than or equal to the regional average of 10.6 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families in poverty even though there are only small enclaves of such families located within the tract identified.

TRANSIT SERVICE QUALITY (2015)

- HIGH-QUALITY TRANSIT SERVICE
- QUALITY TRANSIT SERVICE



Source: U.S. Bureau of the Census American Community Survey and SEWRPC

Map C.52
Comparison of Existing Concentrations of Families in Poverty to Transit Service Quality: VISION 2050

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES IN POVERTY EXCEEDS THE REGIONAL AVERAGE OF 10.6 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

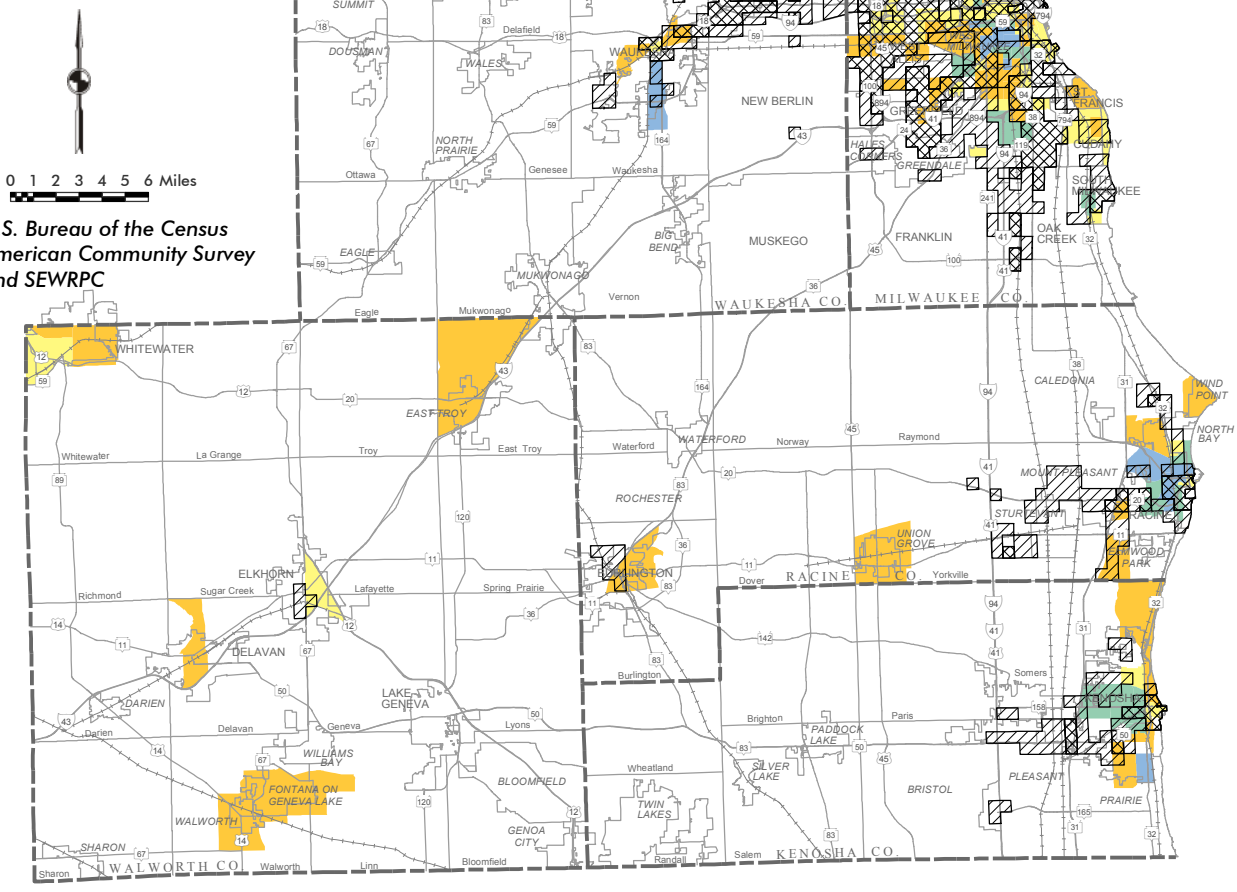
- FEWER THAN 100 FAMILIES IN POVERTY
- 100-199 FAMILIES IN POVERTY
- 200-299 FAMILIES IN POVERTY
- 300 OR MORE FAMILIES IN POVERTY

Notes: Areas in white are comprised of census tracts wherein the percentage of families in poverty is less than or equal to the regional average of 10.6 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families in poverty even though there are only small enclaves of such families located within the tract identified.

TRANSIT SERVICE QUALITY

- HIGH-QUALITY TRANSIT SERVICE
- QUALITY TRANSIT SERVICE



Source: U.S. Bureau of the Census American Community Survey and SEWRPC

Map C.53
Comparison of Existing Concentrations of Families in Poverty to Transit Service Quality: FCTP

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES IN POVERTY EXCEEDS THE REGIONAL AVERAGE OF 10.6 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 100 FAMILIES IN POVERTY
- 100-199 FAMILIES IN POVERTY
- 200-299 FAMILIES IN POVERTY
- 300 OR MORE FAMILIES IN POVERTY

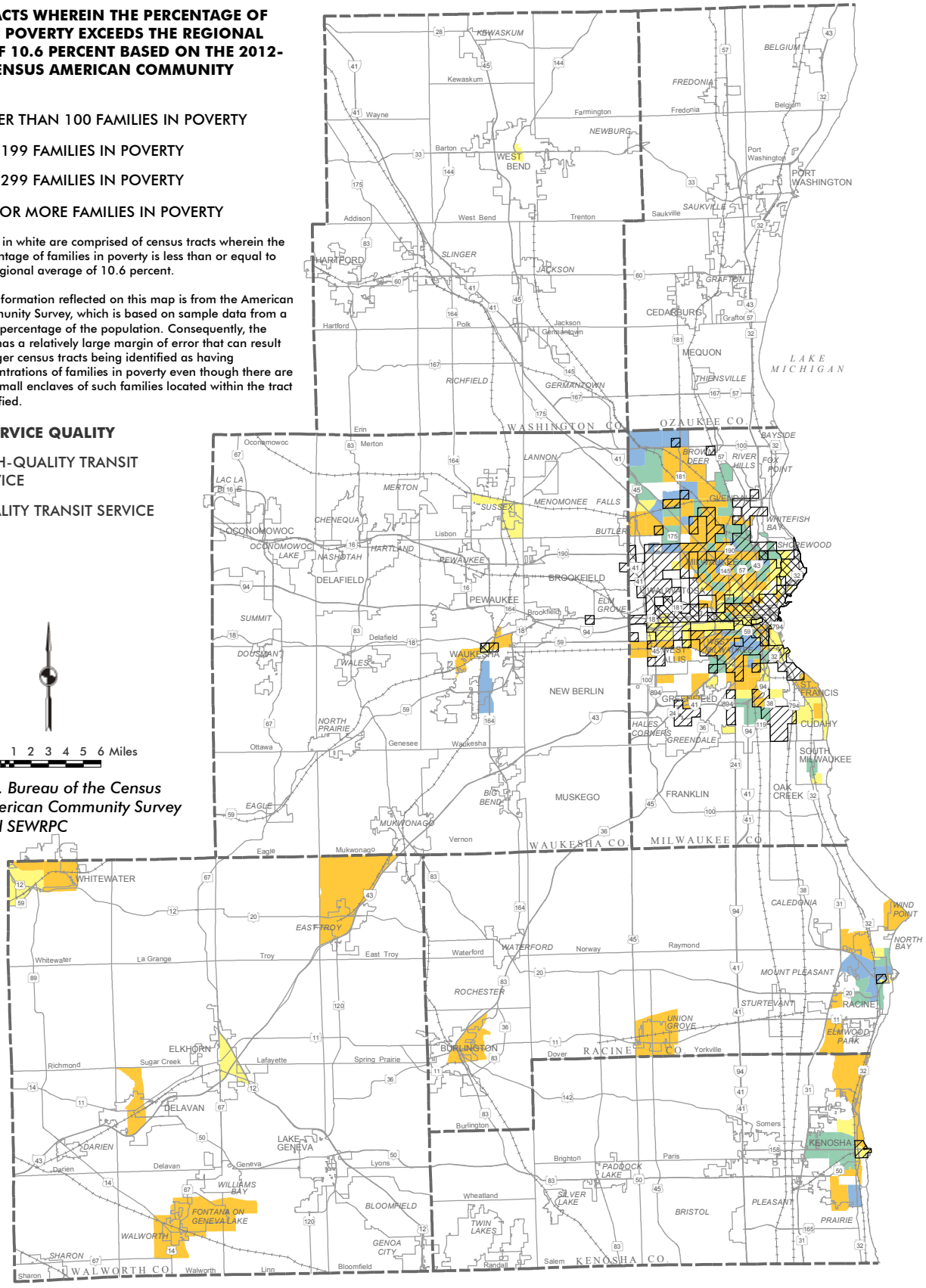
Notes: Areas in white are comprised of census tracts wherein the percentage of families in poverty is less than or equal to the regional average of 10.6 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families in poverty even though there are only small enclaves of such families located within the tract identified.

TRANSIT SERVICE QUALITY

- HIGH-QUALITY TRANSIT SERVICE
- QUALITY TRANSIT SERVICE

Source: U.S. Bureau of the Census American Community Survey and SEWRPC



Map C.54
Comparison of Existing Concentrations of Families with Incomes Less Than Twice the Poverty Level to Transit Service Quality: Existing

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES WITH INCOMES LESS THAN TWICE THE POVERTY LEVEL EXCEEDS THE REGIONAL AVERAGE OF 24.1 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 100 FAMILIES
- 100-199 FAMILIES
- 200-299 FAMILIES
- 300 OR MORE FAMILIES

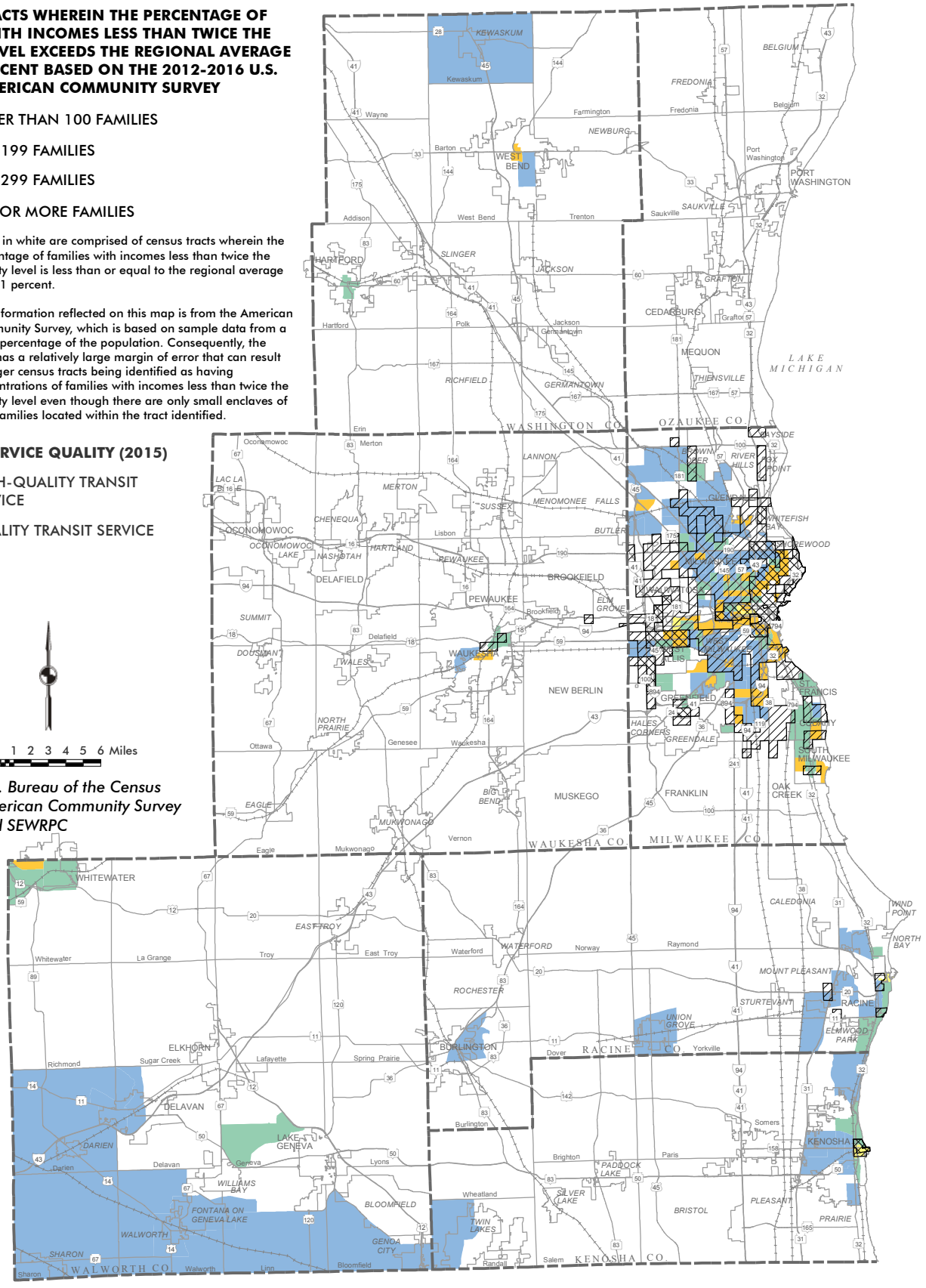
Notes: Areas in white are comprised of census tracts wherein the percentage of families with incomes less than twice the poverty level is less than or equal to the regional average of 24.1 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families with incomes less than twice the poverty level even though there are only small enclaves of such families located within the tract identified.

TRANSIT SERVICE QUALITY (2015)

- HIGH-QUALITY TRANSIT SERVICE
- QUALITY TRANSIT SERVICE

Source: U.S. Bureau of the Census American Community Survey and SEWRPC



Map C.55
Comparison of Existing Concentrations of Families with Incomes Less Than Twice the Poverty Level to Transit Service Quality: VISION 2050

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES WITH INCOMES LESS THAN TWICE THE POVERTY LEVEL EXCEEDS THE REGIONAL AVERAGE OF 24.1 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 100 FAMILIES
- 100-199 FAMILIES
- 200-299 FAMILIES
- 300 OR MORE FAMILIES

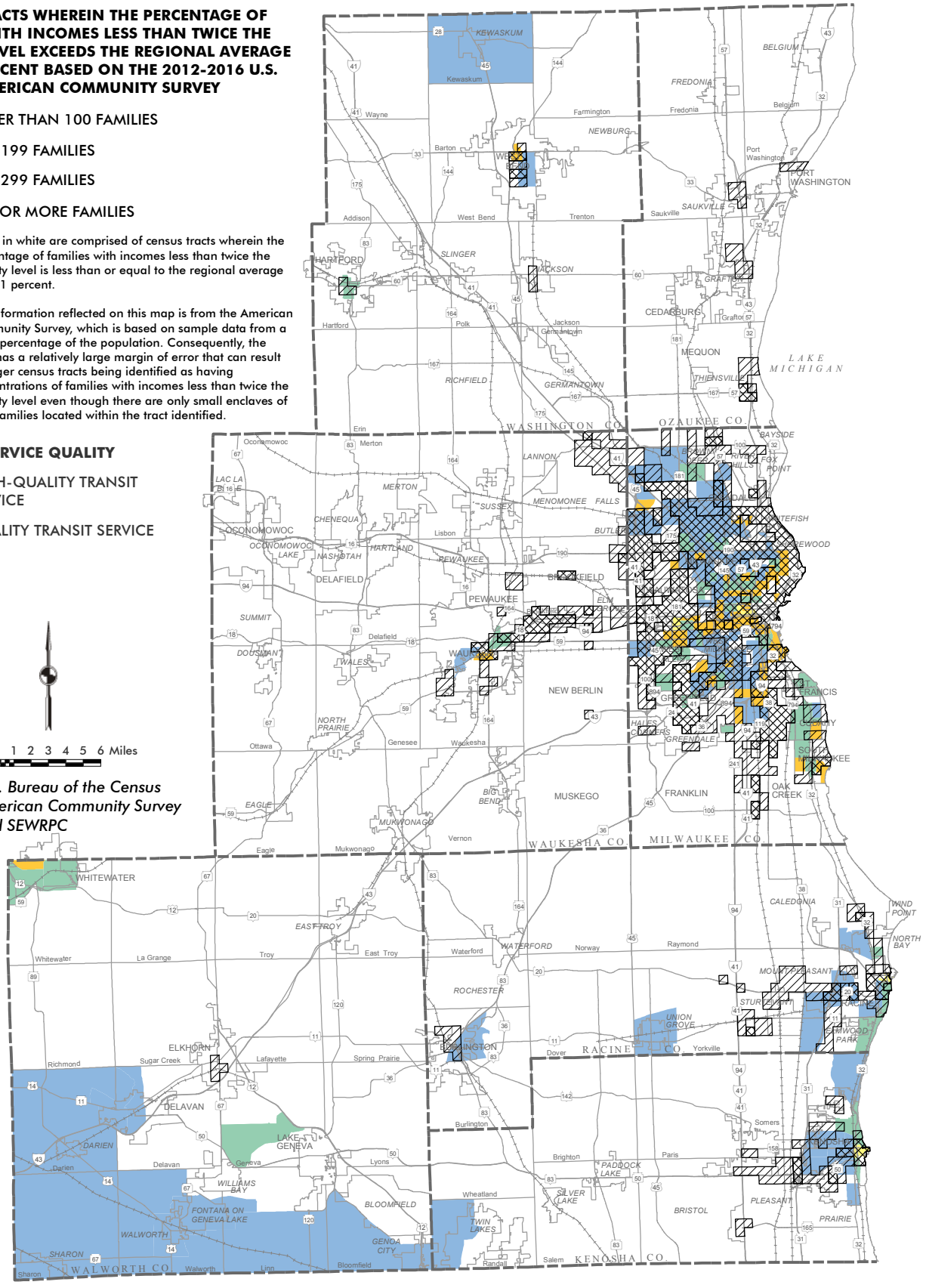
Notes: Areas in white are comprised of census tracts wherein the percentage of families with incomes less than twice the poverty level is less than or equal to the regional average of 24.1 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families with incomes less than twice the poverty level even though there are only small enclaves of such families located within the tract identified.

TRANSIT SERVICE QUALITY

- HIGH-QUALITY TRANSIT SERVICE
- QUALITY TRANSIT SERVICE

Source: U.S. Bureau of the Census American Community Survey and SEWRPC



Map C.56
Comparison of Existing Concentrations of Families with Incomes Less Than Twice the Poverty Level to Transit Service Quality: FCTP

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES WITH INCOMES LESS THAN TWICE THE POVERTY LEVEL EXCEEDS THE REGIONAL AVERAGE OF 24.1 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 100 FAMILIES
- 100-199 FAMILIES
- 200-299 FAMILIES
- 300 OR MORE FAMILIES

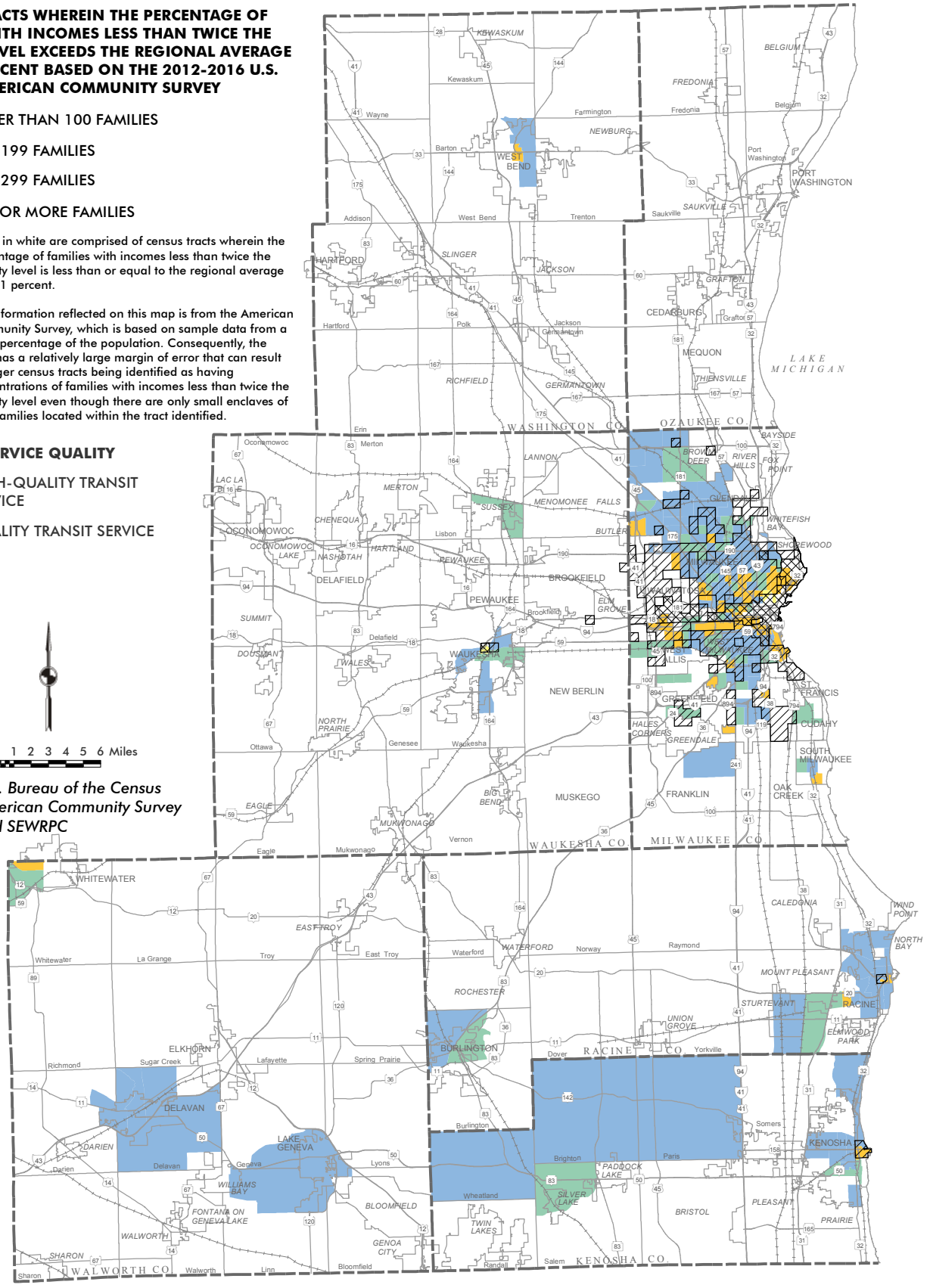
Notes: Areas in white are comprised of census tracts wherein the percentage of families with incomes less than twice the poverty level is less than or equal to the regional average of 24.1 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families with incomes less than twice the poverty level even though there are only small enclaves of such families located within the tract identified.

TRANSIT SERVICE QUALITY

- HIGH-QUALITY TRANSIT SERVICE
- QUALITY TRANSIT SERVICE

Source: U.S. Bureau of the Census American Community Survey and SEWRPC



Map C.57
Comparison of Existing Concentrations of People with Disabilities to Transit Service Quality: Existing

CENSUS TRACTS WHEREIN THE PERCENTAGE OF PEOPLE WITH DISABILITIES EXCEEDS THE REGIONAL AVERAGE OF 12.0 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 250 PEOPLE WITH DISABILITIES
- 250 - 499 PEOPLE WITH DISABILITIES
- 500 - 749 PEOPLE WITH DISABILITIES
- 750 OR MORE PEOPLE WITH DISABILITIES

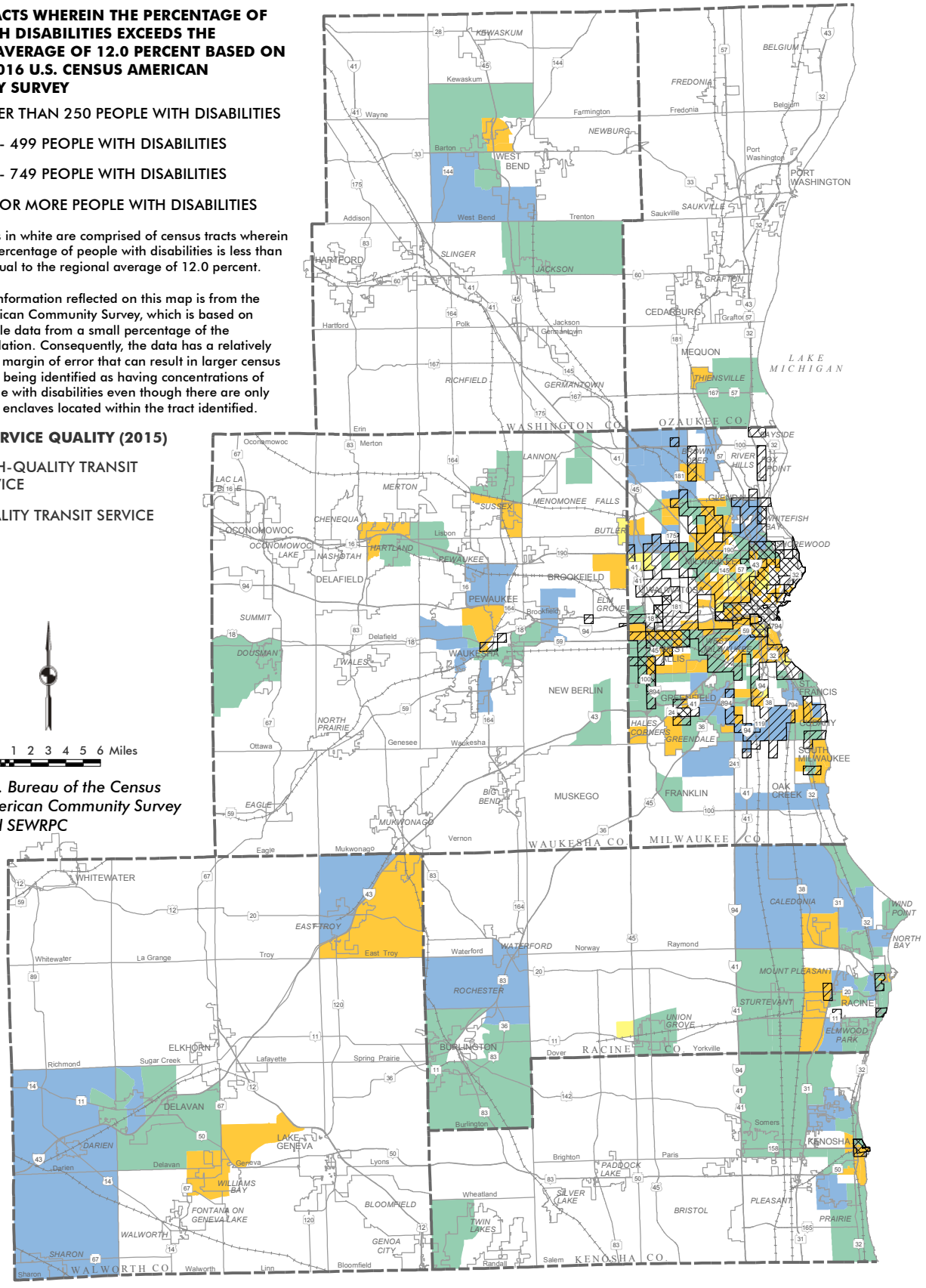
Notes: Areas in white are comprised of census tracts wherein the percentage of people with disabilities is less than or equal to the regional average of 12.0 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of people with disabilities even though there are only small enclaves located within the tract identified.

TRANSIT SERVICE QUALITY (2015)

- HIGH-QUALITY TRANSIT SERVICE
- QUALITY TRANSIT SERVICE

Source: U.S. Bureau of the Census American Community Survey and SEWRPC



Map C.58
Comparison of Existing Concentrations of People with Disabilities to Transit Service Quality: VISION 2050

CENSUS TRACTS WHEREIN THE PERCENTAGE OF PEOPLE WITH DISABILITIES EXCEEDS THE REGIONAL AVERAGE OF 12.0 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 250 PEOPLE WITH DISABILITIES
- 250 - 499 PEOPLE WITH DISABILITIES
- 500 - 749 PEOPLE WITH DISABILITIES
- 750 OR MORE PEOPLE WITH DISABILITIES

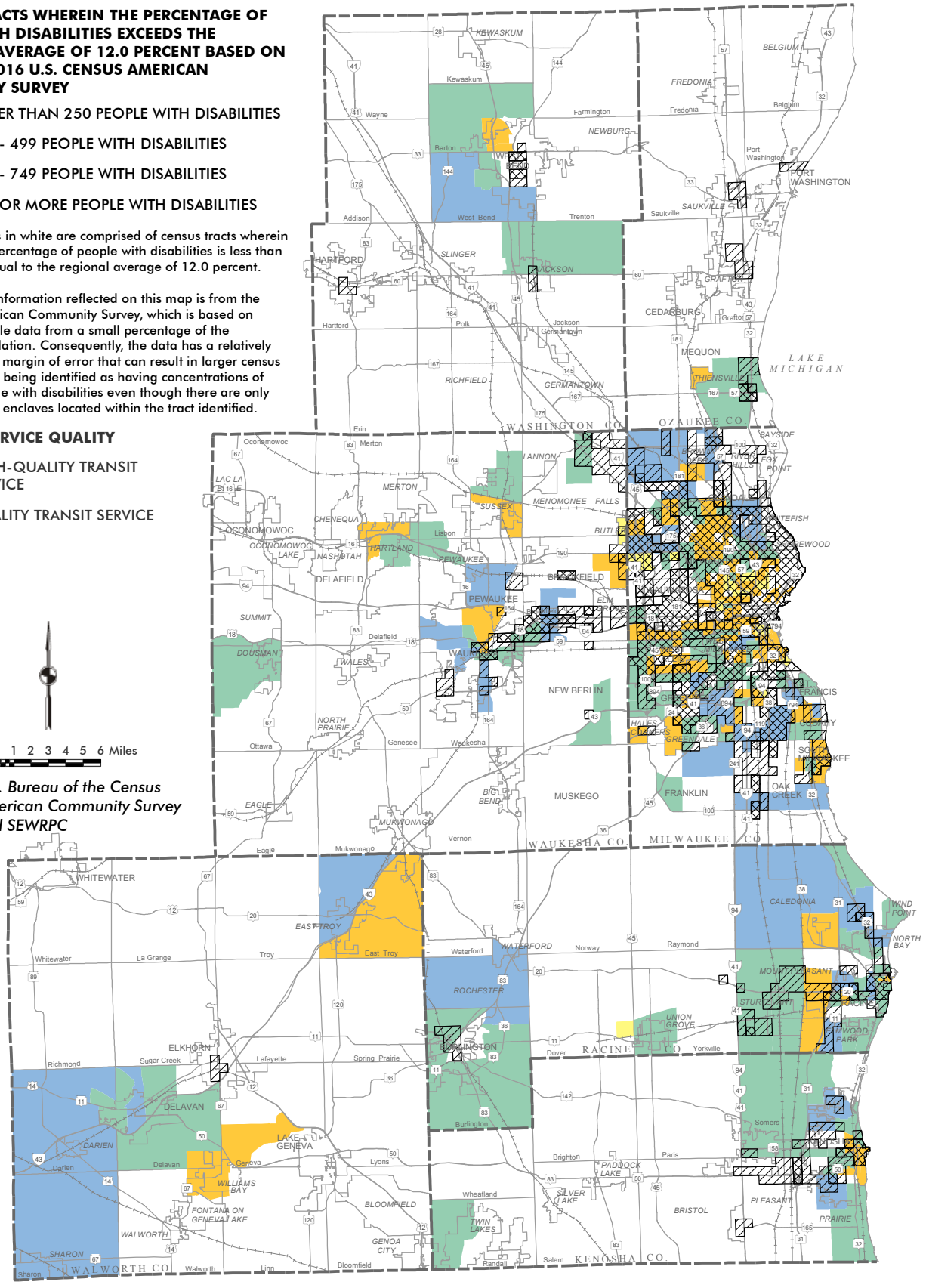
Notes: Areas in white are comprised of census tracts wherein the percentage of people with disabilities is less than or equal to the regional average of 12.0 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of people with disabilities even though there are only small enclaves located within the tract identified.

TRANSIT SERVICE QUALITY

- HIGH-QUALITY TRANSIT SERVICE
- QUALITY TRANSIT SERVICE

Source: U.S. Bureau of the Census American Community Survey and SEWRPC



Map C.59
Comparison of Existing Concentrations of People with Disabilities to Transit Service Quality: FCTP

CENSUS TRACTS WHEREIN THE PERCENTAGE OF PEOPLE WITH DISABILITIES EXCEEDS THE REGIONAL AVERAGE OF 12.0 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 250 PEOPLE WITH DISABILITIES
- 250 - 499 PEOPLE WITH DISABILITIES
- 500 - 749 PEOPLE WITH DISABILITIES
- 750 OR MORE PEOPLE WITH DISABILITIES

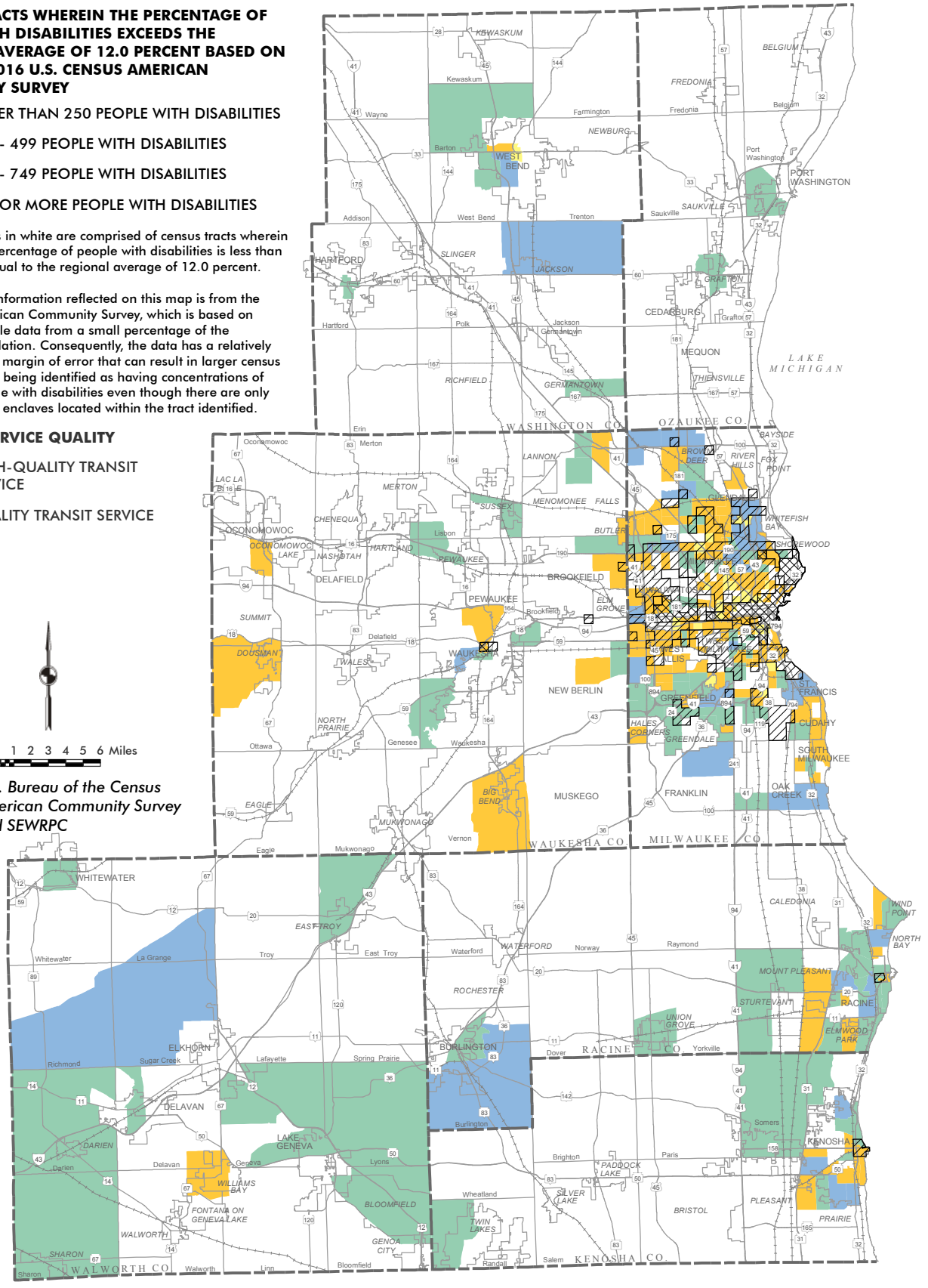
Notes: Areas in white are comprised of census tracts wherein the percentage of people with disabilities is less than or equal to the regional average of 12.0 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of people with disabilities even though there are only small enclaves located within the tract identified.

TRANSIT SERVICE QUALITY

- HIGH-QUALITY TRANSIT SERVICE
- QUALITY TRANSIT SERVICE

Source: U.S. Bureau of the Census American Community Survey and SEWRPC



It is expected that implementing the amended VISION 2050 would result in the increase in the percent of minority population with high-quality transit service (38 additional percentage points) being greater than that of the non-minority population (13 additional percentage points). Similarly, the estimated increase in the percent of families in poverty with high-quality transit service (33 additional percentage points) would be greater than that of families not in poverty (16 additional percentage points), and the increase in the percent of families with incomes less than twice the poverty level with high-quality transit service (29 additional percentage points) would be greater than that of families with incomes more than twice the poverty level (14 additional percentage points). The estimated increase in the percent of people with disabilities with high-quality transit service (22 additional percentage points) would be greater than that of people without disabilities (19 percentage points).

- **The FCTP:** While the overall transit quality is expected to decline under the amended FCTP, most of the transit routes and service areas providing quality transit service (Excellent, Very Good, and Good) under the amended FCTP would continue to serve the principal concentrations of existing minority populations, lower-income populations, and people with disabilities. Specifically, about 231,900 minority people (or 40 percent of the total minority population) and 156,700 non-minority people (or 11 percent of the total non-minority population) would be served by quality transit service under the amended FCTP. With respect to lower-income populations, 20,800 (or 39 percent of) families in poverty and 70,400 (or 16 percent of) families not in poverty, and about 40,200 (or 33 percent of) families with incomes less than twice the poverty level and 57,000 (or 13 percent of) families with incomes more than twice the poverty level, would be served by quality transit service under the amended FCTP. With respect to people with disabilities, 60,700 (or 25 percent of) people with disabilities and 378,100 (or 21 percent of) people not having a disability would be served by quality transit service under the amended FCTP.

  It is expected that implementing the amended FCTP would result in the decline in the percent of the minority population with quality transit service (8 less percentage points) being greater than that of the non-minority population (4 less percentage points). Similarly, the decline in the percent of families in poverty with quality transit service (6 less percentage points) would be greater than that of families not in poverty (3 less percentage points), and the decline in the percent of families with incomes less than twice the poverty level with quality transit service (6 less percentage points) would be greater than that of families with incomes more than twice the poverty level (2 less percentage points). The decline in the percent of people with disabilities with quality transit service (5 less percentage points) would be greater than that of people without disabilities (1 less percentage point).

  With respect to high-quality transit service (Excellent or Very Good), about 29,400 minority people (or 5 percent of the total minority population) and 49,900 non-minority people (or 4 percent of the total non-minority population) would be served by high-quality transit service under the amended FCTP. With respect to lower-income populations, 2,400 (or 5 percent of) families in poverty and 8,100 (or 2 percent of) families not in poverty would be served by high-quality transit service under the amended FCTP. Similarly, 4,100 (or 3 percent of) families with incomes less than twice the poverty level and 8,100 (or 2 percent of) families with incomes more than twice the poverty level would be served by high-quality transit service under the amended FCTP. With respect to people with disabilities, 9,400 (or 4 percent of) people with disabilities and 75,500 (or 4 percent of) people not having a disability would be served by high-quality transit service under the amended FCTP.

  It is expected that implementing the amended FCTP would result in the decline in the percent of the minority population with high-quality transit service (4 less percentage points) being greater than that of the non-minority population (1 less percentage point). Similarly, the decline in the percent of families in poverty with high-quality transit service (4 less percentage points) would be greater than that of families not in poverty (2 less percentage points), and the decline in the percent of families with incomes less than twice the poverty level with high-quality transit service (4 less percentage points) would be greater than that of families with incomes more than twice the poverty level (1 less percentage point). The decline in the percent of people with disabilities

with high-quality transit service (3 less percentage points) would be greater than that of people without disabilities (2 less percentage points).

MINORITY POPULATIONS AND LOW-INCOME POPULATIONS BENEFITED AND IMPACTED BY NEW AND WIDENED ARTERIAL STREET AND HIGHWAY FACILITIES

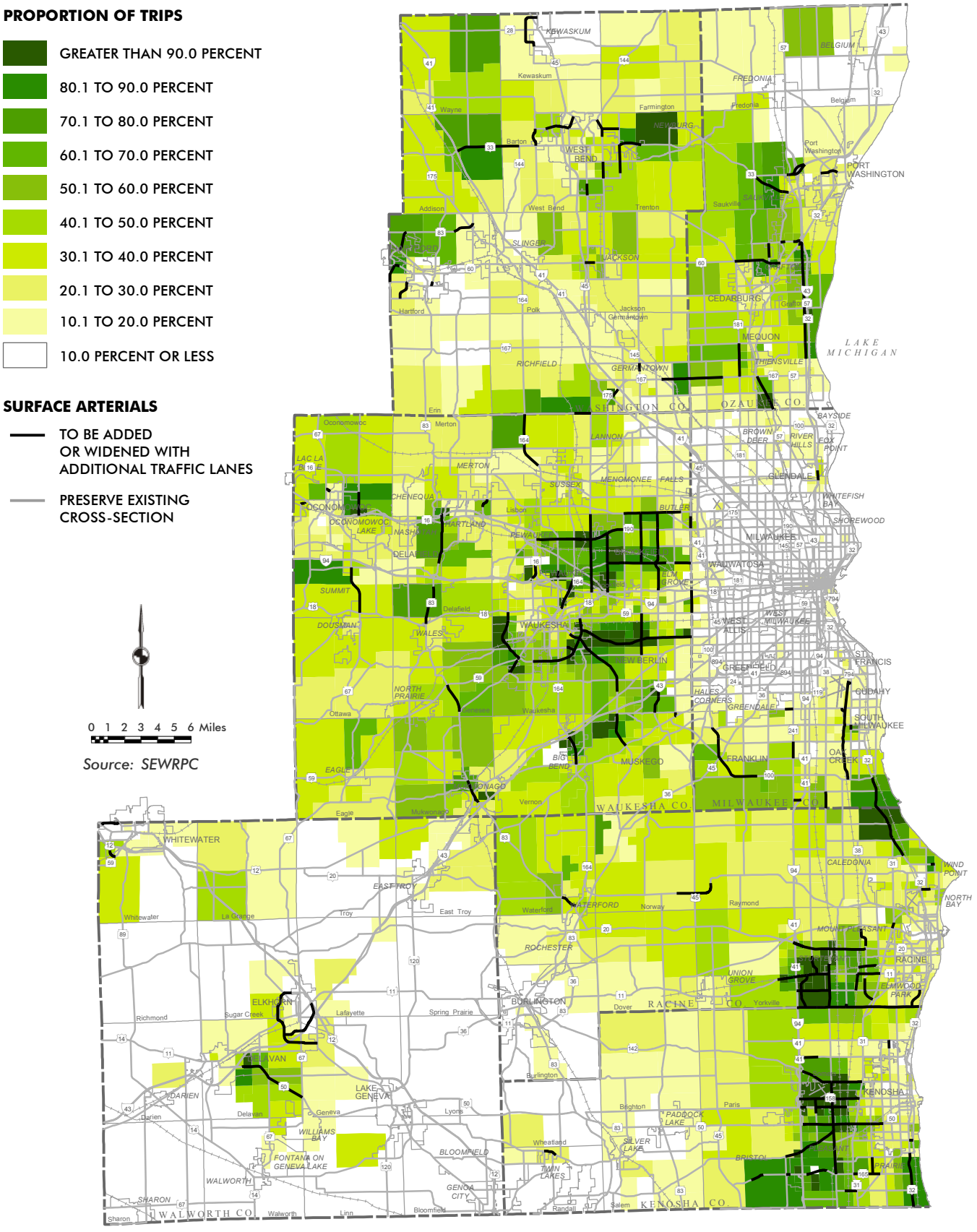
An evaluation was conducted as to whether the existing minority populations and low-income populations within the Region would receive a disproportionate share of the impacts—both costs and benefits—of the highway improvements under the amended VISION 2050 and FCTP. Specifically, an analysis was conducted to determine the extent to which the existing minority populations and low-income populations living in these areas would receive benefits—such as improved accessibility and improved safety—from the proposed new and widened arterials under the amended VISION 2050 and FCTP. As part of this analysis, a select link analysis was conducted to determine whether existing minority populations and low-income populations would be expected to utilize the segments of arterial streets and highways that would be improved under the amended VISION 2050 and FCTP. An analysis was also conducted to determine whether the existing minority populations and low-income populations would disproportionately bear any potential impacts from the new and widened facilities.

- **Benefits from Arterial Improvements:** While minority populations and low-income populations utilize public transit at a higher proportion relative to other modes of travel than do non-Hispanic white and higher-income populations in the Region, the automobile is by far the dominant mode of travel for minority populations and low-income populations. In Milwaukee County, about 81 to 88 percent of travel by minority populations to and from work is by automobile (depending on the race or ethnicity), compared to 88 percent of the white population. Data available from the 2017 NHTS also show a similar pattern for all travel as for work trips in Southeastern Wisconsin, with the minority population utilizing public transit for more of its travel across all types of trips—6 percent—compared to the white population—less than 1 percent. Similarly, in Milwaukee County about 70 percent of travel by low-income populations to and from work is by automobile, compared to 89 percent for populations of higher income.

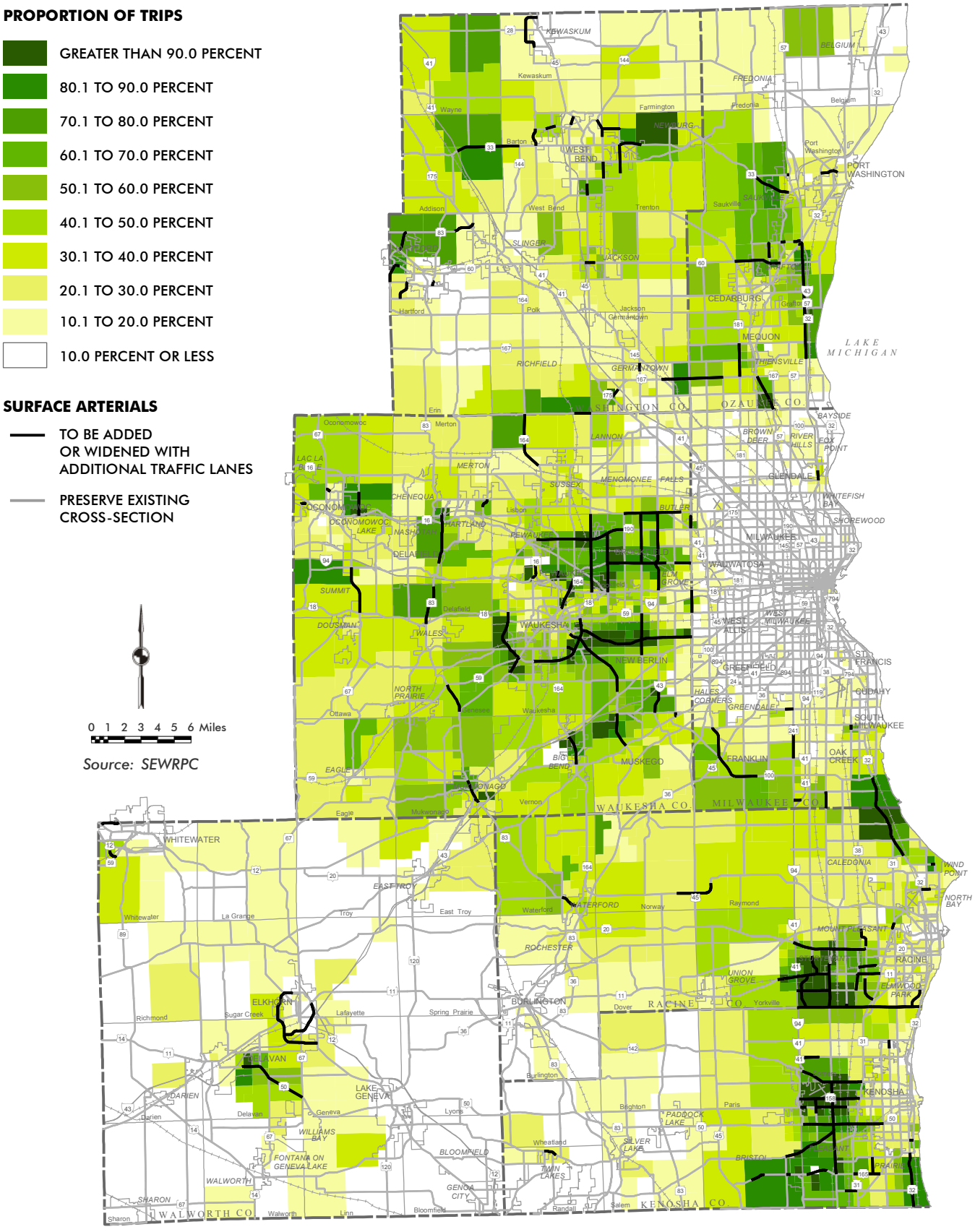
  Maps C.60 and C.61 show the proportion of automobile trips within each traffic analysis zone (TAZ) that would utilize the new or widened surface arterial segments under the amended VISION 2050 and FCTP. These maps were compared to locations of current concentrations of minority populations and low-income populations (as shown on Maps C.6 and C.8). The areas that would have the greatest use of these improved arterials are largely adjacent to, or near, the new or widened surface arterials under the amended VISION 2050 and FCTP. The new and widened surface arterials would largely be located outside of existing areas of minority populations and low-income populations.

  Maps C.62 and C.63 show the percentage of the automobile trips within each TAZ that would utilize the new or widened freeway segments under the amended VISION 2050 and FCTP. These maps were compared to locations of current concentrations of minority populations and low-income populations (as shown on Maps C.6 and C.8). The segments of freeway recommended to be widened under the amended VISION 2050 and FCTP would directly serve areas of minority populations and low-income population, particularly those residing in Milwaukee County. As a result, it is expected that minority populations and low-income populations, particularly those residing adjacent to the freeway widenings, would be utilizing and experiencing benefit from the expected improvement in accessibility associated with the widenings. The amended VISION 2050 does not make any recommendation with respect to whether the segment of IH 43 between Howard Avenue and Silver Spring Drive, when reconstructed, should be reconstructed with or without additional lanes. The determination as to whether this segment of IH 43 would be reconstructed with or without additional lanes would be made during preliminary engineering. Following the conclusion of the preliminary engineering for the reconstruction, VISION 2050 would be amended to reflect the decision made as to how this segment IH 43 would be reconstructed. If it is ultimately determined that this segment of IH 43 is to be reconstructed with additional lanes, the minority populations and low-income populations residing adjacent to this freeway widening would directly benefit from the resulting improvement in accessibility. The reconstruction of this segment of IH 43 is not included in the amended FCTP.

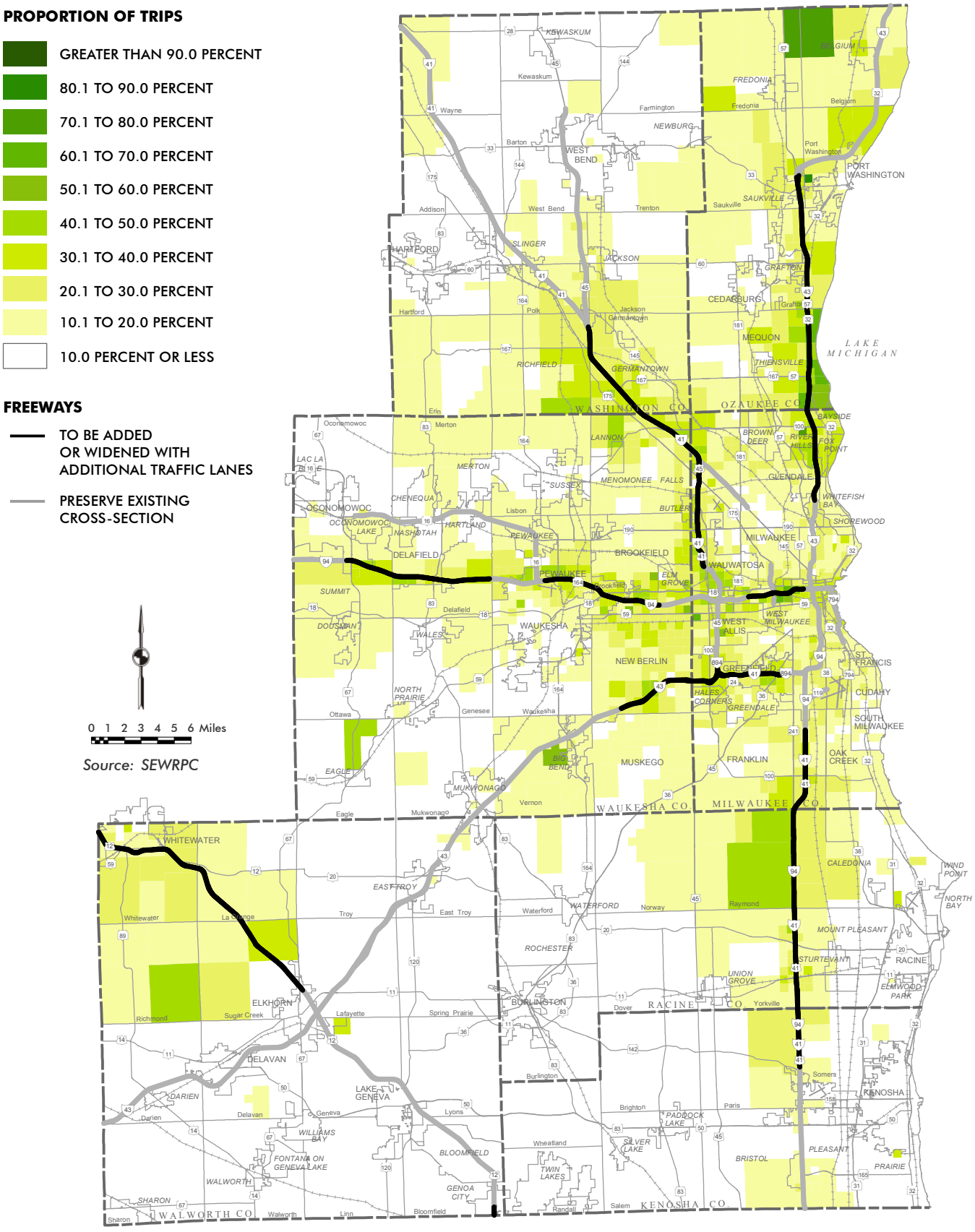
Map C.60
Proportion of Automobile Trips Using the New or Widened Surface Arterial Segments Within Each Traffic Analysis Zone: VISION 2050



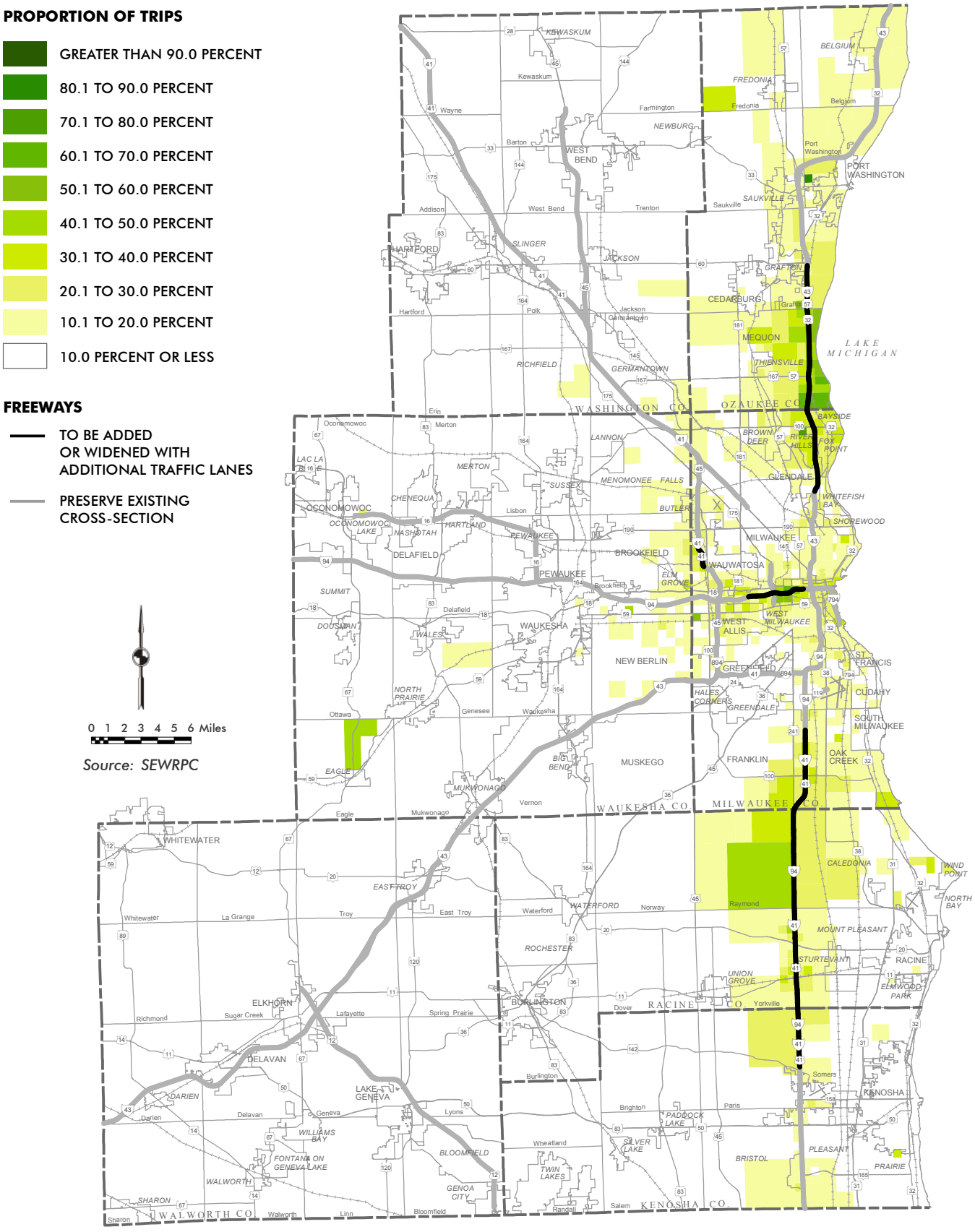
Map C.61
Proportion of Automobile Trips Using the New or Widened Surface Arterial Segments Within Each Traffic Analysis Zone: FCTP



Map C.62
Proportion of Automobile Trips Using the New or Widened Freeway Segments Within Each Traffic Analysis Zone: VISION 2050



Map C.63
Proportion of Automobile Trips Using the New or Widened Freeway Segments Within Each Traffic Analysis Zone: FCTP



As previously noted, even as traffic volumes increase through the year 2050, the additional arterial street and highway system capacity under the amended VISION 2050 and FCTP would modestly improve accessibility to jobs and other activity centers for minority populations and low-income populations.

With respect to safety, rear-end collision rates have historically been 5 to 20 times higher on congested freeways (with the highest rear-end crash rates on the most extremely congested freeways). By improving safety through the reduction in congestion along the freeway segments that would be widened, there would also be direct benefits to the existing minority populations and low-income populations that would use the widened freeway segments under the amended VISION 2050 and FCTP, with the freeway widening under VISION 2050 having a greater impact on freeway safety than the amended FCTP.

- **Impacts of Widenings and New Facilities:** Maps C.64 through C.69 compare the locations of the highway capacity improvements under the amended VISION 2050 and FCTP to the areas with current concentrations of minority populations and low-income populations. In general, no area of the Region, or minority or low-income community, would be expected to disproportionately bear the impact of these highway improvements. Recommended surface arterial improvements are largely located outside areas of existing minority populations and low-income populations, and therefore their widening, new construction, and subsequent operation would be expected to have minimal negative impacts on minority populations and low-income populations. With respect to the recommended freeway widenings and new construction, some segments are located adjacent to existing minority populations, but most segments are not, for both the amended VISION 2050 and FCTP.

- **Impacts from Freeway Widenings:** Maps C.70 through C.73 show the locations of freeways that would be widened under the amended VISION 2050 and FCTP compared to the areas with current concentrations of minority populations and low-income populations. Table C.21 shows the estimated existing minority populations and low-income populations residing in proximity (one-quarter mile to one-half mile) to freeway widenings. Under the amended VISION 2050, about 25,000 minority people and 2,700 families in poverty would reside within one-half mile of a freeway widening while 10,600 minority people and 1,300 families in poverty would reside within one-quarter mile. The proportion of the minority population (about 22 percent) and families in poverty (about 9 percent) residing within one-half mile or one-quarter mile would be below the proportion of the regional population that is minority (28.9 percent) and the proportion of the Region's families in poverty (10.3 percent).

  With respect to the amended VISION 2050, if it is ultimately determined that the segment of IH 43 between Howard Avenue and Silver Spring Drive is widened, then about 81,800 minority people and 7,500 families in poverty would reside within one-half mile of a freeway widening while 38,300 minorities and 3,600 families in poverty would reside within one-quarter mile. Accordingly, the proportion of the minority population (about 40 percent) and families in poverty (about 15 percent) residing within one-half mile or one-quarter mile would exceed the regional averages of 28.9 percent and 10.3 percent, respectively.

  Under the amended FCTP, about 12,800 minority people and 1,300 families in poverty would reside within one-half mile of a freeway widening while 5,700 minorities and 670 families in poverty would reside within one-quarter mile. The proportion of the minority population (about 29 percent) and families in poverty (about 12 percent) residing within one-half mile or one-quarter mile would be at or slightly above the regional averages of 28.9 percent and 10.3 percent. The reconstruction of the segment of IH 43 between Howard Avenue and Silver Spring Drive is not included in the amended FCTP as it is not expected to be completed by the year 2050 given the expected available funding.

  Another way of examining the relative impact of freeway widenings is to compare the proportion of minority population and families in poverty to the proportion of non-minority population and families not in poverty that reside in proximity to the freeway widenings, as shown in Table C.22.

Map C.64
Comparison of Existing Concentrations of Total Minority Population to Highway Element: VISION 2050

CENSUS BLOCKS WHEREIN THE PERCENTAGE OF MINORITY PEOPLE, INCLUDING HISPANIC PEOPLE, EXCEEDS THE REGIONAL AVERAGE OF 28.9 PERCENT BASED ON THE 2010 U.S. CENSUS

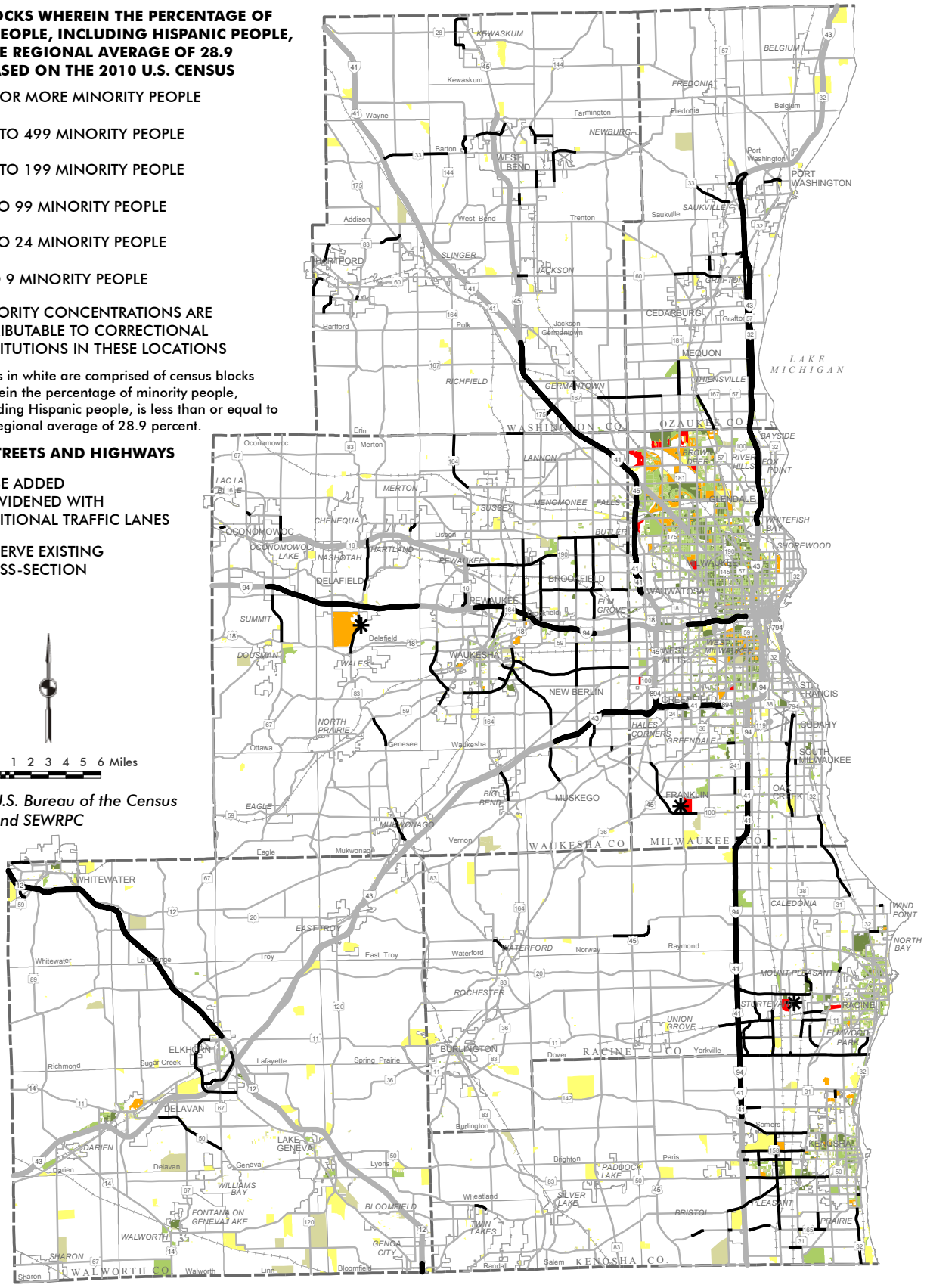
- 500 OR MORE MINORITY PEOPLE
- 200 TO 499 MINORITY PEOPLE
- 100 TO 199 MINORITY PEOPLE
- 25 TO 99 MINORITY PEOPLE
- 10 TO 24 MINORITY PEOPLE
- 1 TO 9 MINORITY PEOPLE
- * MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THESE LOCATIONS

Note: Areas in white are comprised of census blocks wherein the percentage of minority people, including Hispanic people, is less than or equal to the regional average of 28.9 percent.

ARTERIAL STREETS AND HIGHWAYS

- TO BE ADDED OR WIDENED WITH ADDITIONAL TRAFFIC LANES
- PRESERVE EXISTING CROSS-SECTION

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



Map C.65
Comparison of Existing Concentrations of Families in Poverty to Highway Element: VISION 2050

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES IN POVERTY EXCEEDS THE REGIONAL AVERAGE OF 10.6 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

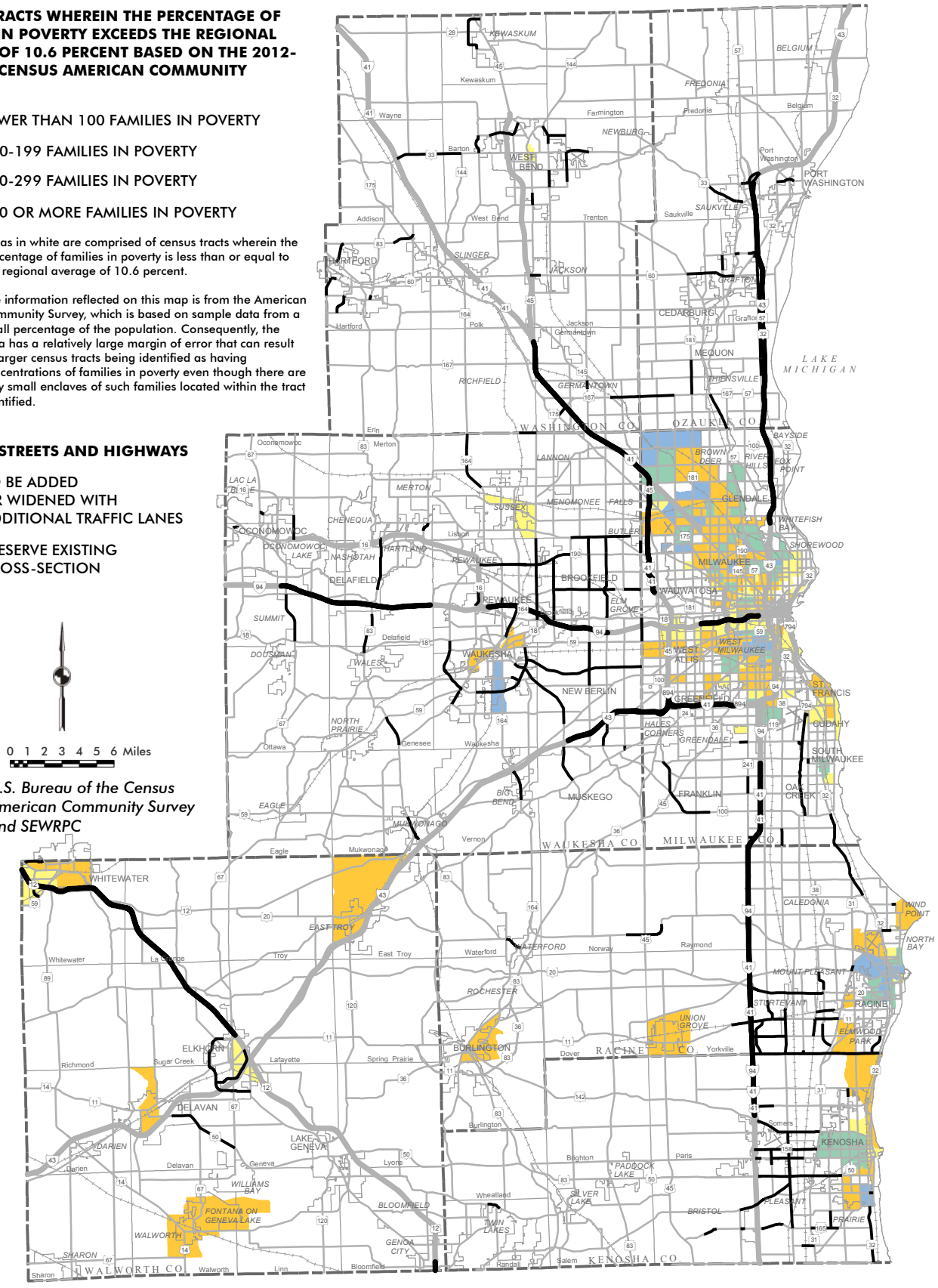
- FEWER THAN 100 FAMILIES IN POVERTY
- 100-199 FAMILIES IN POVERTY
- 200-299 FAMILIES IN POVERTY
- 300 OR MORE FAMILIES IN POVERTY

Notes: Areas in white are comprised of census tracts wherein the percentage of families in poverty is less than or equal to the regional average of 10.6 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families in poverty even though there are only small enclaves of such families located within the tract identified.

ARTERIAL STREETS AND HIGHWAYS

- TO BE ADDED OR WIDENED WITH ADDITIONAL TRAFFIC LANES
- PRESERVE EXISTING CROSS-SECTION



Source: U.S. Bureau of the Census American Community Survey and SEWRPC

Map C.66
Comparison of Concentrations of Year 2010 Races/Ethnicities to Highway Element: VISION 2050

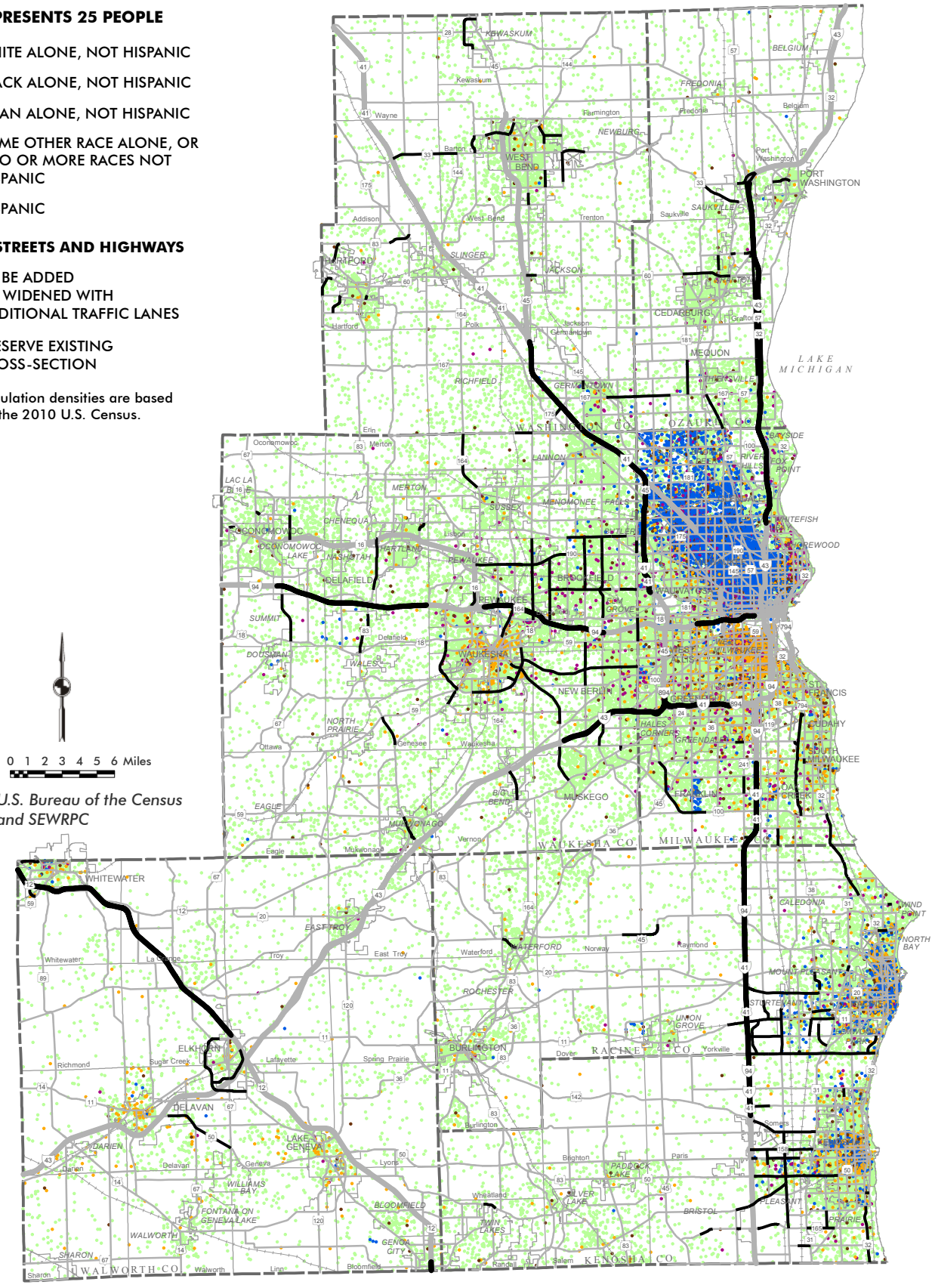
1 DOT REPRESENTS 25 PEOPLE

- WHITE ALONE, NOT HISPANIC
- BLACK ALONE, NOT HISPANIC
- ASIAN ALONE, NOT HISPANIC
- SOME OTHER RACE ALONE, OR TWO OR MORE RACES NOT HISPANIC
- HISPANIC

ARTERIAL STREETS AND HIGHWAYS

- TO BE ADDED OR WIDENED WITH ADDITIONAL TRAFFIC LANES
- PRESERVE EXISTING CROSS-SECTION

Note: Population densities are based on the 2010 U.S. Census.



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

Map C.67
Comparison of Existing Concentrations of Total Minority Population to Highway Element: FCTP

CENSUS BLOCKS WHEREIN THE PERCENTAGE OF MINORITY PEOPLE, INCLUDING HISPANIC PEOPLE, EXCEEDS THE REGIONAL AVERAGE OF 28.9 PERCENT BASED ON THE 2010 U.S. CENSUS

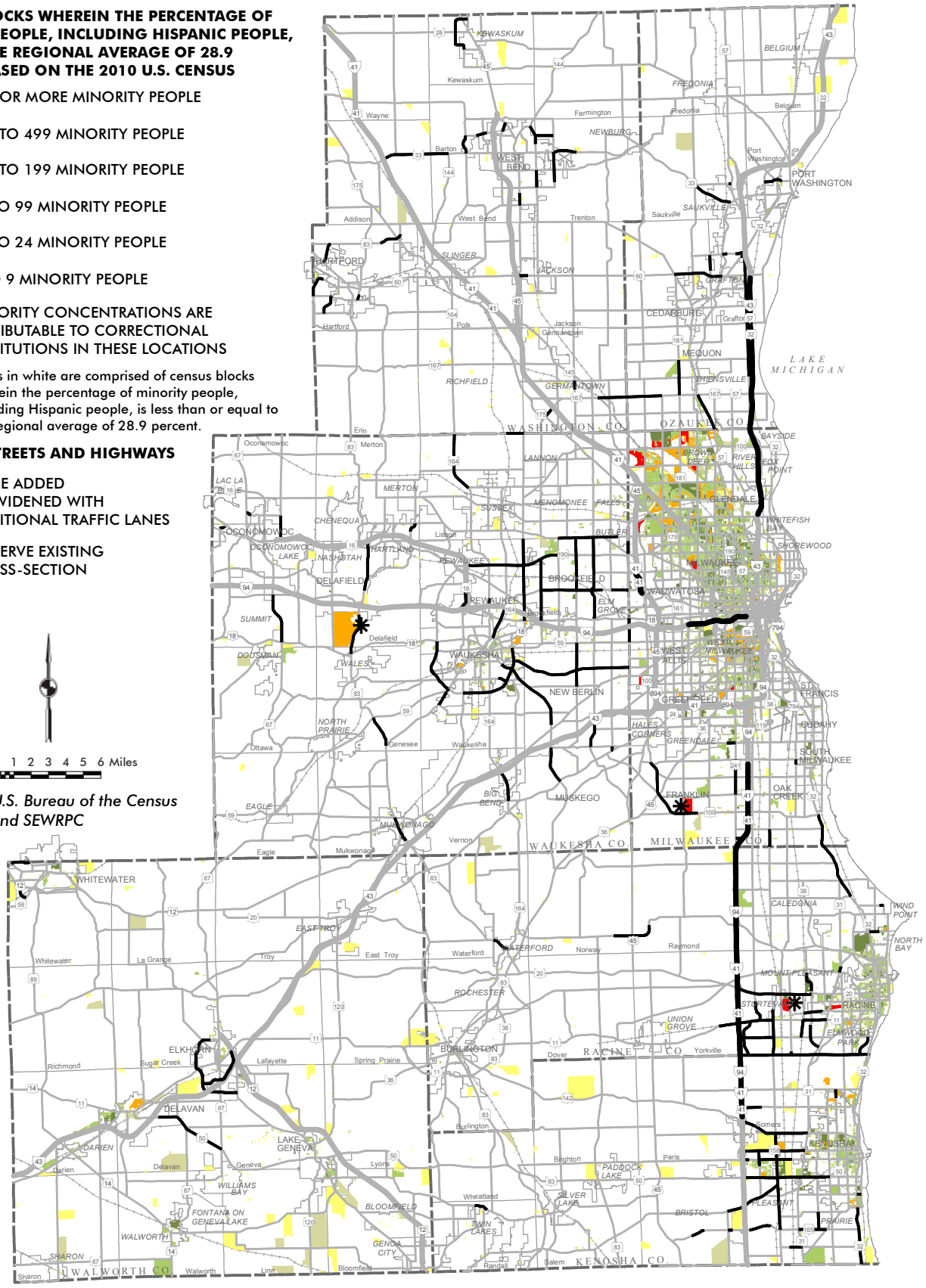
- 500 OR MORE MINORITY PEOPLE
- 200 TO 499 MINORITY PEOPLE
- 100 TO 199 MINORITY PEOPLE
- 25 TO 99 MINORITY PEOPLE
- 10 TO 24 MINORITY PEOPLE
- 1 TO 9 MINORITY PEOPLE
- ✱ MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THESE LOCATIONS

Note: Areas in white are comprised of census blocks wherein the percentage of minority people, including Hispanic people, is less than or equal to the regional average of 28.9 percent.

ARTERIAL STREETS AND HIGHWAYS

- TO BE ADDED OR WIDENED WITH ADDITIONAL TRAFFIC LANES
- PRESERVE EXISTING CROSS-SECTION

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



Map C.68
Comparison of Existing Concentrations of Families in Poverty to Highway Element: FCTP

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES IN POVERTY EXCEEDS THE REGIONAL AVERAGE OF 10.6 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

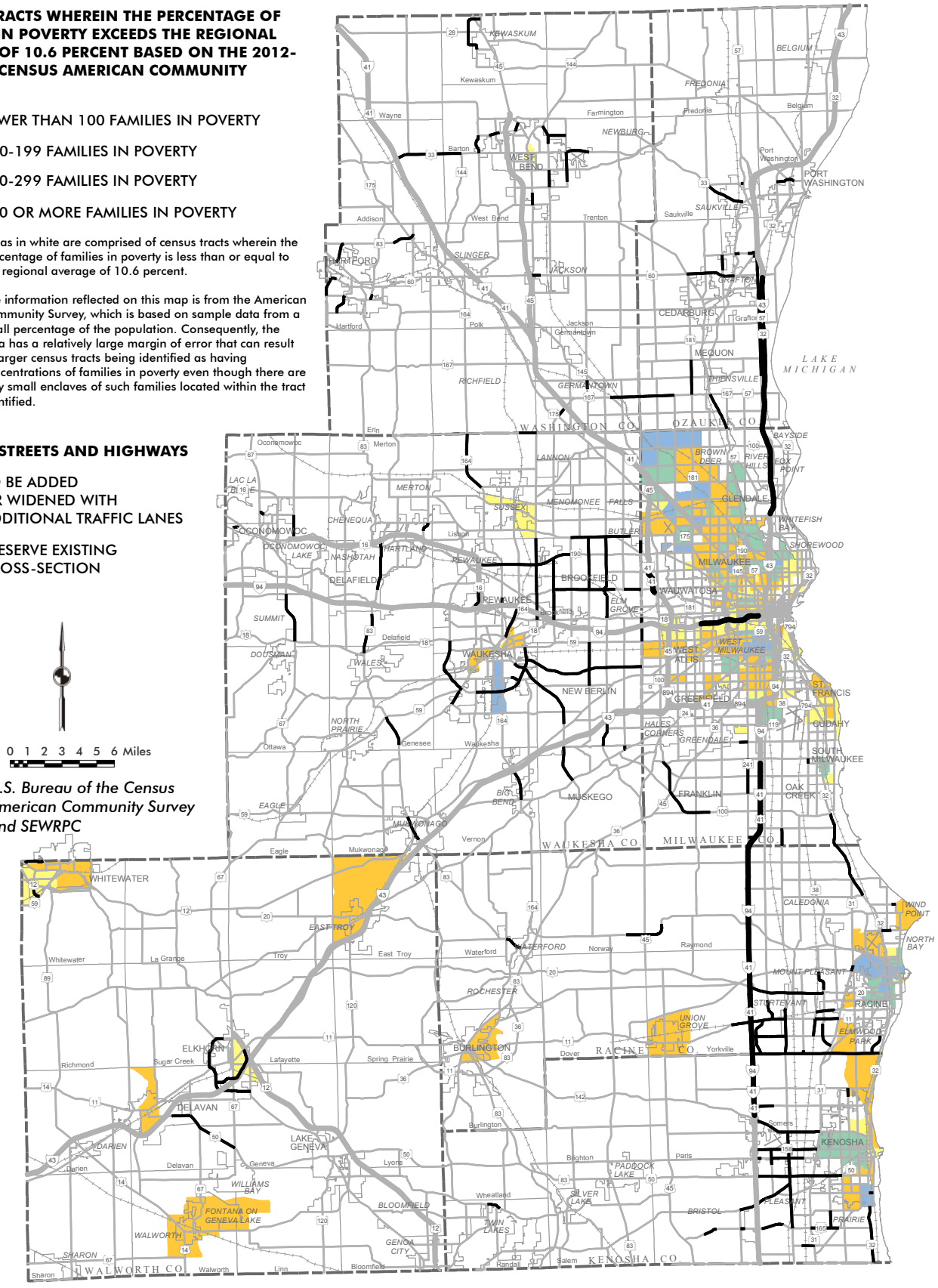
- FEWER THAN 100 FAMILIES IN POVERTY
- 100-199 FAMILIES IN POVERTY
- 200-299 FAMILIES IN POVERTY
- 300 OR MORE FAMILIES IN POVERTY

Notes: Areas in white are comprised of census tracts wherein the percentage of families in poverty is less than or equal to the regional average of 10.6 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families in poverty even though there are only small enclaves of such families located within the tract identified.

ARTERIAL STREETS AND HIGHWAYS

- TO BE ADDED OR WIDENED WITH ADDITIONAL TRAFFIC LANES
- PRESERVE EXISTING CROSS-SECTION



Source: U.S. Bureau of the Census American Community Survey and SEWRPC

Map C.69
Comparison of Concentrations of Year 2010 Races/Ethnicities to Highway Element: FCTP

1 DOT REPRESENTS 25 PEOPLE

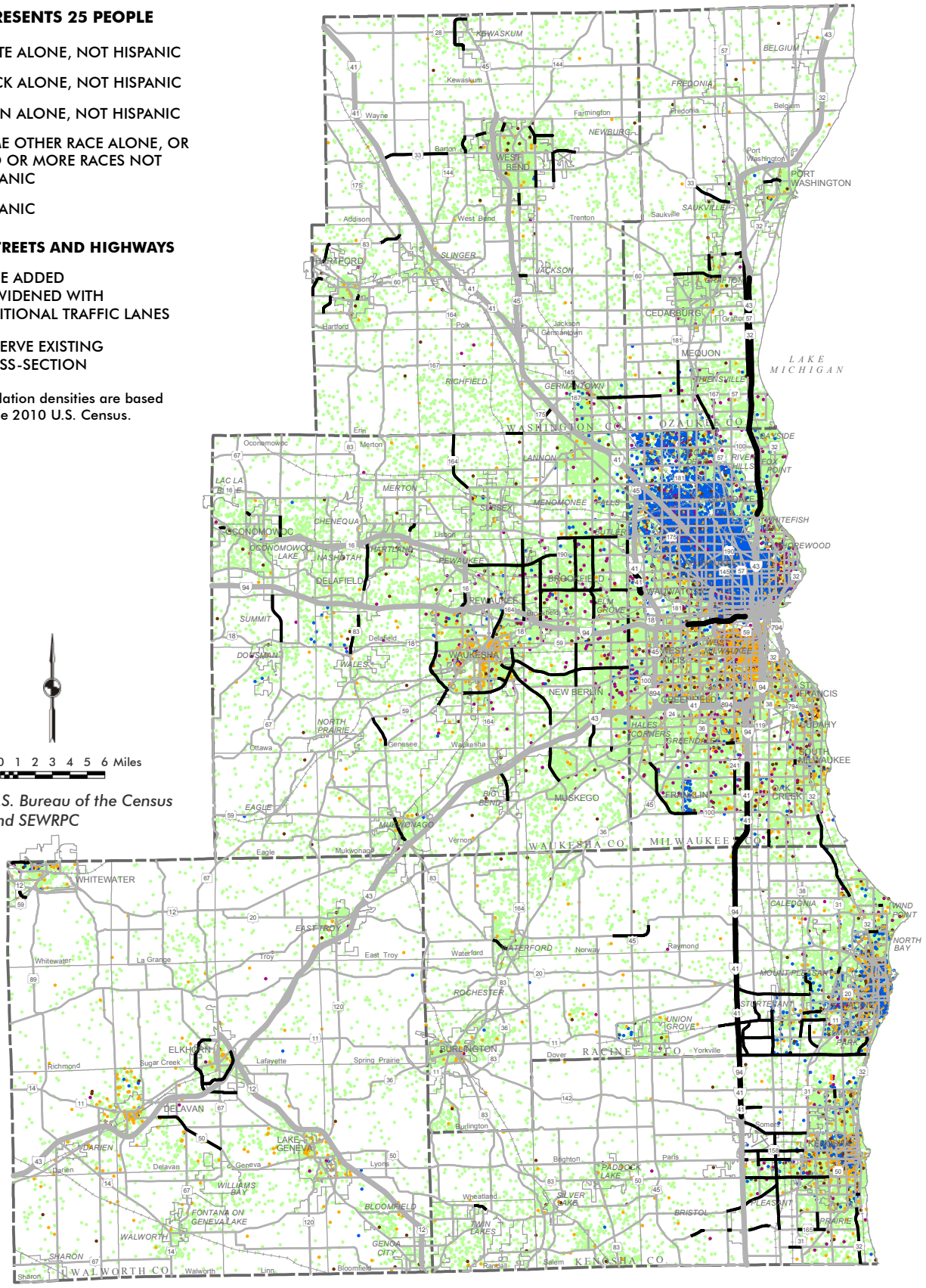
- WHITE ALONE, NOT HISPANIC
- BLACK ALONE, NOT HISPANIC
- ASIAN ALONE, NOT HISPANIC
- SOME OTHER RACE ALONE, OR TWO OR MORE RACES NOT HISPANIC
- HISPANIC

ARTERIAL STREETS AND HIGHWAYS

- TO BE ADDED OR WIDENED WITH ADDITIONAL TRAFFIC LANES
- PRESERVE EXISTING CROSS-SECTION

Note: Population densities are based on the 2010 U.S. Census.

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



Map C.70
Comparison of Existing Concentrations of Total Minority Population to Freeways: VISION 2050

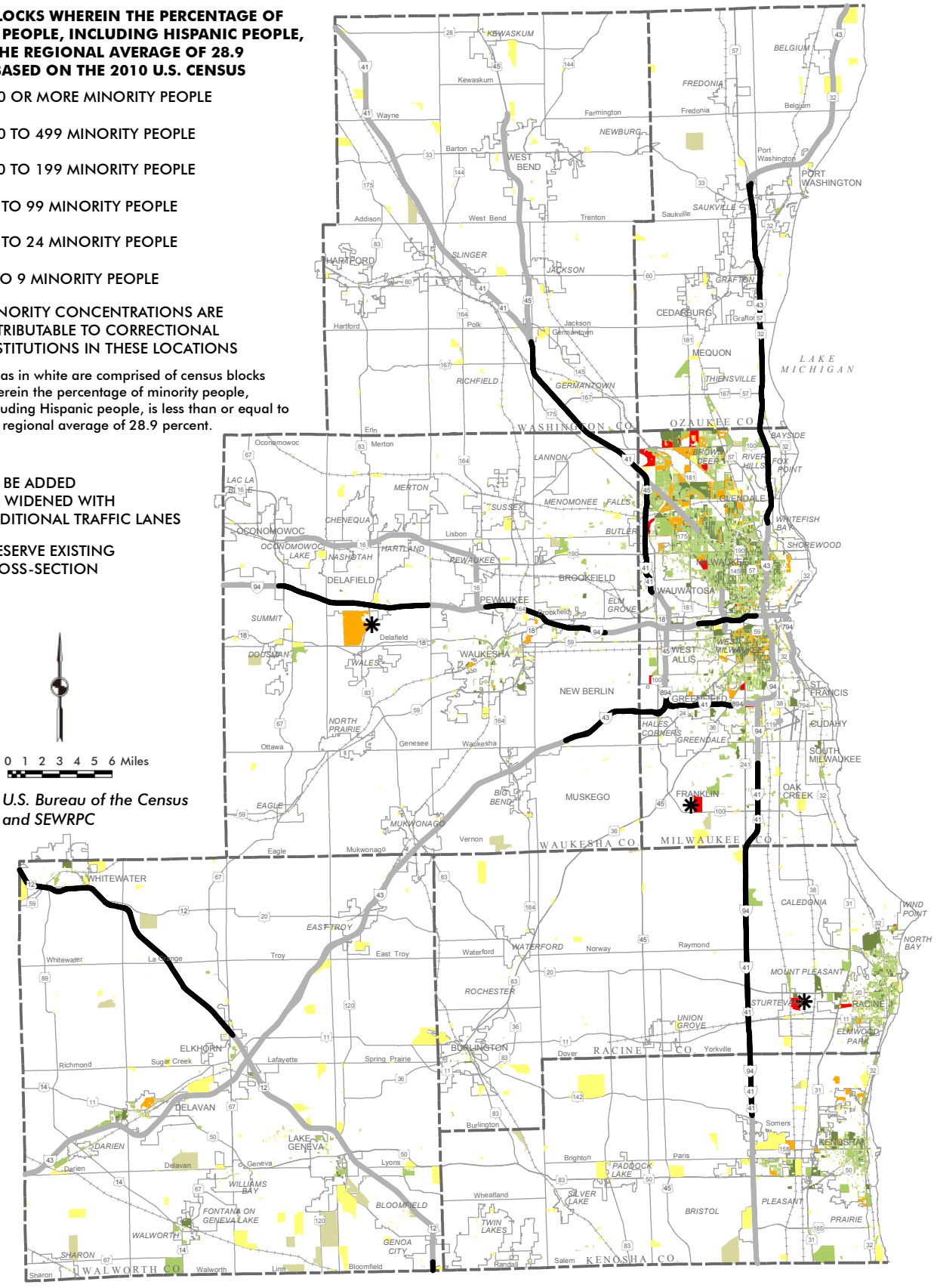
CENSUS BLOCKS WHEREIN THE PERCENTAGE OF MINORITY PEOPLE, INCLUDING HISPANIC PEOPLE, EXCEEDS THE REGIONAL AVERAGE OF 28.9 PERCENT BASED ON THE 2010 U.S. CENSUS

- 500 OR MORE MINORITY PEOPLE
- 200 TO 499 MINORITY PEOPLE
- 100 TO 199 MINORITY PEOPLE
- 25 TO 99 MINORITY PEOPLE
- 10 TO 24 MINORITY PEOPLE
- 1 TO 9 MINORITY PEOPLE
- * MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THESE LOCATIONS

Note: Areas in white are comprised of census blocks wherein the percentage of minority people, including Hispanic people, is less than or equal to the regional average of 28.9 percent.

FREEWAYS

- TO BE ADDED OR WIDENED WITH ADDITIONAL TRAFFIC LANES
- PRESERVE EXISTING CROSS-SECTION



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

Map C.71
Comparison of Existing Concentrations of Families in Poverty to Freeways: VISION 2050

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES IN POVERTY EXCEEDS THE REGIONAL AVERAGE OF 10.6 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

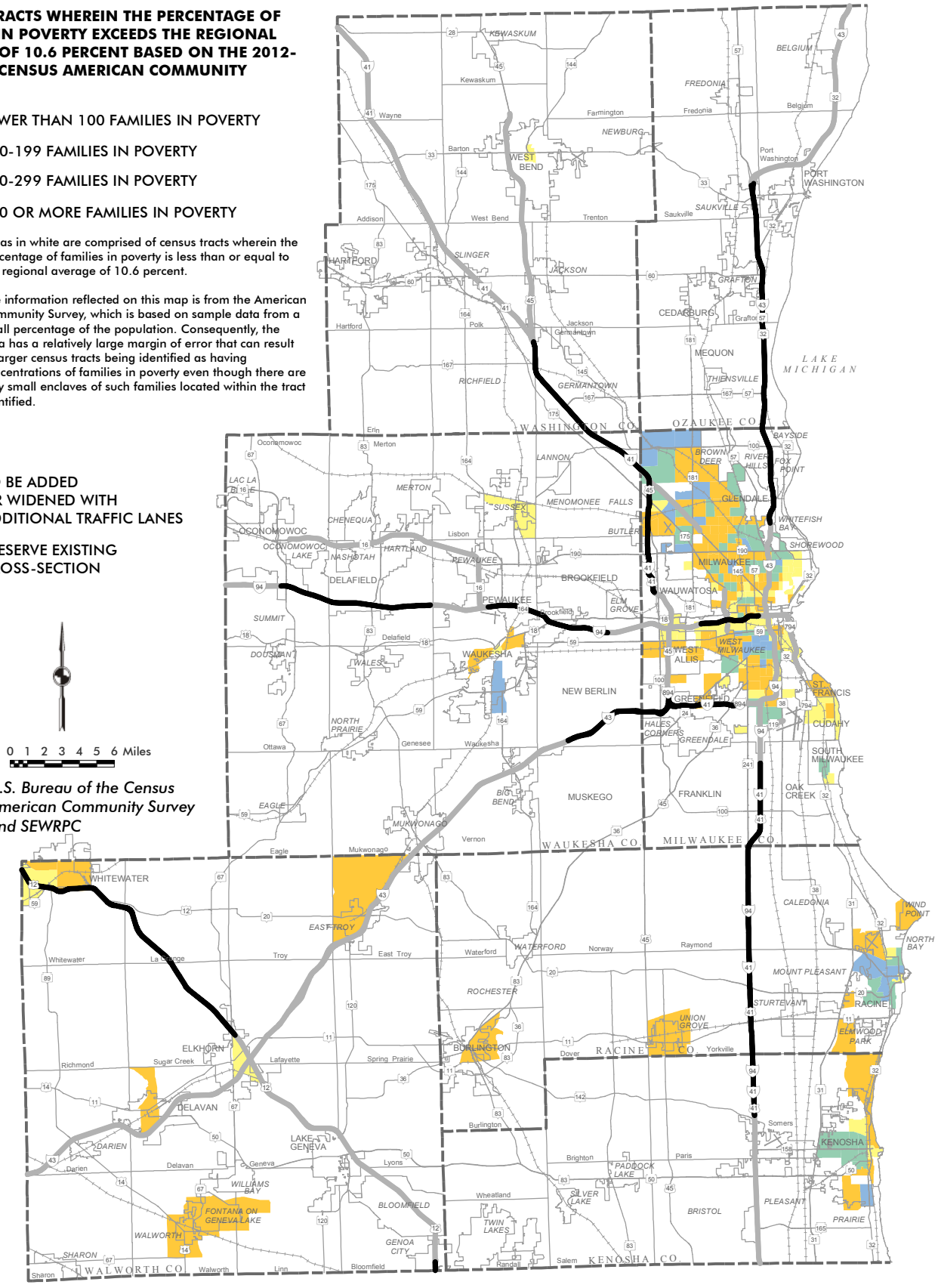
- FEWER THAN 100 FAMILIES IN POVERTY
- 100-199 FAMILIES IN POVERTY
- 200-299 FAMILIES IN POVERTY
- 300 OR MORE FAMILIES IN POVERTY

Notes: Areas in white are comprised of census tracts wherein the percentage of families in poverty is less than or equal to the regional average of 10.6 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families in poverty even though there are only small enclaves of such families located within the tract identified.

FREEWAYS

- TO BE ADDED OR WIDENED WITH ADDITIONAL TRAFFIC LANES
- PRESERVE EXISTING CROSS-SECTION



Source: U.S. Bureau of the Census American Community Survey and SEWRPC

Map C.72
Comparison of Existing Concentrations of Total Minority Population to Freeways: FCTP

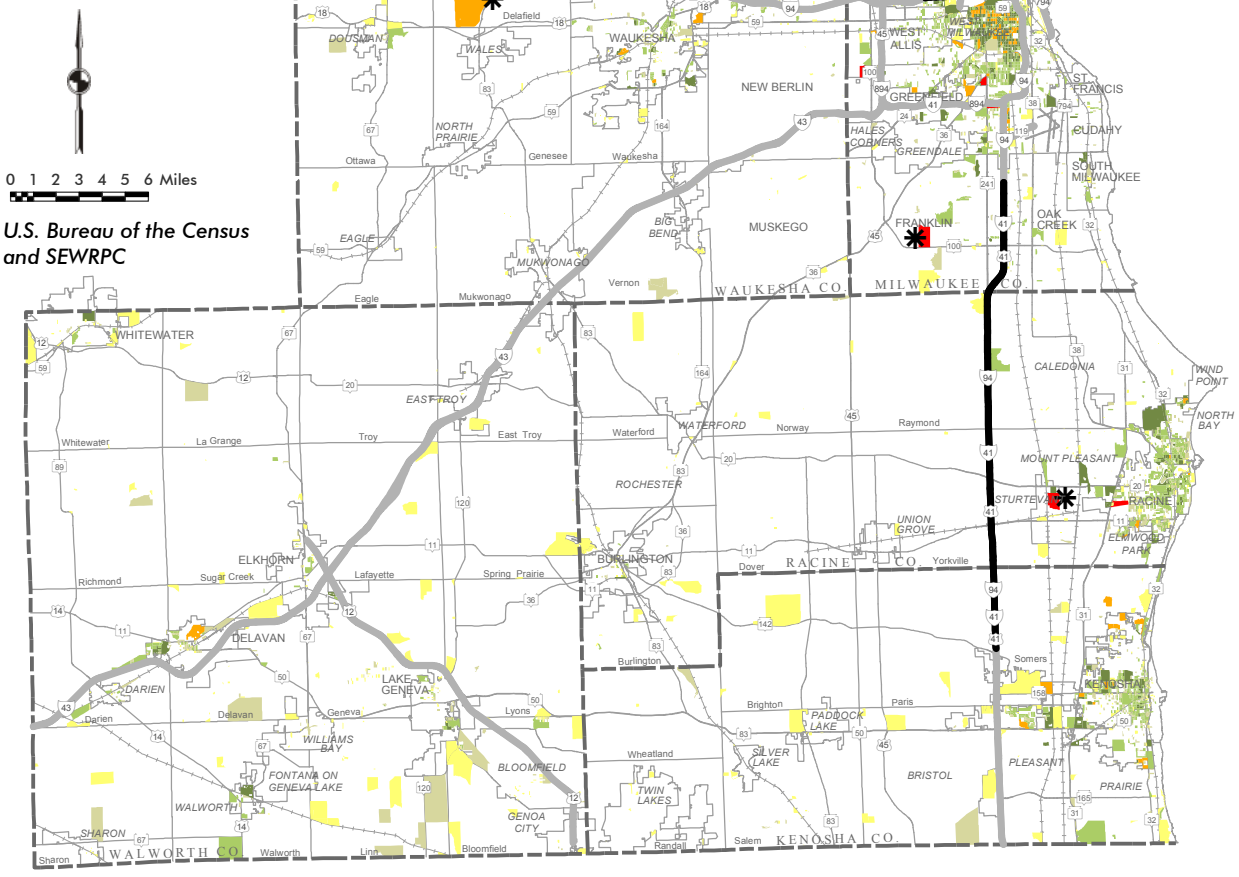
CENSUS BLOCKS WHEREIN THE PERCENTAGE OF MINORITY PEOPLE, INCLUDING HISPANIC PEOPLE, EXCEEDS THE REGIONAL AVERAGE OF 28.9 PERCENT BASED ON THE 2010 U.S. CENSUS

- 500 OR MORE MINORITY PEOPLE
- 200 TO 499 MINORITY PEOPLE
- 100 TO 199 MINORITY PEOPLE
- 25 TO 99 MINORITY PEOPLE
- 10 TO 24 MINORITY PEOPLE
- 1 TO 9 MINORITY PEOPLE
- * MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THESE LOCATIONS

Note: Areas in white are comprised of census blocks wherein the percentage of minority people, including Hispanic people, is less than or equal to the regional average of 28.9 percent.

FREEWAYS

- TO BE ADDED OR WIDENED WITH ADDITIONAL TRAFFIC LANES
- PRESERVE EXISTING CROSS-SECTION



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

Map C.73
Comparison of Existing Concentrations of Families in Poverty to Freeways: FCTP

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES IN POVERTY EXCEEDS THE REGIONAL AVERAGE OF 10.6 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

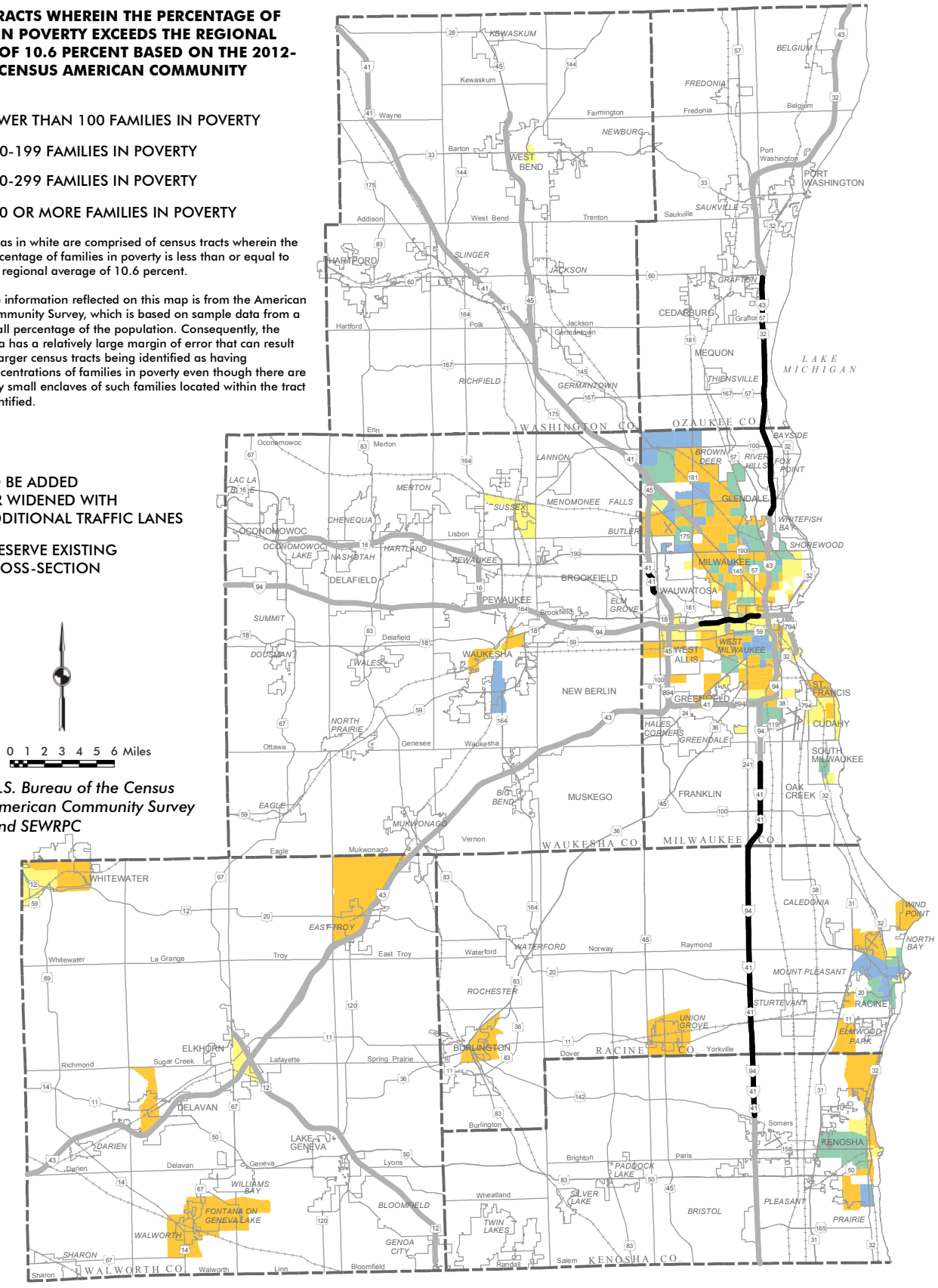
- FEWER THAN 100 FAMILIES IN POVERTY
- 100-199 FAMILIES IN POVERTY
- 200-299 FAMILIES IN POVERTY
- 300 OR MORE FAMILIES IN POVERTY

Notes: Areas in white are comprised of census tracts wherein the percentage of families in poverty is less than or equal to the regional average of 10.6 percent.

The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families in poverty even though there are only small enclaves of such families located within the tract identified.

FREEWAYS

- TO BE ADDED OR WIDENED WITH ADDITIONAL TRAFFIC LANES
- PRESERVE EXISTING CROSS-SECTION



Source: U.S. Bureau of the Census American Community Survey and SEWRPC

Table C.21
Minority Population and Families in Poverty Residing in Proximity to a Freeway Widening[a]

Population and Families Within One-Half Mile

Plan	Total Population Near a Freeway Widening	Minority Population		Total Families Near a Freeway Widening	Families in Poverty	
		Near a Freeway Widening	Percent of Total		Near a Freeway Widening	Percent of Total
VISION 2050	115,900	25,000	21.6	31,800	2,700	8.5
FCTP - 2050	44,900	12,800	28.5	11,100	1,300	11.7

Population and Families Within One-Quarter Mile

Plan	Total Population Near a Freeway Widening	Minority Population		Total Families Near a Freeway Widening	Families in Poverty	
		Near a Freeway Widening	Percent of Total		Near a Freeway Widening	Percent of Total
VISION 2050	47,400	10,600	22.4	15,200	1,300	8.6
FCTP - 2050	19,500	5,700	29.2	5,500	670	12.2

[a] *Total population and minority population are based on the 2010 U.S. Census and total families and families in poverty are based on the 2012-2016 American Community Survey.*

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

Table C.22
Percent of Total Minority/Non-Minority Populations and Families in Poverty/Families Not in Poverty Residing in Proximity to a Freeway Widening[a]

Population and Families Within One-Half Mile

Plan	Minority Population	Non-Minority Population	Families in Poverty	Families Not in Poverty
VISION 2050	4	6	5	6
FCTP - 2050	2	2	2	2

Population and Families Within One-Quarter Mile

Plan	Minority Population	Non-Minority Population	Families in Poverty	Families Not in Poverty
VISION 2050	2	3	2	3
FCTP - 2050	1	1	1	1

[a] *Minority population and non-minority population are based on the 2010 U.S. Census and families in poverty and families not in poverty are based on the 2012-2016 American Community Survey.*

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

Under the amended VISION 2050, the existing minority population and families in poverty that reside within one-half mile of freeway widenings would represent about 4 to 5 percent of the total minority population and families in poverty, compared to about 6 percent of the non-minority population and families not in poverty. The existing minority population and families in poverty that reside within one-quarter mile of freeway widenings would represent about 2 percent of the total minority population and families in poverty, compared to about 3 percent of the non-minority population and families not in poverty.

Under the amended FCTP, the existing minority population and families in poverty that reside within one-half mile of freeway widenings would represent about 2 percent of the total minority population and families in poverty, which is about the same as the non-minority population and families not in poverty. The existing minority population and families in poverty that reside within one-quarter mile of freeway widenings would represent about 1 percent of the total minority population and families in poverty, which is about the same as the non-minority population and families not in poverty.

Table C.23
Transportation-Related Greenhouse Gas Emissions and Other Air Pollutants

Pollutant Name	Type	Average Annual Emissions from Transportation Sources (tons)		
		Existing (2010)	VISION 2050	FCTP (2050)
Carbon Dioxide (CO_2)	GHG	10,435,000	7,866,000	7,910,000
Methane (CH_4) (in CO_2 equivalents)	GHG	10,200	7,600	7,700
Nitrous Oxide (N_2O) (in CO_2 equivalents)	GHG	100,300	35,600	35,900
Carbon Monoxide (CO)	Criteria	124,200	31,500	36,000
Fine Particulate Matter ($PM_{2.5}$)	Criteria	1,382	228	273
Sulfur Dioxide (SO_2)	Criteria and precursor for $PM_{2.5}$	182	57	117
Nitrogen Oxides (NO_x)	Precursor for Ozone/$PM_{2.5}$	28,460	3,250	3,430
Volatile Organic Compounds (VOC)	Precursor for Ozone/$PM_{2.5}$	12,740	2,280	2,240
Acetaldehyde (C_2H_4O)	Air toxic	150	27	21
Acrolein (C_3H_4O)	Air toxic	15	3	3
Ammonia (NH_3)	Air toxic	704	480	482
Benzene (C_6H_6)	Air toxic	309	32	53
Butadiene (C_4H_6)	Air toxic	47	3	4
Formaldehyde (CH_2O)	Air toxic	233	57	55

Source: SEWRPC

TRANSPORTATION-RELATED AIR POLLUTION IMPACTS ON MINORITY POPULATIONS AND LOW-INCOME POPULATIONS

Automobiles and trucks traveling on arterial streets and highways emit air pollutants that generally exist in higher concentrations in the atmosphere near the arterial streets and highways with the most traffic, such as the Region's freeways. The lower speeds and starting/stopping of vehicles associated with congested conditions increase the level of transportation air pollutant emissions. Individuals living in proximity to the Region's freeways may be exposed to higher levels of transportation-related air pollutants.

Due in large part to past, current, and future Federal fuel and vehicle fuel economy standards and improved emissions controls, transportation-related air pollutant emissions in the Region have been declining, and are expected to continue to decline in the future. This decline is expected to continue through the year 2050, even with the projected approximately 27 percent increase in vehicle-miles of travel under both the amended VISION 2050 and FCTP. Table C.23 shows that both the amended VISION 2050 and FCTP would be expected to result in lower levels of transportation-related air pollutant emissions (generally about a 20 to 30 percent decrease in greenhouse gases and 70 to 90 percent decrease in all other transportation-related air pollutants compared to existing conditions), thereby reducing exposure of residents of the Region to these pollutants, including minority populations and low-income populations.

Even with the expected significant reductions in transportation-related air pollutant emissions, residents of the Region, including minority populations and families in poverty, living in proximity to roads with higher traffic volumes, such as freeways, may be exposed to higher levels of transportation-related air pollutants. The following is an assessment of whether there would be an expected disproportionate impact on, or over-representation of, existing minority populations and low-income populations residing along the planned freeway systems under both the amended VISION 2050 and FCTP.

- **Evaluation Results:** Tables C.24 and C.25 show the existing total and minority population and the existing total number of families and families in poverty that reside in proximity to the freeway system under the amended VISION 2050 and FCTP. Maps C.70 through C.73 show the freeway system, including those freeway segments to be widened, under the amended VISION 2050 and FCTP compared to locations of current concentrations of minority populations and low-income populations. The percentages of the total population located in proximity to the freeway system under the amended VISION 2050 and FCTP that are of minority populations or of low-income populations are generally similar (equal or within several percentage points lower or higher)

Table C.24
Total and Minority Populations Residing in Proximity to a Freeway[a]

VISION 2050

Population Within One-Half Mile

County	Total and Minority Populations in the Region			Total and Minority Populations Within One-Half Mile of Freeways		
	Total Population	Minority Population		Total Population	Minority Population	
		Population	Percent of Total		Population	Percent of Total
Kenosha	166,426	36,534	22.0	1,550	230	14.8
Milwaukee	947,735	432,777	45.7	239,200	110,400	46.2
Ozaukee	86,395	5,706	6.6	9,500	800	8.4
Racine	195,408	49,994	25.6	1,200	90	7.5
Walworth	102,228	13,538	13.2	16,600	2,400	14.5
Washington	131,887	7,539	5.7	15,200	840	5.5
Waukesha	389,891	36,777	9.4	46,300	4,400	9.5
Region	2,019,970	582,865	28.9	329,550	119,160	36.2

Population Within One-Quarter Mile

County	Total and Minority Populations in the Region			Total and Minority Populations Within One-Quarter Mile of Freeways		
	Total Population	Minority Population		Total Population	Minority Population	
		Population	Percent of Total		Population	Percent of Total
Kenosha	166,426	36,534	22.0	520	35	6.7
Milwaukee	947,735	432,777	45.7	109,700	49,900	45.5
Ozaukee	86,395	5,706	6.6	3,400	310	9.1
Racine	195,408	49,994	25.6	530	45	8.5
Walworth	102,228	13,538	13.2	6,100	780	12.8
Washington	131,887	7,539	5.7	7,100	370	5.2
Waukesha	389,891	36,777	9.4	21,300	2,200	10.3
Region	2,019,970	582,865	28.9	148,650	53,640	36.1

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Population Within One-Half Mile

County	Total and Minority Populations in the Region			Total and Minority Populations Within One-Half Mile of Freeways		
	Total Population	Minority Population		Total Population	Minority Population	
		Population	Percent of Total		Population	Percent of Total
Kenosha	166,426	36,534	22.0	1,550	230	14.8
Milwaukee	947,735	432,777	45.7	239,200	110,400	46.2
Ozaukee	86,395	5,706	6.6	9,500	800	8.4
Racine	195,408	49,994	25.6	1,200	90	7.5
Walworth	102,228	13,538	13.2	13,300	2,000	15.0
Washington	131,887	7,539	5.7	15,200	840	5.5
Waukesha	389,891	36,777	9.4	46,300	4,400	9.5
Region	2,019,970	582,865	28.9	329,550	119,160	36.2

Population Within One-Quarter Mile

County	Total and Minority Populations in the Region			Total and Minority Populations Within One-Quarter Mile of Freeways		
	Total Population	Minority Population		Total Population	Minority Population	
		Population	Percent of Total		Population	Percent of Total
Kenosha	166,426	36,534	22.0	520	35	6.7
Milwaukee	947,735	432,777	45.7	109,700	49,900	45.5
Ozaukee	86,395	5,706	6.6	3,400	310	9.1
Racine	195,408	49,994	25.6	530	45	8.5
Walworth	102,228	13,538	13.2	5,100	650	12.7
Washington	131,887	7,539	5.7	7,100	370	5.2
Waukesha	389,891	36,777	9.4	21,300	2,200	10.3
Region	2,019,970	582,865	28.9	148,650	53,640	36.1

[a] *Total population and minority population are based on the 2010 U.S. Census.*

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

Table C.25
Families in Poverty Residing in Proximity to a Freeway[a]

VISION 2050

Families Within One-Half Mile

County	Total Families and Families in Poverty in the Region			Total Families and Families in Poverty Within One-Half Mile of Freeways		
		Families in Poverty			Families in Poverty	
	Total Families	Families	Percent of Total	Total Families	Families	Percent of Total
Kenosha	41,528	4,513	10.9	970	30	3.1
Milwaukee	217,235	36,196	16.7	53,700	10,200	19.0
Ozaukee	24,884	882	3.5	3,200	110	3.4
Racine	51,985	5,280	10.2	610	20	3.3
Walworth	26,319	2,027	7.7	4,800	430	9.0
Washington	37,939	1,393	3.7	4,500	180	4.0
Waukesha	108,819	3,813	3.5	14,600	540	3.7
Region	508,709	54,104	10.6	82,380	11,510	14.0

Families Within One-Quarter Mile

County	Total Families and Families in Poverty in the Region			Total Families and Families in Poverty Within One-Quarter Mile of Freeways		
		Families in Poverty			Families in Poverty	
	Total Families	Families	Percent of Total	Total Families	Families	Percent of Total
Kenosha	41,528	4,513	10.9	490	10	2.0
Milwaukee	217,235	36,196	16.7	25,800	4,900	19.0
Ozaukee	24,884	882	3.5	1,600	50	3.1
Racine	51,985	5,280	10.2	310	10	3.2
Walworth	26,319	2,027	7.7	2,600	230	8.8
Washington	37,939	1,393	3.7	2,200	90	4.1
Waukesha	108,819	3,813	3.5	7,300	270	3.7
Region	508,709	54,104	10.6	40,300	5,560	13.8

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Families Within One-Half Mile

County	Total Families and Families in Poverty in the Region			Total Families and Families in Poverty Within One-Half Mile of Freeways		
		Families in Poverty			Families in Poverty	
	Total Families	Families	Percent of Total	Total Families	Families	Percent of Total
Kenosha	41,528	4,513	10.9	970	30	3.1
Milwaukee	217,235	36,196	16.7	53,700	10,200	19.0
Ozaukee	24,884	882	3.5	3,200	110	3.4
Racine	51,985	5,280	10.2	610	20	3.3
Walworth	26,319	2,027	7.7	3,800	310	8.2
Washington	37,939	1,393	3.7	4,500	180	4.0
Waukesha	108,819	3,813	3.5	14,600	540	3.7
Region	508,709	54,104	10.6	81,380	11,390	14.0

Families Within One-Quarter Mile

County	Total Families and Families in Poverty in the Region			Total Families and Families in Poverty Within One-Quarter Mile of Freeways		
		Families in Poverty			Families in Poverty	
	Total Families	Families	Percent of Total	Total Families	Families	Percent of Total
Kenosha	41,528	4,513	10.9	490	10	2.0
Milwaukee	217,235	36,196	16.7	25,800	4,900	19.0
Ozaukee	24,884	882	3.5	1,600	50	3.1
Racine	51,985	5,280	10.2	310	10	3.2
Walworth	26,319	2,027	7.7	2,000	170	8.5
Washington	37,939	1,393	3.7	2,200	90	4.1
Waukesha	108,819	3,813	3.5	7,300	270	3.7
Region	508,709	54,104	10.6	39,700	5,500	13.9

[a] *Total families and families in poverty are based on the 2012-2016 American Community Survey.*

Source: U.S. Bureau of the Census American Community Survey and SEWRPC

relative to the percentage of the total minority population and low-income population residing within each county. At the regional level, about 36 percent of the existing population residing within one-half mile or one-quarter mile of a freeway are members of the minority population, compared to about 29 percent of the total population of the Region that are members of the minority population. With regards to existing low-income populations, about 14 percent of the families residing within one-half mile or one-quarter mile of a freeway are in poverty, compared to 10 percent of the total families in the Region.

As shown in Table C.26, at the regional level, about 20 percent each of existing minorities and of families in poverty are located within one-half mile of a freeway, while about 10 percent are located within one-quarter mile, compared to about 15 percent each of existing non-minorities and of families not in poverty that reside within one-half mile of a freeway and about 7 percent of those same categories who are within one-quarter mile of a freeway. Within each county, the percentages of existing total minority populations and non-minority populations, and the percentages of existing families in poverty and families not in poverty, that reside within one-half mile or one-quarter mile of a freeway are generally equal or within several percent lower or higher.

SUMMARY AND CONCLUSIONS

This section summarizes the conclusions of the evaluation conducted to determine whether the minority populations or low-income populations within Southeastern Wisconsin receive a disproportionate share of the estimated impacts—both costs and benefits—of the amended VISION 2050 and FCTP.

Based on comparisons of the location of the freeway and surface arterial street and highway capacity improvements under the amended VISION 2050 and FCTP to areas of the Region with concentrations of minority populations and low-income populations, it was concluded that no area of the Region, including minority populations and low-income populations, would disproportionately bear the impact of the planned freeway and surface arterial capacity improvements. As the segments of freeway proposed to be widened under either the amended VISION 2050 or the amended FCTP would directly serve areas of minority populations and low-income populations, these populations would benefit from the expected modest improvement in highway accessibility to employment associated with the proposed freeway widening, with the improvement under the amended VISION 2050 being greater than the amended FCTP. Similarly, the anticipated improved safety that would potentially occur from a reduction in congestion would directly benefit minority populations and low-income populations that would be served by the widened freeway segments proposed under the amended VISION 2050 and FCTP.

With respect to public transit, implementing the more than doubling of transit service recommended under the amended VISION 2050 would significantly improve the transit access of minority populations, low-income populations, and people with disabilities to jobs, healthcare, education, and other activities. While the number of additional members of minority populations and low-income populations and of people with disabilities with access to transit service would only modestly increase under the amended VISION 2050, the number of such populations with access to higher-quality transit, including fixed-guideway transit service, would significantly increase.

The reduction in transit service and minimal provision of higher-quality transit service under the amended FCTP would result in less access to jobs, healthcare, education, and other daily needs than under the amended VISION 2050, and in many cases, less access via transit than exists today. For the 1 in 10 households in the Region without access to an automobile, households that are more likely to be minority or low income than their overall proportion of the Region's population, mobility and access to jobs and activities within the Region would be limited. In addition, a large number of the Region's jobs would be inaccessible to those households without an automobile due to excessive travel times on the remaining transit services. This inaccessibility to jobs for households may be even more limited than indicated in the results of the analysis documented in this appendix, as it is difficult to account for the potential reduction in job access due to reduced hours of the day in which transit service is available or due to the potential elimination of service on weekends. This inaccessibility to jobs via transit particularly impacts minority populations, low-income populations, and people with disabilities, who utilize public transit at a rate proportionately higher than other population groups.

Table C.26
Minority/Non-Minority Populations and Families in Poverty/ Families Not in Poverty Residing in Proximity to a Freeway[a]

VISION 2050

Population and Families Within One-Half Mile

County	Percent of Population Within One-Half Mile of Freeways		Percent of Families Within One-Half Mile of Freeways	
	Minority Population	Non-Minority Population	Families in Poverty	Families Not in Poverty
Kenosha	0.6	1.0	0.7	2.5
Milwaukee	25.5	25.0	28.2	24.0
Ozaukee	14.0	10.8	12.5	12.9
Racine	0.2	0.8	0.4	1.3
Walworth	17.7	16.0	21.2	18.0
Washington	11.1	11.5	12.9	11.8
Waukesha	12.0	11.9	14.1	13.4
Region	20.4	14.6	21.3	15.6

Population and Families Within One-Quarter Mile

County	Percent of Population Within One-Quarter Mile of Freeways		Percent of Families Within One-Quarter Mile of Freeways	
	Minority Population	Non-Minority Population	Families in Poverty	Families Not in Poverty
Kenosha	0.1	0.4	0.2	1.3
Milwaukee	11.5	11.6	13.5	11.5
Ozaukee	5.4	3.8	5.7	6.5
Racine	0.1	0.3	0.2	0.6
Walworth	5.8	6.0	11.3	9.8
Washington	4.9	5.4	6.5	5.8
Waukesha	6.0	5.4	7.1	6.7
Region	9.2	6.6	10.3	7.6

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Population and Families Within One-Half Mile

County	Percent of Population Within One-Half Mile of Freeways		Percent of Families Within One-Half Mile of Freeways	
	Minority Population	Non-Minority Population	Families in Poverty	Families Not in Poverty
Kenosha	0.6	1.0	0.7	2.5
Milwaukee	25.5	25.0	28.2	24.0
Ozaukee	14.0	10.8	12.5	12.9
Racine	0.2	0.8	0.4	1.3
Walworth	14.8	12.7	15.3	14.4
Washington	11.1	11.5	12.9	11.8
Waukesha	12.0	11.9	14.1	13.4
Region	20.4	14.6	21.1	15.4

Population and Families Within One-Quarter Mile

County	Percent of Population Within One-Quarter Mile of Freeways		Percent of Families Within One-Quarter Mile of Freeways	
	Minority Population	Non-Minority Population	Families in Poverty	Families Not in Poverty
Kenosha	0.1	0.4	0.2	1.3
Milwaukee	11.5	11.6	13.5	11.5
Ozaukee	5.4	3.8	5.7	6.5
Racine	0.1	0.3	0.2	0.6
Walworth	4.8	5.0	8.4	7.5
Washington	4.9	5.4	6.5	5.8
Waukesha	6.0	5.4	7.1	6.7
Region	9.2	6.6	10.2	7.5

[a] *Minority population and non-minority population are based on the 2010 U.S. Census and families in poverty and families not in poverty are based on the 2012-2016 American Community Survey.*

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

Therefore, should the reasonably available and expected funding that dictates what portions of the amended VISION 2050 are included in the amended FCTP remain unchanged, a disparate impact on the Region's minority populations, low-income populations, and people with disabilities is likely to occur under the amended FCTP. Given current limitations at the State level on both local government revenue generation and on the Wisconsin Department of Transportation's ability to allocate funds between different programs, the ability for the Region to avoid such a disparate impact is dependent on the State Legislature and Governor providing additional State funding for transit services or allowing local units of government and transit operators to generate such funds on their own.

APPENDIX D
SUMMARY OF RESPONSES TO PUBLIC COMMENTS

INTRODUCTION

This appendix presents a summary of all public comments received on two separate comments periods held during preparation of a proposed amendment to VISION 2050 related to Foxconn, and Commission staff responses to those comments.[15] Comments on the draft amendment itself were received during a formal public comment period from August 28 through September 30, 2018, via individual comment forms completed at one of six public meetings held across the Region between September 10 and 20, orally to a court reporter during a public meeting, via email, via online comment form, or at the Environmental Justice Task Force meeting held on September 13 (note: no comments were submitted via U.S. mail or fax). Comments on draft equity analyses of the proposed amendment were received during a formal public comment period from October 26 through November 26, 2018, via email or online comment form (note: no comments were submitted via U.S. mail or fax). All comments received were considered by Commission staff and the Advisory Committees guiding VISION 2050 as staff prepared a final amendment to VISION 2050 related to Foxconn.

SUMMARY OF COMMENTS RECEIVED

Comments in Support of Improving Public Transit (19 commenters)

- Several commenters suggested specific transit improvements connecting to Foxconn or in other parts of the Region:
    - Bus service additions or extensions, including along Brown Deer Road between Green Bay Road and Waukesha County, along Good Hope Road between Cardinal Stritch University and Community Memorial Hospital in Menomonee Falls, to Shopko in the Village of Sussex, to the Menomonee Falls Industrial Park, further north on Sherman Boulevard to Brown Deer Road, and to business parks.

      Response: VISION 2050 recommends significantly improving and expanding public transit and the locations identified in the comments are almost entirely recommended to be served by public transit in some form. Some destinations, such as suburban business parks, may not be cost effective to serve with fixed-route transit services, but could be served by on-demand or flexible transit services.

[15] *A separate report entitled* Record of Public Comments: Amendment to VISION 2050 Incorporating Land Use Changes and Transportation Improvements Related to the Planned Foxconn Manufacturing Campus*, documents all comments received during preparation of the proposed amendment.*

- Commuter rail additions, including connecting Milwaukee to Foxconn and connecting Milwaukee's North Shore communities to Milwaukee.

  Response: In addition to the four commuter rail corridors recommended by VISION 2050, there are a number of other freight rail corridors in the Region that could be utilized for commuter rail, should an entity be interested in pursuing their development. These additional corridors are not included in the recommended transit system under VISION 2050 because they are forecast to have markedly lower ridership than the four corridors that are recommended, but are shown on Map 1.9 of the original VISION 2050 plan report as an acknowledgment that they could be pursued in the future. One of these lines is shown extending north of Milwaukee into Ozaukee County and beyond to Sheboygan.

  In response to this and other comments received during the public comment process, Commission staff added the freight rail corridor directly connecting Milwaukee to the Foxconn campus, which was not included in the draft plan amendment presented for public comment, to the potential commuter rail corridors shown on Map 1.9. A revised Map 1.9, which replaces the original map in the VISION 2050 plan report, is included in Appendix A of the amendment document. The challenges to establishing commuter rail service in this corridor should be noted, however, including relatively high freight volumes, the presence of existing Amtrak Hiawatha service that is currently planned to be enhanced, and the limited development that would be served along a large portion of the corridor.

- Add a shuttle bus connecting Milwaukee workers to Foxconn.

  Response: The draft amendment contained two bus routes connecting Milwaukee and the Foxconn site, including a commuter route from downtown Milwaukee and a shuttle connecting the Sturtevant Train Station (which is served by an existing rail service connecting the station to Milwaukee) to the Foxconn site. In response to this and other comments received during the public comment process, Commission staff modified the commuter bus route proposed under the draft plan amendment from downtown Milwaukee to also connect near north, near south, and near northwest side neighborhoods directly to the Foxconn site.

- A few commenters expressed support for commuter rail connecting Kenosha, Racine, and Milwaukee. (3)

- A few commenters suggested that the State of Wisconsin allow creation of a regional transit authority to aid in addressing the Region's transportation issues. (3)

  Response: VISION 2050 recognizes that, although providing adequate funding is the most important step needed to implement the significant improvement and expansion of transit service recommended in the plan, the creation of a regional transit authority (RTA) with the ability to collect dedicated funding, and construct, manage, and operate the recommended transit system would bolster and simplify the implementation process. A number of the recommended transit services extend across city and county boundaries and a regional agency could assist in implementing these recommended services. Legislative efforts to create an RTA, however, have not progressed since 2010.

- A commenter suggested that regional transit collaboration is needed in the absence of a regional transit authority.

  Response: One way this type of regional collaboration is occurring is through the Regional Transit Leadership Council (RTLC), which was created in 2016. The RTLC is an independent organization made up of regional leaders attempting to resolve the Region's complex connectivity challenges through advancement of a multimodal transportation system. Commission staff serves on the RTLC's Executive Committee.

- A commenter suggested considering the public transportation needs of people with disabilities.

  Response: VISION 2050 recommends that vehicles used by public transit operators be accessible, and also recommends a region-wide complementary paratransit system in areas that have fixed-route transit services, and accessible shared-ride taxi service in the remainder of the Region.

- A commenter suggested that the Village of Sturtevant add transit funding back to their budget so RYDE can reestablish service in Sturtevant.

- A commenter suggested that Waukesha County and other surrounding counties support transit improvements from Milwaukee County to increase access to jobs for Milwaukee County residents and access to a larger labor pool for businesses.
- A commenter expressed support for intercity rail to Madison and Minneapolis.
- A commenter suggested prioritizing public transit improvements over improvements to serve personal vehicle use.
- A commenter noted that encouraging public transit use can reduce fuel consumption.
- A commenter noted that improving public transit better connects people to jobs.
- A commenter expressed general support for light rail.
- A commenter suggested providing a bus stop at every intersection that has a traffic signal and in front of businesses.
- A commenter noted that not everyone has the ability to drive to work.

Comments in Support of Addressing the Lack of Funding for the Plan's Recommended Transportation System (15 commenters)

- Several commenters expressed concern about the lack of funding for the plan's recommended public transit improvements. (6)
- A few commenters suggested that the State of Wisconsin adequately fund public transportation. (3)
- Two commenters suggested that Federal and State government provide the funding necessary to implement the plan's recommended transportation system. (2)
- During a Commission staff presentation to the City of Milwaukee's Public Transportation, Utilities, and Waterways Review Board on September 26, 2018, members of the Board requested that staff add an analysis of the funding necessary to implement the transportation improvements recommended under VISION 2050 that are not included in the Fiscally Constrained Transportation Plan.

  Response: Commission staff added a discussion on potential revenue sources that could be considered to fully achieve the recommended transportation system, along with estimates of the revenue each source could potentially generate on an annual basis, to the updated financial analysis section of the amendment document.
- A commenter suggested working with the Visioning Greater Racine Transportation WAVE Team on ways to address the lack of funding.

  Response: Commission staff are always willing to work with community groups to discuss the Commission's plans and planning efforts, and to encourage implementing the recommendations of the Commission's plans. Because of the Commission's role as an advisory planning agency, and as indicated in the *State Statutes* that enabled the creation of the Commission, Commission staff do not lobby the State Legislature on issues related to implementing plan recommendations, including the funding required to implement many of the transportation recommendations in VISION 2050. However, Commission staff have, and would in the future, provide information and advice to entities that are interested in creative solutions to address the shortage of transportation funding in Southeastern Wisconsin.
- A commenter suggested that employers contribute funding to improve public transit to be good corporate citizens and increase access to a larger labor pool.
- A commenter suggested funding public transit through a dedicated portion of the gas tax.
- A commenter suggested implementing tolling to fund highway improvements.
- A commenter expressed concern that infrastructure will decline rapidly if we do not provide adequate funding.
- A commenter noted a need to consider the transportation system's impact on the economy.
- A commenter expressed concern about the impact on businesses caused by a lack of transportation funding.

Comments Related to Commission Public Involvement Efforts (6 commenters)

- A few commenters expressed appreciation for how staff presented information at the public meetings. (3)
- A commenter suggested using more modern technology in outreach efforts, such as web-based and smart phone-based tools.
- A commenter suggested better informing people of opportunities to become involved in planning efforts and how they can help implement plan recommendations.
- A commenter suggested presenting information more simply to effectively educate people.
- A commenter suggested that public outreach materials should present planning efforts in a way that people can relate to, which may lead to greater attendance at public meetings and more public input.
- A commenter suggested gathering representatives from all the groups and agencies the Commission works with—including those from the faith-based community, service sector, educational community, business community, and government—for one event to discuss how to address future needs.

Comments Related to the Design of the Foxconn Campus and Surrounding Areas (6 commenters)

- A commenter expressed concern about water pollution from the Foxconn campus.

  Response: Activities associated with the Foxconn campus that would generate water pollution are regulated under local ordinances and/or State law. The two areas that are addressed relative to water quality from the site are stormwater management and wastewater treatment. Additional information related to environmental considerations for the Foxconn development can be accessed at: dnr.wi.gov/Business/Foxconn.html. The information set forth below relates to 1) stormwater quality management, 2) wastewater treatment, and 3) 2017 Wisconsin Act 58.

  Stormwater Management

  During and after construction, the quality of stormwater runoff from the site is, or will be, regulated under the Village of Mount Pleasant code of ordinances, and by the Wisconsin Department of Natural Resources (WDNR) under Chapter 283, "Pollution Discharge Elimination," of the *Wisconsin Statutes*; Chapters NR 151, "Runoff Management," and NR 216, "Storm Water Discharge Permits," of the *Wisconsin Administrative Code*; and Wisconsin Pollutant Discharge Elimination System (WPDES) General Permit No. WI-S067831-05, "Construction Site Storm Water Runoff." The WDNR authority for regulating the quality of stormwater runoff stems from its designation by the U.S. Environmental Protection Agency as the regulatory agency for enforcing the requirements of the Federal Clean Water Act in the State of Wisconsin. The Village and WDNR share responsibility for enforcement of the stormwater permit provisions related to construction site erosion control. The Village's municipal separate storm sewer system permit, which is issued by WDNR, requires the Village to have long-term maintenance agreements with Foxconn to ensure that permanent, post-construction stormwater management measures are maintained.

  Foxconn has submitted a notice of intent to WDNR for coverage under an industrial stormwater discharge general permit. A stormwater pollution prevention plan addressing potential industrial stormwater pollutants would have to be prepared by Foxconn as part of the permitting process. WDNR intends to act on the industrial stormwater discharge permit application prior to commencement of industrial operations.

  Wastewater Treatment

  Domestic and industrial wastewater generated by the Foxconn manufacturing operation would ultimately be treated at the City of Racine Wastewater Utility plant. The City of Racine is a State-authorized pretreatment authority, and it will establish requirements for pretreatment of any industrial wastewater generated by the manufacturing operation. Through the City's WPDES permit for its wastewater treatment plant, the WDNR has oversight authority for any pretreatment program required by the City. The ultimate objective of the treatment of domestic and industrial wastewater generated by the Foxconn operation is to protect the water quality of Lake Michigan, which receives treated wastewater from the Racine treatment plant.

Foxconn has indicated an intent to implement zero liquid discharge (ZLD) wastewater treatment processes at its facility. ZLD technology recycles most of the water used at a facility, reducing, or eliminating, the return of process wastewater to the Racine wastewater treatment plant, and, ultimately, to Lake Michigan.

2017 Wisconsin Act 58

2017 Wisconsin Act 58 eliminated certain environmental requirements for activities within an electronics and information technology manufacturing (EITM) zone, such as was established for the Foxconn development. The stormwater management quality and wastewater treatment requirements described above are not affected by the Act.

The Act modified Chapter 30, "Navigable Waters, Harbors and Navigation," of the *Wisconsin Statutes* to eliminate permit requirements for the placement of a structure or the deposition of material in a navigable stream when such placement or deposition is related to the construction, access, or operation of a new manufacturing facility located in an EITM zone. The requirements were retained that call for the structure or material to be located in an area other than an area of special natural resource interest and to not interfere with the riparian rights of other riparian owners. The Act also modified Chapter 30 to not require a permit for 1) the construction or maintenance of bridges and culverts that are related to the construction, access, or operation of a new manufacturing facility, and that affect a portion of a navigable stream within an EITM zone and 2) any activity that affects a portion of a navigable stream and that is related to the construction, access, or operation of a new manufacturing facility within an EITM zone.

The Act modified Chapter 1, "Sovereignty and Jurisdiction of the State," to not require an environmental impact statement (EIS) for an EITM zone. An EIS is an important document for evaluation of major actions, but because important permits related to protecting water quality have been, or will be, issued by WDNR, the lack of an EIS does not necessarily mean that water quality will not be adequately protected.

Finally, the Act modified Chapter 281, "Water and Sewage," to not require a permit for any discharge of dredged material or fill material into a wetland located in an EITM zone if the discharge is related to the construction, access, or operation of a new manufacturing facility in the zone and all adverse impacts to functional values of wetlands are compensated at a ratio of two acres per each acre impacted. Wetland mitigation can be accomplished 1) at a location within the State by purchasing credits from a mitigation bank, 2) by completing an actual mitigation project, or 3) by providing a fee in lieu of mitigation whereby WDNR could identify and consider mitigation within the watershed wherein a wetland loss would occur. The third option could protect water quality in the affected watershed, while the other two may not.

- A commenter expressed concern about the effect on the environment of the Foxconn campus.

  Response: See the response to the preceding comment regarding water pollution. Also note that WDNR has stated that all Foxconn project activities must comply with Federal and State air quality standards (see dnr.wi.gov/Business/Foxconn.html).

- A commenter expressed concern that additional development in the Foxconn area will lead to more urban sprawl.

  Response: Revisions to the recommended regional land use development pattern are intended to accommodate the additional jobs and population related to development associated with Foxconn. The location of the main Foxconn manufacturing campus required changes to the adopted sewer service area for the City of Racine and environs to accommodate Foxconn. While this amendment increased the size of the sewer service area, the recommended compact development pattern of the VISION 2050 amendment encourages development that can be served efficiently and cost-effectively with essential public services, including public transit, and minimizes impacts to natural and agricultural resources. If implemented by local governments, the revisions to the recommended land use development pattern in proximity to the Foxconn campus would also encourage the development of a mix of housing types (single-family homes on lots of 1/4 acre or less and multifamily housing) and other land uses such as businesses, parks, and schools in walkable neighborhoods. Additional industrial, commercial, and residential development is anticipated to occur as infill or redevelopment in existing urban areas.

- A commenter questioned whether highway expansion in the Foxconn area will address long-term travel needs.

  Response: Based upon Commission travel demand projections for IH 94 in Racine and Kenosha Counties, Foxconn is not expected to result in excessive traffic congestion that would necessitate consideration of additional capacity beyond what is already present or under construction on IH 94 before the year 2050. The Wisconsin Department of Transportation performed the traffic impact analyses that resulted in the determination of the number of lanes required on the surface arterials in and around the Foxconn site. It is not expected that traffic congestion would require additional roadway capacity beyond these expansions. As travel technology changes, including related to the expected implementation of autonomous vehicles, Commission staff will continue to study how all of the transportation facilities and services may be impacted. It is expected that more information will be known, and therefore more analysis can be completed, as part of the minor update to VISION 2050 scheduled to be completed in 2020.
- A commenter suggested creating native plant areas with rain gardens in the Foxconn campus, minimizing the amount of lawn that needs to be mowed, and enlisting local environmentalists and landscapers to help plan and advertise the native plant areas.
- A commenter suggested that Foxconn provide funds for a nature preserve and recreational areas in the land surrounding its campus.
- A commenter suggested building a multi-story parking structure, rather than surface lots, and charging for parking.
- A commenter suggested using water permeable surfaces on parking lots.
- A commenter suggested constructing multi-story buildings wherever possible to save land for nature.
- A commenter suggested that communities plan for green spaces in the housing areas in the vicinity of the Foxconn campus.
- A commenter suggested building two-family townhouses that could be owner occupied in the Foxconn area.
- A commenter suggested that Foxconn study other commercial developments throughout the nation to determine how much police, fire, and other services should be enhanced.

Concerns Raised by Western Racine County Communities (7 commenters)

- Several residents, staff, and elected officials from western Racine County communities attended the VISION 2050 public meeting held in Sturtevant on September 17, 2018. Commission staff subsequently attended a Western Racine County Alliance meeting on September 25 to discuss their concerns. The following concerns and suggestions were raised at those two meetings:
  - Several commenters suggested that the plan amendment, and development efforts in general related to Foxconn, are not adequately addressing the potential for additional growth in western Racine County. (4)
  - Several commenters suggested increasing the capacity on STH 11 and STH 20 between IH 94 and western Racine County from two traffic lanes to four traffic lanes. (4)
  - A few commenters suggested adding a commuter bus route to the Waterford/Rochester area. (3)
  - A commenter expressed concern about additional trucks that have been exiting IH 43 in Mukwonago and traveling through Waterford on STH 20 to avoid traffic congestion on IH 43.

  Response: VISION 2050 does include growth in households and employment in the subject western Racine County communities, although it may not be the level of growth envisioned by representatives of these communities. Commission staff intends to review and consider whether to revise these allocations during a minor update to VISION 2050, to be completed in 2020. Following the Western Racine County Alliance meeting, Commission staff initiated traffic counts on STH 11 and STH 20 in western Racine County, including counts by vehicle type, to aid in determining the current and future needs related to capacity on these two arterial roadways. Staff will also evaluate any updated land use plan information provided by the communities in the

context of overall forecast land use, population, and employment for the Region and will evaluate the potential impacts of reasonably anticipated additional development (above what is already included in VISION 2050) on the subject roadways' capacity needs.

The draft plan amendment included a commuter bus route between the Burlington area and the Foxconn campus along STH 11. The challenge related to providing an additional commuter bus route serving the Waterford/Rochester area is that ridership is unlikely to support the investment required to operate such a route. However, in response to these comments, Commission staff extended the commuter bus route proposed under the draft plan amendment to provide service from Waterford and Rochester before reaching Burlington, providing connections to Foxconn via transit for those communities.

Other Comments (13 commenters)

- Two commenters expressed support for the plan's bicycle and pedestrian accommodations. (2)
- A commenter expressed support for the plan's recommendations urging employers (especially Foxconn) to incentivize alternative modes of transportation.
- A commenter expressed concern that the Milwaukee County Transit System's NEXT initiative will result in people with limited mobility making fewer trips.
- A commenter suggested adding a southbound IH 43 exit ramp at Hampton Avenue utilizing a portion of Lincoln Park and adding a northbound IH 43 entrance ramp at Hampton Avenue.
- A commenter expressed concern about the impact to the City of Racine of being so far from an interstate highway and not better connected to the Region.
- A commenter suggested that the Kenosha Regional Airport be improved to accommodate and attract cargo and passenger planes.
- A commenter suggested that Milwaukee County and/or the City of Milwaukee have more representation on the Regional Planning Commission.

  Response: The composition of the Southeastern Wisconsin Regional Planning Commission has been mandated by State law since the Commission's creation in 1960. It provides equal representation on the governing board from seven counties, with a total of 21 members, three selected to represent each of the counties. One of the three members from each county is appointed by the county executive/county board chair and is, by custom, a county board supervisor. The other two members from each county are appointed by the Governor, with one of the gubernatorial appointments coming from a list provided by the county.

  While the State-mandated composition of the Commission board is not population proportional relative to each of the seven counties in the Region, the Commission relies very heavily on an advisory committee structure that does have approximate population proportionality. Representatives from Milwaukee County or communities within Milwaukee County make up 44 percent of the members representing county/local governments on the Commission's Advisory Committee on Regional Transportation Planning and 40 percent of the county/local government representatives on the Commission's Advisory Committee on Regional Land Use Planning (Milwaukee County represents about 46 percent of the total seven-county Southeastern Wisconsin Region population). Milwaukee County also has 71 percent of the county/local representatives on the Commission's Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area (Milwaukee County represents about 70 percent of the total Milwaukee urbanized area population).

  Representatives from the City of Milwaukee make up 33 percent of the members representing local governments on the Commission's Advisory Committee on Regional Transportation Planning and 19 percent of the local government representatives on the Commission's Advisory Committee on Regional Land Use Planning (the City of Milwaukee represents about 29 percent of the total seven-county Southeastern Wisconsin Region population). The City also has 46 percent of the local representatives on the Commission's Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area (the City of Milwaukee represents about 43 percent of the total Milwaukee urbanized area population).

  The Commission has generally accepted the recommendations of all three advisory committees.

- During the Environmental Justice Task Force meeting held on September 13, 2018, a Task Force member suggested including a recommendation in the amendment similar to the former Ways to Work program.

  Response: Commission staff added Recommendation 2.9 "Implement programs to improve access to suburban employment centers" from the original VISION 2050 plan to the amendment as a pertinent transportation recommendation.

- A group of five commenters expressed concerns that the land use and transportation changes to VISION 2050 proposed as part of the amendment would exacerbate racial disparities in Southeastern Wisconsin. The commenters requested that a Title VI/environmental justice/equity analysis be prepared and made available for public review and comment prior to adopting the plan amendment. The commenters also raised the following specific concerns:
  - Concern that the proposed land use changes do not encourage affordable, higher-density, multifamily housing near the Foxconn campus, which would improve access to Foxconn jobs for communities of color.
  - Concern that the proposed transit improvements connecting workers to the Foxconn area would not serve communities of color.
  - Concern that the State is providing funding for arterial street and highway improvements in the Foxconn area, while funding is not being provided for transit improvements.
  - Concern that a lack of transit funding will result in a continued decline in transit service, which would have a disproportionate adverse effect on communities of color and people with disabilities.

  Response: The letter containing the specific comments summarized above and the letter containing Commission staff responses to those specific comments are included in Figure A.1 of the record of comments for the plan amendment. Commission staff completed analyses of the Title VI and Environmental Justice benefits and impacts of VISION 2050 as amended and made the analyses available for review and comment during a 30-day public comment period from October 26, 2018 through November 26, 2018. Comments received on the analyses during the comment period are incorporated into the record of comments and are summarized in the following section.

Comments Received During the Comment Period for the Equity Analyses of VISION 2050 as Amended (13 commenters)

- A commenter expressed support for the long-range transit vision presented in VISION 2050 as amended, noting a general need for improving public transit in Southeastern Wisconsin and providing equitable transit options connecting to the Foxconn area.
- A commenter expressed support for improving public transit, noting a need to rethink and improve the bus system.
- A commenter suggested reviewing a recent report that examined how effectively and equitably existing public transit services across Wisconsin provide access to major employers and other destinations.[16]

  Response: Staff reviewed this report, which reached conclusions with respect to public transit similar to those of the equity analysis of the amended VISION 2050 transportation component. Like the report, the equity analysis found that a disparate impact on the Region's minority populations, low-income populations, and people with disabilities is likely to occur without the State providing additional funding for transit services or allowing local units of government and transit operators to generate such funds on their own. This conclusion is based on an anticipation that the Region will not be able to achieve the public transit system recommended in VISION 2050 without additional revenue, and further declines in transit service levels are expected through 2050. The expected transit decline, including minimal provision of higher-quality transit service, particularly

[16] *The report entitled* Arrive Together: Transportation Access and Equity in Wisconsin*, was published in October 2018 through a partnership by 1000 Friends of Wisconsin, WISDOM and WISDOM affiliates, the Wisconsin Council of the Blind and Visually Impaired, and the Chippewa Valley Transit Alliance. The report can be accessed at www.sierraclub.org/wisconsin/arrivetogetherreport.*

impacts minority populations, low-income populations, and people with disabilities, who utilize public transit at a rate proportionately higher than other population groups. Implementation of the near doubling of transit service recommended under the amended VISION 2050 would significantly improve the transit access of minority populations, low-income populations, and people with disabilities to jobs, healthcare, education, and other activities.

- A commenter expressed concern about the impacts of Foxconn's water use and wastewater discharge and whether it would impact groundwater used by the population groups analyzed as part of the equity analyses.

  Response: See the response to a prior comment regarding water pollution. That response provides information on the local ordinances and State laws that relate to required stormwater management activities and wastewater treatment to treat stormwater runoff and wastewater generated by the activities associated with the Foxconn campus.

  There is currently no large-scale use of groundwater for domestic water supply in Racine County east of IH 94 where the Foxconn development and significant associated development is anticipated to occur, or in the City of Kenosha and the Village of Somers in Kenosha County east of, and along either side of, IH 94 where significant development associated with Foxconn is also expected. Under proposed planned conditions, Lake Michigan is anticipated to be the water supply for the Foxconn site and other new development in the Village of Mount Pleasant, the City of Kenosha, and the Village of Somers. Thus, because there is currently no significant use of groundwater for water supply, and because the areas in question will be served by a Lake Michigan supply, development of the Foxconn site and associated areas would not be expected to have any impact on the quantity of groundwater that would be used by minority populations, low-income populations, or people with disabilities. In addition, stormwater from the site is proposed to be treated in stormwater detention basins permitted by the Wisconsin Department of Natural Resources (WDNR), rather than infiltrated into the groundwater, minimizing, or avoiding, significant adverse effects on groundwater quality.

  The Village of Mount Pleasant straddles the subcontinental divide between the Great Lakes and the Mississippi River Basins, so it was necessary to apply for a Lake Michigan diversion according to the requirements of the Great Lakes-St. Lawrence River Basin Water Resources Compact and the *Wisconsin Statutes* that implement the Compact. Since the Racine Water Utility currently provides Lake Michigan water to portions of Mount Pleasant that are within the Great Lakes Basin and the Racine Utility owns the water distribution system in the Village (the Village of Mount Pleasant is a retail water customer of the Racine Water Utility), the application for a Lake Michigan water supply for the new development proposed in the Mississippi River Basin was submitted by the City of Racine. The application has been approved by the WDNR. Also, the City of Kenosha, which would supply Lake Michigan water to the Village of Somers, has a WDNR-approved Lake Michigan water supply withdrawal amount.

- A commenter suggested that the amendment emphasize the need for new housing in the Foxconn area to be accessible to people with disabilities.

  Response: Commission staff added text under Recommendation 1.1 in the pertinent land use recommendations section to emphasize that the combination of a mix of housing types and walkable neighborhoods would provide living options that are accessible to people with disabilities. The regional housing plan, which represents a refinement to the regional land use plan, is a valuable resource for specific information regarding the need for housing that is accessible to people with disabilities. The housing plan recommends that an adequate number of accessible housing units should be available throughout the Region to provide people with disabilities increased housing choices and access to employment opportunities. An entire chapter of the housing plan is devoted to accessible housing, which describes Federal and State housing laws regarding the provision of accessible housing and construction practices that could increase the number of accessible housing units. The plan notes that accessible housing will become increasingly important due to the aging of Baby Boomers, because the incidence of disabilities increases as a person ages.

- A commenter suggested more resources should be allocated to areas with concentrated poverty, particularly in the African American community, to provide those that are less fortunate with better access to jobs, transportation, recreational opportunities, and green spaces.

  Response: The equity analyses show that implementing VISION 2050 as amended would result in substantial benefits for the Region's minority populations and low-income populations. In particular, implementing the more than doubling of transit service recommended under the amended VISION 2050 would significantly improve the transit access of minority populations and low-income populations to jobs, healthcare, education, and other activities. However, achieving the recommended transit system and the associated benefits will require the State Legislature and Governor to provide additional State funding for transit services or allow local units of government and transit operators to generate such funds on their own.

  In addition, the recommended land use development pattern encourages a mix of housing types that tend to be more affordable to a wider range of households than single-family homes on larger lots. This would increase access to new job opportunities for low- and moderate-income households and promote a balance between jobs and housing, which would have a positive impact on the Region's minority populations and low-income populations.

  VISION 2050 also recommends targeting brownfield sites for redevelopment. Brownfield sites, particularly abandoned properties, may have negative impacts on surrounding properties and tend to be concentrated in areas of the Region with concentrations of minority populations and low-income populations. The focus of VISION 2050 on infill and redevelopment in these areas, including brownfield sites, would serve to revitalize underutilized or vacant properties, which would have a positive impact on the Region's minority populations and low-income populations.

- A commenter suggested that some existing businesses in the area near the Foxconn campus will likely need to relocate and that freeway corridors with public water supply and sanitary sewer service in other parts of Southeastern Wisconsin are ideally suited to attract those businesses.

  Response: Commission staff added the following text to the section of the amendment document describing major economic activity center changes: "While many of the jobs associated with the Foxconn development are anticipated to occur in the primary impact area, additional impacts related to business relocation and expansion may occur beyond this area in other major economic activity centers in the Region. It should be noted that the original VISION 2050 plan recommends employment growth focused in urban service areas and major economic activity centers located throughout the Region."

- A commenter expressed support for improving transit services consistent with VISION 2050 as amended.
- A group of five commenters requested the following revisions to the draft equity analyses:
  - Clarify that reducing racial disparities requires additional affordable multifamily housing, as opposed to luxury multifamily housing.
  - Highlight a standard from the regional housing plan that local governments receiving Federal funds should affirmatively further fair housing.
  - Address concerns that the equity analyses overstate jobs accessible via automobile or transit to communities of color and people with disabilities, do not account for barriers to access to employment via transit beyond transit service frequency, and overstate improvements in accessibility via automobile to jobs and other activities.
  - Emphasize that the State of Wisconsin is required to mitigate disproportionately high and adverse effects on minority populations and low-income populations.

  Response: The letter containing the specific comments summarized above and the letter containing Commission staff responses to those specific comments are included in Figure D.2 of the record of comments for the plan amendment.

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