

Final Draft

Southeastern Wisconsin Regional Planning Commission

Memorandum Report No. 223

**ASSESSMENT OF CONFORMITY
OF THE FEDERALLY RECOGNIZED YEAR 2050 TRANSPORTATION PLAN AND
THE YEAR 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM**

INTRODUCTION

This report is intended to provide the basis for a determination that the federally recognized transportation plan¹ (FRTP) and also the year 2015-2018 transportation improvement program (TIP) are in conformance with the early progress plan for the 2008 eight-hour ozone national ambient air quality standards (NAAQS) for the Wisconsin portion of the Chicago-Naperville, IL-IN-WI moderate nonattainment area², and the maintenance plan for the 2006 24-hour fine particulate (PM_{2.5}) NAAQS for the three-county maintenance area consisting of Milwaukee, Racine, and Waukesha Counties. The report is also intended to demonstrate that the year 2015-2018 TIP continues to serve to implement the FRTP.³

This finding of conformity is for the 2008 eight-hour ozone NAAQS for the Wisconsin portion of the Chicago-Naperville, IL-IN-WI moderate nonattainment area, consisting of that portion of Kenosha County east of IH 94, and the for the three-county nonattainment area for the 2006 24-hour PM_{2.5} NAAQS within Southeastern Wisconsin consisting of Milwaukee, Racine, and Waukesha Counties. Map 1 shows the nonattainment and maintenance areas within Southeastern Wisconsin.

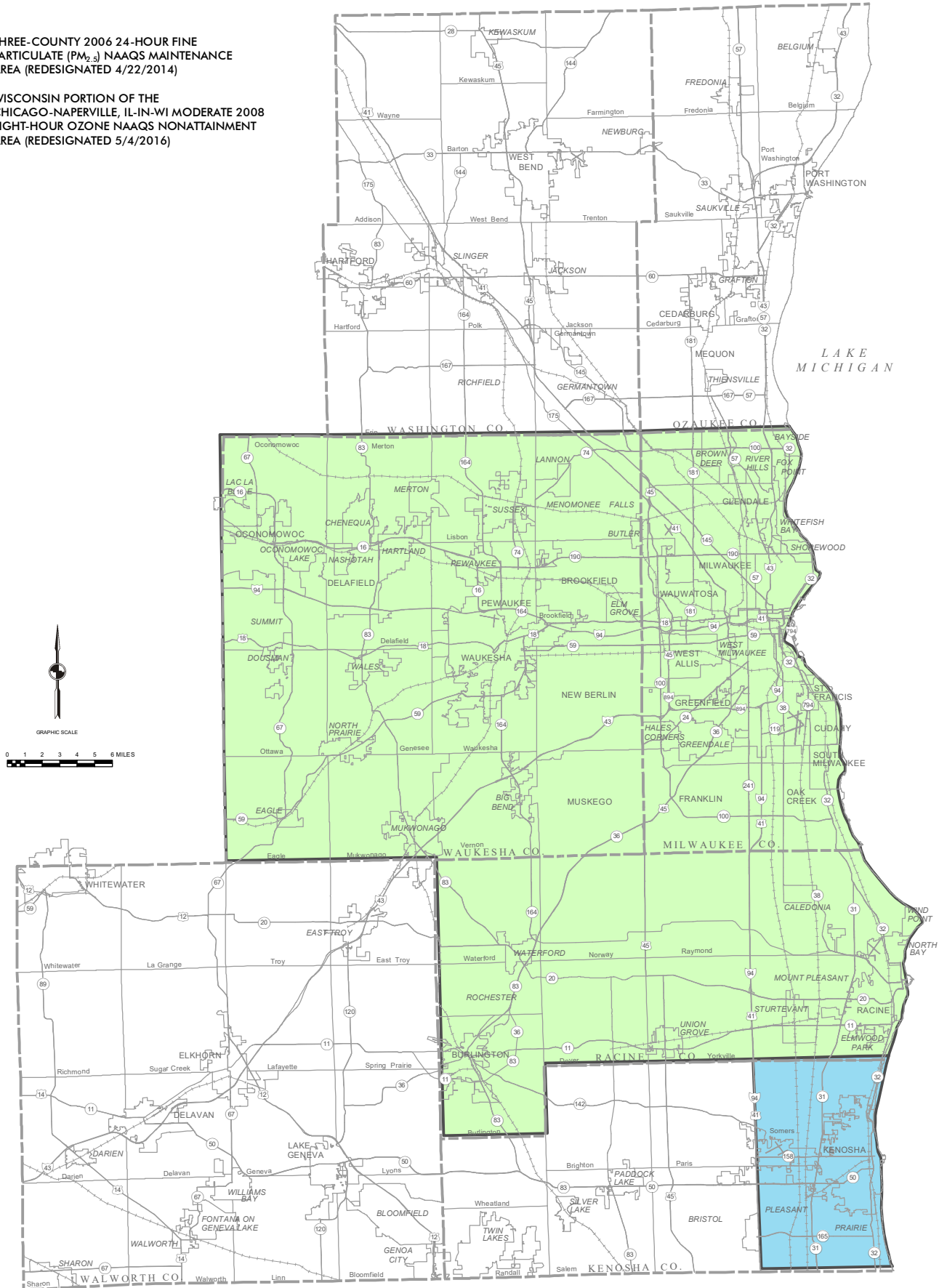
¹An important aspect related to implementing VISION 2050 relates to funding. The amount of public funding needed to construct, operate, and maintain the transportation component of VISION 2050 has been compared to the amount of funding expected to be available. Federal metropolitan planning regulations (23 CFR Part 450) and conformity regulations (40 CFR Part 93.108) require that the Region's transportation plan be "fiscally constrained"—only including projects that can be funded with expected funds, taking into account the limitations placed on these funding sources by Federal and State law. The fiscally constrained portion of the transportation component of VISION 2050 is considered the regional transportation plan by the Federal Government and is titled the Federally Recognized Transportation Plan (FRTP). The FRTP includes all the transportation elements of VISION 2050 except for the public transit element, which cannot be implemented within expected funds due to a gap in funding. Therefore, transit service under the FRTP would be expected to decline rather than significantly improve as proposed under VISION 2050. The FRTP is used in the determination of conformity and in the development of the transportation improvement program.

²The Wisconsin portion of the Chicago-Naperville, IL-IN-WI moderate ozone nonattainment area for the 2008 eight-hour ozone NAAQS consisting of that portion of Kenosha County east of IH 94. On August 27, 2015 USEPA published a proposed reclassification Chicago-Naperville, IL-IN-WI marginal ozone nonattainment area to moderate nonattainment for failure to attain 2008 8-hour ozone NAAQS by the July 20, 2015 attainment date, based on the 2012-2014 monitor design values. This reclassification was finalized May 4, 2016. In addition, based on 2013-2015 monitor design values, this area has now attained the 2008 eight-hour ozone NAAQS and there is currently a three state effort underway to develop a redesignation and maintenance plan. WDNR is anticipating a late spring submittal to USEPA of a redesignation and maintenance plan for the Wisconsin portion of the Chicago-Naperville, IL-IN-WI ozone nonattainment area, with redesignation to attainment anticipated by the end of 2016.

³The regional transportation plan is documented in SEWRPC Planning Report No. 55, VISION 2050: A Regional Land Use and Transportation System Plan for Southeastern Wisconsin. The 2015-2018 Transportation Improvement Program is documented in a report entitled, A Transportation Improvement Program for Southeastern Wisconsin: 2015-2018.

Map 1 NAAQS Nonattainment and Maintenance Areas within the Southeastern Wisconsin Region

- THREE-COUNTY 2006 24-HOUR FINE PARTICULATE (PM_{2.5}) NAAQS MAINTENANCE AREA (REDESIGNATED 4/22/2014)
- WISCONSIN PORTION OF THE CHICAGO-NAPERVILLE, IL-IN-WI MODERATE 2008 EIGHT-HOUR OZONE NAAQS NONATTAINMENT AREA (REDESIGNATED 5/4/2016)



Source: SEWRPC

The United States Environmental Protection Agency (USEPA), on October 9, 2009, designated a three-county (Milwaukee, Racine, and Waukesha) PM_{2.5} nonattainment area. In June 2012, the Wisconsin Department of Natural Resources (WDNR) submitted, a redesignation request and maintenance plan for air quality under the 2006 24-hour PM_{2.5} NAAQS for the three-county PM_{2.5} nonattainment area which established motor vehicle emission budgets (MVEB) for volatile organic compounds (VOC), Nitrogen oxides (NO_x), sulfur dioxide (SO₂), and PM_{2.5} for the years 2020 and 2025, which are based on the MOVES2010a emissions model. Effective April 22, 2014, USEPA has approved the maintenance plan and the three-county 2006 24-hour PM_{2.5} nonattainment area has been redesignated as attaining the 2006 24-hour PM_{2.5} NAAQS. With this approval and redesignation, the MVEBs have been determined to be adequate for the demonstration of transportation conformity. On December 23, 2015 WDNR submitted a state implementation plan (SIP) revision which established updated VOC MVEBs. Effective April 22, 2016, USEPA has approved the SIP revision and updated VOC MVEBs.

The United States Environmental Protection Agency (USEPA), on May 31, 2012, designated Kenosha County east of IH 94 as being in nonattainment of the 2008 eight-hour ozone NAAQS and included this area in the larger Chicago-Naperville, IL-IN-WI marginal nonattainment area. In January 2015, WDNR submitted an early progress plan for the Wisconsin portion of the Chicago-Naperville, IL-IN-WI marginal ozone nonattainment area which established MVEBs for VOC and NO_x for the year 2015 based on the MOVES2014 emissions model. Effective April 16, 2015 USEPA determined that the budgets included in the early progress plan were adequate for the demonstration of transportation conformity. On August 27, 2015 USEPA published a proposed reclassification Chicago-Naperville, IL-IN-WI marginal ozone nonattainment area to moderate nonattainment for failure to attain 2008 8-hour ozone NAAQS by the July 20, 2015 attainment date, based on the 2012-2014 monitor design values. This reclassification was finalized May 4, 2016.

USEPA and the U.S. Department of Transportation (USDOT) have established criteria and procedures to be used by a Metropolitan Planning Organization (MPO) in making conformity determinations of RTPs and TIPs. The Southeastern Wisconsin Regional Planning Commission (SEWRPC) is the gubernatorially designated Federal MPO for the Kenosha, Milwaukee, Racine, the Wisconsin portion of the Round Lake Beach, and West Bend urbanized areas. The conformity criteria established by USEPA are set forth in the Federal Register (40 CFR Part 51), and the criteria with respect to ozone and PM_{2.5} precursors apply to Southeastern Wisconsin. These Federal regulations identify the conformity criteria which should be applied at this time with respect to the Wisconsin portion of the Chicago-Naperville, IL-IN-WI moderate ozone nonattainment area (2008 eight-hour ozone NAAQS), and the three-county PM_{2.5} maintenance area (2006 24-hour PM_{2.5} NAAQS).

In addition to the Federal regulations governing the regional transportation plan (RTP) and TIP conformity, SEWRPC, WDNR, and the Wisconsin Department of Transportation (WisDOT) have adopted a memorandum of agreement regarding the conduct of RTP and TIP conformity determinations, which was approved by USEPA and became effective on April 22, 2013. Appendix A provides a summary of the interagency agreement on the conformity criteria and tests which should be applied in this conformity determination. The principal agencies involved were SEWRPC, WisDOT, WDNR, USDOT Federal Highway and Transit Administrations, and USEPA. The conformity criteria to be applied to the three-county maintenance area under the 2006 24-hour PM_{2.5} NAAQS with respect to VOC, NO_x, SO₂, and PM_{2.5} and the Wisconsin portion of the Chicago-Naperville, IL-IN-WI moderate ozone nonattainment area under the 2008 eight-hour ozone NAAQS with respect to VOC and NO_x require the satisfaction of emissions budget tests described in 40 CFR 93.118. With respect to the VOC

budgets included in the December 2015 SIP update for the three-county 2006 24-hour PM_{2.5} maintenance area, and the VOC and NO_x budgets included in the early progress plan, this conformity demonstration is also intended to satisfy the requirement that conformity of the plan and TIP be demonstrated within two years of a maintenance plan approval or a budget or budgets being determined adequate by USEPA.

The next section of this report describes the F RTP for the seven-county Southeastern Wisconsin Region. The following section summarizes the 2015-2018 TIP which implements the plan. The remaining sections of this report then identify the specific conformity procedure requirements and conformity determination criteria which have been established by USEPA for use in the determination of F RTP and TIP conformity. These sections also indicate the extent to which the conformity analysis, F RTP, and the TIP meet each of these requirements and criteria. The assessment of conformity with respect to each requirement and criterion concludes that the F RTP and the 2015-2018 TIP are in conformance with the maintenance plan for the three-county maintenance area for the 2006 24-hour PM_{2.5} NAAQS and the early progress plan for the Wisconsin portion of the Chicago-Naperville, IL-IN-WI ozone nonattainment area for the 2008 eight-hour ozone NAAQS.

It is important to note that VISION 2050, F RTP, TIP, maintenance plan, and early progress plan have been prepared in a cooperative manner by the Commission and W DNR. The preparation of VISION 2050, F RTP, maintenance plan, and early progress plan has been extensively coordinated. The forecasts of vehicle-miles of travel (VMT) and air pollutant emissions utilized in the preparation of the F RTP were based on the official Commission intermediate growth forecasts for the year 2050, and the forecasts of emissions under the maintenance plan for the 2006 24-hour PM_{2.5} NAAQS were based on alternative high growth VMT and emissions forecasts under the year 2035 RTP, and increased by 7.5 percent to account for uncertainty in transportation emissions forecasts. Vehicle fleet, fuels, and meteorology inputs, which the Commission utilized to run USEPA's MOVES2014a emission model and estimate air pollutant emissions in the preparation of this conformity assessment of the F RTP and TIP were provided by W DNR. This conformity analysis includes the emission reduction benefits attendant to Tier 2 motor vehicle and low sulfur fuel regulations. The MOVES model inputs which were used to establish the transportation emission budgets in the PM_{2.5} maintenance plan also did account for the emission reduction benefits attendant to these more recent regulations. In addition, W DNR has relied upon VISION 2050 and F RTP for the identification and evaluation of potential transportation control measures considered for incorporation into the maintenance plan.

FEDERALLY RECOGNIZED TRANSPORTATION PLAN

The year 2050 Final Plan for Southeastern Wisconsin includes both a land use component and transportation component. This Plan represents the Region's vision or guide for the pattern of development and the attendant transportation system necessary to efficiently accommodate existing and anticipated future growth within the Region. An important aspect related to implementing VISION 2050 relates to funding. The amount of public funding needed to construct, operate, and maintain the transportation component of VISION 2050 has been compared to the amount of funding expected to be available. Federal metropolitan planning regulations (23 CFR Part 450) and conformity regulations (40 CFR Part 93.108) require that the Region's transportation plan be "fiscally constrained"—only including projects that can be funded with expected funds, taking into account the limitations placed on these funding sources by Federal and State law. The fiscally constrained portion of the transportation component of VISION 2050 is considered the regional transportation plan by the Federal Government and is titled the Federally Recognized Transportation Plan (F RTP). The F RTP includes all the transportation elements of VISION 2050 except for the public transit element, which cannot be implemented within expected funds due to a gap in funding. Therefore, transit service under the F RTP would be expected to

decline rather than significantly improve as proposed under VISION 2050. The F RTP is used in the determination of conformity and in the development of the transportation improvement program.

The F RTP has been developed to meet the requirements of a Federally recognized congestion management process, including the definition of performance measures to establish congestion problems and to assist in the evaluation of alternative measures to address congestion and the evaluation and recommendation of alternative measures to resolve the identified congestion problems. The development and evaluation of transportation alternatives which would address existing and anticipated future traffic congestion problems was done in a disciplined way so as to ensure that highway capacity expansion projects were proposed for inclusion in the plan only as a last resort. Appropriate, detailed, quantified attention was paid to determining the extent to which a wide variety of transportation system management measures, including land use, traffic management, and transit, could be used to resolve congestion problems. Once that extent was determined, highway capacity improvement proposals were placed into the plan to resolve many, but not all, of the residual congestion problems. This conformity assessment is being conducted as part of the 2016 decennial major review and update of the regional land use and transportation system plans.

It should be noted that VISION 2050 and the F RTP do not make any recommendation with respect to whether the 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 F RTP 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 of how this segment of IH 43 would be reconstructed would be determined 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 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 F RTP 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. As the F RTP does not include a recommendation regarding the future capacity needs for this segment of IH 43, for the purposes of determining conformity of the F RTP, the conformity demonstration as documented in this report has been conducted based on the existing capacity of this segment of IH 43.

As previously noted, the F RTP includes the implementation of all of the elements of the transportation component of VISION 2050 with the exception of the transit element. The arterial highway capacity improvement and expansion recommendations included in the F RTP are shown in Map 2 and are listed in Table 1. These represent all highway plan element projects with potential air quality impact and which are referred to in the Federal regulations as "nonexempt" projects. Table 1 and Map 3 also present the anticipated implementation stages for all highway capacity improvement and expansion recommended under the plan; more specifically, the planned capacity improvement and expansion to be open to traffic by the years 2017, 2020, 2025, 2030, 2040, and 2050 are identified. Table 2 summarizes the mileage of system improvement and expansion anticipated to be implemented by 2017, 2020, 2025, 2030, 2040, and 2050. Given the potential for

Map 2 Arterial Streets and Highways: Federally Recognized Transportation Plan

- PROPOSED NEW ARTERIAL
- ARTERIAL PROPOSED 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)
- PROPOSED NEW INTERCHANGE
- ◐ PROPOSED FULL INTERCHANGE WHERE A HALF INTERCHANGE CURRENTLY EXISTS

NOTE:

The Regional Transportation System Plan 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. As the FRTP does not include a recommendation regarding the future capacity needs for this segment of IH 43, for the purposes of determining conformity of the FRTP, the conformity demonstration as documented in this report has been conducted based on the existing capacity of this segment of IH 43.



0 1 2 3 4 5 6 Miles

Source: SEWRPC

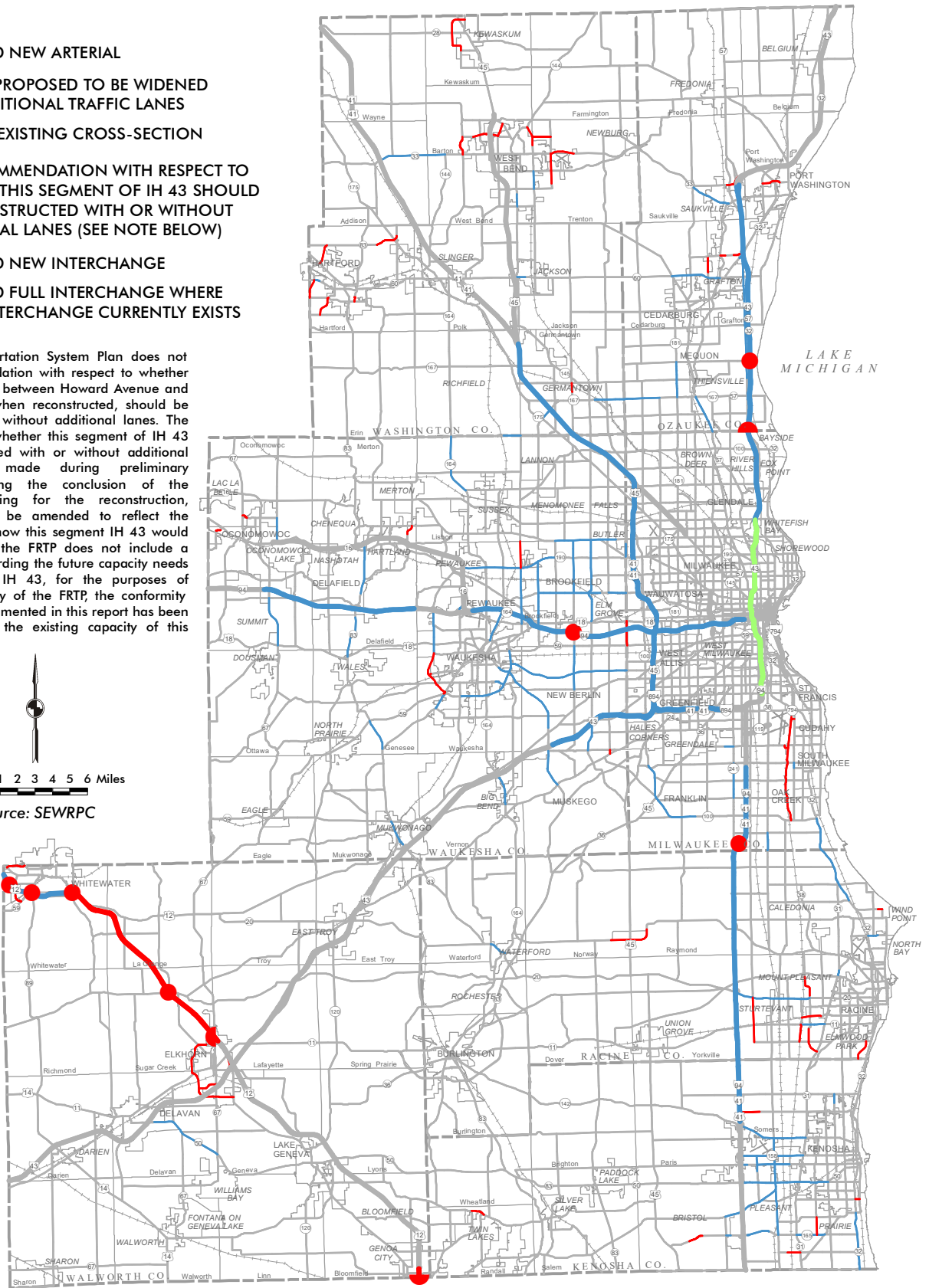


Table 1
Arterial Highway Capacity Improvement and Expansion Projects Included in the Federally
Recognized Transportation Plan

Year Open To Traffic	County	Improvement Type	Facility	Termini	Description					
2017	Milwaukee	Widening	STH 241 (27th Street) °	Rawson Avenue to Drexel Avenue	Widen from four to six traffic lanes					
2020	Kenosha	Expansion	CTH F extension °	CTH O to 89th Street	Construct two lanes on new alignment					
		Widening	CTH S ° STH 165 (104th Street) °	CTH H to STH 31 IH 94 to Prairie Springs Park	Widen from two to four traffic lanes Widen from two to four traffic lanes					
	Milwaukee	Widening	IH 894/USH 45 IH 94 IH 94/IH 894/USH 45 °	Hale Interchange to Lincoln Avenue Waukesha County Line to Zoo Interchange Zoo Interchange	Widen from six to eight traffic lanes Widen from six to eight traffic lanes Interchange reconstruction and modernization					
	Racine	Widening	STH 20/83 (W. Main Drive) °	Buena Park Road to First Street	Widen from two to four traffic lanes					
	Walworth	Expansion	W Market Street extension	CTH H to Voss Road	Construct two lanes on new alignment					
	Washington	Widening	CTH Y USH 41	STH 175 to USH 41/45 STH 60 Interchange	Widen from two to four traffic lanes Widen from two to four traffic lanes					
	Waukesha	Expansion	West Waukesha Bypass °	CTH X to Sunset Drive	Construct four lanes on new alignment					
		Widening	CTH M (North Avenue) ° CTH M (North Avenue) ° CTH TT °	Lilly Road to 124th Street Pilgrim Road to 147th Street Sunset Drive (CTH D) to USH 18 (Summit Avenue)	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes					
			CTH TT (Meadowbrook Road) ° CTH TT (Meadowbrook Road) ° IH 94	Northview Road to IH 94 Northview Road to USH 18 (Summit Avenue) Moorland Rd to Waukesha County Line	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from six to eight traffic lanes					
2025	Kenosha	Expansion	51st Avenue extension	93rd Street to STH 165	Construct two lanes on new alignment					
		Widening	CTH C CTH K CTH S IH 94 ° STH 50 °	104th Avenue to CTH H CTH H to Union Pacific Railway E Frontage Rd to CTH H STH 142 to CTH KR IH 94/USH 41 to 51st Avenue	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from six to eight traffic lanes Widen from four to six traffic lanes					
			Milwaukee	Expansion	IH 94/USH 41 ° STH 241 extension °	27th Street Interchange 27th Street to IH 94	Construct new interchange Construct four lanes on new alignment			
				Widening	IH 43 IH 94 IH 94/USH 41 ° IH 94/USH 41/STH 341 Pennsylvania Avenue Port Washington Road	Silver Spring Drive to STH 60 70th Street to 16th Street CTH G to CTH BB Stadium Interchange Milwaukee Avenue to College Avenue Bender Road to Daphne Road	Widen from four to six traffic lanes Widen from six to eight traffic lanes Widen from six to eight traffic lanes Interchange reconstruction and modernization Widen from two to four traffic lanes Widen from two to four traffic lanes			
			Ozaukee	Expansion Widening	IH 43 STH 167	Highland Road Interchange Washington County Line to N Swan Road	Construct new interchange Widen from two to four traffic lanes			
	Racine	Expansion	21st Street extension Oakes Road extension Oakes Road extension	Loni Lane to Willow Road Braun Road to Oakes Road Braun Road to STH 31	Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment					
			Widening	IH 94 ° IH 94 ° Three Mile Road	CTH KR to CTH K CTH K to CTH G STH 32 to LaSalle Street	Widen from six to eight traffic lanes Widen from six to eight traffic lanes Widen from two to four traffic lanes				
		Walworth	Expansion	New Facility	STH 67 to STH 11	Construct two lanes on new alignment				
	Washington	Expansion	STH 33 Trenton Road extension	Trenton Road to Oak Road STH 33 to Maple Road	Construct two lanes on new alignment Construct two lanes on new alignment					
		Widening	STH 60	Independence Avenue to Existing four lane section	Widen from two to four traffic lanes					
	Waukesha	Expansion	Oconomowoc Parkway	CTH BB (Concord Road) to Oconomowoc Parkway	Construct two lanes on new alignment					
		Widening	Calhoun Road ° CTH M (North Avenue) CTH M (North Avenue) ° CTH M (North Avenue)	North Avenue to STH 190 (Capitol Drive) Barker Road to Brookfield Road Calhoun Road to Pilgrim Road Brookfield Road to Calhoun Road	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes					
	2030	Kenosha	Widening	CTH H CTH H CTH K CTH K STH 158 (52nd Street) STH 158 (52nd Street) STH 165	CTH C to STH 50 CTH S to STH 50 IH 94 to 115th Avenue 104th Street to CTH H STH 31 to 95th Avenue IH 94 to 95th Street STH 31 to CTH EZ	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two/four to six traffic lanes Widen from two/four to six traffic lanes Widen from two to four traffic lanes				
				Milwaukee	Widening	IH 43 IH 43/IH 894 IH 43/IH 894/USH 45 IH 94 STH 32 STH 38	CTH O (Moorland Road) to Hale Interchange Hale Interchange to STH 241 Hale Interchange 70th Street to Marquette Interchange County Line Road to STH 100 County Line to Oakwood Road	Widen from four to six traffic lanes Widen from six to eight traffic lanes Interchange reconstruction and modernization Widen from six to eight traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes		
						Ozaukee	Widening	CTH W STH 181 STH 33 STH 33	Glen Oaks Lane to Highland Road STH 167 to Highland Road Progress Drive to CTH O CTH I to Progress Drive	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes
								Racine	Expansion	Five Mile Road extension

Table 1 (continued)

Year Open To Traffic	County	Improvement Type	Facility	Termini	Description	
2030	Racine	Expansion	Oakes Road extension CTH V extension	Oakes Road to Airline Road STH 20 to STH 11	Construct two lanes on new alignment Construct two lanes on new alignment	
		Widening	STH 32 STH 32	Five Mile Road to STH 31 STH 31 to Milwaukee County Line	Widen from two to four traffic lanes Widen from two to four traffic lanes	
	Walworth	Expansion	W Market Street extension	STH 11 to CTH H	Construct two lanes on new alignment	
		Widening	STH 50	North Shore Drive to CTH F	Widen from two to four traffic lanes	
	Washington	Expansion	Arthur Road extension	CTH N to Arthur Road	Construct two lanes on new alignment	
			Division Road extension	Main Street to Freistadt Road	Construct two lanes on new alignment	
	Monroe Avenue extension		Monroe Avenue to Pond Road	Construct two lanes on new alignment		
	New Facility		Arthur Road to Kettle Moraine Road	Construct two lanes on new alignment		
	Waukesha	Expansion	Wacker Drive extension	Lee Road to Monroe Avenue	Construct two lanes on new alignment	
			CTH Y STH 167 STH 60	USH 45 to STH 175 Fond Du Lac Avenue to Ozaukee County Line USH 45 to Industrial Drive	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes	
	2040	Kenosha	Expansion	85th Street extension CTH ML extension	Sheridan Road to 7th Avenue 79th Avenue to STH 31	Construct two lanes on new alignment Construct two lanes on new alignment
			Widening	104th Avenue 30th Avenue CTH C CTH C CTH H CTH Q STH 32 STH 50	64th Street to STH 158 CTH E to 15th Street East Frontage Road to 104th Street CTH U to West Frontage Road CTH C to STH 165 CTH U to IH 94 128th Street to CTH T 51st Avenue to 39th Avenue	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from four to six traffic lanes
		Milwaukee	Widening	IH 41 STH 100 (Ryan Road) STH 241 (27th Street) USH 45/STH 100 ^a	Burleigh Road to North Interchange STH 36 (Loomis Road) to 60th Street Drexel Avenue to Puetz Road Drexel Avenue to STH 36	Widen from six to eight traffic lanes Widen from two to four traffic lanes Widen from four to six traffic lanes Widen from two to four traffic lanes
		Ozaukee	Expansion	Cedar Creek Road	CTH O to East Cedar Creek Road	Construct two lanes on new alignment
Cold Springs Road extension E. Cedar Creek Road Maple Road extension Walters Street extension				CTH O to CTH W East River Road to CTH W Cedar Creek to Rose Street CTH LL to Grant Street	Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment Construct two lanes on new alignment	
Racine		Expansion	CTH W STH 57 STH 60	CTH V to Lakeland Road Milwaukee County Line to STH 167 STH 181 to 12th Avenue	Widen from two to four traffic lanes Widen from two to four traffic lanes Widen from two to four traffic lanes	
			Widening	CTH K extension	Britton Road to 108th Street	Construct two lanes on new alignment
Walworth		Expansion	STH 11 STH 20 STH 31	Willow Road to STH 31 IH 94/USH 41 to Oakes Road CTH MM to CTH C	Widen from four to six traffic lanes Widen from four to six traffic lanes Widen from six to eight traffic lanes	
			Deere Road extension E Market Street extension	Deere Road to STH 11 STH 11 to STH 67	Construct two lanes on new alignment Construct two lanes on new alignment	
Washington		Expansion	Jefferson Street extension	North River Road to Trenton Road	Construct two lanes on new alignment	
	Kettleview Road extension		STH 33 to Schuster Drive	Construct two lanes on new alignment		
Kettleview Road extension	CTH H to STH 28 STH 28 to USH 45		Construct two lanes on new alignment Construct two lanes on new alignment			
North River Road extension	North River Road to STH 144		Construct two lanes on new alignment			
Waukesha	Expansion	Schuster Drive extension	Schuster Drive to Beaver Dam Road	Construct two lanes on new alignment		
		Wilson Avenue extension	Monroe Avenue to Lincoln Avenue	Construct two lanes on new alignment		
Waukesha	Expansion	IH 41	Waukesha County Line to Richfield Interchange	Widen from six to eight traffic lanes		
		CTH KE realignment IH 94	CTH K to 800 feet north Calhoun Road Interchange	Construct two lanes on new alignment Construct new interchange		
2040	Waukesha	Widening	Calhoun Road	Cleveland Avenue to STH 59	Widen from two to four traffic lanes	
			Calhoun Road	Coffee Road to Cleveland Avenue	Widen from two to four traffic lanes	
			CTH D	STH 59/164 to Calhoun Road	Widen from two to four traffic lanes	
			CTH Y	CTH L to College Avenue	Widen from two to four traffic lanes	
			IH 41 IH 43	North Interchange to Washington County Line CTH Y (Racine Avenue) to CTH O (Moorland Road)	Widen from six to eight traffic lanes Widen from four to six traffic lanes	

Table 1 (continued)

Year Open To Traffic	County	Improvement Type	Facility	Termini	Description		
2040	Waukesha	Widening	IH 94	STH 67 to CTH SS	Widen from four to six traffic lanes		
			IH 94	STH 16 to Moorland Rd	Widen from six to eight traffic lanes		
			Pilgrim Road	CTH K (Hampton Avenue) to North Avenue	Widen from two to four traffic lanes		
			Pilgrim Road	North Avenue to USH 18	Widen from two to four traffic lanes		
			Pilgrim Road	CTH K (Hampton Avenue) to STH 190 (Capitol Drive)	Widen from two to four traffic lanes		
			Racine Avenue	Downing Drive to STH 59/164	Widen from two to four traffic lanes		
			Springdale Road	STH 190 (Capitol Drive) to CTH JJ	Widen from two to four traffic lanes		
			STH 164	IH 43 to Edgewood Avenue	Widen from two to four traffic lanes		
			STH 164	Howard Lane to CTH Q (Washington County Line)	Widen from two to four traffic lanes		
			STH 190 ^a	CTH Y (Barker Road) to Brookfield Road	Widen from four to six traffic lanes		
			STH 190 ^a	STH 16 to CTH Y (Barker Road)	Widen from four to six traffic lanes		
			STH 67	CTH DR to USH 18	Widen from two to four traffic lanes		
			STH 67	CTH DR to CTH B	Widen from two/four to four/six traffic lanes		
STH 83	Bay View Road to CTH NN	Widen from two to four traffic lanes					
Sunset Drive	Tenny Avenue to STH 59/164	Widen from two to four traffic lanes					
2050	Kenosha	Expansion	CTH Q realignment	Winfield Road to 104th Street	Construct two lanes on new alignment		
			Lichter Rd	E Frontage Rd to 100th Ave	Construct two lanes on new alignment		
	Milwaukee	Expansion	Lake Arterial Extension	Edgerton Avenue to STH 100	Construct four lanes on new alignment		
			Widening	124th Street	Lisbon Avenue to Ruby Avenue	Widen from two to four traffic lanes	
	Ozaukee	Expansion	CTH ZZ (W College Avenue)	35th Street to 27th Street	Widen from two to four traffic lanes		
			Widening	Cold Springs Rd extension	CTH W to STH 57	Construct two lanes on new alignment	
	Racine	Expansion	CTH W	Lakeland Road to Highland Road	Widen from two to four traffic lanes		
			IH 43	STH 60 to STH 57	Widen from four to six traffic lanes		
	Walworth	Expansion	CTH V extension	STH 11 to Braun Road	Construct two lanes on new alignment		
			Four and a Half Mile Rd	STH 32 to Erie St	Construct two lanes on new alignment		
	Washington	Expansion	Memorial Drive extension	Chicory Road to CTH KR	Construct two lanes on new alignment		
			New facility	CTH K to CTH V	Construct two lanes on new alignment		
			Willow Road extension	STH 11 to Braun Road	Construct two lanes on new alignment		
			Widening	STH 11	CTH H to Willow Road	Widen from four to six traffic lanes	
			Walworth	Expansion	Indian Mound Parkway extension	Indian Mound Parkway to STH 59	Construct two lanes on new alignment
					New East-West Arterial	Main Street to Tratt Street	Construct two lanes on new alignment
					Outer Ring Road	CTH H to Inner Ring Road	Construct two lanes on new alignment
					USH 12	Howard Road to STH 67 Interchange	Construct four lanes on new alignment
					USH 12	STH 67 Interchange	Construct new interchange
					USH 12	CTH S Interchange	Construct new interchange
					USH 12	CTH P Interchange	Construct new interchange
	USH 12	CTH H to Illinois State Line			Construct four lanes on new alignment		
	Washington	Expansion	USH 12	CTH H Interchange	Construct new interchange		
USH 12			CTH A Interchange	Construct new interchange			
Washington	Expansion	USH 12	STH 89 Interchange	Construct new interchange			
		Widening	USH 12	Cold Spring Road to Howard Road	Widen from two to four traffic lanes		
Washington	Expansion	18th Avenue extension	Jefferson Street to CTH D	Construct two lanes on new alignment			
		Taylor Road extension	Pond Road to STH 60	Construct two lanes on new alignment			
Washington	Widening	CTH P (S. Main Street)	Humar Street to CTH NN (Rusco Road)	Widen from two to four traffic lanes			
		River Road	Decorah Road to Paradise Drive	Widen from two to four traffic lanes			
Washington	Expansion	STH 33	USH 41 to STH 144	Widen from two to four traffic lanes			
		Waukesha	Expansion	124th Street extension	Bluemound Road (USH 18) to Greenfield Avenue (STH 59)	Construct two lanes on new alignment	
Capitol Dr extension	Reddelien Rd to Capitol Dr			Construct two lanes on new alignment			
Lake Drive extension	Yosemite Rd to STH 67			Construct two lanes on new alignment			
Sunnyslope Road extension	CTH HH to CTH L			Construct two lanes on new alignment			
Town Line Road extension	Weyer Road to STH 190			Construct two lanes on new alignment			
Waukesha	Widening	CTH K	Brookfield Road to Calhoun Road	Widen from two to four traffic lanes			
		CTH K (Lisbon Road)	Calhoun Road to Hampton Road	Widen from two to four traffic lanes			
		CTH O	IH 43 WB Ramp to W Grange Ave	Widen from four to six traffic lanes			
		CTH T	Golf Road to CTH SS	Widen from two to four traffic lanes			
		Hampton Road	Lisbon Road to 132nd Street	Widen from two to four traffic lanes			
		Moorland Road	College Ave to Grange Avenue	Widen from two to four traffic lanes			
		STH 164	Riverwood Drive (North) to IH 94	Widen from four to six lanes			
		STH 59	CTH XX to Sunset Drive	Widen from four to six lanes			
		STH 59	Sunset Drive to Arcadian Avenue	Widen from six to eight traffic lanes			
		STH 83	STH 59 to CTH X	Widen from two to four traffic lanes			

Source: SEWRPC.

^a Project included in 2015-2018 Transportation Improvement Program

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Map 3 Highway Improvement and Expansion Project Staging: Federally Recognized Transportation Plan

YEAR OPEN TO TRAFFIC BY

- 2017
- 2020
- 2025
- 2030
- 2040
- 2050
- NO RECOMMENDATION WITH RESPECT TO WHETHER THIS SEGMENT OF IH 43 SHOULD BE RECONSTRUCTED WITH OR WITHOUT ADDITIONAL LANES (SEE NOTE BELOW)

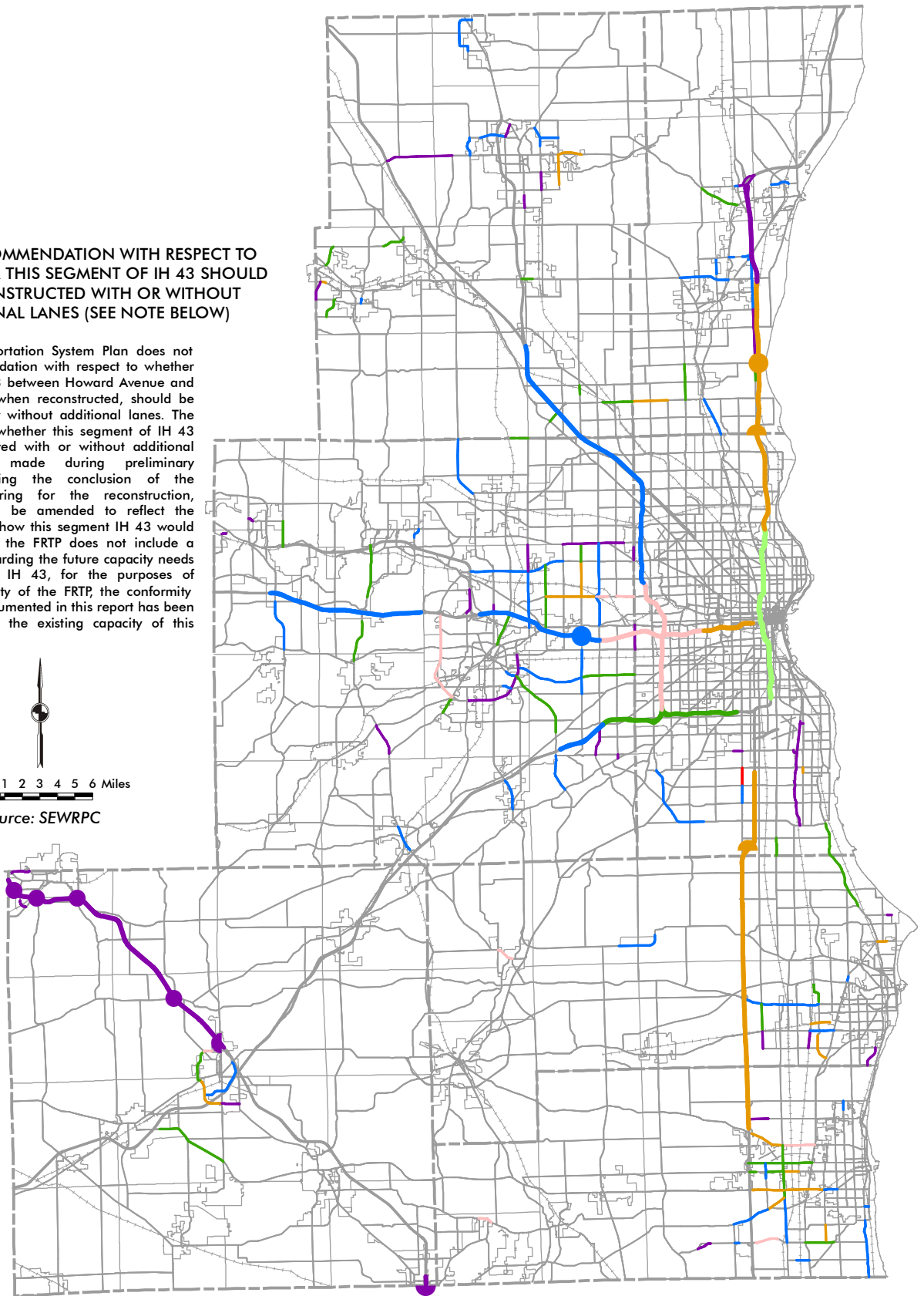
NOTE:

The Regional Transportation System Plan 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. As the FRTP does not include a recommendation regarding the future capacity needs for this segment of IH 43, for the purposes of determining conformity of the FRTP, the conformity demonstration as documented in this report has been conducted based on the existing capacity of this segment of IH 43.



0 1 2 3 4 5 6 Miles

Source: SEWRPC



individual projects to be deferred or advanced due to considerations such as right-of-way acquisition, the anticipated implementation schedule for the plan is considered to be the mileage of county and local arterial system improvement and expansion, and the mileage of state trunk highway improvement and expansion as set forth in Table 2.

Given that transportation system management (TSM), travel demand management (TDM), Freight, and bicycle and pedestrian facility costs are primarily included in the costs for surface arterial streets and highways, and typically represent a fraction of the cost to reconstruct an arterial facility, there would also likely be enough revenue to fund the TSM, TDM, Freight, and bicycle and pedestrian elements as proposed under the Plan. As discussed in Chapter III of Volume I, the TSM and bicycle and pedestrian elements of the year 2035 regional transportation plan have also been substantially implemented since that plan was adopted, further supporting this conclusion.

The financial analysis identifies a funding gap with respect to transit, and based on reasonably expected revenues, the F RTP includes a decline of approximately 11 percent from 2014 service levels of 60,400 vehicle-miles of transit service to 53,600 vehicle-miles of transit operating by the year 2050. The reduction in transit service levels would be expected to be achieved primarily through reductions in existing transit service frequency and the elimination of freeway flier service in Milwaukee County. Two major projects for transit are included in the F RTP: Phase I, the Lakeshore Extension, and the Arena Extension of the City of Milwaukee streetcar project and the Milwaukee County bus rapid transit (BRT) line between the Milwaukee regional medical center and downtown Milwaukee. Map 4 shows the routes and service areas for the public transit systems in Southeastern Wisconsin which now represent the transit system in the F RTP.

The implementation schedule for the F RTP identifies the elements of the transit plan which should be available for use as of the years 2017, 2020, 2025, 2030, 2040 and 2050. As shown in Figure 1 and Table 3, the year 2050 transit plan element implementation schedule anticipates that the 10 percent decrease in vehicle-miles of transit service over 2014 levels will continue from the year 2014 resulting in a decrease in service to about 60,100 vehicle-miles by 2017, 59,300 by 2020, 57,800 by 2025, 56,200 by 2030, 54,700 by 2040, and 53,600 by 2050. In addition to the expected declines in existing transit service, the F RTP includes the City of Milwaukee streetcar project and Milwaukee County BRT line with operation of both services beginning by the year 2020.

2015 THROUGH 2018 TRANSPORTATION IMPROVEMENT PROGRAM (TIP) FOR SOUTHEASTERN WISCONSIN

The 2015-2018 TIP for Southeastern Wisconsin is documented in the SEWRPC report entitled, *A Transportation Improvement Program for Southeastern Wisconsin: 2015-2018*. The TIP includes all Federally and otherwise funded arterial highway and public transit projects programmed within the seven-county Region both inside and outside the five urbanized areas within the Region—Milwaukee, Racine, Kenosha, the Wisconsin portion of the Round Lake Beach, and West Bend urbanized areas. The TIP also includes both arterial highway and public transit projects which receive Federal assistance and projects which are funded solely with State and/or local funds. The Commission's TIP has historically included both Federally funded and otherwise funded projects and has included projects for the entire Southeastern Wisconsin Region as well, not just the five urbanized areas within that Region. The TIP has included more than the Federally required listing of Federally assisted projects in the five urbanized areas in order to provide complete information on proposed arterial highway and public transit improvements. The continuation of the preparation of such a comprehensive TIP for Southeastern

Table 2
Arterial Street and Highway Element Capacity Improvement and Expansion Implementation
Schedule






Jurisdiction	Proposed Incremental Arterial System Improvement and Expansion Route Miles						
	2017	2020	2025	2030	2040	2050	Total
State Trunk Highway	- -	21	46	34	73	41	215
County and Local Trunk Highway	1	5	19	34	43	27	129
Total Regional Arterial System	1	26	65	68	116	68	344

Source: SEWRPC.



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Map 4
Transit Service: Federally Recognized Transportation Plan

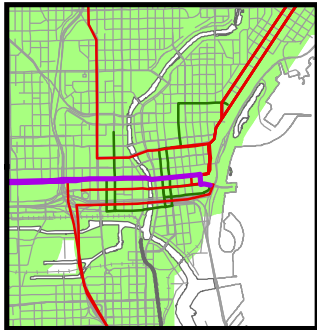
TRANSIT SERVICES

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

LOCAL TRANSIT SERVICE AREA AND PEAK FREQUENCY

-  LOCAL TRANSIT SERVICE AREA
-  SHARED-RIDE TAXI SERVICE AREA

MILWAUKEE CENTRAL BUSINESS DISTRICT INSET



0 1 2 3 4 5 6 Miles

Source: SEWRPC

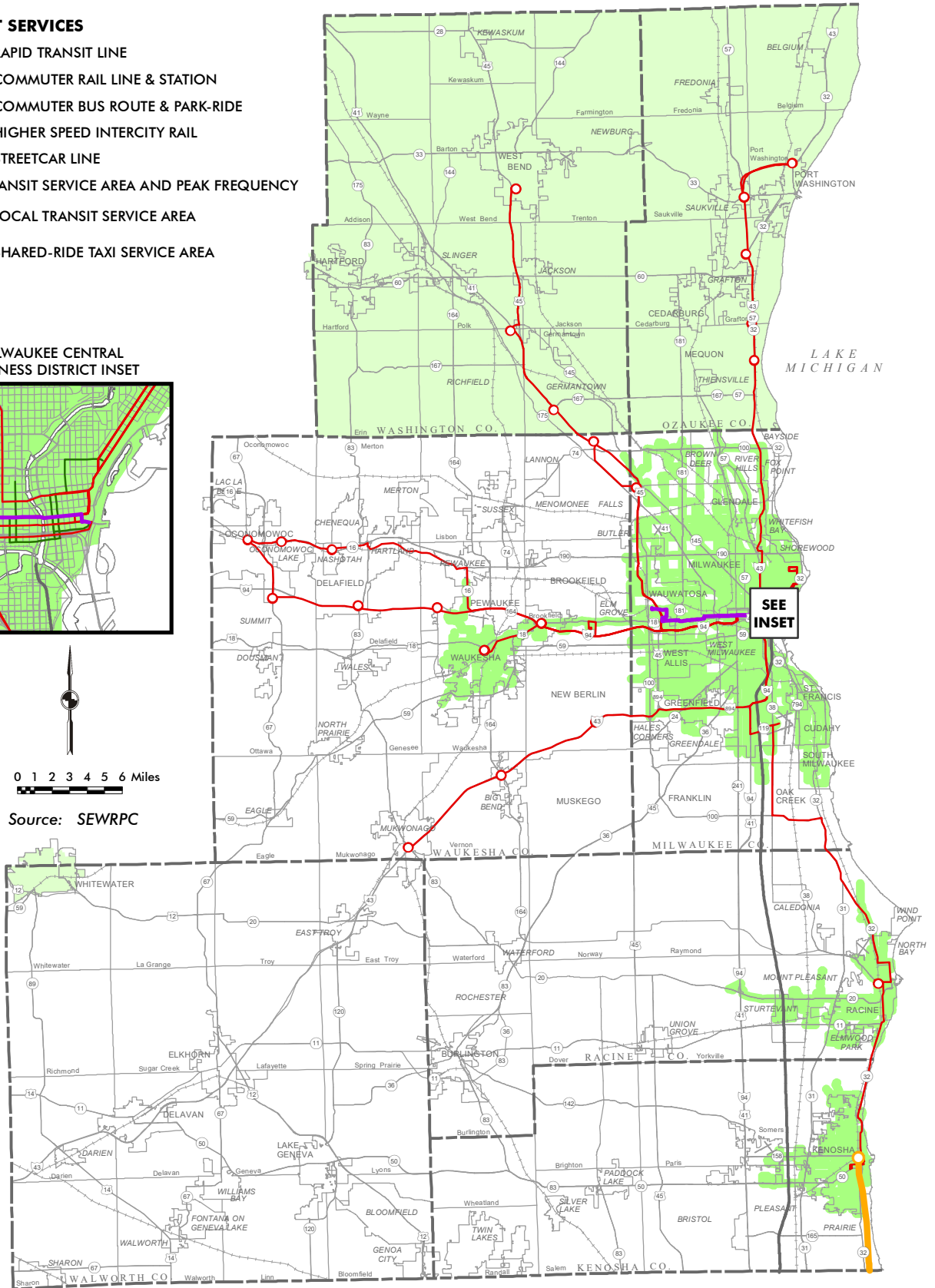
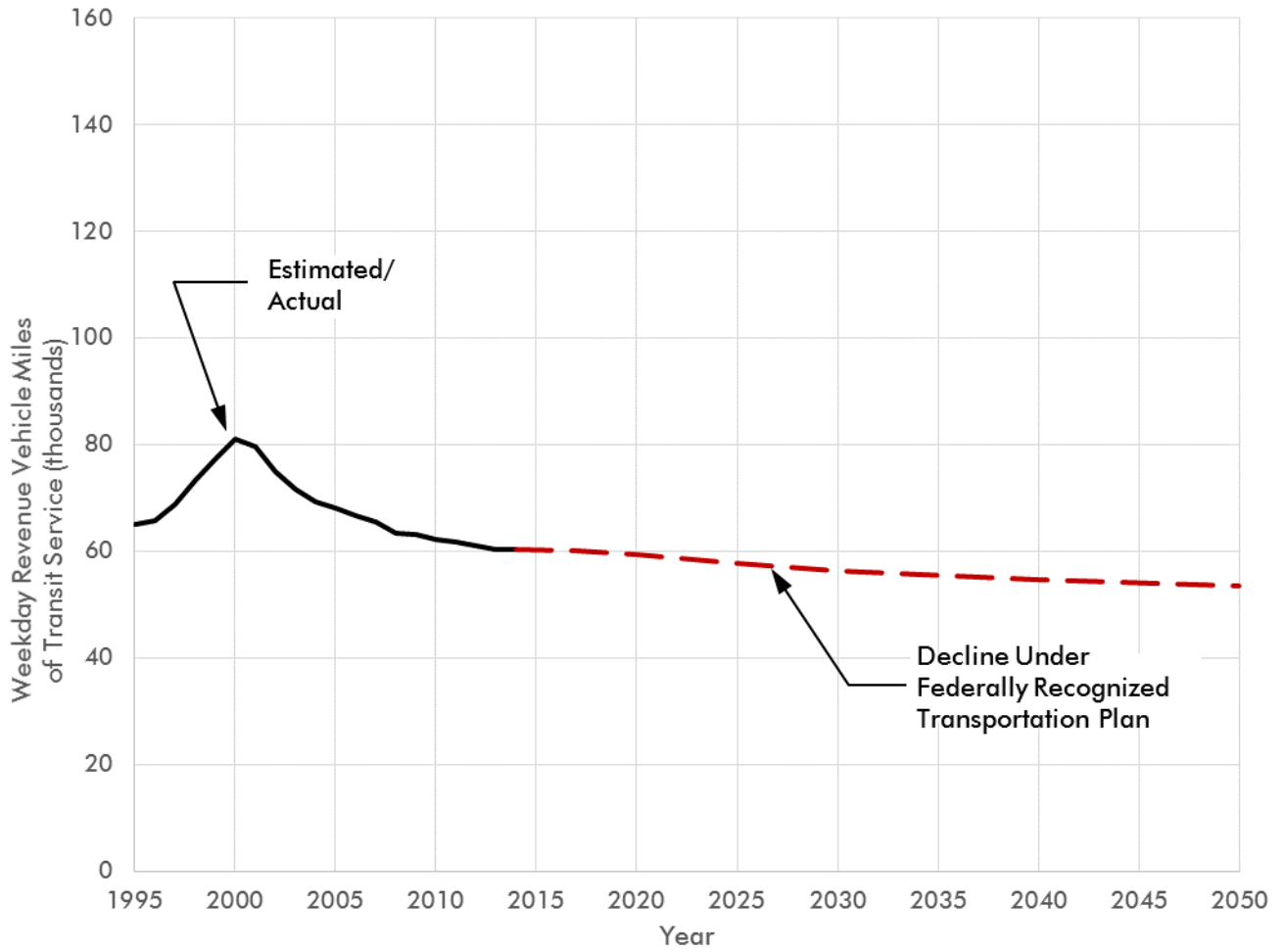


Figure 1
Historic and Planned Vehicle-Miles of Public Transit Service Under the Federally Recognized Transportation Plan



Source: SEWRPC.

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 #231237 v1 (Table: #231236)
 6/23/2016

Table 3
POTENTIAL STAGES OF THE TRANSIT ELEMENT: FEDERALLY RECOGNIZED TRANSPORTATION PLAN

Year	Description
2017	Transit service reduced to approximately 60,100 vehicle miles of service on an average weekday, maintain transit service area.
2020	Transit service reduced to approximately 59,300 vehicle miles of service on an average weekday, maintain transit service area. <ul style="list-style-type: none"> • Freeway flier service within Milwaukee County ends • Initiate operation of Phase I, the Lakefront Extension, and the Arena Extension of the City of Milwaukee Streetcar^a • Initiate operation of Milwaukee County Bus Rapid Transit Line between the Milwaukee Regional Medical Center and Downtown Milwaukee^a
2025	Transit service reduced to approximately 57,800 vehicle miles of service on an average weekday, maintain transit service area.
2030	Transit service reduced to approximately 56,200 vehicle miles of service on an average weekday, maintain transit service area.
2040	Transit service reduced to approximately 54,700 vehicle miles of service on an average weekday, maintain transit service area.
2050	Transit service reduced to approximately 53,600 vehicle miles of service on an average weekday, maintain transit service area.

^a Project included in the 2015-2018 Transportation Improvement Program

Source: SEWRPC.

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Wisconsin permits a comprehensive evaluation of transportation improvements with respect to air quality impacts.⁴ The TIP has been developed to be fiscally constrained, pursuant to USDOT metropolitan planning regulations (23CFR Part 450) and USEPA conformity regulations (40 CFR Part 93.108). The funding attendant to implementing the TIP has been determined to be consistent with existing available Federal, State, and local funding levels. A current listing of all projects included in the TIP can be found at the Commission's website (www.sewrpc.org/TIP)

ASSESSMENT OF CONFORMITY OF THE FEDERALLY RECOGNIZED TRANSPORTATION PLAN AND TRANSPORTATION PLAN AND THE 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM

This section of the report demonstrates the conformity of the FRTP and the 2015-2018 TIP for Southeastern Wisconsin with respect to each of the conformity criteria, as well as with respect to the procedures to be used to demonstrate conformity as established by USEPA for such conformity assessment. This conformity demonstration is for the Wisconsin portion of the 2008 eight-hour moderate ozone nonattainment area consisting of Kenosha County east of IH 94 and for the three-county PM_{2.5} maintenance area consisting of Milwaukee, Racine, and Waukesha Counties.

Conformity Determination Procedural Requirements

The procedures to determine conformity set forth in the *Federal Register* (40 CFR Parts 51⁵ and 93⁶) are: 1) use of latest planning assumptions, 2) use of latest emission model, 3) interagency and public consultation, 4) provision for timely implementation of transportation control measures, 5) transportation plan content, and 6) procedures for determining RTP related emissions.

Use of Latest Planning Assumptions

This conformity determination procedural requirement (40 CFR, Part 93.110) specifies that the conformity assessment must be based upon the official and most current planning assumptions, including current and future population levels, employment levels, travel demand, traffic volumes, and transit ridership.

SEWRPC is the gubernatorially designated MPO for the Kenosha, Milwaukee, Racine, the Wisconsin portion of the Round Lake Beach, and West Bend urbanized areas within Southeastern Wisconsin and also the statutory official areawide planning agency for the seven-county Southeastern Wisconsin Region, which contains these five urbanized areas. The Commission is the agency within Southeastern Wisconsin responsible under State law for the preparation of current population, household, employment, travel, and traffic estimates and also for the preparation of future household, employment, travel, and traffic forecasts. The Commission also maintains the travel and traffic simulation models which are used within Southeastern Wisconsin for transportation and air quality planning. The models used in this conformity analysis are the same as used by the Commission in its regional planning efforts, and as well in support of air quality planning by WDNR.

The determination of conformity of the FRTP and TIP requires specific travel and emission forecasts for the years 2017, 2020, 2025, 2030, 2040 and 2050. The population, household, and employment data at regional and subregional levels for the years 2017, 2020, 2025, 2030, and 2040 have been projected by interpolation

⁴All TIP projects with potential impact on air quality, or "nonexempt" projects, are listed later in this report in Table 7.

⁵As amended through February 19, 2015

⁶As amended through March 14, 2012

between existing regional and subregional estimates and the year 2050 regional forecasts and subregional planned forecast allocations based upon the regional land use plan. The regional level year 2050 forecasts for population, households, and employment are set forth in Table 4, along with the interpolated years 2017, 2020, 2025, 2030, and 2040 population, household, and employment levels.

As part of regional transportation planning over the years, the implications of a range of different future development scenarios for Southeastern Wisconsin have historically been explored, including such scenarios with respect to VMT. The different scenarios included intermediate- and high-growth scenarios for the Region as a whole, centralized and decentralized land use patterns, and alternative regional transportation systems ranging from a "no-build" option, to an alternative which would substantially increase the price of automobile transportation, to the recommended system plan. The results of analyses of these scenarios indicated that the future annual growth in VMT within the Region may be expected to range from about 1.0 percent to 2.0 percent. The analyses indicated that alternative land use patterns and transit and highway improvements may be expected to have little impact on VMT, accounting for less than 0.1 percent variation in annual growth. Variations in regional economic growth and substantial changes in the perceived cost of automobile use may be expected to account each for about 0.5 percent variation in growth annually.

The determination of conformity utilizes the travel simulation models which have been maintained, refined, and validated by the Commission since the 1960s, and utilized in the preparation of the RTP and for the motor vehicle emissions forecasts for the State Implementation Plan. These models and their validation are described in SEWRPC Technical Report No. 50, *Travel Simulation Models of Southeastern Wisconsin*. The Commission travel models were revalidated and recalibrated, using new data provided by a major origin and destination travel survey completed within the Region in 2011 and 2012. The models were validated for the years 2001 and 2011 by applying the models with Census data and 2001 and 2011 transportation network data and comparing model estimates of trip generation, trip distribution, highway traffic, and transit ridership to estimates derived from travel surveys and actual traffic and transit ridership counts. The validation indicated that the models were able to accurately replicate not only observed trip generation, travel pattern, modal choice, and VMT data, but also model-estimated individual arterial street traffic volume.

Under this procedural requirement, changes in the transit system with respect to service levels and fares since the last plan and improvement program conformity determination are to be described. The last conformity determination was completed in September 2015 on the year 2035 RTP and the 2015-2018 TIP. That conformity determination was the ninth determination completed on the year 2035 RTP, with the first conformity determination completed in June, 2006. Since September 2015, transit fares and service levels have remained essentially unchanged. The last conformity demonstration—completed in September 2015 on the fiscally-constrained version of the 2035 RTP—projected that transit service levels measured in vehicle-miles of service would decline 11 percent to the year 2035 and transit fares would increase at 1 percent greater than inflation. The year 2050 FRTP also includes an approximately 11 percent decline in transit service from 2014 service levels, based on the identified funding gap for transit, but holds transit fare increases to general price inflation. The reduction in transit service levels would be expected to be achieved primarily through reductions in local transit service frequency and the elimination of freeway flyer service in Milwaukee County.

Table 4
Forecast Population, Household, and Employment Levels for Southeastern Wisconsin

Characteristics		Forecast Year					
		2017	2020	2025	2030	2040	2050
Region	Population	2,089,226	2,123,293	2,181,843	2,235,078	2,315,869	2,389,200
	Households	832,885	848,950	876,131	901,814	944,671	987,500
	Employment	1,216,438	1,234,035	1,262,516	1,291,570	1,348,741	1,405,700
PM _{2.5} Area ^a	Population	1,571,354	1,590,997	1,624,619	1,652,995	1,688,730	1,721,000
	Households	630,680	640,285	656,181	670,442	692,209	714,400
	Employment	958,620	969,748	987,793	1,006,169	1,042,356	1,078,400
Ozone Area ^b	Population	136,313	139,431	144,899	150,363	160,490	170,256
	Households	51,825	53,240	55,766	58,357	63,186	68,128
	Employment	66,508	67,961	70,352	72,761	77,543	82,316

Source: SEWRPC.

^a Three-county 2006 24-hour fine particulate (PM_{2.5}) national ambient air quality standard (NAAQS) maintenance area consisting of Milwaukee, Racine, and Waukesha Counties.

^b Wisconsin portion of the Chicago-Naperville, IL-IN-WI 2008 eight-hour ozone NAAQS nonattainment area consisting of Kenosha County east of IH 94.

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The maintenance plan for the 2006 24-hour PM_{2.5} NAAQS for the three-county area includes motor vehicle emissions budgets (MVEBs) considered adequate for the purposes of transportation conformity. These MVEBs were based on a high growth scenario from the Commission's year 2035 plan with attendant growth in VMT of approximately 1.7 percent per year to the year 2010 to 2020, and 1.1 percent per year for 2020-2025 and 7.5 percent in additional emissions to account for uncertainty in transportation emission forecasts. This conformity is based upon the Commission official intermediate growth year 2050 forecasts under the FRTP with an attendant 0.7 percent annual increase in vehicles miles travel from the year 2010 to the year 2017, a 0.5 percent annual increase from 2017 to 2020, a 0.6 percent annual increase from 2020 to 2025, a 0.5 percent annual increase from 2025 to 2030, a 0.5 percent annual increase from 2030 to 2040, and a 0.6 percent annual increase from 2040 to 2050. The VMT forecasts in the maintenance plan and the FRTP are consistent, with the maintenance plan forecasts being equal to, or greater than, the FRTP forecasts. The higher rate of growth assumed in the maintenance plan provides latitude for potential VMT increases in a year or short-term period of years which may exceed long-term average increases, for example, during short-term periods of rapid economic growth and gasoline price decline. Lower rates of increase in VMT are anticipated in the future due to anticipated slower growth in employment and labor force levels, slower declines in household size and slower growth in household levels.

Use of Latest Emissions Model

A second procedural requirement for the plan and program conformity determination (40 CFR 93.111) requires use of the latest air pollutant emissions estimation model. Accordingly, this determination of conformity utilizes the latest emission estimation model available, the USEPA MOVES2014a air pollutant emissions estimation model. The assumptions in the emissions estimation model for the years 2017, 2020, 2025, 2030, 2040 and 2050 in this conformity analysis, are presented in Table 5. This emissions estimation model is the latest version of the model (MOVES2010a) used by WDNR in its development of the transportation conformity budgets for VOC, NO_x, SO₂, and PM_{2.5} included in the maintenance plan which served as the basis for USEPA's redesignation of the three-county southeastern Wisconsin 2006 24-hour PM_{2.5} NAAQS nonattainment area to attainment on April 22, 2014 and the emissions estimation model (MOVES2014) used by WDNR in its development of the transportation conformity budgets for VOC and NO_x included in the early progress plan for the Wisconsin portion of the Chicago-Naperville, IL-IN-WI moderate nonattainment area. This conformity determination assumes implementation of, and credit for, Tier 2 motor vehicle standards and low sulfur gasoline regulations.

Interagency and Public Consultation

A third procedural requirement for plan and program conformity determination (40 CFR 93.112) relates to interagency and public consultation. The development of VISION 2050 and as well, the FRTP, has involved significant interagency and public consultation, including, specifically, such consultations with respect to air quality impacts and the implications for conformity of the new plan and its alternatives. The 2015-2018 TIP directly implements the FRTP and is consistent with the plan schedule for implementation. In particular, WisDOT, WDNR, USDOT, and the county and local units of government have all been extensively involved in the development of VISION 2050 and the FRTP, including the consideration and evaluation of alternatives. These Federal, State, county, and local units and agencies of government have also been consulted, and have, as members of the Commission Advisory Committee guided the preparation and level of detail of VISION 2050 and the FRTP.

Table 5
Assumptions Associated with the MOVES2014a Emissions Estimating Model

Category		Wisconsin Portion of the Chicago-Naperville, IL-IN-WI Ozone Nonattainment Area	Three-County Fine Particulate Nonattainment Area ^a
		2017, 2025, 2030, 2040, and 2050	2020, 2025, 2030, 2040, and 2050
Fuel Inputs	Gasoline	MOVES Default	MOVES Default
	Diesel	MOVES Default	MOVES Default
	Compressed Natural Gas	MOVES Default	MOVES Default
	Ethanol (E85)	MOVES Default	MOVES Default
Inspection/Maintenance Program Inputs	Fuel Type Tested	Gasoline	Gasoline
	Inspection Frequency	Biennial	Biennial
	Tests Conducted	Exhaust and Evaporative On-Board Diagnostic Check	Exhaust and Evaporative On-Board Diagnostic Check
	Passenger Cars (All Model Years) Model Years Tested Compliance Factor	1996 to Modeled Stage Less 3 Years ^b 95.04%	1996 to Modeled Stage Less 3 Years ^b 95.04%
	Passenger Trucks Pre-2007 Model Years Model Years Tested Compliance Factor	1996 to 2006 89.34%	1996 to 2006 89.34%
	2007 and later Model Years Model Years Tested Compliance Factor	2007 to Modeled Stage Less 3 Years ^b 95.04%	2007 to Modeled Stage Less 3 Years ^b 95.04%
	Light Commercial Trucks Pre-2007 Model Years Model Years Tested Compliance Factor	1996 to 2006 83.64%	1996 to 2006 83.64%
	2007 and later Model Years Model Years Tested Compliance Factor	2007 to Modeled Stage Less 3 Years ^b 93.14%	2007 to Modeled Stage Less 3 Years ^b 93.14%
	Meteorological Inputs Range of Hourly Temperature Range of Hourly Relative Humidity	70.0 to 94.0 °F 57.0% to 85.8%	14.4 to 29.8 °F 67.0% to 80.4%
	Other Inputs	Month Modeled	July
Weekday VMT		SEWRPC	SEWRPC
VMT by Hour of the Day		MOVES Default/SEWRPC	MOVES Default/SEWRPC
VMT by Vehicle Class		SEWRPC/WDNR	SEWRPC/WDNR
Average Speed Distribution		SEWRPC/WDNR	SEWRPC/WDNR
Vehicle Age Distribution Passenger Cars Passenger Trucks Light Commercial Trucks Intercity Buses School Buses All Other Vehicle Classes		WDNR WDNR WDNR WDNR WDNR MOVES Default	WDNR WDNR WDNR WDNR WDNR MOVES Default
Vehicle Population		MOVES Default/WDNR	MOVES Default/WDNR
Road Type Distribution		SEWRPC/WDNR	SEWRPC/WDNR
Ramp Fraction		SEWRPC/WDNR	SEWRPC/WDNR
Annual Mileage Accumulation		MOVES Default	MOVES Default

NOTE: MOVES = United States Environmental Protection Agency's Motor Vehicle Emissions Simulator (version 2014a)

^aMilwaukee, Racine, and Waukesha Counties.

^bFor 2017 the range of model years tested would be through 2014, for 2020 the range of model years tested would be through 2017, for 2025 the range of model years tested would be through 2022, for 2030 the range of model years tested would be through 2027, for 2040 the range of model years tested would be through 2037, and for 2050 the range of model years tested would be through 2047

Source: Wisconsin Department of Natural Resources and SEWRPC.

In December 2014, the Commission's fourth-generation travel demand models were peer reviewed for consistency with current modeling practice and potential model enhancements suggested by the peer review panel considered and incorporated as appropriate during the development of the fifth-generation travel simulation models.⁷ These models were presented to the Commission Advisory Committee guiding the preparation of the regional plan.

VISION 2050 and the FRTP also incorporates the entire arterial street and highway network of the Region, including all arterials in both urban and rural areas and major collectors in rural areas. The agencies concerned have also given consideration to the treatment in the travel simulation modeling and in VISION 2050 and the FRTP of transportation control measures. In addition, there has been extensive public consultation with respect to VISION 2050 and the FRTP, including significant consultation on the land use and transportation components with respect to the five scenarios and three alternatives considered and evaluated during the development of VISION 2050 and the FRTP. The consultation includes a public opinion survey, five rounds of public workshops, transmittal of a series of brochures to over 2,600 individuals, transmittal of a series of e-newsletters to nearly 2,000 individuals, extensive outreach activities, including targeted outreach to minority and low-income groups through a five rounds workshops with partner groups, and a website including all study and plan materials. The public consultation on VISION 2050 and FRTP is documented in a series of reports which present the comments received on the plan and its social, economic, and environmental impacts, and the consideration and response to the public comment.

State and county and municipal governments have also been directly involved in the preparation of the 2015-2018 TIP through their submittal of projects for inclusion in the TIP and their consideration and approval of the TIP.

Provision for Timely Implementation of Transportation Control Measures

A fourth procedural requirement for plan and program conformity determination, (40 CFR Part 93.113) is that the FRTP and TIP must provide for timely implementation and may not interfere with the implementation of any transportation control measures included in an applicable implementation plan (state implementation plan, maintenance plan, or early progress plan). There are no transportation control measures included in the maintenance plan for air quality for the three-county nonattainment area for the 2006 24-hour PM_{2.5} NAAQS, and the early progress plan for the Wisconsin portion of the Chicago-Naperville, IL-IN-WI nonattainment area for the 2008 8-hour ozone NAAQS.

Transportation Plan Content

A fifth procedural requirement for plan and program conformity determination is the content, or level of detail, of the transportation plan. The FRTP and the travel simulation modeling analysis of attendant plan emissions fully meet the requirements of transportation plan content (40 CFR 93.106). The FRTP includes all additions to the transportation system with respect to both highway and public transit which can be expected to be completed by the year 2050 based on existing and reasonably expected revenues.

⁷ The peer review of the fourth-generation travel demand models are documented in Chapter III of SEWRPC Technical Report 55, *Travel Simulation Models of Southeastern Wisconsin*.

All additions of arterial street system highway capacity which can be expected to be completed by the year 2050, based on existing and reasonably expected revenues, including widening of arterial streets to provide additional traffic lanes and construction of new arterial facilities, are included in the F RTP.⁸ This arterial street system includes approximately 3,600 miles of streets within the seven-county Southeastern Wisconsin Region, or about one-third of the total street system, and includes all state, county, and municipal arterials within urban areas and all arterials and major collectors within rural areas of the Region. The plan also includes the total existing transit system, including the existing local, express (the only exception being Milwaukee County Freeway Flyer Service), and rapid transit system components, includes an expected 11 percent reduction in 2014 local and express service levels and maintenance of the geographic coverage of the existing transit systems, and the planned construction and operation of Phase I, the Lakefront Extension, and the Arena Extension of the City of Milwaukee streetcar and Milwaukee County's bus rapid transit line between the Milwaukee Regional Medical Center and Downtown Milwaukee.

The travel simulation modeling conducted under this conformity analysis of the F RTP and TIP is fully consistent with, indeed identical to, the travel simulation modeling conducted by the Commission for the preparation of VISION 2050 and the F RTP and for the preparation of the maintenance plan. The travel simulation modeling for the conformity determination is sensitive to the added capacity and service provided by each highway and transit plan proposal, accurately reflecting its potential effect through changes in travel time and attendant route choice, mode choice, travel patterns, and trip generation. VISION 2050 (including the F RTP) and its treatment in the travel simulation modeling analysis goes beyond the Federally required consideration of Federally recognized regionally significant projects, that is, principal arterials and transit fixed guideways, in that it includes all arterial and public transit facilities. The transportation and land use components of VISION 2050 were designed to be consistent with each other. The transportation component of VISION 2050 being designed to serve and promote implementation development pattern envisioned for the year 2050, and the land use component designed to support the transit recommendations envisioned in the transportation system component, through increased development densities proximate to the proposed rapid transit lines. As the projects included in the F RTP come out of the VISION 2050, the accessibility provided by the F RTP should also serve and promote implementation of the land use plan.

⁸ *The F RTP does not make any recommendation with respect to whether the 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 F RTP 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 of how this segment of IH 43 would be reconstructed would be determined 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 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 F RTP 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. As the F RTP does not include a recommendation regarding the future capacity needs for this segment of IH 43, for the purposes of determining conformity of the F RTP, the conformity demonstration as documented in this report has been conducted based on the existing capacity of this segment of IH 43.*

Transportation Emissions and Travel Modeling Procedures

The procedures for estimating the F RTP and TIP emissions also fully meet the emission and travel modeling requirements, (40 CFR 93.122).⁹ Specifically, the travel simulation modeling analysis for this conformity determination incorporates in the analysis all planned highway capacity improvements and expansion, for all arterial facilities, including major collectors in rural areas, and for all transit improvements and expansion included in the F RTP. The travel simulation modeling analysis does not assume emission reductions for any transportation control measures or control programs external to the transportation system, as, for example, changes in motor fuel volatility or vehicle inspection and maintenance programs, except with respect to such programs incorporated in the maintenance plan.

The Federal requirements for determination of conformity after January 1, 1997, (40 CFR 93.122(d)), have been met under this conformity determination. The travel and traffic simulation models used to estimate the air pollutant emissions are network-based models which forecast travel demand and traffic volume based upon economic and demographic forecasts, planned land use allocation patterns, and the characteristics of the transportation system. As already noted, the travel models are fully described in Chapter IV, of SEWRPC Technical Report No. 50, *Travel Simulation Models of Southeastern Wisconsin*. The models were calibrated with year 2011-2012 large-scale travel survey data and are consistent with current accepted modeling practice. The fifth-generation travel simulation models incorporate many of the potential model enhancements identified during a peer review of the Commission's fourth-generation travel simulation models. The resulting fifth-generation travel simulation models were reviewed by the Commission's Advisory Committee on Regional Land Use and Transportation System Planning, which includes representation from Federal, State, and local governments.

The fifth-generation travel demand model is a time-of-day model and as such incorporates sensitivity to peak- and off-peak travel times by modeling the trip distribution, modal choice, and a capacity restrained traffic assignment for four different periods of the day: AM (7:00 am to 9:00 am), Midday (9:00 am to 2:30 pm), PM (2:30 pm to 6:00 pm), and Night (6:00 pm to 6:00 am). The models incorporate an iteration, or feedback, of model steps so that the travel times attendant to each period used to determine travel patterns, transit ridership, and route choice are consistent with the travel times established in capacity restraint traffic assignment specific to each period. This feedback of congested travel times within each of the four periods is iterated until the traffic volumes assigned to the system stabilize, thus insuring that the travel times, pattern of travel, and mode choice are consistent and stable.

The constrained peak hour, and the free flow, or off-peak, travel speeds incorporated in the models are based upon actual field surveyed speeds and travel times. The last such analysis was conducted in 2014 utilizing GPS

⁹ A U.S. Department of Transportation, Federal Highway Administration report issued May 21, 1997, on the Federal Review of the travel modeling conducted by the Commission, is documented in Appendix E of SEWRPC Memorandum Report No. 147, entitled, *Assessment of Conformity of the Amended Year 2000-2002 Transportation Improvement Program and Amended Year 2020 Regional Transportation Plan With Respect to the State of Wisconsin Air Quality Implementation Plan—Six-County Severe Ozone Nonattainment Area and Walworth County Ozone Maintenance Area, along with a Commission report which cites how each requirement in 40CFR 93.122 is met. In addition, the Commission's fourth-generation travel demand models were peer reviewed by a panel of three national modeling experts in December 2014. The recommendations for potential model enhancements were considered and incorporated where appropriate into the Commission's fifth-generation travel simulation models. This peer review is documented in Chapter III of SEWRPC Technical Report No. 50, entitled Travel Simulation Models of Southeastern Wisconsin.*

data collected as part of the 2011-2012 travel inventory. The models estimate travel times attendant to the traffic assigned within each model period and utilize these travel times within the trip distribution and modal choice for the work, shopping, and other purposes. The trip distribution step is sensitive to the modes available and both the trip distribution and mode choice steps are directly sensitive to the price of travel, as well as travel time, including public transit travel time.

The future travel and traffic forecasts from the models have been compared to historic trends. The models were validated for the years 2001 and 2011 using 2000 and 2010 census and land use inventory data, and 2001-2002 and 2011-2012 travel survey and transportation system inventory data with respect to simulation of both transit ridership and arterial street and highway traffic by comparing model estimates to actual counts. The VMT estimated by the models in the base year of its validation (2011) have been compared to estimates prepared with the WisDOT traffic counts included in the Highway Performance Monitoring System (HPMS), and it has been determined that the 2011 model estimate is consistent with the 2011 inventory estimate. This validation is documented in Chapter IV of Technical Report No. 50. Also, as previously noted the FRTP based annual growth in VMT is between 0.7 and 0.5 percent to the year 2050, which is less than the historical growth rates, but consistent with the trend of declining growth in VMT since the 1960's.¹⁰

In addition, the Commission has maintained for over 20 years procedures to estimate off-network roadway travel. The procedures have been periodically reevaluated and validated. Such procedures were developed as part of the first Statewide implementation plan for air quality, prepared by the Regional Planning Commission in 1978, and provide estimates for use in RTP and State Implementation Plan preparation and conformity determination. The method is based on analyses which estimate off-network travel by calculating total intrazonal travel and trip lengths, based upon zone size and development distribution. The analyses indicate off-network travel represents about 9 percent of total travel. This is consistent with independent highway performance monitoring system estimates. Off-network travel is estimated for each alternative by factoring network travel forecasts by approximately 10 percent.

As previously noted, consistency of the land use and transportation system components of VISION 2050 is directly established, as both the land use and transportation components were designed to be consistent with each other. The projects included in the FRTP come out of the transportation component of VISION 2050, the accessibility provided by the FRTP should also serve and promote implementation of the land use plan. The population, employment, land use, and other assumptions attendant to the travel and traffic forecast are documented in Volume II, Chapter IV of SEWRPC Planning Report 55, *VISION 2050: A Regional Land Use and Transportation Plan for Southeastern Wisconsin*. These forecasts anticipate more moderated growth as compared to historical trends.

Conformity Determination Criteria--Consistency with Motor Vehicle Emissions Budgets

The test of FRTP and TIP conformity requires that the transportation system emissions forecasts under the FRTP and TIP must be consistent with, that is, equal to, or less than, the motor-vehicle emission budgets (MVEB) in the maintenance plan for the three-county maintenance area for the 2006 24-hour PM_{2.5} NAAQS and the early progress plan for the Wisconsin portion of the Chicago-Naperville, IL-IN-WI nonattainment area.

¹⁰ Table 4.4 of Chapter 4 of Volume 1 of SEWRPC Planning Report No. 55, *VISION 2050: A Regional Land Use and Transportation System Plan for Southeastern Wisconsin*.

With respect to the three-county area, the maintenance plan for the 2006 24-hour PM_{2.5} NAAQS for this conformity analysis is the attainment demonstration submitted to USEPA in June 2012 which established VOC, NO_x, PM_{2.5}, and SO₂ MVEB's for 2020 and 2025. In December 2015, WDNR submitted a SIP revision for the three county area which established new 2020 and 2025 MVEBs for VOC. Effective April 22, 2016, these updated VOC MVEBs will be used to demonstrate conformity.

With respect to the Wisconsin portion of the Chicago-Naperville, IL-IN-WI moderate nonattainment area, the early progress plan for the 2008 8-hour ozone NAAQS for this conformity analysis is the Early Action Plan submitted to USEPA in January 2015 which established VOC and NO_x MVEB's for 2015. Adequacy of the submitted budgets was determined by USEPA effective April 16, 2015.

The transportation system emissions attendant to the FRTP and 2015-2018 TIP through the year 2050 were forecast through application of the Commission's fifth-generation travel and traffic simulation models under the year 2050 population, households, and employment forecasts and regional land use plan. Table 6 presents the forecast VMT attendant to the forecast years of 2017, 2020, 2025, 2030, 2040, and 2050. The transportation plan projects incorporated in each forecast year were listed in Tables 3 (transit) and 1 (arterial street and highway).

The year 2015-2018 TIP is consistent with the FRTP and the plan's implementation schedule. All TIP projects, that is, projects with air quality impacts, are included in the plan. Also, the TIP includes all projects essential to implement the plan on schedule. The satisfaction of these two tests is demonstrated in Tables 1, 3, and 7.

Tables 1 and 3 list all projects with air quality impact proposed in the FRTP, along with the plan-recommended implementation schedule, and identifies the plan projects which are included in the year 2015-2018 TIP. Table 7 lists all projects with air quality impact, so-called "nonexempt" projects in the year 2015-2018 TIP and confirms that they are included in the FRTP and confirms that their schedule in the improvement program is consistent with their schedule for project completion proposed in the FRTP.¹¹

Table 8 presents for the years 2020, 2025, 2030, 2040, and 2050 forecast VOC, NO_x, SO₂, and PM_{2.5} emissions from the transportation system within the three-county PM_{2.5} nonattainment area under the FRTP and TIP, and compares the forecast emissions to the year 2020 and 2025 transportation system VOC, NO_x, SO₂, and PM_{2.5} MVEBs. In all cases, the FRTP and TIP forecast emissions are less than the emissions budgets in the maintenance plan. Thus, this conformity criterion is shown to be fully met for the 2006 24-hour PM_{2.5} NAAQS by the FRTP and 2015-2018 TIP.

Table 8 presents for the years 2017, 2025, 2030, 2040, and 2050 forecast VOC and NO_x emissions from the transportation system within the Wisconsin portion of the Chicago-Naperville, IL-IN-WI nonattainment area for the 2008 eight-hour ozone NAAQS under the FRTP and the TIP, and compares the forecast emissions to transportation system VOC and NO_x. In all cases, the FRTP and TIP forecast emissions are less than the emissions budgets in the early progress plan. Thus this conformity criterion is fully met for the 2008 eight-hour ozone NAAQS by the FRTP and 2015-2018 TIP.

¹¹All 2015-2018 TIP projects can be found at the Commission's TIP webpage (www.sewrpc.org/tip).

Table 6
Forecast Average Weekday Vehicle Miles of Travel within Southeastern Wisconsin Under the
Federally Recognized Transportation Plan^a

Speed Range (mph)	PM _{2.5} Area ^b					Ozone Area ^c				
	2020	2025	2030	2040	2050	2017	2025	2030	2040	2050
0-2.5	--	--	--	--	--	--	--	--	--	--
2.5-7.5	1,559	1,588	1,592	1,595	2,458	--	--	--	--	--
7.5-12.5	11,409	11,096	11,091	11,268	10,568	--	168	168	--	--
12.5-17.5	9,852	11,208	13,021	15,930	17,113	317	163	163	29	58
17.5-22.5	46,727	45,208	40,063	43,223	50,136	2,098	772	771	28	1,144
22.5-27.5	1,366,211	1,390,526	1,413,951	1,435,532	1,460,990	45,370	42,829	46,295	47,608	48,604
27.5-32.5	4,725,668	4,767,999	4,780,425	4,866,867	4,989,744	413,408	426,619	426,190	441,984	456,524
32.5-37.5	4,504,391	4,567,974	4,633,025	4,722,099	4,874,537	289,071	289,997	297,634	311,279	340,302
37.5-42.5	2,895,355	2,936,332	2,994,377	3,076,114	3,300,830	75,551	87,308	89,667	116,233	124,510
42.5-47.5	3,324,834	3,387,367	3,525,572	3,679,162	3,921,491	688,171	732,098	768,513	824,750	898,775
47.5-52.5	498,010	512,402	534,110	587,264	648,991	72,918	97,974	100,798	110,403	109,723
52.5-57.5	1,673,235	1,707,211	1,763,989	1,967,144	2,113,879	229,131	249,064	267,886	288,795	313,951
57.5-62.5	--	--	--	--	--	--	--	--	--	--
62.5-67.5	--	--	--	--	--	--	--	--	--	--
67.5-72.5	--	--	--	--	--	--	--	--	--	--
72.5+	--	--	--	--	--	--	--	--	--	--
Subtotal	19,057,252	19,338,911	19,711,216	20,406,198	21,390,737	1,816,034	1,926,992	1,998,086	2,141,109	2,293,590
0-2.5	--	--	--	126	127	--	--	--	--	--
2.5-7.5	4,998	12,885	8,713	7,537	9,457	--	--	--	--	--
7.5-12.5	12,304	4,965	1,985	3,010	1,608	--	--	--	--	--
12.5-17.5	31,331	28,020	14,330	17,477	11,475	--	--	--	--	--
17.5-22.5	201,981	170,600	164,518	199,901	217,361	--	--	--	--	--
22.5-27.5	240,951	257,624	286,519	224,596	271,498	--	--	--	--	--
27.5-32.5	224,969	231,968	232,918	202,702	199,443	--	--	--	--	--
32.5-37.5	260,428	274,370	312,401	268,842	294,953	--	--	--	--	--
37.5-42.5	319,564	309,426	256,345	255,680	291,127	--	--	--	--	371
42.5-47.5	371,137	352,264	376,922	345,995	382,033	--	--	--	--	5,335
47.5-52.5	697,445	681,746	646,865	724,042	772,673	--	--	--	--	--
52.5-57.5	2,477,699	2,669,325	2,690,368	2,728,535	2,779,522	--	--	--	--	--
57.5-62.5	2,880,722	2,964,161	3,143,500	3,161,491	3,209,686	--	--	--	9,652	37,560
62.5-67.5	498,536	343,918	362,585	475,199	491,836	16,617	6,379	27,151	87,656	118,692
67.5-72.5	3,869,777	4,310,162	4,417,965	5,056,068	5,069,371	999,227	1,103,565	1,128,198	1,159,722	1,159,716
72.5+	--	--	--	--	--	--	--	--	--	--
Subtotal	12,091,844	12,611,435	12,915,935	13,671,199	14,002,171	1,015,844	1,109,944	1,155,350	1,257,030	1,321,673
Total	31,149,096	31,950,347	32,627,151	34,077,398	35,392,908	2,831,878	3,036,936	3,153,435	3,398,139	3,615,263

Source: SEWRPC

^a The vehicle miles of travel set forth in this table represent arterial vehicle miles of travel only. Nonarterial vehicle miles of travel would increase the total average weekday vehicle miles of travel by approximately 10 percent.

^b Three-county 2006 24-hour fine particulate (PM_{2.5}) national ambient air quality standard (NAAQS) maintenance area consisting of Milwaukee, Racine, and Waukesha Counties.

^c Wisconsin portion of the Chicago-Naperville, IL-IN-WI 2008 eight-hour ozone NAAQS nonattainment area consisting of Kenosha County east of IH 94.

CTH/cth
 #232721 (source #231143)
 6/23/2016

Table 7
Transportation Improvement Program for the Milwaukee Transportation Management Area-
Milwaukee County 2015-2018

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)						AIR QUAL STAT	
	NO	DESCRIPTION / STATE ID	TYPE		2015	2016	2017	2018	Total		
STATE OF WISCONSIN	46 (57)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF IH 94 FROM THE ILLINOIS STATE LINE TO THE MITCHELL INTERCHANGE IN MILWAUKEE, RACINE, AND KENOSHA COUNTIES (32.50 MI)	HI	DETAIL COSTS	PE	831.2	1,187.7	2,463.4	1,285.9	5,768.2	NON-EXEMPT
					ROW	556.7	0.5	0.0	0.0	557.2	
					CONST	312.2	1,751.0	97,967.1	119,650.1	219,680.4	
					OTHER	0.0	0.0	0.0	0.0	0.0	
					TOTAL	1,700.1	2,939.2	100,430.5	120,936.0	226,005.8	
SOURCE OF FUNDS NHPP	LOCAL	0.0	0.0	0.0	0.0	0.0					
	STATE	1,294.7	2,939.2	74,803.5	96,696.8	175,734.2					
	FEDERAL	405.4	0.0	25,627.0	24,239.2	50,271.6					
	TOTAL	1,700.1	2,939.2	100,430.5	120,936.0	226,005.8					
		8000076									
	47 (58)	RECONSTRUCTION OF THE ZOO INTERCHANGE AND APPROACHES ON IH 94, IH 894 AND USH 45 IN MILWAUKEE COUNTY	HI	DETAIL COSTS	PE	105.1	0.0	0.0	0.0	105.1	NON-EXEMPT
					ROW	5,636.1	0.0	0.5	0.0	5,636.6	
					CONST	379,326.8	21,784.4	180,496.1	230.5	581,837.8	
					OTHER	3,211.1	3,211.1	3,211.1	0.0	9,633.3	
					TOTAL	388,279.1	24,995.5	183,707.7	230.5	597,212.8	
SOURCE OF FUNDS NHPP	LOCAL	1,362.2	0.0	198.2	0.0	1,560.4					
	STATE	319,934.5	24,995.5	158,976.3	230.5	504,136.8					
	FEDERAL	66,982.4	0.0	24,533.2	0.0	91,515.6					
	TOTAL	388,279.1	24,995.5	183,707.7	230.5	597,212.8					
		8000205	1060-33-00								
	48 (60)	RECONSTRUCTION WITH ADDITIONAL LANES OF 27TH ST (STH 241) FROM W DREXEL AVE TO COLLEGE AVE (CTH ZZ) IN THE CITIES OF FRANKLIN AND OAK CREEK (2.0 MI)	HI	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	NON-EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	24,695.0	0.0	0.0	0.0	24,695.0	
					OTHER	0.0	0.0	0.0	0.0	0.0	
					TOTAL	24,695.0	0.0	0.0	0.0	24,695.0	
SOURCE OF FUNDS STP-O	LOCAL	1,250.0	0.0	0.0	0.0	1,250.0					
	STATE	4,689.0	0.0	0.0	0.0	4,689.0					
	FEDERAL	18,756.0	0.0	0.0	0.0	18,756.0					
	TOTAL	24,695.0	0.0	0.0	0.0	24,695.0					
		8009941	2265-16-70								
MILWAUKEE COUNTY	74 (628)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF S 13TH ST (CTH V) FROM W RAWSON AVE (CTH BB) TO DREXEL AVE (1.00 MI)	HI	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	NON-EXEMPT
					ROW	0.0	500.0	0.0	0.0	500.0	
					CONST	0.0	0.0	0.0	5,800.0	5,800.0	
					OTHER	0.0	0.0	0.0	0.0	0.0	
					TOTAL	0.0	500.0	0.0	5,800.0	6,300.0	
SOURCE OF FUNDS STP-M	LOCAL	0.0	100.0	0.0	1,160.0	1,260.0					
	STATE	0.0	400.0	0.0	0.0	400.0					
	FEDERAL	0.0	0.0	0.0	4,640.0	4,640.0					
	TOTAL	0.0	500.0	0.0	5,800.0	6,300.0					
		4000032	2505-00-03								
	75 (82)	RECONSTRUCTION WITH ADDITIONAL LANES OF S 13TH ST (CTH V) FROM PUETZ RD TO DREXEL AVE IN THE CITY OF OAK CREEK (1.00 MI)	HI	DETAIL COSTS	PE	0.0	300.0	300.0	50.0	650.0	NON-EXEMPT
					ROW	0.0	0.0	0.0	500.0	500.0	
					CONST	0.0	0.0	0.0	0.0	0.0	
					OTHER	0.0	0.0	0.0	0.0	0.0	
					TOTAL	0.0	300.0	300.0	550.0	1,150.0	
SOURCE OF FUNDS	LOCAL	0.0	300.0	300.0	550.0	1,150.0					
	STATE	0.0	0.0	0.0	0.0	0.0					
	FEDERAL	0.0	0.0	0.0	0.0	0.0					
	TOTAL	0.0	300.0	300.0	550.0	1,150.0					
		4000009									
MILWAUKEE (CITY)	139 (173)	IMPLEMENTATION OF THE MILWAUKEE DOWNTOWN CONNECTOR STREETCAR BETWEEN THE MILWAUKEE INTERMODAL STATION AND AN AREA NORTH OF THE CENTRAL BUSINESS DISTRICT	TE	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	NON-EXEMPT
					ROW	100.0	0.0	0.0	0.0	100.0	
					CONST	92,459.3	0.0	0.0	0.0	92,459.3	
					OTHER	0.0	0.0	0.0	0.0	0.0	
					TOTAL	92,559.3	0.0	0.0	0.0	92,559.3	
SOURCE OF FUNDS IH-C/S	LOCAL	43,401.5	0.0	0.0	0.0	43,401.5					
	STATE	0.0	0.0	0.0	0.0	0.0					
	FEDERAL	49,157.8	0.0	0.0	0.0	49,157.8					
	TOTAL	92,559.3	0.0	0.0	0.0	92,559.3					
		4109958									
	446	IMPLEMENTATION OF THE LAKEFRONT EXTENSION OF THE MILWAUKEE DOWNTOWN CONNECTOR STREETCAR SYSTEM BETWEEN N BROADWAY AND LINCOLN MEMORIAL DRIVE	TE	DETAIL COSTS	PE	800.0	900.0	0.0	0.0	1,700.0	NON-EXEMPT
					ROW	0.0	100.0	0.0	0.0	100.0	
					CONST	0.0	27,400.0	0.0	0.0	27,400.0	
					OTHER	0.0	0.0	0.0	0.0	0.0	
					TOTAL	800.0	28,400.0	0.0	0.0	29,200.0	
SOURCE OF FUNDS FED TIGER	LOCAL	800.0	14,200.0	0.0	0.0	15,000.0					
	STATE	0.0	0.0	0.0	0.0	0.0					
	FEDERAL	0.0	14,200.0	0.0	0.0	14,200.0					
	TOTAL	800.0	28,400.0	0.0	0.0	29,200.0					
		4109959									

Source: SEWRPC.

Table 7
Transportation Improvement Program for the Milwaukee Transportation Management Area-
Waukesha County 2015-2018

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)						AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE		2015	2016	2017	2018	Total	
STATE OF WISCONSIN	270 (310)	CONSTRUCTION OF THE WAUKESHA BYPASS WITH ADDITIONAL LANES FROM SUMMIT AVE TO GENESEE RD IN THE CITY AND TOWN OF WAUKESHA (3.80 MI)	HI	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0
					ROW	0.0	0.0	0.0	0.0	0.0
					CONST	0.0	37,000.0	0.0	0.0	37,000.0
					OTHER	0.0	0.0	0.0	0.0	0.0
					TOTAL	0.0	37,000.0	0.0	0.0	37,000.0
SOURCE OF FUNDS STP-O	LOCAL	0.0	0.0	0.0	0.0	0.0				
	STATE	0.0	7,400.0	0.0	0.0	7,400.0				
	FEDERAL	0.0	29,600.0	0.0	0.0	29,600.0				
	TOTAL	0.0	37,000.0	0.0	0.0	37,000.0				
		8009781	2788-00-71							
	271 (311)	RECONSTRUCTION WITH ADDITIONAL LANES OF SUMMIT AVE (STH 67) FROM CTH DR (DELAFIELD RD) TO SUMMIT AVE IN THE CITY OF OCONOMOWOC (2.49 MI)	HI	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0
					ROW	0.0	0.0	0.0	0.0	0.0
					CONST	23,243.5	0.0	0.0	0.0	23,243.5
					OTHER	0.0	0.0	0.0	0.0	0.0
					TOTAL	23,243.5	0.0	0.0	0.0	23,243.5
SOURCE OF FUNDS STP-O	LOCAL	71.4	0.0	0.0	0.0	71.4				
	STATE	4,634.4	0.0	0.0	0.0	4,634.4				
	FEDERAL	18,537.7	0.0	0.0	0.0	18,537.7				
	TOTAL	23,243.5	0.0	0.0	0.0	23,243.5				
		8009926	3030-08-70							
WAUKESHA COUNTY	287 (328)	RECONSTRUCTION OF WEST WAUKESHA BYPASS WITH ADDITIONAL LANES FROM USH 18 TO NORTHVIEW RD IN THE TOWN AND CITY OF WAUKESHA (1.0 MI)	HI	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0
					ROW	3,000.0	0.0	0.0	0.0	3,000.0
					CONST	0.0	4,164.1	0.0	0.0	4,164.1
					OTHER	0.0	0.0	0.0	0.0	0.0
					TOTAL	3,000.0	4,164.1	0.0	0.0	7,164.1
SOURCE OF FUNDS STP-M	LOCAL	600.0	964.1	0.0	0.0	1,564.1				
	STATE	0.0	0.0	0.0	0.0	0.0				
	FEDERAL	2,400.0	3,200.0	0.0	0.0	5,600.0				
	TOTAL	3,000.0	4,164.1	0.0	0.0	7,164.1				
		7009991	2788-02-00							
	288 (330)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH M (NORTH AVE) FROM CALHOUN RD TO PILGRIM RD IN THE CITY OF BROOKFIELD (1.0 MI)	HI	DETAIL COSTS	PE	0.0	524.0	0.0	0.0	524.0
					ROW	0.0	0.0	1,732.0	0.0	1,732.0
					CONST	0.0	0.0	0.0	0.0	0.0
					OTHER	0.0	0.0	0.0	0.0	0.0
					TOTAL	0.0	524.0	1,732.0	0.0	2,256.0
SOURCE OF FUNDS STP-M	LOCAL	0.0	524.0	1,732.0	0.0	2,256.0				
	STATE	0.0	0.0	0.0	0.0	0.0				
	FEDERAL	0.0	0.0	0.0	0.0	0.0				
	TOTAL	0.0	524.0	1,732.0	0.0	2,256.0				
		7009988								
	289 (331)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH M (NORTH AVE) FROM PILGRIM RD TO EAST COUNTY LINE IN THE CITY OF BROOKFIELD (2.0 MI)	HI	DETAIL COSTS	PE	1,098.0	0.0	0.0	0.0	1,098.0
					ROW	0.0	1,000.0	1,800.0	0.0	2,800.0
					CONST	0.0	0.0	0.0	13,118.0	13,118.0
					OTHER	0.0	0.0	0.0	0.0	0.0
					TOTAL	1,098.0	1,000.0	1,800.0	13,118.0	17,016.0
SOURCE OF FUNDS STP-M	LOCAL	1,098.0	1,000.0	1,800.0	2,624.0	6,522.0				
	STATE	0.0	0.0	0.0	0.0	0.0				
	FEDERAL	0.0	0.0	0.0	10,494.0	10,494.0				
	TOTAL	1,098.0	1,000.0	1,800.0	13,118.0	17,016.0				
		7000012	2766-00-01							
	523	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CTH M (NORTH AVE) FROM CALHOUN RD TO PILGRIM RD IN WAUKESHA COUNTY (1.06 MI)	HI	DETAIL COSTS	PE	0.0	681.0	0.0	0.0	681.0
					ROW	0.0	0.0	0.0	0.0	0.0
					CONST	0.0	0.0	0.0	0.0	0.0
					OTHER	0.0	0.0	0.0	0.0	0.0
					TOTAL	0.0	681.0	0.0	0.0	681.0
SOURCE OF FUNDS STP-M	LOCAL	0.0	136.2	0.0	0.0	136.2				
	STATE	0.0	0.0	0.0	0.0	0.0				
	FEDERAL	0.0	544.8	0.0	0.0	544.8				
	TOTAL	0.0	681.0	0.0	0.0	681.0				
		7009975	2759-03-00							
WAUKESHA (CITY)	312 (358)	RECONSTRUCTION WITH ADDITIONAL LANES OF MEADOWBROOK RD (WEST WAUKESHA BYPASS) FROM NORTHVIEW RD TO ROLLING RIDGE DR IN THE CITY OF WAUKESHA (0.53 MI)	HI	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0
					ROW	0.0	0.0	0.0	0.0	0.0
					CONST	0.0	2,000.0	0.0	0.0	2,000.0
					OTHER	0.0	0.0	0.0	0.0	0.0
					TOTAL	0.0	2,000.0	0.0	0.0	2,000.0
SOURCE OF FUNDS STP-M	LOCAL	0.0	2,000.0	0.0	0.0	2,000.0				
	STATE	0.0	0.0	0.0	0.0	0.0				
	FEDERAL	0.0	0.0	0.0	0.0	0.0				
	TOTAL	0.0	2,000.0	0.0	0.0	2,000.0				
		7370015								

Table 7
Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area–Kenosha County 2015-2018

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS (\$1,000)						AIR QUAL STAT	
	NO	DESCRIPTION / STATE ID	TYPE		2015	2016	2017	2018	Total		
STATE OF WISCONSIN	345 (391)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 50 (75TH ST) FROM IH 94 TO 43RD AVE INCLUDING THE FRONTAGE ROADS ALONG STH 50 IN THE CITY OF KENOSHA AND VILLAGE OF PLEASANT PRAIRIE (4.45 MI)	HI	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	NON-EXEMPT
					ROW	0.0	0.0	20,100.0	0.0	20,100.0	
					CONST	0.0	0.0	0.0	0.0	0.0	
					OTHER	0.0	0.0	0.0	0.0	0.0	
				TOTAL	0.0	0.0	20,100.0	0.0	20,100.0		
SOURCE OF FUNDS	LOCAL	0.0	0.0	0.0	0.0	0.0					
	STATE	0.0	0.0	20,100.0	0.0	20,100.0					
	FEDERAL	0.0	0.0	0.0	0.0	0.0					
	TOTAL	0.0	0.0	20,100.0	0.0	20,100.0					
	8001026	1310-10-70									
	346 (639)	RECONSTRUCTION OF STH 165 (104TH ST) FROM IH 94 TO STH 31 (INCLUDING RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES FROM 114TH AVE TO TERWALL TER) IN THE VILLAGE OF PLEASANT PRAIRIE (3.70 MI)	HI	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	NON-EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	0.0	4,898.3	0.0	0.0	4,898.3	
					OTHER	0.0	0.0	0.0	0.0	0.0	
				TOTAL	0.0	4,898.3	0.0	0.0	4,898.3		
SOURCE OF FUNDS	LOCAL	0.0	0.0	0.0	0.0	0.0					
	STATE	0.0	4,898.3	0.0	0.0	4,898.3					
	FEDERAL	0.0	0.0	0.0	0.0	0.0					
	TOTAL	0.0	4,898.3	0.0	0.0	4,898.3					
	8009773	3738-02-72									
KENOSHA COUNTY	352 (591)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH S FROM CTH H TO BRUMBACK BLVD IN KENOSHA COUNTY (1.79 MI)	HI	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	NON-EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	0.0	0.0	0.0	0.0	0.0	
					OTHER	250.0	0.0	0.0	0.0	250.0	
				TOTAL	250.0	0.0	0.0	0.0	250.0		
SOURCE OF FUNDS	LOCAL	115.8	0.0	0.0	0.0	115.8					
	STATE	0.0	0.0	0.0	0.0	0.0					
	FEDERAL	134.2	0.0	0.0	0.0	134.2					
	TOTAL	250.0	0.0	0.0	0.0	250.0					
	1009960	3210-00-05									
	353 (615)	REALIGNMENT OF CTH F FROM CTH O TO 352ND AVE IN THE TOWN OF RANDALL (0.95 MI)	HE	DETAIL COSTS	PE	0.0	0.0	0.0	0.0	0.0	NON-EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	0.0	0.0	3,444.7	0.0	3,444.7	
					OTHER	0.0	0.0	0.0	0.0	0.0	
				TOTAL	0.0	0.0	3,444.7	0.0	3,444.7		
SOURCE OF FUNDS	LOCAL	0.0	0.0	688.9	0.0	688.9					
	STATE	0.0	0.0	0.0	0.0	0.0					
	FEDERAL	0.0	0.0	2,755.8	0.0	2,755.8					
	TOTAL	0.0	0.0	3,444.7	0.0	3,444.7					
	1009959	3733-00-01									
KENOSHA (CITY)	363 (407)	EXPANSION OF ELECTRIC STREETCAR SYSTEM IN THE CITY OF KENOSHA-DOWNTOWN LINE EXTENSION	TE	DETAIL COSTS	PE	1,000.0	0.0	0.0	0.0	1,000.0	NON-EXEMPT
					ROW	0.0	0.0	0.0	0.0	0.0	
					CONST	9,257.8	0.0	0.0	0.0	9,257.8	
					OTHER	0.0	0.0	0.0	0.0	0.0	
				TOTAL	10,257.8	0.0	0.0	0.0	10,257.8		
SOURCE OF FUNDS	LOCAL	2,051.6	0.0	0.0	0.0	2,051.6					
	STATE	0.0	0.0	0.0	0.0	0.0					
	FEDERAL	8,206.2	0.0	0.0	0.0	8,206.2					
	TOTAL	10,257.8	0.0	0.0	0.0	10,257.8					
	1039999	1693-42-70									

Table 8
Conformity Test of the Federally Recognized Transportation Plan and 2015-2018 Transportation Improvement Program

Area	Conformity Analysis			Forecast Pollutant Emission Tests (Tons)							
				Volatile Organic Compounds		Nitrogen Oxides		Fine Particulate		Sulfur Dioxide	
	Test	Month	Year	Budget ^e	Forecast	Budget ^e	Forecast	Budget ^e	Forecast	Budget ^e	Forecast
PM_{2.5} Area^a	Budget Test ^c	January	2020	18.274	14.993	32.620	22.397	2.330	1.138	0.390	0.119
			2025	13.778	10.998	28.690	14.269	2.160	0.753	0.380	0.108
			2030	13.778	8.816	28.690	10.041	2.160	0.564	0.380	0.100
			2040	13.778	7.786	28.690	7.851	2.160	0.470	0.380	0.096
			2050	13.778	7.815	28.690	7.797	2.160	0.474	0.380	0.099
Ozone Area^b	Budget Test ^d	July	2017	1.994	1.415	4.379	2.798	--	--	--	--
			2025	1.994	0.804	4.379	1.395	--	--	--	--
			2030	1.994	0.583	4.379	1.054	--	--	--	--
			2040	1.994	0.465	4.379	0.875	--	--	--	--
			2050	1.994	0.441	4.379	0.787	--	--	--	--

Source: SEWRPC and Wisconsin Department of Natural Resources.

^a Three-county 2006 24-hour fine particulate (PM_{2.5}) national ambient air quality standard (NAAQS) maintenance area consisting of Milwaukee, Racine, and Waukesha Counties.

^b Wisconsin portion of the Chicago-Naperville, IL-IN-WI 2008 eight-hour ozone NAAQS nonattainment area consisting of Kenosha County east of IH 94.

^c Year 2020 and 2025 budgets for Volatile Organic Compounds, Nitrogen Oxides, Fine Particulates, and Sulfur Dioxide are documented in the maintenance plan submitted by the Wisconsin Department of Natural Resources to USEPA on June 5, 2012. The maintenance plan has been approved by USEPA and the three-county area redesignated to attainment effective April 22, 2014 and revised effective April 22, 2016.

^d Year 2015 budgets for volatile organic compounds and nitrogen oxides are documented in the early action plan submitted by the Wisconsin Department of Natural Resources to USEPA on January 16, 2015 and determined adequate for transportation conformity effective April 16, 2015.

^e Value not to be exceeded.

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 6/23/2016

Appendix A

PROPOSED CONFORMITY ANALYSIS OF THE YEAR 2050 REGIONAL TRANSPORTATION PLAN AND YEAR 2015-2018 TRANSPORTATION IMPROVEMENT PROGRAM

- Years for Analysis [Years For Which Projection of Emissions Will Be Made For The Regional Transportation Improvement Program (TIP)/Transportation Plan (RTP)], Planning Assumptions and Forecasts, and Travel Simulation Models
 - Proposed years are 2017, 2020, 2025, 2030, 2040, and 2050. Year 2050 emission projections will be based on SEWRPC intermediate demographic and economic growth forecasts from year 2050 regional land use plan.
 - Emission projections will be based upon travel and traffic forecasts prepared from the Commission's current (5th Generation) travel simulation models—developed with 2011-2012 data and have been validated to the years 2001 and 2011 estimated actual vehicle miles of travel. These models and the attendant validation are documented in Commission Technical Report Number 50, *Travel Simulation Models of Southeastern Wisconsin*.
- Emission Budget Tests for Conformity
 - Three-County 24-Hour Fine Particulate (PM_{2.5}) maintenance area
 - MOVES2010a based budgets included in the 24-hour fine particulate redesignation request and maintenance plan submitted to US EPA in June of 2012
 - 2020, 2025, 2030, 2040 and 2050 TIP/RTP PM_{2.5}, VOC, SO₂, and NO_x emission forecasts must not exceed the 2020 and 2025 PM_{2.5}, VOC, and NO_x Budgets
 - Emission estimates will be compared to the proposed PM_{2.5}, NO_x, SO₂, budgets included in 24-hour fine particulate redesignation request and maintenance plan submitted to US EPA in June of 2012 and VOC budgets included in the SIP update submitted to USEPA December 23, 2015.
 - Fine Particulate (PM_{2.5})—2.33 tons for 2020 and 2.16 for 2025
 - Nitrogen Oxides (NO_x)—32.62 tons for 2020 and 28.69 tons for 2025
 - Sulfur Dioxide (SO₂)—0.39 tons for 2020 and 0.38 tons for 2025
 - Volatile Organic Compounds (VOC)—18.274 tons for 2020 and 13.778 tons for 2025
 - Emission model will be MOVES2014a
 - Partial Kenosha County 2008 Ozone NAAQS nonattainment area comprised of Pleasant Prairie and Somers Townships
 - MOVES2014 based budgets included in Early Progress Plan Submitted to US EPA in January of 2015.
 - 2017, 2025, 2030, 2040 and 2050 TIP/RTP VOC and NO_x emission forecasts must not exceed the 2015 VOC, and NO_x Budgets.
 - Emission estimates will be compared to the NO_x and VOC budgets included in Early Progress Plan Submitted to US EPA in January of 2015.
 - Nitrogen Oxides (NO_x)—4.379 tons for 2015
 - Volatile Organic Compounds (VOC)—1.994 tons for 2015
 - Emission model will be MOVES2014a
 - National defaults will be used with the exception of the following localized input data:
 - Age Distribution (2017, 2020, 2025, 2030, 2040, and 2050) to be provided by WDNR

Appendix A (continued)

- Average Speed Distribution (2017, 2020, 2025, 2030, 2040, and 2050) to be provided by SEWRPC
 - Fuels (2017, 2020, 2025, 2030, 2040, and 2050) to be provided by WDNR
 - Inspection and Maintenance Program (2017, 2020, 2025, 2030, 2040, and 2050) to be provided by WDNR
 - Meteorology (2017, 2020, 2025, 2030, 2040, and 2050) to be provided by WDNR
 - Ramp (2017, 2020, 2025, 2030, 2040, and 2050) to be provided by SEWRPC
 - Road Type (2017, 2020, 2025, 2030, 2040, and 2050) to be provided by SEWRPC
 - Source Type Population (2017, 2020, 2025, 2030, 2040, and 2050) to be provided by WDNR and updated by SEWRPC based on VMT Estimates
 - Vehicle Type VMT (2017, 2020, 2025, 2030, 2040, and 2050) to be provided by WDNR and updated by SEWRPC based on VMT Estimates
 - Month VMT Fraction (2017, 2020, 2025, 2030, 2040, and 2050) to be provided by WDNR
 - Day VMT Fraction (2017, 2020, 2025, 2030, 2040, and 2050) to be provided by WDNR
 - Hour VMT Fraction (2017, 2020, 2025, 2030, 2040, and 2050) to be provided by WDNR and Freeway Data updated by SEWRPC
- SEWRPC will run the MOVES2014a model to develop emission estimates and will provide WDNR copies of the MOVES run specifications, input files, and MOVES outputs with the draft conformity demonstration.

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