RECORD OF PUBLIC COMMENTS

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

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION
### Regional Land Use Planning Advisory Committee

<table>
<thead>
<tr>
<th>Committee Member</th>
<th>Position and Location</th>
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<table>
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<th>Committee Member</th>
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RECORD OF PUBLIC COMMENTS

VISION 2050

A REGIONAL LAND USE AND TRANSPORTATION PLAN FOR SOUTHEASTERN WISCONSIN

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

COMMENTS RECEIVED ON THE DRAFT AMENDMENT FROM AUGUST 28, 2018, THROUGH SEPTEMBER 30, 2018 AND
COMMENTS RECEIVED ON DRAFT EQUITY ANALYSES OF THE AMENDMENT FROM OCTOBER 26, 2018, THROUGH NOVEMBER 26, 2018

Prepared by the
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December 2018
OVERVIEW .......................................................... 1
SUMMARY OF COMMENTS RECEIVED .......................................................... 1

APPENDIX A
COMMENTS RECEIVED REGARDING PROPOSED AMENDMENT TO VISION 2050 RELATED TO FOXCONN .......................................................... 13

Figure A.1 Comments Submitted via U.S. Mail, Email, Fax, or Online Form During the Public Comment Period .......................................................... 14
Figure A.2 Comments Submitted Via Comment Card During the Public Meetings .......................................................... 61
Figure A.3 Comments Submitted Orally to Court Reporters During the Public Meetings .......................................................... 72
Figure A.4 Comments Submitted at the Environmental Justice Task Force Meeting held on September 13, 2018 .......................................................... 104

APPENDIX B
ATTENDANCE RECORDS OF SEPTEMBER 2018 PUBLIC MEETINGS .......................................................... 105

Figure B.1 Sign-in Sheets from the Public Meetings .......................................................... 106

APPENDIX C
COMMISSION ANNOUNCEMENTS OF PUBLIC MEETINGS AND SUMMARY MATERIALS PROVIDED AT THOSE MEETINGS .......................................................... 117

Figure C.1 Paid Newspaper Advertisements .......................................................... 118
Figure C.2 Email Announcing the Public Meetings .......................................................... 120
Figure C.3 Flyer Announcing the Public Meetings .......................................................... 122
Figure C.4 Press Release and List of Media Outlets .......................................................... 123
Figure C.5 Presentations Given at the Public Meetings .......................................................... 127
Figure C.6 Display Boards at the Public Meetings .......................................................... 131
Figure C.7 Summary of Proposed Amendment Distributed at Public Meetings .......................................................... 133
Figure C.8 Newspaper Articles and Editorials Concerning Proposed Amendment .......................................................... 145

APPENDIX D
COMMENTS RECEIVED REGARDING EQUITY ANALYSES OF PROPOSED AMENDMENT TO VISION 2050 RELATED TO FOXCONN .......................................................... 169

Figure D.1 Email Announcing Comment Period on Draft Equity Analyses .......................................................... 170
Figure D.2 Comments Submitted via U.S. Mail, Email, Fax, or Online Form During the Public Comment Period .......................................................... 172
OVERVIEW

This report documents the public comment received on a proposed amendment to VISION 2050 related to Foxconn and on draft equity analyses of the proposed amendment. Comments on the draft amendment itself were received during a formal public comment period from August 28 through September 30, 2018, and during six public meetings held across Southeastern Wisconsin between September 10 and September 20, 2018. Comments on draft equity analyses of the proposed amendment were received during a formal public comment period from October 26 through November 26, 2018. All comments received were considered by Commission staff and the Advisory Committees guiding VISION 2050 as staff prepared a final amendment to VISION 2050 related to Foxconn.

VISION 2050, the regional land use and transportation plan for the seven-county Southeastern Wisconsin Region, was adopted by the Southeastern Wisconsin Regional Planning Commission in July 2016, prior to any knowledge of the Foxconn development that is being constructed in the Village of Mount Pleasant. Given the size and significance of this development, it was necessary to amend VISION 2050 to incorporate land use changes to accommodate additional residents and jobs directly or indirectly related to the Foxconn manufacturing campus. In addition to land use changes, the plan amendment incorporates transportation improvements to serve the Foxconn manufacturing campus area. As part of the plan amendment, based on intervening changes in State funding for transportation projects, staff also revisited the analysis of existing and reasonably expected costs and revenues associated with the transportation system recommended in VISION 2050. In addition, staff prepared updated equity analyses of the plan’s land use and transportation components as amended.

The report presents in a series of appendices:

- Comments received from August 28 through September 30, 2018, regarding the proposed amendment to VISION 2050 related to Foxconn (Appendix A)
- Attendance records of the public meetings held between September 10 and September 20, 2018 (Appendix B)
- Commission announcements of the public meetings and summary materials provided at those meetings (Appendix C)
- Comments received from October 26 through November 26, 2018, regarding draft equity analyses of the proposed amendment to VISION 2050 related to Foxconn (Appendix D)

SUMMARY OF COMMENTS RECEIVED

Comments in Support of Improving Public Transit (19 commenters)

- Several commenters suggested specific transit improvements connecting to Foxconn or in other parts of the Region:
  - Bus service additions or extensions, including along Brown Deer Road between Green Bay Road and Waukesha County, along Good Hope Road between Cardinal Stritch University and Community Memorial Hospital in Menomonee Falls, to Shopko in the Village of Sussex, to the Menomonee Falls Industrial Park, further north on Sherman Boulevard to Brown Deer Road, and to business parks.
  - Commuter rail additions, including connecting Milwaukee to Foxconn and connecting Milwaukee’s North Shore communities to Milwaukee.

Response: VISION 2050 recommends significantly improving and expanding public transit and the locations identified in the comments are almost entirely recommended to be served by public transit in some form. Some destinations, such as suburban business parks, may not be cost effective to serve with fixed-route transit services, but could be served by on-demand or flexible transit services.

- Commuter rail additions, including connecting Milwaukee to Foxconn and connecting Milwaukee’s North Shore communities to Milwaukee.

Response: In addition to the four commuter rail corridors recommended by VISION 2050, there are a number of other freight rail corridors in the Region that could be utilized for commuter rail, should an entity be interested in pursuing their development. These additional corridors...
are not included in the recommended transit system under VISION 2050 because they are forecast to have markedly lower ridership than the four corridors that are recommended, but are shown on Map 1.9 of the original VISION 2050 plan report as an acknowledgment that they could be pursued in the future. One of these lines is shown extending north of Milwaukee into Ozaukee County and beyond to Sheboygan.

In response to this and other comments received during the public comment process, Commission staff added the freight rail corridor directly connecting Milwaukee to the Foxconn campus, which was not included in the draft plan amendment presented for public comment, to the potential commuter rail corridors shown on Map 1.9. A revised Map 1.9, which replaces the original map in the VISION 2050 plan report, is included in Appendix A of the amendment document. The challenges to establishing commuter rail service in this corridor should be noted, however, including relatively high freight volumes, the presence of existing Amtrak Hiawatha service that is currently planned to be enhanced, and the limited development that would be served along a large portion of the corridor.

- Add a shuttle bus connecting Milwaukee workers to Foxconn.
  
  **Response:** The draft amendment contained two bus routes connecting Milwaukee and the Foxconn site, including a commuter route from downtown Milwaukee and a shuttle connecting the Sturtevant Train Station (which is served by an existing rail service connecting the station to Milwaukee) to the Foxconn site. In response to this and other comments received during the public comment process, Commission staff modified the commuter bus route proposed under the draft plan amendment from downtown Milwaukee to also connect near north, near south, and near northwest side neighborhoods directly to the Foxconn site.

- A few commenters expressed support for commuter rail connecting Kenosha, Racine, and Milwaukee. (3)

- A few commenters suggested that the State of Wisconsin allow creation of a regional transit authority to aid in addressing the Region’s transportation issues. (3)
  
  **Response:** VISION 2050 recognizes that, although providing adequate funding is the most important step needed to implement the significant improvement and expansion of transit service recommended in the plan, the creation of a regional transit authority (RTA) with the ability to collect dedicated funding, and construct, manage, and operate the recommended transit system would bolster and simplify the implementation process. A number of the recommended transit services extend across city and county boundaries and a regional agency could assist in implementing these recommended services. Legislative efforts to create an RTA, however, have not progressed since 2010.

- A commenter suggested that regional transit collaboration is needed in the absence of a regional transit authority.
  
  **Response:** One way this type of regional collaboration is occurring is through the Regional Transit Leadership Council (RTLC), which was created in 2016. The RTLC is an independent organization made up of regional leaders attempting to resolve the Region’s complex connectivity challenges through advancement of a multimodal transportation system. Commission staff serves on the RTLC’s Executive Committee.

- A commenter suggested considering the public transportation needs of people with disabilities.
  
  **Response:** VISION 2050 recommends that vehicles used by public transit operators be accessible, and also recommends a region-wide complementary paratransit system in areas that have fixed-route transit services, and accessible shared-ride taxi service in the remainder of the Region.

- A commenter suggested that the Village of Sturtevant add transit funding back to their budget so RYDE can reestablish service in Sturtevant.

- A commenter suggested that Waukesha County and other surrounding counties support transit improvements from Milwaukee County to increase access to jobs for Milwaukee County residents and access to a larger labor pool for businesses.

- A commenter expressed support for intercity rail to Madison and Minneapolis.
• A commenter suggested prioritizing public transit improvements over improvements to serve personal vehicle use.
• A commenter noted that encouraging public transit use can reduce fuel consumption.
• A commenter noted that improving public transit better connects people to jobs.
• A commenter expressed general support for light rail.
• A commenter suggested providing a bus stop at every intersection that has a traffic signal and in front of businesses.
• A commenter noted that not everyone has the ability to drive to work.

Comments in Support of Addressing the Lack of Funding for the Plan’s Recommended Transportation System (15 commenters)

• Several commenters expressed concern about the lack of funding for the plan’s recommended public transit improvements. (6)
• A few commenters suggested that the State of Wisconsin adequately fund public transportation. (3)
• Two commenters suggested that Federal and State government provide the funding necessary to implement the plan’s recommended transportation system. (2)
• During a Commission staff presentation to the City of Milwaukee’s Public Transportation, Utilities, and Waterways Review Board on September 26, 2018, members of the Board requested that staff add an analysis of the funding necessary to implement the transportation improvements recommended under VISION 2050 that are not included in the Fiscally Constrained Transportation Plan.

  Response: Commission staff added a discussion on potential revenue sources that could be considered to fully achieve the recommended transportation system, along with estimates of the revenue each source could potentially generate on an annual basis, to the updated financial analysis section of the amendment document.

• A commenter suggested working with the Visioning Greater Racine Transportation WAVE Team on ways to address the lack of funding.

  Response: Commission staff are always willing to work with community groups to discuss the Commission’s plans and planning efforts, and to encourage implementing the recommendations of the Commission’s plans. Because of the Commission’s role as an advisory planning agency, and as indicated in the State Statutes that enabled the creation of the Commission, Commission staff do not lobby the State Legislature on issues related to implementing plan recommendations, including the funding required to implement many of the transportation recommendations in VISION 2050. However, Commission staff have, and would in the future, provide information and advice to entities that are interested in creative solutions to address the shortage of transportation funding in Southeastern Wisconsin.

• A commenter suggested that employers contribute funding to improve public transit to be good corporate citizens and increase access to a larger labor pool.
• A commenter suggested funding public transit through a dedicated portion of the gas tax.
• A commenter suggested implementing tolling to fund highway improvements.
• A commenter expressed concern that infrastructure will decline rapidly if we do not provide adequate funding.
• A commenter noted a need to consider the transportation system’s impact on the economy.
• A commenter expressed concern about the impact on businesses caused by a lack of transportation funding.

Comments Related to Commission Public Involvement Efforts (6 commenters)

• A few commenters expressed appreciation for how staff presented information at the public meetings. (3)
• A commenter suggested using more modern technology in outreach efforts, such as web-based and smart phone-based tools.
• A commenter suggested better informing people of opportunities to become involved in planning efforts and how they can help implement plan recommendations.
• A commenter suggested presenting information more simply to effectively educate people.
• A commenter suggested that public outreach materials should present planning efforts in a way that people can relate to, which may lead to greater attendance at public meetings and more public input.
• A commenter suggested gathering representatives from all the groups and agencies the Commission works with—including those from the faith-based community, service sector, educational community, business community, and government—for one event to discuss how to address future needs.

Comments Related to the Design of the Foxconn Campus and Surrounding Areas (6 commenters)

• A commenter expressed concern about water pollution from the Foxconn campus.

Response: Activities associated with the Foxconn campus that would generate water pollution are regulated under local ordinances and/or State law. The two areas that are addressed relative to water quality from the site are stormwater management and wastewater treatment. Additional information related to environmental considerations for the Foxconn development can be accessed at: dnr.wi.gov/Business/Foxconn.html. The information set forth below relates to 1) stormwater quality management, 2) wastewater treatment, and 3) 2017 Wisconsin Act 58.

Stormwater Management
During and after construction, the quality of stormwater runoff from the site is, or will be, regulated under the Village of Mount Pleasant code of ordinances, and by the Wisconsin Department of Natural Resources (WDNR) under Chapter 283, “Pollution Discharge Elimination,” of the Wisconsin Statutes; Chapters NR 151, “Runoff Management,” and NR 216, “Storm Water Discharge Permits,” of the Wisconsin Administrative Code; and Wisconsin Pollutant Discharge Elimination System (WPDES) General Permit No. WI-S067831-05, “Construction Site Storm Water Runoff.” The WDNR authority for regulating the quality of stormwater runoff stems from its designation by the U.S. Environmental Protection Agency as the regulatory agency for enforcing the requirements of the Federal Clean Water Act in the State of Wisconsin. The Village and WDNR share responsibility for enforcement of the stormwater permit provisions related to construction site erosion control. The Village’s municipal separate storm sewer system permit, which is issued by WDNR, requires the Village to have long-term maintenance agreements with Foxconn to ensure that permanent, post-construction stormwater management measures are maintained.

Foxconn has submitted a notice of intent to WDNR for coverage under an industrial stormwater discharge general permit. A stormwater pollution prevention plan addressing potential industrial stormwater pollutants would have to be prepared by Foxconn as part of the permitting process. WDNR intends to act on the industrial stormwater discharge permit application prior to commencement of industrial operations.

Wastewater Treatment
Domestic and industrial wastewater generated by the Foxconn manufacturing operation would ultimately be treated at the City of Racine Wastewater Utility plant. The City of Racine is a State-authorized pretreatment authority, and it will establish requirements for pretreatment of any industrial wastewater generated by the manufacturing operation. Through the City’s WPDES permit for its wastewater treatment plant, the WDNR has oversight authority for any pretreatment program required by the City. The ultimate objective of the treatment of domestic and industrial wastewater generated by the Foxconn operation is to protect the water quality of Lake Michigan, which receives treated wastewater from the Racine treatment plant.

Foxconn has indicated an intent to implement zero liquid discharge (ZLD) wastewater treatment processes at its facility. ZLD technology recycles most of the water used at a facility, reducing, or eliminating, the return of process wastewater to the Racine wastewater treatment plant, and, ultimately, to Lake Michigan.
2017 Wisconsin Act 58
2017 Wisconsin Act 58 eliminated certain environmental requirements for activities within an electronics and information technology manufacturing (EITM) zone, such as was established for the Foxconn development. The stormwater management quality and wastewater treatment requirements described above are not affected by the Act.

The Act modified Chapter 30, “Navigable Waters, Harbors and Navigation,” of the Wisconsin Statutes to eliminate permit requirements for the placement of a structure or the deposition of material in a navigable stream when such placement or deposition is related to the construction, access, or operation of a new manufacturing facility located in an EITM zone. The requirements were retained that call for the structure or material to be located in an area other than an area of special natural resource interest and to not interfere with the riparian rights of other riparian owners. The Act also modified Chapter 30 to not require a permit for 1) the construction or maintenance of bridges and culverts that are related to the construction, access, or operation of a new manufacturing facility, and that affect a portion of a navigable stream within an EITM zone and 2) any activity that affects a portion of a navigable stream and that is related to the construction, access, or operation of a new manufacturing facility within an EITM zone.

The Act modified Chapter 1, “Sovereignty and Jurisdiction of the State,” to not require an environmental impact statement (EIS) for an EITM zone. An EIS is an important document for evaluation of major actions, but because important permits related to protecting water quality have been, or will be, issued by WDNR, the lack of an EIS does not necessarily mean that water quality will not be adequately protected.

Finally, the Act modified Chapter 281, “Water and Sewage,” to not require a permit for any discharge of dredged material or fill material into a wetland located in an EITM zone if the discharge is related to the construction, access, or operation of a new manufacturing facility in the zone and all adverse impacts to functional values of wetlands are compensated at a ratio of two acres per each acre impacted. Wetland mitigation can be accomplished 1) at a location within the State by purchasing credits from a mitigation bank, 2) by completing an actual mitigation project, or 3) by providing a fee in lieu of mitigation whereby WDNR could identify and consider mitigation within the watershed wherein a wetland loss would occur. The third option could protect water quality in the affected watershed, while the other two may not.

• A commenter expressed concern about the effect on the environment of the Foxconn campus.
  Response: See the response to the preceding comment regarding water pollution. Also note that WDNR has stated that all Foxconn project activities must comply with Federal and State air quality standards (see dnr.wi.gov/Business/Foxconn.html).

• A commenter expressed concern that additional development in the Foxconn area will lead to more urban sprawl.
  Response: Revisions to the recommended regional land use development pattern are intended to accommodate the additional jobs and population related to development associated with Foxconn. The location of the main Foxconn manufacturing campus required changes to the adopted sewer service area for the City of Racine and environs to accommodate Foxconn. While this amendment increased the size of the sewer service area, the recommended compact development pattern of the VISION 2050 amendment encourages development that can be served efficiently and cost-effectively with essential public services, including public transit, and minimizes impacts to natural and agricultural resources. If implemented by local governments, the revisions to the recommended land use development pattern in proximity to the Foxconn campus would also encourage the development of a mix of housing types (single-family homes on lots of 1/4 acre or less and multifamily housing) and other land uses such as businesses, parks, and schools in walkable neighborhoods. Additional industrial, commercial, and residential development is anticipated to occur as infill or redevelopment in existing urban areas.

• A commenter questioned whether highway expansion in the Foxconn area will address long-term travel needs.
  Response: Based upon Commission travel demand projections for IH 94 in Racine and Kenosha Counties, Foxconn is not expected to result in excessive traffic congestion that would necessitate
consideration of additional capacity beyond what is already present or under construction on IH 94 before the year 2050. The Wisconsin Department of Transportation performed the traffic impact analyses that resulted in the determination of the number of lanes required on the surface arterials in and around the Foxconn site. It is not expected that traffic congestion would require additional roadway capacity beyond these expansions. As travel technology changes, including related to the expected implementation of autonomous vehicles, Commission staff will continue to study how all of the transportation facilities and services may be impacted. It is expected that more information will be known, and therefore more analysis can be completed, as part of the minor update to VISION 2050 scheduled to be completed in 2020.

- A commenter suggested creating native plant areas with rain gardens in the Foxconn campus, minimizing the amount of lawn that needs to be mowed, and enlisting local environmentalists and landscapers to help plan and advertise the native plant areas.
- A commenter suggested that Foxconn provide funds for a nature preserve and recreational areas in the land surrounding its campus.
- A commenter suggested building a multi-story parking structure, rather than surface lots, and charging for parking.
- A commenter suggested using water permeable surfaces on parking lots.
- A commenter suggested constructing multi-story buildings wherever possible to save land for nature.
- A commenter suggested that communities plan for green spaces in the housing areas in the vicinity of the Foxconn campus.
- A commenter suggested building two-family townhouses that could be owner occupied in the Foxconn area.
- A commenter suggested that Foxconn study other commercial developments throughout the nation to determine how much police, fire, and other services should be enhanced.

Concerns Raised by Western Racine County Communities (7 commenters)

- Several residents, staff, and elected officials from western Racine County communities attended the VISION 2050 public meeting held in Sturtevant on September 17, 2018. Commission staff subsequently attended a Western Racine County Alliance meeting on September 25 to discuss their concerns. The following concerns and suggestions were raised at those two meetings:
  - Several commenters suggested that the plan amendment, and development efforts in general related to Foxconn, are not adequately addressing the potential for additional growth in western Racine County. (4)
  - Several commenters suggested increasing the capacity on STH 11 and STH 20 between IH 94 and western Racine County from two traffic lanes to four traffic lanes. (4)
  - A few commenters suggested adding a commuter bus route to the Waterford/Rochester area. (3)
  - A commenter expressed concern about additional trucks that have been exiting IH 43 in Mukwonago and traveling through Waterford on STH 20 to avoid traffic congestion on IH 43.

Response: VISION 2050 does include growth in households and employment in the subject western Racine County communities, although it may not be the level of growth envisioned by representatives of these communities. Commission staff intends to review and consider whether to revise these allocations during a minor update to VISION 2050, to be completed in 2020. Following the Western Racine County Alliance meeting, Commission staff initiated traffic counts on STH 11 and STH 20 in western Racine County, including counts by vehicle type, to aid in determining the current and future needs related to capacity on these two arterial roadways. Staff will also evaluate any updated land use plan information provided by the communities in the context of overall forecast land use, population, and employment for the Region and will evaluate the potential impacts of reasonably anticipated additional development (above what is already included in VISION 2050) on the subject roadways’ capacity needs.
The draft plan amendment included a commuter bus route between the Burlington area and the Foxconn campus along STH 11. The challenge related to providing an additional commuter bus route serving the Waterford/Rochester area is that ridership is unlikely to support the investment required to operate such a route. However, in response to these comments, Commission staff extended the commuter bus route proposed under the draft plan amendment to provide service from Waterford and Rochester before reaching Burlington, providing connections to Foxconn via transit for those communities.

**Other Comments (13 commenters)**

- Two commenters expressed support for the plan’s bicycle and pedestrian accommodations. (2)
- A commenter expressed support for the plan’s recommendations urging employers (especially Foxconn) to incentivize alternative modes of transportation.
- A commenter expressed concern that the Milwaukee County Transit System’s NEXT initiative will result in people with limited mobility making fewer trips.
- A commenter suggested adding a southbound IH 43 exit ramp at Hampton Avenue utilizing a portion of Lincoln Park and adding a northbound IH 43 entrance ramp at Hampton Avenue.
- A commenter expressed concern about the impact to the City of Racine of being so far from an interstate highway and not better connected to the Region.
- A commenter suggested that the Kenosha Regional Airport be improved to accommodate and attract cargo and passenger planes.
- A commenter suggested that Milwaukee County and/or the City of Milwaukee have more representation on the Regional Planning Commission.

**Response:** The composition of the Southeastern Wisconsin Regional Planning Commission has been mandated by State law since the Commission’s creation in 1960. It provides equal representation on the governing board from seven counties, with a total of 21 members, three selected to represent each of the counties. One of the three members from each county is appointed by the county executive/county board chair and is, by custom, a county board supervisor. The other two members from each county are appointed by the Governor, with one of the gubernatorial appointments coming from a list provided by the county.

While the State-mandated composition of the Commission board is not population proportional relative to each of the seven counties in the Region, the Commission relies very heavily on an advisory committee structure that does have approximate population proportionality. Representatives from Milwaukee County or communities within Milwaukee County make up 44 percent of the members representing county/local governments on the Commission’s Advisory Committee on Regional Transportation Planning and 40 percent of the county/local government representatives on the Commission’s Advisory Committee on Regional Land Use Planning (Milwaukee County represents about 46 percent of the total seven-county Southeastern Wisconsin Region population). Milwaukee County also has 71 percent of the county/local representatives on the Commission’s Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area (Milwaukee County represents about 70 percent of the total Milwaukee urbanized area population).

Representatives from the City of Milwaukee make up 33 percent of the members representing local governments on the Commission’s Advisory Committee on Regional Transportation Planning and 19 percent of the local government representatives on the Commission’s Advisory Committee on Regional Land Use Planning (the City of Milwaukee represents about 29 percent of the total seven-county Southeastern Wisconsin Region population). The City also has 46 percent of the local representatives on the Commission’s Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area (the City of Milwaukee represents about 43 percent of the total Milwaukee urbanized area population).

The Commission has generally accepted the recommendations of all three advisory committees.
• During the Environmental Justice Task Force meeting held on September 13, 2018, a Task Force member suggested including a recommendation in the amendment similar to the former Ways to Work program.

Response: Commission staff added Recommendation 2.9 “Implement programs to improve access to suburban employment centers” from the original VISION 2050 plan to the amendment as a pertinent transportation recommendation.

• A group of five commenters expressed concerns that the land use and transportation changes to VISION 2050 proposed as part of the amendment would exacerbate racial disparities in Southeastern Wisconsin. The commenters requested that a Title VI/environmental justice/equity analysis be prepared and made available for public review and comment prior to adopting the plan amendment. The commenters also raised the following specific concerns:
  o Concern that the proposed land use changes do not encourage affordable, higher-density, multifamily housing near the Foxconn campus, which would improve access to Foxconn jobs for communities of color.
  o Concern that the proposed transit improvements connecting workers to the Foxconn area would not serve communities of color.
  o Concern that the State is providing funding for arterial street and highway improvements in the Foxconn area, while funding is not being provided for transit improvements.
  o Concern that a lack of transit funding will result in a continued decline in transit service, which would have a disproportionate adverse effect on communities of color and people with disabilities.

Response: The letter containing the specific comments summarized above and the letter containing Commission staff responses to those specific comments are included in Figure A.1 of this report. Commission staff completed analyses of the Title VI and Environmental Justice benefits and impacts of VISION 2050 as amended and made the analyses available for review and comment during a 30-day public comment period from October 26, 2018 through November 26, 2018. Comments received on the analyses during the comment period are incorporated into this report and are summarized in the following section.

Comments Received During the Comment Period for the Equity Analyses of VISION 2050 as Amended (13 commenters)

• A commenter expressed support for the long-range transit vision presented in VISION 2050 as amended, noting a general need for improving public transit in Southeastern Wisconsin and providing equitable transit options connecting to the Foxconn area.

• A commenter expressed support for improving public transit, noting a need to rethink and improve the bus system.

• A commenter suggested reviewing a recent report that examined how effectively and equitably existing public transit services across Wisconsin provide access to major employers and other destinations.¹

Response: Staff reviewed this report, which reached conclusions with respect to public transit similar to those of the equity analysis of the amended VISION 2050 transportation component. Like the report, the equity analysis found that a disparate impact on the Region’s minority populations, low-income populations, and people with disabilities is likely to occur without the State providing additional funding for transit services or allowing local units of government and transit operators to generate such funds on their own. This conclusion is based on an anticipation that the Region will not be able to achieve the public transit system recommended in VISION 2050 without additional revenue, and further declines in transit service levels are expected through 2050. The expected transit decline, including minimal provision of higher-quality transit service, particularly

¹ The report entitled Arrive Together: Transportation Access and Equity in Wisconsin, was published in October 2018 through a partnership by 1000 Friends of Wisconsin, WISDOM and WISDOM affiliates, the Wisconsin Council of the Blind and Visually Impaired, and the Chippewa Valley Transit Alliance. The report can be accessed at www.sierraclub.org/wisconsin/arrivetogetherreport.
impacts minority populations, low-income populations, and people with disabilities, who utilize public transit at a rate proportionately higher than other population groups. Implementation of the near doubling of transit service recommended under the amended VISION 2050 would significantly improve the transit access of minority populations, low-income populations, and people with disabilities to jobs, healthcare, education, and other activities.

- A commenter expressed concern about the impacts of Foxconn’s water use and wastewater discharge and whether it would impact groundwater used by the population groups analyzed as part of the equity analyses.

  **Response:** See the response to a prior comment regarding water pollution. That response provides information on the local ordinances and State laws that relate to required stormwater management activities and wastewater treatment to treat stormwater runoff and wastewater generated by the activities associated with the Foxconn campus.

  There is currently no large-scale use of groundwater for domestic water supply in Racine County east of IH 94 where the Foxconn development and significant associated development is anticipated to occur, or in the City of Kenosha and the Village of Somers in Kenosha County east of, and along either side of, IH 94 where significant development associated with Foxconn is also expected. Under proposed planned conditions, Lake Michigan is anticipated to be the water supply for the Foxconn site and other new development in the Village of Mount Pleasant, the City of Kenosha, and the Village of Somers. Thus, because there is currently no significant use of groundwater for water supply, and because the areas in question will be served by a Lake Michigan supply, development of the Foxconn site and associated areas would not be expected to have any impact on the quantity of groundwater that would be used by minority populations, low-income populations, or people with disabilities. In addition, stormwater from the site is proposed to be treated in stormwater detention basins permitted by the Wisconsin Department of Natural Resources (WDNR), rather than infiltrated into the groundwater, minimizing, or avoiding, significant adverse effects on groundwater quality.

  The Village of Mount Pleasant straddles the subcontinental divide between the Great Lakes and the Mississippi River Basins, so it was necessary to apply for a Lake Michigan diversion according to the requirements of the Great Lakes-St. Lawrence River Basin Water Resources Compact and the Wisconsin Statutes that implement the Compact. Since the Racine Water Utility currently provides Lake Michigan water to portions of Mount Pleasant that are within the Great Lakes Basin and the Racine Utility owns the water distribution system in the Village (the Village of Mount Pleasant is a retail water customer of the Racine Water Utility), the application for a Lake Michigan water supply for the new development proposed in the Mississippi River Basin was submitted by the City of Racine. The application has been approved by the WDNR. Also, the City of Kenosha, which would supply Lake Michigan water to the Village of Somers, has a WDNR-approved Lake Michigan water supply withdrawal amount.

- A commenter suggested that the amendment emphasize the need for new housing in the Foxconn area to be accessible to people with disabilities.

  **Response:** Commission staff added text under Recommendation 1.1 in the pertinent land use recommendations section to emphasize that the combination of a mix of housing types and walkable neighborhoods would provide living options that are accessible to people with disabilities. The regional housing plan, which represents a refinement to the regional land use plan, is a valuable resource for specific information regarding the need for housing that is accessible to people with disabilities. The housing plan recommends that an adequate number of accessible housing units should be available throughout the Region to provide people with disabilities increased housing choices and access to employment opportunities. An entire chapter of the housing plan is devoted to accessible housing, which describes Federal and State housing laws regarding the provision of accessible housing and construction practices that could increase the number of accessible housing units. The plan notes that accessible housing will become increasingly important due to the aging of Baby Boomers, because the incidence of disabilities increases as a person ages.
• A commenter suggested more resources should be allocated to areas with concentrated poverty, particularly in the African American community, to provide those that are less fortunate with better access to jobs, transportation, recreational opportunities, and green spaces.

Response: The equity analyses show that implementing VISION 2050 as amended would result in substantial benefits for the Region’s minority populations and low-income populations. In particular, implementing the more than doubling of transit service recommended under the amended VISION 2050 would significantly improve the transit access of minority populations and low-income populations to jobs, healthcare, education, and other activities. However, achieving the recommended transit system and the associated benefits will require the State Legislature and Governor to provide additional State funding for transit services or allow local units of government and transit operators to generate such funds on their own.

In addition, the recommended land use development pattern encourages a mix of housing types that tend to be more affordable to a wider range of households than single-family homes on larger lots. This would increase access to new job opportunities for low- and moderate-income households and promote a balance between jobs and housing, which would have a positive impact on the Region’s minority populations and low-income populations.

VISION 2050 also recommends targeting brownfield sites for redevelopment. Brownfield sites, particularly abandoned properties, may have negative impacts on surrounding properties and tend to be concentrated in areas of the Region with concentrations of minority populations and low-income populations. The focus of VISION 2050 on infill and redevelopment in these areas, including brownfield sites, would serve to revitalize underutilized or vacant properties, which would have a positive impact on the Region’s minority populations and low-income populations.

• A commenter suggested that some existing businesses in the area near the Foxconn campus will likely need to relocate and that freeway corridors with public water supply and sanitary sewer service in other parts of Southeastern Wisconsin are ideally suited to attract those businesses.

Response: Commission staff added the following text to the section of the amendment document describing major economic activity center changes: “While many of the jobs associated with the Foxconn development are anticipated to occur in the primary impact area, additional impacts related to business relocation and expansion may occur beyond this area in other major economic activity centers in the Region. It should be noted that the original VISION 2050 plan recommends employment growth focused in urban service areas and major economic activity centers located throughout the Region.”

• A commenter expressed support for improving transit services consistent with VISION 2050 as amended.

• A group of five commenters requested the following revisions to the draft equity analyses:
  o Clarify that reducing racial disparities requires additional affordable multifamily housing, as opposed to luxury multifamily housing.
  o Highlight a standard from the regional housing plan that local governments receiving Federal funds should affirmatively further fair housing.
  o Address concerns that the equity analyses overstate jobs accessible via automobile or transit to communities of color and people with disabilities, do not account for barriers to access to employment via transit beyond transit service frequency, and overstate improvements in accessibility via automobile to jobs and other activities.
  o Emphasize that the State of Wisconsin is required to mitigate disproportionately high and adverse effects on minority populations and low-income populations.

Response: The letter containing the specific comments summarized above and the letter containing Commission staff responses to those specific comments are included in Figure D.2 of this report.
COMMENTS RECEIVED REGARDING PROPOSED AMENDMENT TO VISION 2050 RELATED TO FOXCONN
APPENDIX A
Good Afternoon,

I assume that the local tech schools are gearing up to train future employees. Where are the homes of the applicants for future employees?

Would there be enough to justify a rail link utilizing the beer line into the city and south to a shuttle bus to Foxconn. This could also transport workers to the new Amazon distribution center in Oak Creek. The goal is to avoid the freeway system. Too many accidents / delays.

No one could afford the wear’n tear & fuel expense and delays of motor vehicles from the inner-city.

Regards,
John R. Thomas
Waukesha

As a means to recruit students to tech school courses related to jobs at Foxconn: The offer to provide transportation to those jobs may motivate people that do not have reliable vehicles and or the affordability to buy the fuel / wear & tear on the vehicles they own. Therefore, what would it cost to provide a self propelled rail car and shuttle bus or just a bus to those firms? This transportation program would not be totally free to the workers. The bus route would not utilize the freeway......hence the rail route might be quicker. You have the data for that.

The sooner a study followed by a program the better. No clue when the jobs will be posted.

I forgot to start this letter with....Good Morning.

Regards,
John
Name: Marilyn Kiemen  
Address: 4800 Ridgeway Ave, Racine, WI 53406  
Date: Sept, 18, 2018  
Where learned about meeting: Information table set up at Mount Pleasant Day at the Mt. Pleasant Civic Center Campus on 9/16/2018.  
Comments: I really appreciate the opportunity to learn about the proposed changes and to have some input. I attended the meeting at the iMET Center on 9/17/2018. My comments are listed below:

In the parkland area planned for the FoxConn site, I hope they will use native plants and will provide areas where they have rain gardens and/or low grow native meadow prairies to help our nature corridors plan to provide for wildlife and insects so crucial for pollination, etc.

Reduce the amount of lawn that is mowed and have native plant areas that could be surrounded by lawn that is mowed. Label these areas and provide opportunities for local environmentalists and landscapers to help plan and advertise them. They can be educational for the whole community.

Build a multi-story parking structure to accommodate the cars driven to work and charge for parking there.

Enhance plans and seek additional funding for bus, train, car-polling, etc. to cut down on amount of land covered by parking lots.

Use water permeable surfaces on parking lots.

Build up whenever possible to save land for nature.

Provide funds for a nature preserve and recreational areas in surrounding land to be developed in your name for the benefit of the community and wildlife.

Have communities plan for green spaces in the housing areas. Build two family townhouses that could be owner occupied as well as the other options that are listed.

Study other commercial developments throughout the nation to determine how much police, fire, and other services should be enhanced.

Thank you very much for this opportunity to have input. Please put my email address on your list for future announcements.
I attended a public meeting on the proposed changes to the Vision 2050 plan. I have some concerns about the transportation plan.

I understand that the amendments was centered on Foxconn development and therefore the focus has been placed on the immediate area. But living on the west end of the county and traveling east on Hwy 20 or Hwy 11 from Waterford and Burlington, I envision some real challenges ahead. I was very disappointed to see that little attention was paid to the rest of the county.

First of all, I think we have the best school systems in the area, especially Waterford and that the professionals and the educated workforce expected to relocate for employment at Foxconn will be looking to our west end communities for the quality of life, safety, and especially schools, when making a decision about where to move their families. This is going to create a transportation situation that is ripe for disaster as increased travel on roads that offer limited areas for passing slow moving traffic. And with plenty of farm fields along both highways, there will be slow moving vehicles.

Secondly, both communities are facing pressure to grow, including industrial and commercial and this will mean more truck traffic. Not only that but not expanding the highway(s) to four lanes may limit their ability to grow as a companies consider the transportation options.

Third, we find that there is a lot of truck traffic that exits Hwy 43 in Mukwonago and travels east through Waterford on Hwy 20 as a short cut, rather than staying on the interstate.
Finally, I see that you did add some public transit options with a commuter bus route from Burlington. I would love to see more public transit. I traveled in Europe and it was wonderful. However, in modern America, I don't think it's practical. Great for people who can use it, but I fear that will be very limited. As most homes now have two working parents, there is a strong need for flexible transportation as parents may have to pick up a sick child from school, take them to appointments or activities, consolidate their travel to run errands also.

Waterford is already feeling pressure to increase housing and as Foxconn and supporting businesses recruit workers the pressure on transportation arteries will grow. I hope we don't have to wait for a glut of highway deaths to put this as a priority. I've lived on the west end long enough to remember when Hwy 36 was two lane and called the highway of death before it was expanded. I hope we don't wait for that. We have two major east-west highways, 11 and 20, lets make at least one of them four-lane.

Thank you for your work and for soliciting comments from the public.

Barb Messick
"The pessimist sees difficulty in every opportunity. The optimist sees opportunity in every difficulty."
~~ Winston Churchill
From: Dennis Grzezinski
Sent: Friday, September 28, 2018 3:03 PM
To: VISION2050
Subject: Comments on Second Amendment to Vision 2050

Dear Sir or Madam: Attached please find comments from a number of entities/organizations regarding the above proposed amendments to the Vision 2050 Land Use and Transportation Plan. Also attached is a copy of 2015 comments containing detailed information regarding segregation and racial disparities, as referenced at footnote 1 of today's comments.

Dennis M Grzezinski
Law Office of Dennis M Grzezinski
1845 N. Farwell Avenue, Suite 202
Milwaukee, WI 53202
Phone: (414) 455-0739 MOBILE 414 530-9200
Fax: (414) 455-0744

Larry Schwer

I have to be honest in that I have not thought much about the bus routes. But as long as there is a central meeting place for the bus so it's a true express line. It could be straight there and have stops on its way back?

I am very fond of our airport and would like to see it grow. Please put more thought into replacing and lengthening the main runway. Truly think of what's going to be needed in 2051. Are we going to need a little wider- thicker- longer runway then what's planed for now.

I am one who would like to see cargo planes fly in here.

Also be a true overflow for Chicago and Milwaukee in being able to take some of the passenger jets. Naturally we can not handle 747 or 737 but it would really be a good money maker if it were to happen.

Is it also possible to have the short runway lengthened and widened?

Also just as a thought. Could there be a separate landing pad off to the side just fore helicopters.

Kenoshas airport is a great work in progress. I truly believe now is the right time to go big. Southeast With will never be the same anymore.

Now is the time

Sincerely
Larry Schwer

Sent from Yahoo Mail on Android
September 28, 2018

SEWRPC
Vision 2050 Staff
Waukesha, WI

Transmitted electronically only: vision2050@sewrpc.org

Re: Second Amendment to Vision 2050: A Regional Land Use and Transportation Plan for Southeastern Wisconsin

Dear Vision 2050 Staff:

The undersigned individuals and organizations are all based in the Milwaukee metropolitan region and all long concerned with and involved in ensuring racial and environmental justice. We submit these comments regarding the proposed “Second Amendment to Vision 2050: A Regional Land Use and Transportation Plan for Southeastern Wisconsin,” which appear intended to facilitate development of the massive Foxconn facility. The proposed changes to the land use, sewer service and transportation components of the plan are also likely to exacerbate, rather than ameliorate, disparities in the region. SEWRPC must start by telling the truth: admitting that its proposed changes to Vision 2050 are likely to have a racially discriminatory effect. And it can and must change those decisions to ensure it does not exacerbate the racial inequality in this region.

1. Need for Title VI and Environmental Justice Analysis of Proposed Changes

The Vision 2050 Plan – the federally mandated long-range transportation plan that SEWRPC finalized in 2016 - included extensive analyses of the effects of the plan on underserved communities, including communities of color. Thus Vision 2050 included an Equity Analysis of the Land Use Components of the Plan as well as an Equitable Analysis of the Fiscally Constrained Transportation Plan. See, id., Apps. L & N.

Now, however, although SEWRPC proposes to make changes to Vision 2050 that are extremely significant, at least for a portion of the region, it has failed to conduct any such

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1 Details and citations about the segregation and racial disparities are available in Aug. 2015 comments submitted by the NAACP-Milwaukee Branch, Milwaukee Inner-City Congregations Allied for Hope, the American Civil Liberties Union of Wisconsin, Great Waters Group - Sierra Club John Muir Chapter, and environmental attorney Dennis Grzezinski, via the following link: http://www.aclu-wi.org/media/racial-justice-supporters-tell-dnr-%E2%80%9Cwe-oppose-water-diversion-waukesha%E2%80%9D and also attached to these comments.
20   |   RECORD OF COMMENTS: VISION 2050 AMENDMENT RELATED TO FOXCONN – APPENDIX A

analysis. To the contrary, there appears to be no discussion at all of any issues related to Title VI (or environmental justice). Thus, there is no way to ascertain whether or not the proposed land use and transportation changes will have the indirect or cumulative effects of increasing the profound racial disparities in the region in general and in Racine, Kenosha and/or Milwaukee counties in particular. The failure to analyze the effects on persons of color – especially African-Americans and Latinos – or to ensure that offsetting benefits are included in the revised plan to counter the long-standing, racially disparate, adverse effects that these communities have suffered - runs counter to Title VI.

As an entity that receives federal funding, SEWRPC is subject to Title VI of the Civil Rights Act. This law precludes federally funded agencies from administering their programs in a manner that has a discriminatory effect, as well as from taking intentionally discriminatory actions. See, e.g., 49 C.F.R. §21.5. The “desired outcome” is providing “[f]air distribution of the beneficial and adverse effects of the proposed action.” FHWA, “Guidance on Environmental Justice and NEPA” (“EJ/NEPA”) (Dec. 16, 2011). “To the extent that plans and programs include proposed improvements with disproportionate beneficial impacts or reflect decision processes that exclude certain groups, the long-term agenda for transportation improvements may be inappropriately biased. This could lead to project implementation that is inconsistent with nondiscrimination requirements.” FHWA, “Title VI: Non-Discrimination in the Federal-Aid Highway Program” at 7-3 (emphasis added). Moreover, the plan must “[m]inimize and/or mitigate unavoidable impacts by identifying concerns early in the planning phase and providing offsetting initiatives and enhancement measures to benefit affected communities and neighborhoods.” An Overview of Transportation and Environmental Justice (FHWA & FTA, May 2000) (emphasis added).

Therefore, no amendment to Vision 2050 can or should be adopted until a Title VI analysis is conducted – and until the public is given a full and fair opportunity to comment on such an analysis.

2. Proposed Land Use Changes Will Have an Adverse Effect on Title VI Populations, and Better Alternatives Exist That Could Benefit those Populations.

SEWRPC proposes to expand sewer service and to change land use and transportation plans in order to facilitate the Foxconn development. These changes appear to primarily involve the area designated as “sub-area 29” in SEWRPC’s “Regional Housing Plan for Southeastern Wisconsin: 2035” (SEWRPC, 2013) (“Housing Plan”).

2 Foxconn is not a minor change to the region’s development; SEWRPC itself refers to its “size and significance.”
http://www.sewrpc.org/SEWRPC/VISION_2050/2050RegLandUseTranspPlan.htm

2
Racine County as a whole, and this sub area in particular, are racially segregated. The concentration of low-income and minority populations in the Region’s central cities has been a continuing challenge and was identified as a significant component of the Region’s housing problem in Chapter II. The concentration of low-income and minority populations has several negative effects, including decreased access to jobs in outlying areas for central-city residents in need of employment. As such, sub-areas with significant employment opportunities that do not have a sufficient supply of affordable housing or transit service and do not meet the regional standards for low-income and minority population distribution are identified in this section. Id. at 685 (footnote omitted). SEWRPC has already found that this sub-area has a job-housing imbalance of lower cost housing – even without the Foxconn development. Id. at 686-7. See also, “A Socio-Economic Impact Analysis of SEWRPC’s Preliminary Regional Housing Plan” (UWM-CED, 2013) at 39 (in “southeastern Wisconsin, the spatial mismatch between minority populations within the Region’s major urban centers (Milwaukee, Racine, and Kenosha) and outlying job centers has been well documented.”) (emphasis added). Moreover, “there is a significantly higher proportion of minority and environmental justice community renters within the Region…” id. at 43, who therefore are unlikely to benefit from single family zoning.

One of the key mechanisms to ameliorate the adverse racial impacts of these conditions is that “[c]ommunities with sewer service should also provide areas for the development of multi-family housing at a density of at least 10 units per acre…” Id. at 20. Permitting more dense housing is a “Key Recommendation” with a “Significantly Positive Impact” on communities of color. Id. at 28. Moreover, sub-area 29 was identified as an area with the “potential for developing affordable multifamily housing.” Housing Plan at 693. Moreover, the Vision 2050 plan itself recommended such uses – and explicitly found that they would positively affect communities of color. See, Vision 2050, Appendix L at 217 (“Recommendation 1.6: Provide a mix of housing types near employment supporting land uses. VISION 2050 recommends developing commercial land and business parks in mixed-use settings where compatible, or near a mix of housing types to avoid job-worker mismatches. This recommendation would promote accessibility between affordable workforce housing and jobs, which would have a positive impact on environmental justice populations.”) (emphasis added).

Yet rather than propose re-zoning this area for the kind of multifamily housing that its own studies have repeatedly recommended, that is unquestionably needed by communities of color, and that could provide improved access to the anticipated Foxconn jobs for Black and Latino workers, SEWRPC instead proposes to provide sewer service and rezone the land for

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3 The Housing Plan, at 369, shows that sub-area 29 is 6% Black and 3.9% Latinx, a lower percentage than in Racine County as a whole and a substantially lower percentage than in the city of Racine. Moreover, the largest concentration of persons of color in this sub-area is due to the presence of a state correctional facility, not due to integrated residential patterns. Id. at 376.

4 Job access is a critical issue, because persons of color in the region are far more likely than whites to need those jobs. See, e.g., Housing Plan at 429 (“The unemployment rate of White/Non Hispanic residents was 5.1 percent. The unemployment rate for Hispanic residents was 10.3 percent and the unemployment rate for African American residents was 17.3 percent. Research
single family housing. It is doing so despite knowing that single family housing (even small lot single family housing) is far more likely to benefit white families than families of color – and thereby exacerbate the racial disparities in the region.

Whether or not some multi-family housing might theoretically be permissible under the small lot single family zoning SEWRPC proposes, the failure to recommend multi-family zoning, which its own studies repeatedly recommend in general and as a specific method to address racial injustice, in an area where it is needed and permitted, is an action or method of administration that will have a discriminatory effect on persons of color. SEWRPC should reverse it, and instead recommend, explicitly, rezoning the area for multi-family development.

3. Proposed Transportation Changes to Serve Foxconn May Have an Adverse Effect on Title VI Populations, and Better Alternatives Exist That Could Benefit those Populations.

a. Many of the bus routes do not appear likely to serve communities of color.

There is no question that providing expanded public transportation is necessary to help provide equity for communities of color. Vision 2050 at Appendices F and N. But not every form of transit will provide meaningful access to the communities that need it most, to access these jobs at Foxconn. SEWRPC proposes to include four new transit routes to access Foxconn. However, it has not analyzed whether these routes will provide meaningful or equal access to persons of color, and most of these routes do not appear to do so.

First, with respect to the proposed bus service from Milwaukee, SEWRPC proposes a route that starts in downtown Milwaukee and stops at two park and ride lots on the south side. Of course using park and ride stops presuppose access to personal vehicles – something that persons of color are far less likely to have than white persons. See, e.g., Vision 2050 at Vol. III, p. 130 . Moreover, none of the stops for the proposed improved service is readily accessible to persons of color: downtown Milwaukee and the far southern parts of Milwaukee County are home to disproportionately fewer persons of color than other parts of the county and will thus be far more

has indicated that unemployment rates for minority residents would be much higher if discouraged workers were included as part of the labor force.”)

Despite the improving economy, profound racial disparities remain. See, e.g., “Black unemployment at a low in Wisconsin,” Racine County Eye (Nov. 29, 2017) https://www.racinecountyeye.com/black-employment-low-wisconsin/  (notwithstanding article title, discussing the facts that a “report entitled ‘State of Black America’ by the National Urban League found that the Milwaukee-Waukesha-West Allis regions experience the largest black-white unemployment gap out of 73 metropolitan areas in the country. Black unemployment is at 13.8 percent, while white unemployment is at a mere 2.7 percent. In Racine, the black unemployment rate was 16 percent, twice the rate of the white unemployment rate, according to the United Way of Racine County …”)

4
likely to benefit white commuters than persons of color. The amendments include no evident consideration of providing rapid or express transit to communities that need it most, such as Black communities on the north side of Milwaukee or Latino communities on the near south side of Milwaukee. This is the kind of transit expansion likely to worsen, not improve, racially disparate transportation system access.

Second, with respect to the proposed bus service from Burlington and Union Grove, these sub-areas (31 and 32) are more than 90% white non-Hispanic, Housing Plan at 369, and therefore proposed bus service from this area will not provide job access for persons of color.

Third, with respect to the establishment of shuttle service from Amtrak to Foxconn, without any evidence that any significant number of persons of color ride Amtrak, this is unlikely to improve service to communities of color.

Fourth, with respect to the commuter bus route from downtown Racine and the expansion of RYDE Route 1, there is a need to analyze whether and to what extent these routes are accessible to and used by communities of color, to evaluate whether they will have positive or negative changes on Title VI and environmental justice populations.

While we certainly support broad transit expansion, it is necessary that this be done in a manner that provides benefits to communities of color. If additional routes are to serve Foxconn, SEWRPC must recommend that these routes include routes that will benefit the communities of color who need these jobs the most. It should change its proposed amendment to include such routes.

b. Roads/Transit to Foxconn

The amendments also propose a significant expansion of road capacity – in the form of new roads and expanded roads, to service Foxconn. The expenditures for these proposals dwarf the proposed budget for transit improvements for Foxconn. It is necessary to evaluate the Title VI and environmental justice effects of these proposals. As SEWRPC should be aware, in addition to evaluating the effects of transit itself, there must be, *inter alia*, Title VI and environmental justice analyses to compare the relative benefits and burdens imposed on communities of color and persons with disabilities in the context of the differing treatment of, and funding for, highway and transit issues. See, e.g., *MICAH v. Gottlieb*, 944 F.Supp.2d 656, 669 (E.D.WI 2013) (requiring evaluation of harms that might occur if highways are expanded while transit languishes). In that context they must evaluate not only relative access to jobs, health care, education, and other facilities by transit versus by automobile at peak hours, but also relative access during second and third shift and weekend hours, and do so with specific attention to the differing or disproportionate benefits and burdens for white non-Hispanics and African-Americans and Latinos, and for persons with and without disabilities. And it must do so while evaluating whether or not “offsetting” benefits – such as transit – are being provided to the most affected communities. Again, if the case is that whites will *disproportionately* benefit because the plan allows more highway expansion than transit expansion, then it also needs to say so – without trying to make excuses or hide the reality of the situation. It is also necessary to evaluate and address the significant adverse impact of
diverting large amounts of state transportation funding to pay for expanded roads and highways devoted to the Foxconn development. Even without this diversion, Vision 2050 already acknowledged that financial constraints would largely prevent implementation of SEWRPC’s recommended transit service expansions. Vision 2050 highlighted that the recommended transit expansions were integral and necessary for a sustainable and equitable regional transportation system.

4. **Proposed Overall Transit and Transportation Changes Will Have an Adverse Effect on Title VI Populations.**

Moreover, the amendments will worsen the overall, profound, racially disproportionate transit dependence and the racially disproportionate effects of providing (and not providing) improved transit. The proposed Vision 2050 amendments must address the Title VI and environmental justice impacts of reducing transit service, and must do so openly and in a manner that does not attempt to obscure the racial, as well as income, dynamics of this issue. It must not and cannot try to avoid or hide the fact that a reduction in transit services will have a disproportionate adverse effect on communities of color – and thus would have a racially discriminatory effect. See also, Housing Plan at 932 (socioeconomic (environmental justice) analysis “found a need for regionwide cooperation on effective workforce development, access to educational opportunities, and an effective transit system to fully address the problems caused by the concentration and isolation of environmental justice populations. The analysis determined that full implementation of the public transit element of the year 2035 regional transportation system plan, as recommended by the regional housing plan, should be a priority.”) (emphases added). This, of course, all remains true. Similar analyses must be included in the Vision 2050 plan, and the Title VI, equity and environmental justice impacts of providing – or not providing – expanded transit services must also be addressed, openly and in a manner that does not attempt to obscure the racial, as well as income, dynamics of this issue. And if, as appears certain, there is a disproportionate adverse effect on communities of color, then the plan must minimize, mitigate or offset that harm – or violate Title VI.

Nor may the Title VI/equity/EJ analyses try to avoid the issue by claiming that many people of color commute to work by car, as has repeatedly occurred in the past. First, the issue is disproportionate: If, as is true, people of color (and people with disabilities) are more likely than white or non-disabled persons to be transit-dependent, then they are disproportionately adversely affected by failure to increase transit and by a decline in transit. Second, given the significant lack of job access by transit in the region of course most persons with jobs commute by car – because if they do not have cars, they are far less likely to be able to get to work at all, a barrier reflected in profound racially disparate joblessness rates. Third, focusing on work commuting ignores the fact that only a minority of trips are made for employment purposes, and does not evaluate access to programs and facilities other than jobs, such as education, health care, and recreation.

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5 There would likely be similar adverse effects on people with disabilities.
The proposed further reduction of transit services will unquestionably result in an inequitable distribution of the benefits and burdens of transportation system investments. Moreover, given the well-known, racially disparate, transit dependence in the region, the refusal to acknowledge and include, in the plan, the indisputable fact that a reduction in transit service has already imposed a disproportionate adverse effect on communities of color – especially African-Americans and Latinos – and will continue to do so, may well constitute a form of intentional discrimination. SEWRPC has the obligation to make it absolutely clear to decision makers that the failure and refusal to provide improved transit, especially while at the same time expanding highway capacity, is an action that has a discriminatory effect.

Sincerely,

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Figure A.1 (continued)

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August 28, 2015

Ashley Hoekstra
DNR Bureau of Drinking Water and Groundwater
Box 7921
Madison, WI 53707-7921

RE: Water Diversion to Waukesha

Dear Ms. Hoekstra:

The undersigned individuals and organizations are all based in the Milwaukee metropolitan region and have long been concerned with and involved in ensuring racial and environmental justice. We submit these comments regarding the Draft Environmental Impact Statement (DEIS) and Draft Technical Review on the city of Waukesha’s request for a diversion of Lake Michigan water under the Great Lakes Compact and Wisconsin’s implementation statutes. That request is predicated on the underlying assumption that Waukesha can, should and will develop as much as it wishes, and should be able to obtain a diversion of water to do so. Moreover, the diversion application seeks Lake Michigan water for a city of Waukesha water service area that has been expanded by 17 square miles to include communities outside the city of Waukesha that do not even need the water and whose development also poses serious concerns. Particularly because there is an alternative that would adequately serve existing users without the need to divert Lake Michigan water, these underlying facts and assumptions must be reevaluated.¹

Moreover, environmental review procedures require consideration of not only strictly

¹ The City of Waukesha asserts that its need for Lake Michigan water is the result of a health issue – concentrations of radium in its drinking water supply that occasionally exceed health limits. These comments demonstrate that it is not, in fact, health, but rather Waukesha’s desire for unrestrained growth and expansion that drive and underlie the water diversion request.

Moreover, high radium levels largely coincide with periods of high water usage, typically during periods of dry weather and extensive watering of lawns. While the City has instituted restrictions on daytime watering of lawns, it has not instituted programs or incentives, much less any requirements to reduce the prevalence of extensive lawns of non-native, drought sensitive grasses. Nor has it taken steps to encourage or require their replacement with deep-rooted native plants that are drought tolerant and do not require frequent, if any, watering. Waukesha also has failed to take other steps to reduce its need for the diversion by maximizing the capture, retention, and use of rainwater by its residents and businesses for lawn and garden irrigation, and minimizing the amount of rainwater lost through storm sewer discharges to the Fox River. And, as discussed below, it clearly has failed to take any steps to resolve its concerns by limiting or constraining development.
environmental issues, but also interrelated social and economic effects. This is particularly true because Waukesha officials have made clear that construction of this project is predicated on receiving federal grants. Therefore, the project must comply with Title VI of the Civil Rights Act, 42 U.S.C. § 2000d, which prohibits not only intentional discrimination, but actions that have a discriminatory effect.

The DEIS and Technical Review, however, utterly fail to address, much less resolve, the needs and concerns of communities of color. Allowing a Lake Michigan water diversion to enable continued unrestrained sprawl and job migration will have the inevitable effect of perpetuating racial and economic segregation in the region, to the clear disadvantage of persons of color, especially African-Americans. If water is provided to Waukesha in the large volumes requested, sufficient to support massive expansion and future growth, the overwhelming disconnect between new jobs being developed in the outlying suburbs and concentrations of people of color – especially African-Americans, but also Latinos - with low incomes and in need of employment in Milwaukee, the Region’s largest city, and only majority minority city, will only worsen.

Under such circumstances, any environmental review must consider the option of limiting unrestrained plans for development in the city of Waukesha and rejecting the proposed, greatly expanded, water service area, and must evaluate the extent to which doing so could actually benefit historically (and currently) disadvantaged communities in the region.


Federal laws, regulations and orders make it clear that planners must address issues of concern to communities of color, as well as low-income residents. Title VI of the Civil Rights of 1964 prohibits applicants for or recipients of federal funds from discriminating based on race, color or national origin. The regulations implementing Title VI prohibit actions that have a discriminatory effect, not just intentional discrimination. For example, under EPA’s Title VI regulations, a “recipient shall not use criteria or methods of administering its program or activity which have the effect of subjecting individuals to discrimination because of their race, color, national origin, or sex, or have the effect of defeating or substantially impairing accomplishment of the objectives of the program or activity with respect to individuals of a particular race, color, national origin, or sex.” 40 C.F.R. § 7.35(b) (emphases added). In other words, regardless of intent, and regardless of whether some persons of color may benefit from certain decisions, actions that have a disproportionate effect on persons of a “particular” race or national origin violate federal law. Nor are these Title VI requirements limited to the EPA. All federal

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3 Assuming, as has been reported, that communities seeking Lake Michigan water will seek federal assistance for infrastructure construction, Title VI would indisputably apply.

4 The language regarding a “particular” race means that the fact that some minority
agencies - from the Department of Defense, of which the Army Corps of Engineers is a part, to the Department of the Interior, Department of Transportation, and so on - are subject to Title VI, and have similar regulations prohibiting actions that have a discriminatory effect. See, e.g., 32 C.F.R. Pt. 195; 43 C.F.R. Pt. 17, Subpt. A; 49 C.F.R. Pt. 21. Thus, regardless of the identity of the federal agency from which communities may seek financial assistance, these rules and regulations apply.

In addition, federal environmental justice policies – including policies adopted by EPA - mandate consideration of a broad spectrum of potential adverse effects of agency programs and activities on minority and low-income populations, including socioeconomic effects.

Adverse effect or impact is a term used to describe the entire compendium of “significant” . . . individual or cumulative human health or environmental effects or impacts which may result from a proposed project or action. Examples of adverse effects or impacts include but are not limited to: . . .

*Air, noise, soil, and water pollution or contamination;
*Destruction or disruption of man-made or natural resources;
*Destruction or disruption of community cohesion or a community’s economic vitality;
*Destruction or disruption of the availability of public and private facilities and services; . . .
*Adverse employment effects;
*Displacement of persons, businesses, farms, or nonprofit organizations; and
*Increased traffic congestion, isolation, exclusion, or separation of individuals within a community or from a broader community.


II. History and Data Show Pervasive Segregation and Discrimination in the Region.

The “interrelated cultural, social, occupational, historical, or economic factors” at issue here – which the DEIS fails to address - include a long legacy of racial segregation and discrimination against persons of color, especially African-Americans, in the region. As an attorney for the Waukesha Water Utility wrote in a 2004 memorandum, diverting Lake Michigan water to another Waukesha County community potentially “would encourage urban sprawl and affect the overall water supply. Lake Michigan’s water supply should not be the remedy to groups, such as Asians or Latinos, may be somewhat less segregated is no defense to the exclusion and segregation of African-Americans.
problems that New Berlin’s urban sprawl plans would create.” That is no less true of a diversion to Waukesha and the communities surrounding it.

A. The Use of Water Cannot Be Separated from Regional Development Patterns.

It is critical to recognize the historical (as well as continuing) interrelationship between water and development in this region. Until 1959, the city of Milwaukee “followed the policy of not serving water outside its city boundaries with a view of discouraging flight of industry and commercial establishments to other communities who offered lower taxes.” When in 1959 a legal challenge led the city of Milwaukee to sell water to Wauwatosa, industrial development that might have occurred in Milwaukee occurred in this suburb instead.

It is after this time that much of the region’s suburban sprawl occurred - growth patterns that profoundly disadvantaged the disproportionately poor and minority residents of Milwaukee. Proposals to provide Lake Michigan water to New Berlin in the 1970s raised similar concerns. The city of Milwaukee has also long questioned the viability and desirability of extending water lines to “unplanned urban sprawl as seems to have characterized so much of the counties adjacent to Milwaukee.” In particular, the growth of dwellings on large lots, with inadequate ground water, “produced a major ecological problem which the city of Milwaukee is now being asked to remedy.”

Nor has this sprawl ended. Although the Southeastern Wisconsin Regional Planning Commission has claimed that the expanded service area would not facilitate significant new development, city of Waukesha officials and staff talk openly of growth to the west, southwest, and south, as well as of annexation of Town of Waukesha lands. For example, the city of

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7 Id.

8 “An Analysis of the New Berlin Petition for City of Milwaukee Water Services,” Milwaukee Dept. of City Development (March 1974) (Ex. C)

9 Id.

10 Id.

11 The town of Waukesha lands likely to be annexed to facilitate this development are included in the expanded water service area. Water diversion advocates apparently know that seeking water for an expanded service area is a problem: the Greater Milwaukee Association of Realtors, for example, specifically told its members to advocate for the diversion, but to “refrain
Waukesha’s recently-retired community development director confirmed that “I see us continuing to grow to the west. There are 1,500 acres still in our water and sewer service area, much of which is relatively vacant. It would require annexation (from the Town of Waukesha) for sewer and water service, of course, but it’s a logical extension.”\textsuperscript{12} The former city planner, now community development director, advocated for creation of an industrial district to the south, where staff expect city limits to expand.\textsuperscript{13} Officials also want to move the fire station farther from the city center, due to land annexations related to the expansion of the city to the southwest.\textsuperscript{14}

Further, there is current, significant industrial water use in Waukesha, by industries that rely on high capacity wells. DEIS, Sec. 3.14. It is also clear that Waukesha County and its businesses want water not just to sustain existing uses, but for economic development.\textsuperscript{15} And the city of Waukesha admitted (after the completion of the Water Supply Study) that the “small number of industries served by the City of Waukesha”\textsuperscript{16} used 13\% of the City’s water supply, that existing industrial customers were considering increasing production, that at least one new industry was already investigating developing in Waukesha and that 8 to 10 new industrial users could reasonably be expected to develop or redevelop in the city, and that the water use of these customers could not be adequately forecast but that expansion could lead to a “material” increase from comments that relate to more water for growth or expansion of businesses or land development.” GMAR Call to Action (Aug. 18, 2015) (Ex. D).

\textsuperscript{12} Sarah Pryor, “Q&A with Waukesha Community Development Director Steve Crandall - Talking past successes, present projects, future developments,” \textit{Waukesha Freeman} (July 17, 2013) (Ex. E).


\textsuperscript{15} See, e.g., Sean Ryan, “Waukesha businesses wait for water answers,” Daily Reporter (Apr. 2, 2010) (“Local business associations - including the Waukesha County Chamber of Commerce and Sustainable Water Supply Coalition - are backing the Lake Michigan plan, which offers the guaranteed, long-term water source businesses want, said Mary Baer, membership development liaison for the chamber. ‘Water is probably the oil of this century,’ she said. ‘And we believe, the Waukesha County chamber believes, that water is an economic development issue.’”)(emphasis added) (viewed 8/17/15 at \texttt{http://dailymreporter.com/2010/04/02/waukesha-businesses-wait-for-water-answers/}); see also “Coalition seeks to bring Lake Michigan water to Waukesha,” \textit{BizTimes Daily} (Feb. 5, 2010) (“Sustainable Water Supply Coalition, an alliance of business organizations in southeastern Wisconsin, has been formed to advocate for water policy issues, including access to Lake Michigan water for the city of Waukesha”) (viewed 8/17/15 at \texttt{http://www.biztimes.com/article/20100205/ENWSLETS02/302059997/}).

\textsuperscript{16} Apparently this is in addition to Waukesha industries drawing water from high-capacity wells.
in its water needs.\textsuperscript{17} It is also clear that the Waukesha Water Utility is seeking water not just for existing needs, but to support significant “buildout.” \textit{Id.} at 1.\textsuperscript{18} Thus, Waukesha clearly intends for industries and businesses to use diverted water for expansion, not just to serve existing needs.\textsuperscript{19}

“What this situation demands is a regional water policy which prevents urban sprawl, prevents industrial plant raiding by communities and which does not impoverish the central city by encourage its industries and commercial establishments to leave.”\textsuperscript{20} That regional policy does not exist. To the contrary, decades of unrestrained sprawl, untethered from provision of regionwide affordable housing, regional transit, and non-discriminatory job access, have exacerbated the problems of communities of color, especially African-Americans, in the region.

\textbf{B. There is Profound Discrimination and Segregation in the Region.}

Wisconsin and Milwaukee’s black and Hispanic communities manifest deep and enduring socioeconomic effects of historic discrimination across a wide range of areas. Along a daunting array of dimensions . . . the state and its largest metropolitan center display overwhelming patterns of racial inequality, racial disparities, and racially based socioeconomic distress: most segregated metropolitan area in the nation, widest racial income gap, second highest black poverty rate, among the highest levels of concentrated poverty in neighborhoods and schools, second lowest rate of black male employment, third lowest rate of female employment, second widest racial gap in school test scores, third lowest rate of minority business ownership, worst racial disparities in incarceration rates. Minority communities in Wisconsin and metro Milwaukee (where 80 percent of the state’s black population lives and 45 percent of the state’s Latino population resides) clearly bear the socioeconomic effects of racial inequities . . .

\textsuperscript{17} “Technical Memorandum – Water Demand Projections: Response to DNR,” Richard Hope (Feb. 19, 2014) (Ex. F) at 2, 4-6.

\textsuperscript{18} Waukesha’s application confirms this. Its Water Supply Service Area Plan projects a doubling of industrial land use in the Water Supply Service Area between 2000 and 2035 (from 3\% to 6\%), an increase in residential land use of more than two-thirds (from 28\% to 47\%), and an almost total conversion of agricultural and open lands to developed uses (with open land declining from 30\% of the total area in the WSSA to only 4\%). \textit{See}, Application, Vol II, Ex. 2-6, pp. 2-7.

\textsuperscript{19} Industrial water sales in the City of Waukesha declined by more than 50\% between 1999 and 2013. \textit{Draft Technical Review}, p. 60. In contrast, Waukesha’s application projects a future need for dramatically more water for industrial use, even though the higher cost of water in the future should lead to significantly greater conservation and efficiency by industrial users. The necessary implication of this is that Waukesha is planning for a huge increase in industrial activity to make use of the large volume of Lake Michigan water that it has allocated for industrial use.

\textsuperscript{20} Zeidler letter.
Levine, Dr. Marc V., “Racial Disparities, Socioeconomic Status and Racialized Politics in Milwaukee and Wisconsin: An Analysis of Senate Factors Five and Six of the Voting Rights Act” (Oct. 18, 2013) (“Levine report”) at 22 and generally 5-23 (Ex. G).  

The Milwaukee metropolitan statistical area (MSA) is the most racially segregated region in the United States for African-Americans and among the most segregated for Latinos. Id.; “A Regional Housing Plan for Southeastern Wisconsin: 2035,” (“Housing Plan”), SEWRPC (March 2013) at 127 (viewed 8/17/15 at http://www.sewrpc.org/SEWRPCFiles/Publications/pr/pr-054-regional-housing-plan-2035.pdf).  

At the heart of metropolitan Milwaukee’s hypersegregation is this fact: Milwaukee has the lowest rate of black suburbanization of any large metropolitan area in the country. . . The Hispanic level of suburbanization in Milwaukee, though much higher than the black rate, still lags significantly behind [even] other highly segregated metropolises. In short, to a greater extent than any large region in the country, Milwaukee’s minorities are concentrated in the urban core, in neighborhoods . . . marked by concentrated poverty, joblessness, and other measures of socioeconomic distress. Levine report at 8-9.  

While the DEIS, Sec. 3.13.3, tries to hide the extent of these problems by mentioning that the “non-white” population of the city and county of Waukesha has increased and is purportedly projected to increase, it entirely fails to disaggregate this data by race. This omission has the effect (if not the intent) of avoiding discussion of the extent of regional segregation, especially for African-Americans and to a lesser, but still significant, extent for Latinos. As of 2010, only 1.3% of Waukesha County’s entire population – about 4900 people - was African-American, while almost 52 times as many African-Americans – about 253,800 - lived in Milwaukee County. 22 “The Population of Southeastern Wisconsin,” SEWRPC (April 2013) at 17 (viewed 8/17/15 at http://www.sewrpc.org/SEWRPCFiles/Publications/TechRep/tr-011-5th-ed-population-se-wisc.pdf). Waukesha County’s Latino population is somewhat larger but still constitutes only 4% of its total population, and almost eight times as many Latinos live in Milwaukee County as in Waukesha County. Id. at 18. Nor can these disparities be blamed on Milwaukee’s larger overall population: only about 1½ times as many non-Hispanic whites live in Milwaukee County as in Waukesha County. Id. at 19.  

The city of Waukesha fares little better: as of 2010, only 1.9% of its population was African-American. Calculated from “Hispanic or Latino origin of householder by race of householder,” (2010 Census Table H7) (Ex. H). Although its Latino population is larger, the city  

21 This expert report, prepared for and submitted in the 2013 federal voting rights trial of Frank v. Walker, confirms the profound segregation and racially-based inequality in the region.  

22 In fact, just the increase in the Waukesha County’s non-Hispanic white population from 2000 to 2010 – more than 13,000 people – is more than 2½ times the total African-American population in the entire county. Id. at 17, 19 (calculated from Tables 11, 14).
remains more than 86% non-Hispanic white. *Id.* Moreover, the communities included in the 17 square mile expansion of the service area are even more profoundly segregated: the town of Genesee is 98% non-Hispanic white, the town of Delafield is 97% non-Hispanic white, the town of Waukesha is 96% non-Hispanic white, and the city of Pewaukee is 95% non-Hispanic white, and none of these outlying communities is more than 1% African American or more than 2.3% Latino. *Id.*

The following map, created by SEWRPC, starkly depicts the extent of the region’s segregation.
Housing Plan at 125. SEWRPC’s map was based on 2000 data, but the 2010 census showed no improvement. Rather, a subsequent “ranking reaffirms Milwaukee’s place as the overall most segregated metropolitan area in the United States.”23 Lecci & Maternowski, “New Ranking: Milwaukee still country’s most segregated area,” WUWM (Nov. 27, 2013) (viewed 8/17/15 at http://wuwm.com/post/new-ranking-milwaukee-still-country-s-most-segregated-metro-area ).

C. Suburban Housing Policy Exacerbated Segregation.

Historically, federal housing policies that tended to encourage segregation were “exacerbated by real estate steering, insurance redlining and other housing business practices in metropolitan Milwaukee intended to safeguard property values by preventing racial and ethnic mixing. Together, these practices set the pattern for and reinforced neighborhood segregation . . .”24 “[T]he political climate of Milwaukee’s suburbs has also played a role in maintaining this entrenched pattern of racial segregation. The historical legacy of housing discrimination and resistance to desegregation in Milwaukee and its environs has been well established in the

23 See also, e.g., “The Racial Dot Map: One Dot Per Person for the Entire United States,” Created by Dustin Cable (July 2013) (for metropolitan Milwaukee area) (viewed 8/17/15 at http://demographics.coopercenter.org/DotMap/index.html )

24 “Embracing Diversity: Housing in Southeast Wisconsin,” Public Policy Forum (2002) at 3 (viewed 8/18/15 at http://publicpolicyforum.org/sites/default/files/housing.pdf ). African-Americans and Latinos did not unilaterally choose to concentrate in the central city but were encouraged or forced to do so by numerous forces – including explicit governmental actions and public (as well as private) discrimination that has continued until recent years. See also Levine report at 10-11, 30-34; Housing Plan at Ch. VI.
literature.” Levine report at 10. “White flight” to the suburbs exacerbated – and continues to exacerbate – segregation. See, e.g., Embracing Diversity at 10 (as neighborhoods approached 30% minority residents, whites “moved out in a state approaching panic,”); “Turning Points in Wisconsin History: Desegregation and Civil Rights,” Wisconsin Historical Society (“Suburbanization also contributed to segregated housing as whites increasingly moved out of Milwaukee, leaving the inner city to African Americans - a trend that persists to this day.”) (viewed 8/17/15 at http://www.wisconsinhistory.org/turningpoints,tp-049/?action=more_essay ); SEWRPC Population at 19 (Milwaukee County had a 12% decline in its non-Hispanic white population from 2000-2010 at the same time that its minority population was increasing by 21%).

“While overtly racist policies are now illegal, their legacy persists.” Embracing Diversity at 11. One way this occurs is by fierce suburban opposition to affordable housing, upon which persons of color are more likely to depend.27 “Efforts to increase moderate income


27 In 2011, for example, “the U.S. Department of Justice (DOJ) sued New Berlin [in Waukesha County] for violations of the federal Fair Housing Act, arguing that the suburban community killed the affordable housing project ‘because of race and because of community opposition that city officials understood to be based on the race and on racial stereotypes of the prospective tenants of affordable housing.’ The DOJ suit described the political climate in New
affordable housing and especially low-income ‘fair share’ housing in suburban communities are continually rejected by residents who contend that these types of housing will be a drain on their tax base and will lower their property values.” Embracing Diversity at 11.

There is no question that persons of color in the region – especially African-Americans and Latinos – are far more likely to depend on affordable and multifamily rental housing than whites. See, e.g., Housing Plan at 451 (“About 30 percent of households with White/Non Hispanic householders rent their homes. About 68 percent of households with African American householders and about 58 percent of households with Hispanic householders rent their homes;” “Households with minority householders are more likely to be extremely low- or very low-income households than those with non-minority householders. About 41 percent of households with minority householders are extremely/very low-income households compared to about 20 percent of households with non-minority householders.”) “Given the relatively higher unemployment rates and lower incomes of African Americans and Hispanics in the Milwaukee area, the need for more affordable housing for these populations is clear.” Id. at 356. Rather than seek to resolve this situation, Waukesha has taken steps that perpetuate segregation.

For example, in 1992, Waukesha County’s barriers to affordable housing were evaluated in detail. That report made it clear that the County was pervaded with local regulatory barriers that made it difficult to site multifamily and affordable housing in its municipalities. Yet in more than two decades since that report, there has been little indication of efforts to reduce or eliminate this legacy of discrimination. Instead, continuing decisions by Waukesha County communities that may seek Lake Michigan water, including explicitly limiting the availability of multifamily housing, also perpetuate segregation. The city of Waukesha, for example, in 2009 formally reduced its target percentage of multifamily rental housing from 45% (with 20% of that Berlin this way:

Some of the opposition was based in part on fear that prospective tenants would be African American or minority. The Mayor, Aldermen, Plan Commissioners and staff at DCD were aware that community opposition was based in part on race. The communications they received over several weeks contained express and implied racial terms that were derogatory and based on stereotypes of African American residents. These communications reference ‘niggers,’ ‘white flight,’ ‘crime,’ ‘drugs,’ ‘gangs,’ ‘families with 10 or 15 kids,’ of ‘slums,’ of not wanting New Berlin to turn into ‘Milwaukee,’ of moving to New Berlin ‘to get away from the poor people...’”

Levine report at 10-11.

being “duplex” and 25% other multifamily) to 35% multifamily (also including duplexes). In 2010, the city of Waukesha rejected proposals from two developers to construct affordable multifamily housing. The communities that are part of the expanded water service area fare even worse: the town of Genesee and the city of Pewaukee have no affordable tax credit housing at all, while the towns of Delafield and Waukesha have no affordable family housing – which is the critical need to reduce segregation in the region. And in 2014 the Waukesha County board rejected and amended multiple elements of SEWRPC’s Housing Plan that were intended to ensure fair and affordable housing throughout the region.

D. Suburban Transportation Decisions Have Been Discriminatory.

Transportation-related decisions and policies of suburban officials, not unrelated to housing policy, have also had the clear discriminatory effect, if not the intent, of limiting the employment opportunities of persons of color, especially those from Milwaukee. For more than


31 WHEDA – Low Income Housing Tax Credit Projects Allocated or Awarded (viewed 8/18/15 at http://www.wheda.com/uploadedFiles/Website/Business_Partners/Property_Managers/Other_Reports/allocation_historic.pdf); Housing Plan at 325.

half a century, transportation planning in metropolitan Milwaukee has emphasized freeway
construction and automobile travel. Freeway construction destroyed urban neighborhoods and
facilitated suburban sprawl – which was overlaid with, and related to, racial segregation in
housing. Residential relocations caused by freeway construction compounded the problem,\(^{33}\)
while sprawl quite literally paved the way for white flight from the city. By 1972:

the over-emphasis on the auto and the efforts to serve the public demands for eliminating
congestion [had] produced some serious detrimental side effects. Contrary to the former
claims of the planners that transportation facilities only serve planned land uses, there are
strong indications that there exists an important feedback whereby the freeway is an
important determinant of land use. The existing spread of costly urban sprawl has been
accelerated to a large degree by the extension of the freeway system into vast amounts of
formerly rural lands. The central city has also belatedly come to realize that as a result of
freeway construction, it has had to bear a number of social and economic costs such as
removal of needed housing, increased pollution, reduced tax base, and the loss of jobs.\(^{34}\)

These effects, of course, adversely and disproportionately affected the disproportionately
minority residents consigned to living in the city.

During the 1990s, it appeared that the transportation planning process finally had begun
to meaningfully consider the needs of communities of color. In 1997, a Locally Preferred
Alternative (LPA) was selected. It included, among other components, light rail transit in
Milwaukee County and a 21% expansion of bus service in Milwaukee and Waukesha counties
“targeted at getting workers to jobs in the two counties.”\(^{35}\) The expansion of public transit was
crucial: at the time the MIS/DEIS was issued, the central city unemployment rate was 12%,
while many jobs in Waukesha County remained unfilled.\(^{36}\)

\(^{33}\) Various relocation studies, done primarily in relation to urban renewal projects, have
found that white households, on the average, migrate longer distances than black households of
similar economic circumstances. Presumably, this is due to residential segregation, imposed or
self-imposed.” Theodore K. Miller, *Freeway Impact in Milwaukee, Phase I Final Report*
(Milwaukee Urban Observatory, March 1972) (Ex. L) at 14.

\(^{34}\) *Freeway Task Force Report* (Milwaukee Dept. of City Development, June 1972) (Ex. M)
at 12.

\(^{35}\) *Milwaukee East-West Corridor Transportation Study*, Major Investment Study/Draft
Environmental Impact Statement, Locally Preferred Alternative (WisDOT, FHWA, FTA, May
1997) at S-1. (Apparently not available online, and thus not available to submit with these
comments.)

\(^{36}\) *Major Impact Study/Draft Environmental Impact Statement* (WisDOT, FHWA, FTA,
Oct. 1996) at 1-17. (Apparently not available online, and thus not available to submit with these
comments.) Numerous other studies and reports confirmed this mismatch, which clearly and
disproportionately affected minority and low income residents of the central city. *See also*, Ex.
N (Sustainable Milwaukee Complaint at 27-31).
But actual implementation of the LPA never occurred. In late 1997, the WisDOT Secretary and Governor refused to allocate funding for any portion of the Preliminary Engineering/Final Environmental Impact Study dealing with light rail. Ex. N (Sustainable Milwaukee Complaint at 25-26.) And there were racial overtones to these decisions.

Increasingly . . . racialized politics in the state and region took a more coded form. An example was the policy issue of whether to build a light rail transit system in the Milwaukee region. Favored by urban leaders such as the mayors of Milwaukee in the 1990s and 2000s, and pursued, in one form or another, in almost every other large metropolitan area in the country, opposition to light rail as a “taxpayer’s nightmare” and “billion dollar boondoggle” became a mantra for politicians in Milwaukee’s overwhelmingly white, hypersegregated suburban and exurban communities . . . . As [Milwaukee’s] pro-light rail Mayor John Norquist put it: “The right-wing talk radio guys would always promote it to their listeners that somebody from the city would come out to the suburbs and steal their TV set…I think the Republicans from the suburbs around Milwaukee found light rail to be an issue that excited their base at election time, so they ended up running against it. Suburban politicians such as Brookfield’s Scott Jensen, Waukesha’s Dan Finley, and Wauwatosa’s Scott Walker all incorporated opposition to light rail into their campaigns. And George Watts, an Ozaukee County resident, downtown Milwaukee merchant, and candidate for mayor of Milwaukee in 2000, based his campaign largely on opposition to light rail; earlier he had explicitly raised the largely suburban fears that “urban criminals could use the trains to prey on suburbanites” by saying that “light rail brings strangers who are not only a threat to your property, but to your children.” Transit advocates described these references as “code words for race,” and in Milwaukee several black politicians decried Watt’s remark about “strangers” as a racial reference.37

Levine report at 34-35 (internal footnotes omitted). Such attitudes led to filing of race discrimination complaints – which state officials agreed to settle by using their best efforts to expand transit. Ex. N. That agreement, however, has been honored primarily in the breach. Even though the regional long-range transportation plan recommended significant increases in transit service and did so, specifically, as a matter of racial equity, transit has moved backwards.38 See also, Housing Plan at 932 (socioeconomic (environmental justice) analysis

37 “Crime” and similar references have been used in this region for decades, as coded references to persons of color, especially African-Americans. See, e.g., Levine report at 31 (in 1970s, Nazi party candidate for mayor in Milwaukee stating, inter alia, “Are you fed up with runaway crime and unsafe streets?”); id. at 30-36.

38 “The public transit recommendations of the regional transportation plan would, in particular, serve minority and low-income populations within Southeastern Wisconsin. The transit element of the regional transportation plan would in particular connect minority and low-income populations with jobs. Also, the public transit recommendations of the regional transportation plan are directed towards improving transit service in central Milwaukee County
“found a need for regionwide cooperation on effective workforce development, access to educational opportunities, and an effective transit system to fully address the problems caused by the concentration and isolation of environmental justice populations. The analysis determined that full implementation of the public transit element of the year 2035 regional transportation system plan, as recommended by the regional housing plan, should be a priority.”) Thus – despite the explicit provisions of the regional (including Waukesha) 2035 Plan that transit expansion was necessary to serve minority communities and the reiteration in the regional (including Waukesha) Housing Plan that this was a priority to reduce the concentration and isolation of these communities, transit has declined while highway capacity expansion proceeded apace.

And Waukesha actions have contributed to this decline. As noted above, its leaders have objected to transit on grounds demonstrating implicit, if not explicit, bias. In recent years, the County has also rolled back public transit, including transit to connect Milwaukee residents to the kinds of jobs the water diversion would serve. For example, in 2004 Waukesha County declined to continue contributing to a route to connect Milwaukee to jobs in New Berlin, as well as West Allis. In 2007, Waukesha County officials eliminated a transit route that connected Milwaukee residents with jobs in Waukesha County - within days of agreeing to help pay for a highway interchange in Oconomowoc, an almost exclusively white community. It eliminated and those areas with minority and low-income populations. “A Regional Transportation System Plan for Southeastern Wisconsin: 2035” (2035 Plan), SEWRPC (June 2006) at 576 (viewed 8/17/15 at http://www.sewrpc.org/SEWRPCFiles/Publications/pr/pr-049_regional_transportation_system_plan_for_se_wi_2035.pdf ). Thus the plan was intended to “provide better connectivity between central Milwaukee County residents, including minority and low-income populations, and employment and other opportunities in the outlying communities within the Region.” Id. All these recommendations were made in the context of ensuring that communities of color received a fair share of benefits of transportation system investments, and were included in the chapter evaluating the environmental justice compliance of the 2035 Plan. But instead, financial support and transit services have been eroded – something that SEWRPC explicitly recognized would have a discriminatory effect. Id. at 366, 592. By 2014, an estimated 30,000 fewer jobs in the region were served by transit than if the service that existed in 2001 had been in place. “Public Transit and Access to Jobs in the Milwaukee Metropolitan Area, 2001-2014” (UWM- Center for Economic Development, 2014) at 10 (viewed 8/18/15 at http://www4.uwm.edu/ced/publications/Transit2015_FINAL-1.pdf ); also see generally, Sean Ryan, “Locked out: Suburbs slow on affordable housing,” Milwaukee Business Journal (May 9, 2014) (viewed 8/25/15 at http://www.bizjournals.com/milwaukee/print-edition/2014/05/09/locked-out-suburbs-slow-on-affordable-housing.html ).


a route that connected the New Berlin Industrial Park to Brookfield Square (a location reachable by Milwaukee County transit) in 2010.\textsuperscript{41} It cut a route between Waukesha and Milwaukee County in 2011.\textsuperscript{42} And although it received a grant to purchase vans to set up a van pool, it not only failed to implement such a plan, but apparently did not even consider using the vans to help Milwaukee workers access jobs in Waukesha, which presumably would have been allowed under rules requiring a trip to begin or end in Waukesha County.\textsuperscript{43} Waukesha has also made clear its staunch opposition to the regional transit that is critical to achieve racial equity. For example, in 2010, the county board unanimously passed a resolution opposing creation of a Regional Transit Authority. Ex. O. Then in 2014, the Waukesha County board rejected elements of SEWRPC’s Housing Plan that were intended to ensure full implementation of the public transit provisions of the regional transportation plan – provisions which were also deemed crucial to addressing racial inequity in the region. \textit{See, e.g.}, Ex. K.

\textit{E. Job Migration Has a Discriminatory Effect.}

The benefits of suburban job expansion and the burdens of urban job loss have not been evenly distributed. For decades, jobs have migrated from the city of Milwaukee - where disproportionate numbers of persons of color live and work - to disproportionately white suburban communities that have excluded them. As Mayor Zeidler noted, extending water to Wauwatosa in 1959 led to industrial development there rather than in the city of Milwaukee. In the 1970s, 42 businesses moved from the city of Milwaukee to New Berlin’s industrial park.\textsuperscript{44}

Nor is this problem only in the past. While persons of color, especially African-Americans and Latinos, are concentrated in the central city, parts of the region with substantial


\footnotesize{44\textit{See, e.g.}, Memorandum to Waukesha Water Utility at n. 1; “Analysis of the New Berlin Petition.”}
employment opportunities – and a lack of affordable housing – “are located outside areas with the greatest concentrations of minority populations.” Housing Plan at 515. The failure to ensure equitable job access has created and exacerbated profound economic inequalities within the region. “On average black and Hispanic households earn significantly less per year than white households. Black/Non-Hispanic households in the four-County Milwaukee metropolitan area earned 45 cents for every dollar earned by whites, and Hispanic households earned 61 cents for every dollar earned by whites, based on median household incomes reported in the 2005-2009 ACS.” Housing Plan at 356.

Diverting water to Waukesha will exacerbate the problem. Waukesha’s major business organizations have advocated for water diversion for “economic development.” But Waukesha’s industrial areas are not readily (or at all) accessible to city of Milwaukee job seekers, especially the large and disproportionate number of persons of color – especially African-Americans - who depend on transit to access such jobs.

As also noted above, many industries in Waukesha rely on high-capacity wells, others use the Waukesha Water Utility, and as many as 8 to 10 new or expanding industrial users are anticipated. Because Waukesha refused to disclose the identity of those potential new industries who might use its water, Technical Memorandum at 5, it cannot be ascertained whether, as in the case of the New Berlin Industrial Park, it will lure even more industries (and their jobs) away from the city of Milwaukee and its workers who need those jobs.

This is not just a theoretical concern. In addition to the history of job out-migration, the city of Waukesha’s Comprehensive Plan projects a more than doubling of the land area for industrial development (from 921 to 1943 acres) between 2000 and 2035, as well as a significant increase in commercial and residential development. With respect to communities included in the expanded service area, the town of Genesee plans to expand the area for industrial usage nearly tenfold, the town of Waukesha to nearly quadruple the area for industrial usage, and the city of Pewaukee to more than double the land area for industrial usage, during that period. Providing diverted water to those communities will inevitably facilitate such development.

As the 2004 memo to the Waukesha Water Utility stated regarding a diversion to another Waukesha County city, the “sale of water to New Berlin will create competition for industrial development between Milwaukee and New Berlin that may result in a loss of industry and

45 City of Waukesha Comprehensive Plan, Ch. 7 (Land Use Element), at 7-10 to 7-11 (projecting 24% increase in land for commercial development and 76% increase for residential development) (viewed 8/19/15 at http://www.ci.waukesha.wi.us/c/document_library/get_file?uuid=a3fc4b11-e352-4ae4-bcf1-31b69553cde8&groupId=10113 )

46 Waukesha County Comprehensive Plan, Ch. 7 (Land Use Element), at 7-20 and 7-30 (calculated from comparisons of 2000 and 2035 land for industrial purposes) (viewed 8/19/15 at https://www.waukeshacounty.gov/uploadedFiles/Media/PDF/Parks_and_Land_Use/Land_Information/Development_Plan/Chapter%207%20Land%20Use%20print%20ready.pdf )
related property tax revenues to Milwaukee.” Memorandum to Waukesha Water Utility at 1. That is equally – if not even more – true with respect to a water diversion to the City of Waukesha and its surrounding communities.

III. In Light of Pervasive Segregation and Discrimination – and in Light of a Reasonable Alternative that Serves Existing Users - the DEIS Must Evaluate Reasonable Alternatives to Constrain Sprawl.

It is one thing for a water diversion application to seek to serve an existing community that has no other alternative. It is quite another for a community to seek to divert water not only to meet its current needs, but to support and undergird industrial, commercial and residential expansion – especially when the benefits of that expansion exclude communities of color, especially African-Americans, in the region.

And the requested diversion is not needed to serve an existing “community” in need of water, as the Great Lakes Compact requires. As comments and studies submitted by others, such as the Compact Implementation Coalition, make clear, the city of Waukesha could meet its water needs without diverting Lake Michigan water. That it wants more water to support future growth and expansion in the city itself, and to serve a vastly expanded service area, does not justify the diversion. Thus, the environmental review process must consider the reasonable alternative of limiting growth and development in Waukesha, and of excluding the expanded service area, in evaluating the feasibility of other water supply alternatives.

Moreover, as discussed above, Title VI and environmental justice require consideration of the effects on communities of color, especially African-Americans, of diverting Lake Michigan water to Waukesha. The diversion application relies on a SEWRPC-drafted map that adds 17 square miles to its water supply service area - thus promoting growth not only in Waukesha, but also farther from Waukesha’s downtown, bus lines, public services, job market and somewhat affordable housing, into less-accessible parts of the city and into communities even more segregated than the city of Waukesha itself. It is clear that communities of color in

\[47\] Waukesha may claim that its diversion will not have these adverse and segregative effects. The application, however, fails to address those issues, much less do so based on adequate, current information. Although Waukesha’s diversion application is based in significant part on SEWRPC’s Regional Water Supply Plan, and although that plan claims that population growth, racial and ethnic residential patterns and job growth would not be significantly affected by the diversion, see, “A Regional Water Supply Plan for Southeastern Wisconsin,” SEWRPC (Dec. 2010), Vol. 1 at 700 (viewed 8/26/15 at http://www.sewrpc.org/SEWRPCFiles/Publications/pr/pr-052-regional-water-supply-plan-vol1.pdf), those current patterns already perpetuate segregation and discrimination. In fact, the underlying “Socio-Economic Impact Analysis of the Regional Water Supply Plan for Southeastern Wisconsin,” Univ. of WI –Milwaukee Center for Economic Development (July 2010) at Ch. 7, pp 2-4 (viewed 8/26/15 at http://www4.uwm.edu/ced/publications/seianalysis_2010a.pdf ) confirmed the serious socioeconomic disparities that exit between the urban communities, such as Milwaukee, and the
the region – and especially African-Americans - will derive few (if any) benefits from diverting Lake Michigan water to these suburban communities, while the increase of suburban sprawl development will profoundly burden them. By failing to evaluate the possibility or potential effects of slowing or limiting growth in communities such as the City of Waukesha (e.g., by limiting the water service area to already-built locations), rather than of simply supplying all the water the receiving community wants to support its ambitious goals for substantial future growth and annexation, the DEIS and Technical Review not only ignore critical environmental laws, including the Great Lakes Compact itself, but they ignore the interrelated social and economic effects of those decisions and the racially discriminatory effects of doing so.48

At the same time, an adequate analysis that appropriately addresses civil rights issues must also consider the potential benefits that may accrue to communities of color in the region if suburban communities who want to obtain diverted water from Lake Michigan. As the report explicitly stated, “[t]he data indicate that over the past 50 years, there has been an outward migration of population and jobs from the large lakeshore manufacturing cities to the outlying counties, suburbs, and exurbs. The loss of a manufacturing-based economy and the movement of economic and development activity inland created a negative impact on jobs and income in the historic central city areas. . . Racial and ethnic minority and low-income populations have been disproportionately affected, and these populations have become increasingly concentrated in the cities of Kenosha, Milwaukee, and Racine.” Id. at 185-6.

Moreover, the Analysis was based on the understanding that development in Waukesha would be primarily infill and incremental growth. Id. at 187. As discussed supra Secs. II.A,E, however, it is clear that much more expansive growth is planned, growth that will inevitably further disadvantage communities of color in the region.

Finally, this Analysis recognized that the these profound disparities could be addressed and alleviated by intergovernmental cooperation agreements between the suburban communities seeking water and the urban communities profoundly burdened by regional residential and job segregation, and explicitly stated that “[t]hese issues need to be addressed prior to an evaluation of each of the six recommendations under the RWSP.” Id. at 187 (emphasis added). That clearly did not occur.

48 As others, such as the Compact Implementation Coalition, have separately noted, the expansion of the City of Waukesha’s water service supply area to include communities which have no current or demonstrable future need for Lake Michigan water, and which have neither implemented water conservation programs nor adopted plans to do so in the future, makes the diversion application inconsistent with the Compact’s requirements. This is particularly true because SEWRPC’s conclusions regarding the lack of adverse effects of a diversion were expressly predicated upon technical and scientific information concluding that existing groundwater sources in southeastern Wisconsin, if properly managed, are of sufficient quantity and quality to support projected growth through the year 2035, and thus that there are reasonable alternatives to the supply of Lake Michigan water to other communities until at least 2035. Regional Water Supply Plan (Vol. 1) at 386.
diverted water is not provided to Waukesha and communities around it and growth is thereby limited. For example, because all industry requires some access to water, if Lake Michigan water is not sent outside Milwaukee or outside the basin, greater benefits are likely to accrue to the African-American residents largely excluded from Waukesha, by keeping water resources that attract and retain jobs and industry in Milwaukee. This is even more likely to be the case where, as now, the city of Milwaukee is seeking to use its access to water to attract industry back to the city, including industry from other parts of the country.\textsuperscript{49} It also would be far more likely to provide jobs accessible by public transit in Milwaukee, reducing disparities in access to employment. Facilitating growth in Milwaukee, while limiting exurban expansion, might also reduce, or at least constrain, the substantial and increasing segregation in the region. Clearly, those would be benefits within the meaning of Title VI and environmental justice requirements. They certainly cannot be ignored.

The failure of Waukesha’s application, and of the DEIS and Technical Review, to address these issues is reason enough to deny the Application.

Respectfully submitted,

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Dear Mr. Davis, Mr. Grzezinski, Mr. Narayanan, Ms. Rotker, and Mr. Royal:

This is to acknowledge receipt of, and to respond to, your letter of September 28, 2018, which provided comments and concerns relating to the draft Second Amendment to VISION 2050: Land Use Changes and Transportation Improvements Related to the Planned Foxconn Manufacturing Campus. The Commission staff would like to thank you for your continued interest and involvement in the Commission’s planning efforts and processes. In your letter, you provide a number of comments on the proposed amendment; this letter from the Commission staff provides responses to each of the material statements made in your September 28, 2018, letter.

During the development of VISION 2050, objectives were identified to compare alternative plans and guide the development of the final plan. These objectives included three objectives focused specifically on how the plan should benefit communities of color, low-income populations, and people with disabilities, and were titled the “Equitable Access” objectives. The three objectives are: 1) Benefits and impacts of investments in the Region’s transportation system should be shared fairly and equitably and serve to reduce disparities between white and minority populations, 2) Affordable transportation and housing that meet the needs and preferences of current and future generations, and 3) Reduce job-worker mismatch. Commission staff considered these objectives when developing and designing the draft second amendment to VISION 2050.

The first section of your letter, entitled “Need for Title VI and Environmental Justice Analysis of Proposed Changes,” argues for Title VI and Environmental Justice analyses, similar to those completed during the consideration of VISION 2050, to be performed on the content of the proposed second amendment to VISION 2050. Although Commission staff has historically not performed such analyses on
amendments to the regional transportation plan, you are correct that the significant impact of this
development on a portion of the Region warrants such analyses be completed, as the benefits and impacts
to the Region of this amendment go beyond those of the single transportation projects that have been
historically amended into the regional transportation plan. The Commission staff has completed analyses
of the Title VI and Environmental Justice benefits and impacts of the proposed amended regional land use
and transportation plan, and a 30-day public comment period will be held on said analyses. During the
public comment period, which will begin on October 26, 2018, and end on November 26, 2018, the
analyses will be available through a link on the homepage of the Commission’s website and the VISION
2050 website, and paper copies will be available to anyone who requests one.

The second section of your letter makes a number of statements regarding the land use development
pattern recommended in the draft second amendment to VISION 2050. At the beginning of this section,
you discuss the racial makeup of various portions of the Racine area, and correctly note that the area
containing the Foxconn site, Sub-area 29, has a lower percentage of its population made up of black and
Hispanic individuals than the City of Racine or Racine County as a whole. It should be noted that the
job/housing balance analysis referenced in your letter refers to existing conditions in the Region. A
projected job/housing balance analysis was also conducted for the regional housing plan that used
sewered community comprehensive plans and existing conditions as its basis. The projected job/housing
balance analysis was updated after the regional housing plan was adopted to show the projected
job/housing balance for each sewer community in the Region, instead of combining sewer
communities within a sub-area. The updated job/housing balance analysis (see attached Map 1) shows an
imbalance of both lower-cost housing and lower-wage jobs and moderate-cost housing and moderate-
wage jobs within large portions of Sub-area 29.

It should also be noted that the projected job/housing balance analysis was conducted at a necessarily
general, regionwide scope, which is appropriate for use in developing housing recommendations at a
regional level. The regional housing plan recommends that communities with a potential existing or
projected job/housing imbalance conduct a more detailed analysis based on specific conditions in their
community as part of a comprehensive plan update. If the local government analysis confirms a
job/housing imbalance, the housing plan recommends that the local government update its comprehensive
plan to identify areas for the development or redevelopment of the needed housing; and update its zoning
ordinance as necessary.

If implemented by local governments through means such as updates to comprehensive plan land use plan
maps, the revisions to the land use development pattern recommended in the draft second amendment to
VISION 2050 within the primary impact area would accommodate the development of both single-family
homes on lots of 1/4 acre or less and multifamily housing at densities of 10 units per acre or greater, both
of which tend to be more affordable to a wider range of households than single-family homes on larger
lots. This would increase access to new job opportunities for low- and moderate-income households, help
address potential shortages in Sub-area 29 of lower-cost housing (multifamily housing) and moderate-cost
housing (single-family homes on lots of 10,000 square feet or less), and increase the potential for racial
and economic integration within Sub-area 29.

Throughout this second section of your letter, there appears to be a misunderstanding regarding the
recommendations for residential densities in VISION 2050. VISION 2050 does not recommend the
specific residential zoning categories that should be used when implementing the plan. While zoning ordinances regulate density, the residential land use categories included in VISION 2050 have broad density ranges that are intended to reflect an overall residential density for an area. These density ranges can be equated to the density ranges a community may use in their comprehensive planning efforts. The densities and/or residential structure types allowed by multiple types of zoning districts may be compatible with a single comprehensive plan land use category. VISION 2050 recommends that communities include land use categories with appropriate density ranges in their comprehensive plans and on the associated land use plan maps to implement the land use development pattern recommended in VISION 2050. The land use component of the regional plan also recommends consistency between community zoning ordinances and comprehensive plans as required by the State comprehensive planning law. Zoning ordinances are one of the major implementation devices available to a community because they divide the community into districts for the purpose of regulating the use of land, and structures; height, size, and placement of structures; and density of development, and they are necessarily more detailed than the land use categories included in VISION 2050.

To elaborate further, the primary impact area in the draft second amendment includes a recommendation for residential development at the Small Lot Traditional Neighborhood category. This residential land use density category is intended to accommodate the development of both single-family homes on lots of 1/4 acre or less and multifamily housing at densities of 10 units per acre or greater. Recreational and institutional uses such as parks and schools are also envisioned, and in this instance much of the new development anticipated in the primary impact area under the amendment would be industrial and commercial in nature. This land use category, as with any land use category on this map, does not represent a recommendation for uniform zoning across the primary impact area and should not be interpreted as such.

Based on continuing discussions around housing in relation to the Foxconn development through efforts such as the Southeastern Wisconsin Housing Summit, hosted by Racine County and the Wisconsin Housing and Economic Development Authority (WHEDA), and public comments received through Commission public outreach activities, Commission staff will be proposing to the Commission’s Advisory Committee on Land Use Planning that the land use changes included in the draft second amendment be revised. As previously discussed, the amendment originally recommended all areas of residential development in the primary impact area be allocated to the Small Lot Traditional Neighborhood category (4.4 to 6.9 housing units per net residential acre). Staff is proposing to revise the draft second amendment to include areas with development allocated to the Mixed-Use Traditional Neighborhood category (7.0 to 17.9 housing units per net residential acre) as shown on revised Figure 2 and revised Map 1.1 of the amendment (attached as Maps 2 and 3). Similar to the Small Lot Traditional Neighborhood Land Use Category, the Mixed-Use Traditional Neighborhood Land Use Category would support the development of new multifamily housing, although at potentially higher densities. If implemented by local governments, this would further help to increase access to new job opportunities for low- and moderate-income households, address projected job/housing imbalances, and increase the potential for racial and economic integration within the primary impact area.

The third section of your letter discusses transportation recommendations included in the draft second amendment to VISION 2050, starting with the specific recommended changes to transit services. The Commission has consistently recommended faster, more frequent, and more expansive transit service in
Southeastern Wisconsin that would enhance access to jobs, education, services, and other destinations, and the Commission staff has worked diligently to—within the constraints of their authority and role as laid out in State Statutes—seek the implementation of those transit recommendations.

Regarding the commuter bus service between downtown Milwaukee and the Foxconn site and employment sites along IH 94 in Kenosha County, you argue that the lack of a ride without transfers to the Foxconn site from neighborhoods with a disproportionately large share of persons of color or individuals with low incomes means that the proposed route would be inaccessible to persons of color. It is important to consider this proposed route in the context of the full extent of the transit services recommended under VISION 2050, and the transit system design best suited to the development pattern of a community with the size, density, and street pattern of the Milwaukee metropolitan area.

The recommended public transit element included in VISION 2050 includes eight rapid transit corridors and four commuter rail lines, in addition to express buses and greatly enhanced local transit services. In general, the transit system included in VISION 2050 would be fast, frequent, and have excellent coverage throughout Southeastern Wisconsin. It would be exceedingly inefficient, and would result in poorer service to transit riders due to excessive overall cost, if every bus route and rail line in VISION 2050 provided direct connections to every major employment destination. Passengers are expected to transfer under the recommended VISION 2050 system, and the increased service frequency across the system would make these transfers relatively seamless, as anyone who has ridden transit in a metropolitan area that has robustly invested in its transit system could attest. Many of the proposed stations in the rapid transit corridors and commuter rail lines would be located in neighborhoods that are largely inhabited by persons of color or individuals with low incomes, and would connect these neighborhoods to destinations and services across the Milwaukee area and throughout Southeastern Wisconsin.

Given the scale and density of employment in downtown Milwaukee, it is the major employment center that is the exception to the statement in the previous paragraph, as direct, fast, and frequent access to downtown Milwaukee would be provided from nearly every neighborhood that is predominately inhabited by persons of color or individuals with low incomes under the recommended transit system included in VISION 2050. It is for this precise reason that the proposed commuter bus route to Foxconn was shown serving downtown Milwaukee, as no reasonably direct route could provide a “one seat ride” to even a substantial portion of the Milwaukee neighborhoods that are largely inhabited by persons of color or individuals with low incomes.

However, Commission staff recognize that special attention is being paid to the new bus routes included in the draft second amendment to VISION 2050, as there is a possibility that these routes may be implemented outside of the context of the significantly expanded overall transit system recommended in VISION 2050. In addition, in consideration of the comments included in this section of your letter, Commission staff developed a modification to the proposed commuter bus route shown on attached Map 4, wherein the commuter bus route would start service in the north-central portion of Milwaukee County, and provide express stop spacing on W. Fond du Lac Avenue and through downtown Milwaukee and the near south side on 6th Street. This revised route would ensure that the route still provides robust transfer opportunities in downtown Milwaukee—ensuring access to Foxconn from all of the neighborhoods that are largely inhabited by persons of color or individuals with low incomes in
Milwaukee—while also providing direct access to these employment opportunities to some of the lowest income neighborhoods in the entire Region.

Your letter then discusses the commuter bus route connecting Burlington to the Foxconn site, and the shuttle route traveling between the Sturtevant Train Station and the Foxconn site. Although there certainly are areas served by those routes that have higher concentrations of specific minority groups or low-income populations than the Region’s overall average, you are correct that the residents of the areas served by these routes are overwhelmingly non-Hispanic white relative to areas of the Cities of Milwaukee or Racine. Obviously, this does not mean that these transit routes should not exist, especially given the relatively small investment they represent in the context of the entire VISION 2050 recommended transit element. Commission staff would also note that, based on conversations with local officials in the communities served by the Burlington route, it is expected that new multifamily housing may be constructed near the proposed stops for the route.

You conclude your discussion of transit services with a discussion of the extension of Route 1 and the commuter bus route from downtown Racine to the Foxconn site. You indicate that there is a need to evaluate whether and to what extent these routes will be accessible to or are currently used by communities of color. The existing Route 1 in the City of Racine’s transit system serves areas that have substantial minority populations and low-income populations and exceed the regional averages for concentrations of minority residents and families in poverty, as can be seen by Maps N.1 through N.8 in Appendix N of VISION 2050. In addition, the proposed commuter bus route provides direct service from the City of Racine’s transit center, where timed transfers could occur with all of the routes in the Racine transit system, on which—as shown in Table 5.22 in Volume I of VISION 2050—approximately 45 percent of riders were black and 16 percent of riders were of another minority and nearly 80 percent of riders had an annual household income of less than $30,000 in 2011, the most recent year in which data are available. These existing users of the City of Racine transit system would have robust access to the Foxconn site and surrounding development under the routes proposed in the draft second amendment to VISION 2050.

The third section of your letter also discusses the additional roadway capacity that the Wisconsin Department of Transportation (WisDOT) is currently constructing or is planning to construct in the near future. These projects are currently underway, and were developed, studied, and analyzed by WisDOT in coordination with Foxconn. This proposed amendment simply reflects the results of this development process and the will of the local governments affected in Kenosha and Racine Counties. In the context of the proposed amended VISION 2050, the additional 16.2 route miles of expanded or new arterial streets and highways that are being constructed by WisDOT in and around the Foxconn site represent a 5 percent increase over the total amount of recommended expanded or new arterial streets and highways in the original VISION 2050. Even with the additional capacity in and around the Foxconn site included in the proposed second amendment to VISION 2050, arterial street and highway capacity is recommended to be increased modestly over the next 32 years, with 7 percent of arterial street and highway route miles seeing additional capacity in the form of additional travel lanes and a 2 percent increase in the overall number of route miles of arterial streets and highways. In contrast, the Region’s transit services under the proposed amended VISION 2050 are recommended to be expanded significantly, by 119 percent as measured by average weekday revenue vehicle hours of service. Commission staff agree with the notion that the Region’s transit system is desperately in need of significant investment and expansion and have argued...
for decades for a level of investment similar to that included in VISION 2050. Such an investment in and expansion of transit services would particularly serve the Region’s communities of color, low-income populations, and people with disabilities.

You also argue in this section that Commission staff should be directly analyzing and comparing the draft changes to VISION 2050 in isolation, as if the proposed amended VISION 2050 only included arterial street and highway expansions and transit service expansions related to Foxconn, rather than a comprehensive, multimodal transportation network that is intended to serve the travel of all users across the Region. It is not the Commission’s role, as an advisory regional planning agency that does not have the authority to implement either roadway or transit projects, to perform an equity analysis of an implementing agency’s actions related to specific projects. However, if a direct comparison of expenditures by mode were appropriate, Commission staff would note that the capital and operating costs of the changes to the arterial street and highway system in and around Foxconn included in the draft amendment are approximately $130 million over the life of the plan in 2017$, while the capital and operating cost of the changes to the transit services recommended to serve the Foxconn site in the draft second amendment are approximately $210 million over the life of the plan in 2017$. More information on the benefits and impacts of the proposed amended VISION 2050 transportation component can be found in the Title VI and Environmental Justice analyses that will be available for public comment starting October 26.

Regarding your discussion of the diversion of State transportation funds from other roadway projects across the State, the Legislative Fiscal Bureau estimated that $70 to $90 million of the funds being dedicated to the roadway projects in and around Foxconn could have been used for roadway projects elsewhere in the State. Given the limitations on funding flexibility placed on WisDOT by the State Legislature, these funds likely would have been used for roadway projects in other portions of the State that are similarly or less diverse than the area around the Foxconn site. Given funding restrictions included in the current State budget for transportation, these funds would not have been used for transit projects in the Milwaukee area.

In the fourth section of your letter, you argue that the transportation changes in the draft second amendment to VISION 2050 will have an adverse effect on communities of color, low-income populations, and people with disabilities. Again, the benefits and impacts of the transportation changes included in the amendment must be considered in the context of the entire transportation system of the proposed amended VISION 2050. The transportation component of the proposed amended VISION 2050, recommends significant improvement and expansion of transit service, which would serve to dramatically improve mobility and access to destinations for people of color, people with low-incomes, and people with disabilities that rely transit services to travel around the Region. The included arterial street and highway element would modestly improve mobility and access to destinations for people of color, people with low-incomes, and people with disabilities that utilize automobiles for their travel. This was demonstrated throughout the VISION 2050 process through multiple equity analyses that considered the benefits and impacts of the transportation system on communities of color, low-income populations, and people with disabilities. The new analyses developed to analyze the benefits and impacts of the proposed amended VISION 2050 also show these results clearly.
In contrast, the proposed amended Fiscally Constrained Transportation Plan (FCTP), a subset of the recommendations from the proposed amended VISION 2050 that is limited by current and reasonably expected revenues and the Federal and State limitations on the uses of those revenues, does show that a decline in transit service can be expected unless additional funding for transit services is provided. To be clear, VISION 2050 does not recommend the reduction in transit service expected under the FCTP. As stated in the conclusion of the Environmental Justice and Title VI analyses of the transportation component of the proposed amended VISION 2050, the reduction in transit service and minimal provision of higher-quality transit service under the amended FCTP would result in less access to jobs, healthcare, education, and other daily needs than under the amended VISION 2050, and in many cases, less access via transit than exists today. For the 1 in 10 households in the Region without access to an automobile, households that are more likely to be minority or low income than their overall proportion of the Region’s population, mobility and access to jobs and activities within the Region would be limited. In addition, a large number of the Region’s jobs would be inaccessible to those households without an automobile due to excessive travel times on the remaining transit services. This particularly impacts people of color, people with low incomes, and people with disabilities, who utilize public transit at a rate proportionately higher than other population groups.

Therefore, should the reasonably available and expected funding, which dictates the portions of the proposed amended VISION 2050 that are included in the amended FCTP, remain unchanged, a disparate impact on the Region’s communities of color, low-income populations, and people with disabilities is likely to occur. Given current limitations at the State level on local government revenue generation and on WisDOT’s ability to allocate funds between different programs, the ability for the Region to avoid such a disparate impact is dependent on the State Legislature and Governor providing additional State funding for transit services or allowing local units of government and transit operators to generate such funds on their own.

As an aside, you discussed in your letter the issues and limitations of using journey-to-work data as a proxy for the automobile travel of people of color. Commission staff do not use these data because staff are attempting to obfuscate the issue, but because it was (and for some analyses, still is) the best information available on the race/ethnicity and income of individuals traveling by automobile in the Region. The year 2017 National Household Travel Survey was recently made available, and contains some information that allows Commission staff to broaden this discussion to include some data on all travel by people of color, and the analyses of the proposed amended VISION 2050 transportation component reflect the information from these newly available survey data.

Again, we thank you for your continued engagement in the Commission’s planning processes. As always, we would be pleased to meet with you to discuss any of these issues in further detail. During the public comment period for the Environmental Justice and Title VI analyses of the proposed amended VISION 2050, Commission staff will be providing the Commission’s Environmental Justice Task Force with copies of the analyses, and offering the Task Force an opportunity to meet and discuss the analyses. Following the completion of the comment period, a revised second amendment to VISION 2050, including the Environmental Justice and Title VI analyses, and a record of the public comment received during the two comment periods will be reviewed and considered by the Commission’s Advisory Committees on Regional Land Use Planning and Regional Transportation Planning. Following action by the Advisory Committees, the Commission will review and consider the amendment for adoption.
Please do not hesitate to contact me to arrange a meeting.

Sincerely,

Michael G. Hahn, P.E., P.H.
Executive Director

Enclosures

cc: Mr. Aloysius Nelson, SEWRPC Commissioner, Chair of Environmental Justice Task Force
    (w/ enclosures)
    Mr. Mitch Batuzich, Community Planner, Federal Highway Administration – Wisconsin Division,
    U.S. Department of Transportation (w/ enclosures)
Map 1
PROJECTED JOB/HOUSING IMBALANCES IN SEWERED COMMUNITIES IN THE SOUTHEASTERN WISCONSIN REGION: 2035

- SHORTAGE OF LOWER-COST HOUSING COMPARED TO LOWER-WAGE JOBS
- SHORTAGE OF MODERATE-COST HOUSING COMPARED TO MODERATE-WAGE JOBS
- SHORTAGE OF BOTH
- NO SHORTAGE OF AFFORDABLE HOUSING COMPARED TO JOB WAGES

- MAJOR EMPLOYMENT CENTER: 2035
- CIVIL DIVISION BOUNDARY: 2010

Source: Local Government Comprehensive Plans and SEWRPC.
Figure A.1 (continued)

Map 2
Revisions to Land Use Development Pattern: VISION 2050

- **ORIGINAL**
- **REVISED**

**Primary Impact Area**

**Legend**
- **MIXED-USE CITY CENTER** (Residential and Other Urban Land—At Least 18.0 Dwelling Units per Net Residential Acre)
- **MIXED-USE TRADITIONAL NEIGHBORHOOD** (Residential and Other Urban Land—At Least 7.0 to 17.9 Dwelling Units per Net Residential Acre)
- **SMALL LOT TRADITIONAL NEIGHBORHOOD** (Residential and Other Urban Land—At Least 4.4 to 6.9 Dwelling Units per Net Residential Acre)
- **MEDIUM LOT NEIGHBORHOOD** (Residential and Other Urban Land—At Least 2.3 to 4.3 Dwelling Units per Net Residential Acre)
- **LARGE LOT NEIGHBORHOOD** (Residential and Other Urban Land—At Least 0.7 to 2.2 Dwelling Units per Net Residential Acre)
- **LARGE LOT EXURBAN** (Residential Land—0.2 to 0.6 Dwelling Units per Net Residential Acre)
- **RURAL ESTATE** (0.1 to 0.2 Dwelling Units per Acre)
- **AGRICULTURAL AND OTHER OPEN LANDS**
- **PRIMARY ENVIRONMENTAL CORRIDOR**
- **SURFACE WATER**

Source: SEWRPC
Figure A.1 (continued)

Map 3
Land Use Development Pattern: VISION 2050 as Amended

- **MIXED-USE CITY CENTER**  
  Residential and Other Urban Land—At Least 18.0 Dwelling Units per Net Residential Acre

- **MIXED-USE TRADITIONAL NEIGHBORHOOD**  
  Residential and Other Urban Land—At Least 7.0 to 17.9 Dwelling Units per Net Residential Acre

- **SMALL LOT TRADITIONAL NEIGHBORHOOD**  
  Residential and Other Urban Land—At Least 4.4 to 6.9 Dwelling Units per Net Residential Acre

- **MEDIUM LOT NEIGHBORHOOD**  
  Residential and Other Urban Land—At Least 2.3 to 4.3 Dwelling Units per Net Residential Acre

- **LARGE LOT NEIGHBORHOOD**  
  Residential and Other Urban Land—At Least 0.7 to 2.2 Dwelling Units per Net Residential Acre

- **LARGE LOT EXURBAN**  
  Residential Land—0.2 to 0.6 Dwelling Units per Net Residential Acre

- **RURAL ESTATE**  
  (0.1 to 0.2 Dwelling Units per Acre)

- **AGRICULTURAL AND OTHER OPEN LANDS**

- **PRIMARY ENVIRONMENTAL CORRIDOR**

- **SURFACE WATER**

Source: SEWRPC
Map 4
Transit Services Proposed to be Added to VISION 2050

VISION 2050 TRANSIT SERVICES
- RAPID TRANSIT LINE
- EXPRESS BUS ROUTE
- COMMUTER RAIL LINE & STATION
- COMMUTER BUS ROUTE & PARK-RIDE
- INTERCITY RAIL LINE & STATION
- STREETCAR LINE

SERVICES PROPOSED TO BE ADDED TO VISION 2050
- COMMUTER BUS ROUTE
- LOCAL BUS ROUTE OR EXTENSION

PROPOSED AMENDED LOCAL TRANSIT SERVICE AREA AND PEAK FREQUENCY
- EVERY 15 MINUTES OR BETTER
- LESS FREQUENT THAN EVERY 15 MINUTES

INSET SHOWING COMMUTER BUS ROUTING IN MILWAUKEE
I was involved in meetings the process of the original Vision 2050 plan, in part because I wanted to help influence an improved transit system in the Milwaukee region. I find it absurd that after a massive giveaway to a company that the plan will be further adjusted to let transit systems that already have embarrassing headways to continue to decay. Please note that this comment is coming from an Illinois address since I have moved to a place where buses connecting major job centers come more often than every 40 minutes and roads are easier to bike on having less potholes.

Denise

Thank you for updating the Vision 2050 in light of the Foxconn development. I think the recommendations make a lot of sense.
Figure A.2
Comments Submitted Via Comment Card During the Public Meetings

**Proposed Amendment to VISION 2050 Related to Foxconn COMMENT FORM**

**Name:** Mary Glass  
**Address:** 1450 W. State St. 
**Date:** 9-11-18

Comments:  
I will submit my thoughts before the end of the evaluation.

**How did you learn about this meeting?**  
☐ Email/e-newsletter  ☐ Flyer/postcard  ☐ Ad in Newspaper  
☐ Newspaper Article  ☐ Radio or TV  ☐ Website  ☐ Other (please specify)

---

**Proposed Amendment to VISION 2050 Related to Foxconn COMMENT FORM**

**Name:** Richard Kapfer  
**Address:** 2050 E. 8th Street  
**Date:** 9/11/2018

Comments:  
THOUGHTS ABOUT THOSE WHO ARE NOT BLIND YET THE INPUT THEY GIVE WILL IMPACT THINGS BEYOND 2050. JOBS ARE NOT GETTING FILLED IF PEOPLE ARE UNABLE TO GET THERE.

**How did you learn about this meeting?**  
☐ Email/e-newsletter  ☐ Flyer/postcard  ☐ Ad in Newspaper  
☐ Newspaper Article  ☐ Radio or TV  ☐ Website  ☐ Other (please specify)
Figure A.2 (continued)

**Proposed Amendment to VISION 2050 Related to Foxconn**

**COMMENT FORM**

Name: Fatuma Ali  
Address: 2126 N 37th St.  
Date: September 11, 2018

Comments:  
How much will this impact on Foxconn and how much will the budget factor before doing the project?

How did you learn about this meeting?  
☐ Email/e-newsletter  ☐ Flyer/postcard  ☐ Ad in Newspaper  
☐ Newspaper Article  ☐ Radio or TV  ☐ Website  ☐ Other (please specify)

---

**Proposed Amendment to VISION 2050 Related to Foxconn**

**COMMENT FORM**

Name: Jeff Stancia  
Address: 711 S 36th St.  
Date: 9-11-18  
Milwaukee WI 53215

Comments:  
Nice presentation materials! I agree with your recommendations which urge employers (especially Foxconn) to incentivize alternative modes of transportation or at the very least, carpooling. I’m not sure expansion of all the highways in this area is the immediate and ultimate answer, but you all are sure forecasted major traffic increases. Still, though, public transportation should be well-funded by state government since they rushed so hard for Foxconn in the early days. An A.T.A. (or a way) towards solving this region’s transportation issues.

How did you learn about this meeting?  
☐ Email/e-newsletter  ☐ Flyer/postcard  ☐ Ad in Newspaper  
☐ Newspaper Article  ☐ Radio or TV  ☐ Website  ☐ Other (please specify)
Figure A.2 (continued)

Proposed Amendment to VISION 2050 Related to Foxconn
COMMENT FORM

Name: Eileen Zehnt       Date: 9-11-18
Address: __________________________

Comments:
Concern about water pollution
Will Federal Gov help as well as local? State Gov with costs?
How long construction? etc.

How did you learn about this meeting? □ Email/e-newsletter  □ Flyer/postcard  □ Ad in Newspaper
□ Newspaper Article  □ Radio or TV  □ Website  □ Other (please specify) ________________

Proposed Amendment to VISION 2050 Related to Foxconn
COMMENT FORM

Name: ________________________       Date: 9-11-18
Address: 2124 N 37th St, Milwaukee, WI 53210

Comments:
I seem to wonder if it would affect parts of the area
Pollution on area environment. It's a great thing for our
need to consider the environment around us. It would be
Best if we consider integrating fuel economy in transportation
Development and engineers meant to keep new fuel and improving transport
This very, windshield will be an area to improve.

How did you learn about this meeting? □ Email/e-newsletter  □ Flyer/postcard  □ Ad in Newspaper
□ Newspaper Article  □ Radio or TV  □ Website  □ Other (please specify) ________________
Figure A.2 (continued)

Proposed Amendment to VISION 2050 Related to Foxconn
COMMENT FORM

Name: Mitch Balken
Address: 625 Woodland Circle
         Watertown, WI 53188
Date: 9/17/18

Comments:

- Increase Hwy 20 from Hwy 74 to Racine to 4-lane

- Consider bus route to Watertown – it’s central between
  Butler, Kohler, Sheboygan, and Wind Lake. Big Board

How did you learn about this meeting?
☐ Email/e-newsletter ☑ Flyer/postcard ☐ Ad in Newspaper
☐ Newspaper Article ☐ Radio or TV ☐ Website ☐ Other (please specify)

--

vision2050sewis.org

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607,
fax it to (262) 547-1103, or email your comments to vision2050@sewrpc.org. Thanks!
Proposed Amendment to VISION 2050 Related to Foxconn COMMENT FORM

Name: KEKE SALLON
Address: 123 N. RIVER ST
WATERFORD, WI 53185
Date: 9/12/18
Comments will be accepted through September 30, 2018

Comments:
PLAN FOR 5TH 20 TO BE A 4 LANE RD TO HANDLE GROWTH & IMPROVE SAFETY BETWEEN 4TH & 5TH AVE.

How did you learn about this meeting? ☐ Email/e-newsletter ☐ Flyer/postcard ☑ Ad in Newspaper
☐ Newspaper Article ☐ Radio or TV ☐ Website ☐ Other (please specify) _______________________

Proposed Amendment to VISION 2050 Related to Foxconn COMMENT FORM

Name: Nick Borth
Address: 120 Fox Lp
WATERFORD, WI 53185
Date: 9/17/18
Comments will be accepted through September 30, 2018

Comments:
The ability to incorporate the western half of the county is essential to utilizing Foxconn to its fullest extent. A 4-lane highway 20 is by far the most impactful way to achieve this.

How did you learn about this meeting? ☐ Email/e-newsletter ☐ Flyer/postcard ☐ Ad in Newspaper
☐ Newspaper Article ☐ Radio or TV ☐ Website ☐ Other (please specify) _______________________

RECORD OF COMMENTS: VISION 2050 AMENDMENT RELATED TO FOXCONN – APPENDIX A | 65
Proposed Amendment to VISION 2050 Related to Foxconn
COMMENT FORM

Name: Jordan Kowalk
Address: 202 E Main St
Waterford, WI 53185

Date: 9/17/18
Comments will be accepted through September 30, 2018

Comments:
While we like on the plan please think about the west side of Racine. Many of the families from Foxconn will come to Waterford. Burlington or Union Grove over Rusco. We need a 4 lane road or Hwy 20 a transportation options to the Waterford Area.

How did you learn about this meeting? Email/e-newsletter Flyer/postcard Ad in Newspaper
Newspaper Article Radio or TV Website Other (please specify)

Propuesta de Modificación a VISIÓN 2050 Debido a Foxconn
FORMA DE COMENTARIOS

Nombre: J Gonzalez
Fecha: 9-17-18
Dirección: 

Los comentarios serán aceptados hasta el 30 de septiembre de 2018

Comentarios: Great presentation
Save the fact that hike paths are included.

¿Cómo supo de esta reunión? Correo Electrónico/Boletín Electrónico Volante/Correo Postal
Anuncio en el Periódico Artículo en el Periódico Radio o Televisión
Sitio Web Other (please specify)
Proposed Amendment to VISION 2050 Related to Foxconn
COMMENT FORM

Name: ____________________________________________ Date: __________
Address: ________________________________________

Comments: ____________________________________________

Comments will be accepted through September 30, 2018

How did you learn about this meeting? □ Email/e-newsletter □ Flyer/postcard □ Ad in Newspaper
□ Newspaper Article □ Radio or TV □ Website □ Other (please specify) ____________________________
Proposed Amendment to VISION 2050 Related to Foxconn
COMMENT FORM

Name: Richard Kaufer
Address: 926 N. Grand Ave. Suite 100
      Milwaukee, WI 53203

Date: 09-18-2018
Comments will be accepted through September 30, 2018

Comments:

HOTs - NEW "NEXT STEP" Plan says they are making service better - Except they plan to make the distance between stops greater in instances for our seniors. This may cause their plans for going out making them less frequent.

How did you learn about this meeting?
☐ Email/e-newsletter ☐ Flyer/postcard ☐ Ad in Newspaper
☐ Newspaper Article ☐ Radio or TV ☐ Website ☐ Other (please specify)

GATHERING AT MITCHELL LIBRARY

WE THE CITY AND COMMUNITIES KEEP TOSING IDEAS AROUND ABOUT MAKING BUS SERVICES BETTER FOR OUR SENIORS. THE CUTTING SERVICES TO THE RAMPS & SUN CONDOMINIUM MAKES LITTLE SENSE IN THEIR 50,000 MY PERSON PLAN OVER THE NEXT 5 YEARS.

WE THINK VISION DOES NOT INCLUDE RESUMING WHAT WAS PREVIOUSLY ELIMINATED BACK IN AUGUST OF 2017 WHICH WAS ROUTE 2-19 BECAUSE OF WHAT THEY CALLED "A LACK OF RIDERSHIP" THE SCHEDULE ONLY OVERNIGHTED 30,000 PER DAY, 2 HOURS IN THE AM AND 2 HOURS LATE AT NIGHT. REGULAR SERVICES ARE ESSENTIAL, BUSINESSES CAN'T FUNCTION IF PEOPLE ARE UNABLE TO GET TO THEIR JOBS...

vision2050sewis.org

Hand this card to a staff person, mail it to P.O. Box 1607, Waukesha, WI 53187-1607, fax it to (262) 547-1103, or email your comments to vision2050@sewrpc.org. Thanks!
Proposed Amendment to VISION 2050 Related to Foxconn
COMMENT FORM

Name: Kurt Rokopf
Address: N99W22125 Bramble Dr
Lisbon, WI 53089

Date: 9/19/18
Comments will be accepted through September 30, 2018

Comments:
We need to use web meeting format w/ also having conference call for connecting by telephone for the input opportunities.

How did you learn about this meeting? [ ] Email/e-newsletter  [ ] Flyer/postcard  [ ] Ad in Newspaper
[ ] Newspaper Article  [ ] Radio or TV  [ ] Website  [ ] Other (please specify)

Proposed Amendment to VISION 2050 Related to Foxconn
COMMENT FORM

Name: Yolanda Rogers
Address: 5717-35 Ava Ave
Kenosha, WI 53144

Date: 9-19-18 (BGC)
Comments will be accepted through September 30, 2018

Comments:
 Came late, lots of competition
Several local meetings at same time. Someone presentation was excellent

How did you learn about this meeting? [ ] Email/e-newsletter  [ ] Flyer/postcard  [ ] Ad in Newspaper
[ ] Newspaper Article  [ ] Radio or TV  [ ] Website  [ ] Other (please specify) SFwear
Proposed Amendment to VISION 2050 Related to Foxconn
COMMENT FORM

Name: Amy Connelly  Date: 9/20/18
Address: 730 Washington Ave.
Pacine, WI 53402

Comments:
Great updates but funding situation is so dire. Wondering what we can do to resolve the funding situation. Can VR WAVE team help?

How did you learn about this meeting? [ ] Email/e-newsletter  [ ] Flyer/postcard  [ ] Ad in Newspaper
[ ] Newspaper Article  [ ] Radio or TV  [ ] Website  [ ] Other (please specify)

Proposed Amendment to VISION 2050 Related to Foxconn
COMMENT FORM

Name: Colin Mckennic  Date: 9/20/18
Address: 724 Crabtree Lane
Pacine, WI 53402

Comments:
You should talk to STURTEVANT to get bus back out there since they cut the bus out of their budget. It is need out there because people who live in Sturtevant who work out for Foxconn need the bus if they don’t drive.

How did you learn about this meeting? [ ] Email/e-newsletter  [ ] Flyer/postcard  [ ] Ad in Newspaper
[ ] Newspaper Article  [ ] Radio or TV  [ ] Website  [ ] Other (please specify)
**Proposed Amendment to VISION 2050 Related to Foxconn**

**COMMENT FORM**

<table>
<thead>
<tr>
<th>Name:</th>
<th>Chris Kang</th>
<th>Date:</th>
<th>Sept 20 2018</th>
</tr>
</thead>
<tbody>
<tr>
<td>Address:</td>
<td>7848 Dunne Ct</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Tinley Park IL 60477</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Comments:</td>
<td>Funding has been reduced while the need has grown. That gap has widened by almost $300M. I am moving a business to the area and this gap is very concerning to me. How will the business environment be affected? What burden will be put on businesses?</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**How did you learn about this meeting?**

- [ ] Email/e-newsletter
- [ ] Flyer/postcard
- [ ] Ad in Newspaper
- [ ] Newspaper Article
- [ ] Radio or TV
- [ ] Website
- [ ] Other (please specify)
CERTIFICATE

STATE OF WISCONSIN )
) SS:
COUNTY OF MILWAUKEE )

I, WHITNEY R. BERNDT, a Notary Public in and for the State of Wisconsin, do hereby certify that on September 10, 2018, at Carroll University Campus Center, 101 North East Main Street, Waukesha, Wisconsin, for SWERPC: Proposed Amendment to Vision 2050 to Foxconn, there were no comments taken.

WHITNEY R BERNDT
Notary Public
State of Wisconsin

735 North Water Street, Suite M185
Milwaukee, WI 53202
(414) 224-9533
(800) 456-9531

In and for the State of Wisconsin
PUBLIC COMMENTS IN RE:
PROPOSED AMENDMENT TO VISION 2050 TO FOXCONN

PUBLIC COMMENTS, taken before
WHITNEY R. BERNDT, a Notary Public in and for the
State of Wisconsin, at Mitchell Public Library, 906
West Mitchell Street, Milwaukee, Wisconsin, on
September 11, 2018, commencing at 5:00 p.m. and
concluding at 6:05 p.m.
APPARANCES

MR. BRIAN PETERS
540 SOUTH 1ST STREET
Milwaukee, Wisconsin 53204

* * * * *

INDEX

CITIZEN COMMENT: Page

Mr. Brian Peters through Interpreter.............. 3

* * * * *
MR. BRIAN PETERS: The Foxconn development will bring a lot of changes to Southeastern Wisconsin, and I'm happy to see that SEWRPC is considering those changes and how they will impact the communities in the region. My concern is that with the reduction in funds, mainly in the state budget -- which SEWRPC did mention -- that there won't be enough funding available for even the most minimal goals that the book that was provided mentions. In terms of transportation and land use -- for example, we're talking about highways and improvements. There would be a lot of improvements needed on streets, which may not use state funding, but when you look at the changes from the original plan to the revised plan, I'm seeing improvements to highways, to interchanges, and that they are also planning to add bus lines, but there doesn't seem to be funding for any of that, particularly funding for the bus lines. There's a reduction in the funds for the highway use and construction. So my concern is that mass transit is going to be ignored, and we might manage to find money for highways, but we're never going to find the money for bus routes and public transit for people.

I also have concerns about the land use.
It seems there will be a lot of growth near the Foxconn complex by Highway 94 and that whole Mount Pleasant and Sturtevant area. There's a lot of growth in that area -- in that region, but my concern is that that will lead to more sprawl, so the communities are going to have to think about what kind of developments they want to have. Thank you.

(Proceedings concluded at 6:05 p.m.)
I, WHITNEY R. BERNDT, a Notary Public in and for the State of Wisconsin, do hereby certify that the above public comments regarding Proposed Amendment to Vision 2050 to Foxconn was recorded by me on September 11, 2018, and reduced to writing under my personal direction.

I further certify that I am not a relative or employee or attorney or counsel of any of the parties, or a relative or employee of such attorney or counsel, or financially interested directly or indirectly in this action.

In witness whereof I have hereunder set my hand and affixed my seal of office at Milwaukee, Wisconsin, this 12th day of September, 2018.

Notary Public
In and for the State of Wisconsin

My Commission Expires: July 17, 2022

735 North Water Street, Suite M185
Milwaukee, WI 53202
(414) 224-9533
(800) 456-9531
PUBLIC COMMENTS IN RE:
PROPOSED AMENDMENT TO VISION 2050 TO FOXCONN

PUBLIC COMMENTS, taken before
WHITNEY R. BERNDT, a Notary Public in and for the
State of Wisconsin, at SC Johnson iMET Center, 2320
Renaissance Boulevard, Sturtevant, Wisconsin, on
September 17, 2018, commencing at 5:00 p.m. and
concluding at 5:52 p.m.
APP�ARAN�ES

MR. JOSEPH KIEMEN,
4800 RIDGEWAY AVENUE,
Racine, Wisconsin 53406.

* * * * *

INDEX

CITIZEN COMMENT: Page
Mr. Kiemen........................................... 3

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BROWN & JONES REPORTING, INC.
414-224-9533
Mr. KIEMEN: First of all; I do believe that we have to have a vision for the future in order to keep this area of Southeastern Wisconsin moving ahead into the future and not backwards. So I'm a strong proponent of rail -- commuter rail -- bringing the commuter rail up from Chicago, through Kenosha, to Racine, Milwaukee, and possibly Oconomowoc, as was indicated by a gentleman here, and also rapid-transit rail, I'm all for that. Why? Because I've had experience. My wife and I have had experience on our travels throughout the country with light rail and know how efficient it is to get people where they want to go. That is my main concern.

My secondary concern is the fact that no one seems to want to pay taxes anymore, and if we don't want to pay taxes, the infrastructure will decline rapidly, just like my house would if I didn't pay attention to it. So we have to have a vision of what we want to pay and how we want to pay it in order to move Southeastern Wisconsin ahead into the future.

(Proceedings concluded at 5:52 p.m.)
STATE OF WISCONSIN )
COUNTY OF MILWAUKEE ) SS:

I, WHITNEY R. BERNDT, a Notary Public in
and for the State of Wisconsin, do hereby certify that
the above public comments regarding Proposed Amendment
to Vision 2050 to Foxconn was recorded by me on
September 17, 2018, and reduced to writing under my
personal direction.

I further certify that I am not a
relative or employee or attorney or counsel of any of
the parties, or a relative or employee of such attorney
or counsel, or financially interested directly or
indirectly in this action.

In witness whereof I have hereunder set
my hand and affixed my seal of office at Milwaukee,
Wisconsin, this 18th day of September, 2018.

_________________________________
Notary Public
In and for the State of Wisconsin

My Commission Expires: July 17, 2022

BROWN & JONES REPORTING, INC.
414-224-9533
PUBLIC COMMENTS IN RE:
PROPOSED AMENDMENT TO VISION 2050 TO FOXCONN

PUBLIC COMMENTS, taken before
WHITNEY R. BERNDT, a Notary Public in and for the
State of Wisconsin, at Villard Square Library, 5190 North
35th Street, Milwaukee, Wisconsin, on September 18, 2018,
commencing at 5:00 p.m. and concluding at 7:07 p.m.
PUBLIC COMMENTS, 09/18/2018

APPEARANCES

Ms. Rose,
P.O. Box 1783,
Milwaukee, Wisconsin 53201.

Ms. M. Thomas,
Preferred not to provide address.

Mr. Victor Thomas,
7260 North 107th Street,
Milwaukee, Wisconsin 53224.

Ms. Jacqueline Zeledon,
2300 West Lawn Avenue,
Milwaukee, Wisconsin 53209.

Mr. Kurt Roskopf,
N79 W22125 Bramble Drive,
Lisbon, Wisconsin 53089.

* * * * *

INDEX

CITIZEN COMMENT:

Ms. Rose........................................... 3
Ms. Thomas........................................ 3
Mr. Thomas........................................ 5
Ms. Rose........................................... 8
Ms. Zeledon........................................ 8
Mr. Roskopf....................................... 9

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TRANSCRIPT OF PROCEEDINGS

MS. ROSE: Simplicity is the best way to educate the community. Things need to be more simple.

MS. THOMAS: Here's what I want to say as far as my comment; I think there should be a way that we get the commuter rail that Scott Walker turned down -- as far as the funds for. It would be very helpful to have one that goes -- I don't know -- from Kenosha to Minneapolis and going through Milwaukee and Madison. I feel there should be some kind of rail going along the north shore, you know, from the south shore, actually. So, I don't know.

Another thing I feel; these comments I'm about to make are specific to where I live, but the same could be applied to any other place. I live on the northwest side of Milwaukee. I'm off of Good Hope Road. There should be a bus that goes the whole stretch of Good Hope Road, I feel. I sent it to my current supervisor, who has not replied yet, and I also sent it to the person that was running for state assembly. She was elected, but so I'm now sharing this with you.

I feel it should go as far east as
Cardinal Stritch and as far as Community Memorial Hospital. I know it is Waukesha County, but because they are a part of M7, I felt that they should have some skin in the game, because they are missing out on potential employees. And then, you know, as far as -- I feel that Brown Deer Road should have a bus line that goes as far west as Waukesha County and as far east as to at least Green Bay Road, because there are a lot of businesses on these streets. Even on Good Hope Road you have -- what's that major -- Baird. They talk about hiring and HellermannTyton and, you know, they're hiring. They should be accessible by bus, and people shouldn't have to walk a mile or two and take roundabout ways.

So I feel that if surrounding counties want to have -- you know, be a part of M7, they need to invest. I feel that employers in these local regions -- if they all contributed to transportation, because -- I already was told that, you know, funds are limited, but one workaround it is if the corporations -- since they have these big tax cuts and tax credits that they get, they could take some of that money and invest it and see it as an investment in transportation. It would show
them as a good corporate citizen and understand
that that opens up the pool of eligible applicants,
especially if they are complaining about not having
enough workers. Well, one of reasons is that no
one can get to the jobs.

And I feel that, you know, when we have
these bus routes, they should stop at every -- at
least every intersection that has a traffic light
and have stops in front of these different
businesses. If there are business parks, actually
go into the business parks and, you know, come out.
That's how I feel; that the corporations need to be
better corporate citizens and invest more. If they
all do, then each one won't have to contribute as
much or invest as much, because it's a large pool
of them. Like I said, not just with Good Hope
Road, all the major streets in the region,
including, like I said, the south side. I don't
know all the major streets on the south side, but
the same thing for them, too.

MR. THOMAS: I was going to say one thing
they should have -- I know that if you go down I43
to Hampton, there is no southbound exit ramp, and I
was thinking that if they could find some of the
park to make an exit ramp. The reason I say that
is on 124th and Bradley Road there is a park called Drezka Park, and Sam's Club purchased that land and built across the street from Woodman's for competition, and I was like, "How are they going buy up some of the park?" That got me thinking. If Sam's Club can purchase the park to build a store, why not the city purchase some of Lincoln Park to build an exit ramp to Hampton Avenue. The reason I say that is because if you have somebody coming from north, such as Green Bay or Sheboygan, coming south to the Milwaukee and have to get off on Hampton, they have to go to Silver Spring or pass Hampton and go to Capitol, and that's going kind of a distance between Hampton and Capitol. I was thinking supposedly if they can build an exit ramp -- buy some of the park just to make a southbound exit ramp and then make a northbound entrance ramp to I43 from Hampton Avenue instead of having to go to Silver Springs or go backtrack to Capitol Drive to make a northbound entrance to go north to Mequon or Green Bay. That's why if they could do that -- northbound entrance ramp off Hampton and southbound exit ramp -- therefore, it would be okay.

Also, about the buses I'm thinking, as
well, if they had a bus that could take you to, like -- some people have a job working at Shopko.
That's in Sussex -- to go up to Silver Spring to turn around and come back if they could. Because I was thinking about those people who may not -- I don't know if they have any regular buses that go there. I know they have some buses that go to the other place. I forgot the other place that's over there on Silver Spring. But people from Milwaukee need transportation to get there, too, you know, and back. If they could have a bus that goes up to Shopko and back. As the person over here was talking about; Good Hope, you know, having a bus that takes you to Cardinal Stritch up north and took you to Memorial, south.
I was also thinking it's too bad there isn't also a bus that takes you on Sherman. They got the 30, but I think the 30 bus should continue to go beyond, like, Good Hope -- instead of turning on Good Hope to Teutonia, go straight down Sherman to the shopping center over there on Teutonia. That's where Kohl's Department Store is, over there, you know, on Teutonia and Green Bay and Brown Deer, and then turn back on Sherman and goes downtown. I'm thinking that would help a lot of
people get to work or go shopping. I think it would be better.

MS. ROSE: The component of the Vision 2050 is -- as far as I'm concerned, Milwaukee being the only first class city in the state of Wisconsin, should have more representation, direct representation. What they do is they have two from every county, and that is ridiculous. Milwaukee County is the most populous. It's the only first class city with 500,000 people. We need more representation in the final decision rather than having it equal across every county. Even though they have advisory -- as I was told -- but to me that isn't fair. We should have more involvement in the decision than any other individual county.

MS. ZELEDON: Well, with Vision 2050, it seems very promising in terms of not only how it can help improve transportation in the southeast Wisconsin area, but also in terms of economic impact. A lot of times people don't think of transportation as influencing the economy, but it definitely makes sense, especially from the highways to even public transit systems, like MCTS. I'm not sure if Racine has a public transit system. Hopefully, the state and federal government will
provide the needed funds to support this project. With Foxconn, it really ups the ante, and hopefully, this will become a reality.

MR. ROSKOPF: I'm looking for more use of the technology as we navigate the possibilities of growing our seven-county area. Around the emergence of Foxconn in our market and with all of the challenges of production materials and crews and companies, migrating to the Foxconn project and the challenges it gives to the rest of the seven-county market, we could have a lot more robust of a response by the population in our seven-county area for meetings like this if we would use web conferencing tools that would have teleconferencing tools.

In our meetings at our assessment of how we are doing responding to the emergence of Foxconn in Southeastern Wisconsin, if we gathered definite constituency within the faith-based community, the 501(c)(3) community, with the service organization and volunteer groups, the educational community, K-12, the technical college system, the university system, private colleges, you know, the agencies that you're all working with within the government set, and the business community, with a good
composite of big companies and micro
entrepreneurs -- get them all around one table at
one event and have a healthy conversation about the
predicability of what we have coming ahead of us
and our interests and what we want to protect in
our market in Southeastern Wisconsin.

We could be doing that even better if we
had more of a quality control -- quality assurance
process and help folks at home and the homeless
understand a lot better the function of SEWRPC and
everything that you guys are doing and what the
volunteer community and other private parties could
do to do things within the recommendations of
SEWRPC and to take -- you know, to take the
interests that they have into their own hands and
to do things that might not be as possible through
government means.

You know, so basically I'm looking at the
difficulty we have in having a regional transit
authority and, you know, that since we don't have
such an entity, we need to formulate what we might
call "The next best thing." I believe that it
would be like a regional transit collaboration or
something of that nature, and it too would be well
balanced across the faith-based community, the
service sector, the educational community, the
government agency -- agencies that would be proper
to be there and then the business community to deal
with these transportation concerns that we have in
the area and to look at the issues we have with the
boarders on the map that we are losing out on a
better geographical response by not, you know,
facilitating and informing people and suggesting
that a more unified collaboration outside of SEWRPC
across the seven-county region would just make a
ton of sense.

Then I'm finding that for a volunteer,
like myself, I'm actually quite disturbed at the
lack of availability for, you know, an exact
understanding of what I could do to be involved
with the many ideas I have, the innovations that
I'm connected with in other groups, and when I sit
at other community meetings, SEWRPC is not brought
up. I am the one bringing up, like I'm
experiencing right now, and I think it has to do
with the lack of community response. I was at a
MCTS Next meeting today. I probably wouldn't be
here right now if it wasn't for that I attended
that at Independence First and reconsidered my
evening plans and changed what I did to come here.
That is the type of constant availability that we need to have to predictably expect that our constituents across the region will respond and participate. So what I'm looking for is to build up a network outside of SEWRPC, so that things that are reflected in the information you provide, that people outside of your agency can be better empowered to put it in action and make it work -- maybe in their own little way -- and, you know, to unfold more of those social media tools. Having maybe an app developed that -- you know, maybe a phone app -- smart phone app that would be the Vision 2050 phone app and have it designed to help people implement what is suggested through that.

We need more of a master directory concept. So that an aspiring person, like myself, can have master directory and say when I go out there to plug into change -- making systems change and to provide my vantage point of what is in the best interest of the seven-county area, that these things could be collected more proficiently. My dialog is to say that a lot of what we do are things that go back to the 70's -- that were practiced then. We are just carrying those things forward and not doing state of the art, you know,
engagement with our market. That brings me back to the web-based tools and the smart phone-based tolls -- the smart apps and things like that. These are just some examples of what can be done. We are lacking on a community think tank that I think SEWRPC would be interested to do, so that outside resources could be used to shoulder some of the load here on what's possible out of the whole content of Vision 2050 and this amendment related to Foxconn. It seems like a healthy thing to do.

I'm thankful for the opportunity to provide my comments, and I will be watching closely what happens or not to reach me and to continue my involvement with 2050. I am a gentleman who has many years to come, God willing. I hope to become more and more involved with the agency's work and strongly asking for that to be in notes in the offices and with the staff that I am somebody interested in the work that you are all doing.

(Proceedings concluded at 7:07 p.m.)
STATE OF WISCONSIN )
COUNTY OF MILWAUKEE )

I, WHITNEY R. BERNDT, a Notary Public in
and for the State of Wisconsin, do hereby certify that
the above public comments regarding Proposed Amendment
to Vision 2050 to Foxconn was recorded by me on
September 18, 2018, and reduced to writing under my
personal direction.

I further certify that I am not a
relative or employee or attorney or counsel of any of
the parties, or a relative or employee of such attorney
or counsel, or financially interested directly or
indirectly in this action.

In witness whereof I have hereunder set
my hand and affixed my seal of office at Milwaukee,
Wisconsin, this 24th day of September, 2018.

_________________________________
Notary Public
In and for the State of Wisconsin

My Commission Expires: July 17, 2022

BROWN & JONES REPORTING, INC.
414-224-9533
BROWN & JONES REPORTING, INC.

CERTIFICATE

STATE OF WISCONSIN )
COUNTY OF MILWAUKEE )

I, WHITNEY R. BERNDT, a Notary Public in
and for the State of Wisconsin, do hereby certify that on
September 19, 2018, at Boys and Girls Club of Kenosha,
1330 52nd Street, Kenosha, Wisconsin, for SWERPC:
Proposed Amendment to Vision 2050 to Foxconn, there were
no comments taken.

WHITNEY R BERNDT
Notary Public
State of Wisconsin

Whitney R. Berndt
Notary Public
In and for the State of Wisconsin

735 North Water Street, Suite M185
Milwaukee, WI 53202
(414) 224-9533
(800) 456-9531
PUBLIC COMMENTS IN RE:
PROPOSED AMENDMENT TO VISION 2050 TO FOXCONN

PUBLIC COMMENTS, taken before
WHITNEY R. BERNDT, a Notary Public in and for the State of Wisconsin, at Corinne Reid-Owens Transit Center, 1421 State Street, Racine, Wisconsin, on September 20, 2018, commencing at 5:00 p.m. and concluding at 6:14 p.m.
APPENDICES

MARY MCILVAINE,
1022 VILLA STREET,
RACINE, WISCONSIN 53403.

MR. TREvor JUNG,
2827 WRIGHT AVENUE,
RACINE, WISCONSIN 53405.

MR. JEFF TIMM,
3616 LONG FURROW ROAD,
FRANKSVILLE, WISCONSIN 53126.

* * * * *

INDEX

CITIZEN COMMENT:

Ms. Mcilvaine...................................... 3
Mr. Jung........................................... 3
Mr. Timm........................................... 5
TRANSCRIPT OF PROCEEDINGS

05:56  MS. MCILVAINE: The state should restore
05:56  the ability for areas to have regional transit
05:56  authorities. Policies should be designed to favor
05:56  mass transit over private vehicle use, and funding
05:56  for this would be either through the RTAs or to
05:57  have a percentage be included in all highway road
05:57  and gas taxes currently levied. We could go to
05:57  toll roads for the highways. I think it’s
05:57  important to prioritize mass transit because
05:57  everybody needs transportation whether or not they
05:57  can afford a private vehicle. Nonmotorized
05:57  transportation could be a very important piece of
05:57  that, as well. If we start from that point,
05:57  instead of favoring private cars -- I’m not saying
05:57  not to have private cars, but we don’t have enough
05:57  other options. Having seen places were there is
05:57  excellent mass transit, I know we are missing out
06:06  on quite a bit.

06:06  MR. JUNG: I think that transportation is
06:06  incredibly important, because we are in the third
06:06  largest economic region in the United States and
06:06  the tenth largest economic region in the world, yet
06:06  the city of Racine is the largest city farthest
06:06  away from an interstate highway system in the
Midwest. So we are really suffocating the potential of this community by not connecting it regionally to one of the most powerful economic regions in the entire globe.

So how do you connect Racine to the rest of the region? Well, you can't pick up the highway and move it closer. That wouldn't be a good idea even if you could. So what you do is you invest in transportation to make sure that everybody has access to the opportunity that exists in the region. So something that I think is really, you know, the way to go is KRM. Here, we are sitting at a 1906 historic transit center, a beautiful place. Something that could be the gateway to Foxconn, and what you have is a building that is just serving buses right now that are local, not necessarily a regional connection by rail. So what we should be doing is investing in working with Kenosha, working with Milwaukee, and working with the metro system out of the greater Chicago area to expand that system in order to connect people to opportunity and to expand something we know would work.

The Hiawatha line is the busiest line outside of New England. The demand is there. So
what we need to do is make sure we have that type of transit opportunity in the city of Racine -- the city that has the highest unemployment rate in the state of Wisconsin, yet could be a real engine of growth.

So I think rail is the key to this community's future, and I hope that that is the direction that the state and the region chooses to pursue.

MR. TIMM: My two biggest areas of interest are people with disabilities using public transportation to get to work, primarily, and to recreation and to school if that's the case. Obviously, we have busses for the schools, but there other situations outside of the regular bus times, like sports and things like that after school hours. That's one issue. So I think busses, trains, Uber, whatever means -- but there needs to be a coordinated system in place to accomplish that.

The second thing is the relationship between jobs and transportation. I think -- I don't think the general public grasps the connection, and I don't think the legislature grasps the connection. I think that a lot of
people's biggest concern is "How am I getting to work?" Not just what road am I going to drive on, but do I have the means to get to work via a bus, via a train, via a car, whatever. Those are just high level thoughts I have. Nothing specific.

Thank you.

(Proceedings concluded at 6:14 p.m.)
I, WHITNEY R. BERNDT, a Notary Public in and for the State of Wisconsin, do hereby certify that the above public comments regarding Proposed Amendment to Vision 2050 to Foxconn was recorded by me on September 20, 2018, and reduced to writing under my personal direction.

I further certify that I am not a relative or employee or attorney or counsel of any of the parties, or a relative or employee of such attorney or counsel, or financially interested directly or indirectly in this action.

In witness whereof I have hereunder set my hand and affixed my seal of office at Milwaukee, Wisconsin, this 21st day of September, 2018.

Notary Public
In and for the State of Wisconsin

My Commission Expires: July 17, 2022
Ms. Rotker indicated that SEWRPC plans should explicitly acknowledge that decline or lack of transit has a racially discriminatory result and that plans should state the potential impacts of non-implementation on environmental justice populations. Ms. Rotker also suggested conducting an equity analysis of the proposed amendment to VISION 2050 related to Foxconn, as was done for the original VISION 2050 plan.

Ms. Rotker commented that higher-density housing than what is recommended in the proposed amendment in proximity to the main Foxconn manufacturing campus would benefit people of color. She commented that a commuter bus route between downtown Milwaukee and the main Foxconn campus will not be as beneficial to people of color as a commuter bus route with additional stops in Milwaukee neighborhoods containing concentrations of people of color.

Ms. Rotker commented that public outreach materials should present planning efforts in a way that people can relate to, which may lead to greater attendance at public meetings and more public input.
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<th>Email</th>
</tr>
</thead>
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<tr>
<td>1</td>
<td>Charles Steinfield</td>
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<tr>
<td>2</td>
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<td>3</td>
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<td>4</td>
<td>Kathy Stone</td>
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<td>8</td>
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Figure B.1
Sign-in Sheets from the Public Meetings
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<th>Agency/Organization (if any)</th>
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<tr>
<td>William Kauver</td>
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<td>MPA HRE MIKE WI</td>
</tr>
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<td>D. Peters</td>
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<tr>
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<tr>
<td>Andrew Levy</td>
<td><a href="mailto:andrew.levy@dot.wi.gov">andrew.levy@dot.wi.gov</a></td>
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**Public Meeting Sign-in Sheet**

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<th>Agency/Organization (if any)</th>
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<td>JULIE ANDERSON</td>
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<td>Racine County</td>
</tr>
<tr>
<td>Tobi Nikoli</td>
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<td>Town of Waterford</td>
</tr>
<tr>
<td>FRED KOLLMAN</td>
<td><a href="mailto:frederick.kolllman@gmail.com">frederick.kolllman@gmail.com</a></td>
<td>Villages of Waterford</td>
</tr>
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<td>Village of Waterford</td>
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<td>Sue LOTH</td>
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<tr>
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<td>Village at Waterford</td>
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<td>Growing Great Racine</td>
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<tr>
<td>Nick Bostel</td>
<td><a href="mailto:n.bostel@communitystatebank.net">n.bostel@communitystatebank.net</a></td>
<td>Community State Bank</td>
</tr>
<tr>
<td>Mark Kriemen</td>
<td><a href="mailto:m.kriemen@gmail.com">m.kriemen@gmail.com</a></td>
<td>Growing Great Racine</td>
</tr>
<tr>
<td>Daniel Rhoads</td>
<td><a href="mailto:drheads@1stf.edu">drheads@1stf.edu</a></td>
<td>Community State Bank</td>
</tr>
<tr>
<td>Leslie C. Brissette</td>
<td><a href="mailto:leslie.c.brissette@gmail.com">leslie.c.brissette@gmail.com</a></td>
<td>Community State Bank</td>
</tr>
<tr>
<td>Rene Castro</td>
<td><a href="mailto:rcastro@ccenergy.net">rcastro@ccenergy.net</a></td>
<td>CC Energy</td>
</tr>
</tbody>
</table>
Figure B.1 (continued)

PUBLIC MEETING
SIGN-IN SHEET

<table>
<thead>
<tr>
<th>Name</th>
<th>Email</th>
<th>Agency/Organization (if any)</th>
</tr>
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<tbody>
<tr>
<td>Kathy Leiblson</td>
<td><a href="mailto:Kathy@VacationsbyKathy.com">Kathy@VacationsbyKathy.com</a></td>
<td>Village of Peloton Chamber</td>
</tr>
<tr>
<td>Eric Halvius</td>
<td><a href="mailto:ehalvius@halviusarchitects.net">ehalvius@halviusarchitects.net</a></td>
<td>Village of Waterford</td>
</tr>
<tr>
<td>Barbara Messick</td>
<td><a href="mailto:bmessick@waterfordvillage.com">bmessick@waterfordvillage.com</a></td>
<td>Village of Waterford</td>
</tr>
<tr>
<td>Mike Baker</td>
<td></td>
<td>Village of Waterford</td>
</tr>
<tr>
<td>Jordan Korweik</td>
<td><a href="mailto:Jordan.Korweik@gmail.com">Jordan.Korweik@gmail.com</a></td>
<td>Village of Waterford</td>
</tr>
<tr>
<td>James Berges</td>
<td><a href="mailto:jberges@waterfordvillage.org">jberges@waterfordvillage.org</a></td>
<td>Village of Waterford</td>
</tr>
<tr>
<td>Ron Meyer</td>
<td><a href="mailto:rmeyer@firstweb.com">rmeyer@firstweb.com</a></td>
<td>First Web, Inc.</td>
</tr>
<tr>
<td>Joseph Kriemen</td>
<td><a href="mailto:jkriemen1966@gmail.com">jkriemen1966@gmail.com</a></td>
<td>City of Racine</td>
</tr>
<tr>
<td>Vesta Goldhammer</td>
<td><a href="mailto:pvgoldie@ad.com">pvgoldie@ad.com</a></td>
<td>Village of Waterford</td>
</tr>
<tr>
<td>Barbara Vass</td>
<td><a href="mailto:bvass@wi.rr.com">bvass@wi.rr.com</a></td>
<td>Village of Waterford</td>
</tr>
<tr>
<td>Steve Godfrey</td>
<td><a href="mailto:signfrance@me.com">signfrance@me.com</a></td>
<td>Robinson Eng</td>
</tr>
<tr>
<td>Nancy Frante</td>
<td><a href="mailto:frante@u.wisc.edu">frante@u.wisc.edu</a></td>
<td></td>
</tr>
<tr>
<td>Christopher Bogan</td>
<td>christopher_bogan.baldwin.senate.gov</td>
<td>U.S. Senator Baldwin's office</td>
</tr>
<tr>
<td>REXE SAVAGE</td>
<td><a href="mailto:rjackson@waterfordwi.org">rjackson@waterfordwi.org</a></td>
<td>Village of Waterford</td>
</tr>
<tr>
<td>Estel Gonzalez</td>
<td><a href="mailto:estl@wi.rr.com">estl@wi.rr.com</a></td>
<td>Concrete</td>
</tr>
</tbody>
</table>
### Figure B.1 (continued)

**DATE:** September 18, 2018  
**TIME:** 5:00 p.m. – 7:00 p.m.  
**PLACE:** Villard Square Library  
Large and Small Study Rooms  
5190 N. 35th Street  
Milwaukee, Wisconsin

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### Public Meeting Sign-in Sheet

<table>
<thead>
<tr>
<th>Name</th>
<th>Email</th>
<th>Agency/Organization (if any)</th>
</tr>
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<tbody>
<tr>
<td>1. Myra Ross</td>
<td><a href="mailto:myrashaj2203@gmail.com">myrashaj2203@gmail.com</a></td>
<td>N/A</td>
</tr>
<tr>
<td>2. Robert Bell</td>
<td></td>
<td>Milwaukee Area Community</td>
</tr>
<tr>
<td>3. Sandra Brown</td>
<td><a href="mailto:sbrown360@msn.com">sbrown360@msn.com</a></td>
<td>N/A</td>
</tr>
<tr>
<td>4. Evelyn Kauer</td>
<td><a href="mailto:elynnkauer@mprcapacity.com">elynnkauer@mprcapacity.com</a></td>
<td>N/A</td>
</tr>
<tr>
<td>5. Demetrias Brown</td>
<td><a href="mailto:demetriasbrown@outlook.com">demetriasbrown@outlook.com</a></td>
<td>City of Milwaukee</td>
</tr>
<tr>
<td>6. M. Thomas</td>
<td><a href="mailto:mthomas123@gmail.com">mthomas123@gmail.com</a></td>
<td>N/A</td>
</tr>
<tr>
<td>7. W. Thomas</td>
<td><a href="mailto:wthomas987@gmail.com">wthomas987@gmail.com</a></td>
<td>N/A</td>
</tr>
<tr>
<td>8. Jacqueline Zeledon</td>
<td><a href="mailto:jzeledon@mtc.org">jzeledon@mtc.org</a></td>
<td>MCTS</td>
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# Public Meeting Sign-in Sheet

**DATE:** September 18, 2018  
**TIME:** 5:00 p.m. – 7:00 p.m.  
**PLACE:** Villard Square Library  
Large and Small Study Rooms  
5190 N. 35th Street  
Milwaukee, Wisconsin

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>Kurt Roskopf</td>
<td><a href="mailto:kurt@abilitynow.tke">kurt@abilitynow.tke</a></td>
<td>TCAT by IndependenceFirst</td>
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<tr>
<td>Janice Klein</td>
<td></td>
<td><a href="mailto:morkenken@kew.com">morkenken@kew.com</a></td>
</tr>
<tr>
<td>Felicia Dalton</td>
<td></td>
<td><a href="mailto:kewu@kewu.com">kewu@kewu.com</a></td>
</tr>
<tr>
<td>Mary Jones</td>
<td></td>
<td><a href="mailto:mjones@kewu.com">mjones@kewu.com</a></td>
</tr>
<tr>
<td>John Smith</td>
<td></td>
<td><a href="mailto:johnsmith@kewu.com">johnsmith@kewu.com</a></td>
</tr>
<tr>
<td>Carolyn Feld</td>
<td></td>
<td><a href="mailto:carolynfeld@kewu.com">carolynfeld@kewu.com</a></td>
</tr>
<tr>
<td>Bill Garcia</td>
<td></td>
<td><a href="mailto:billgarcia@kewu.com">billgarcia@kewu.com</a></td>
</tr>
<tr>
<td>Adam Rogers</td>
<td></td>
<td><a href="mailto:adamrogers@kewu.com">adamrogers@kewu.com</a></td>
</tr>
<tr>
<td>Charles Powell</td>
<td></td>
<td><a href="mailto:charlespowell@kewu.com">charlespowell@kewu.com</a></td>
</tr>
<tr>
<td>Barbara Fields</td>
<td></td>
<td><a href="mailto:barbarafields@kewu.com">barbarafields@kewu.com</a></td>
</tr>
<tr>
<td>Mary Adams</td>
<td></td>
<td><a href="mailto:maryadams@kewu.com">maryadams@kewu.com</a></td>
</tr>
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</table>

**DATE:** September 19, 2018  
**TIME:** 5:00 p.m. - 7:00 p.m.  
**PLACE:** Boys & Girls Club of Kenosha, 1350 52nd Street, Kenosha, Wisconsin.
### Public Meeting Sign-in Sheet

<table>
<thead>
<tr>
<th>Name</th>
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</tr>
</thead>
<tbody>
<tr>
<td>1 James Hayward</td>
<td><a href="mailto:jamiehayward@gmail.com">jamiehayward@gmail.com</a></td>
<td>RIC</td>
</tr>
<tr>
<td>2 Colin McKenna</td>
<td><a href="mailto:mckenna.colin@gmail.com">mckenna.colin@gmail.com</a></td>
<td>RIC</td>
</tr>
<tr>
<td>3 Jay Bendkowski</td>
<td><a href="mailto:jkchen@calendria.org">jkchen@calendria.org</a></td>
<td></td>
</tr>
<tr>
<td>4 Chris King</td>
<td><a href="mailto:cking@reltd.com">cking@reltd.com</a></td>
<td></td>
</tr>
<tr>
<td>5 Keith Kohlman</td>
<td></td>
<td>VGR - Transit</td>
</tr>
<tr>
<td>6 Christopher Bogun</td>
<td><a href="mailto:christopher.bogun@us.senate.gov">christopher.bogun@us.senate.gov</a></td>
<td>U.S. Senator Baldwin</td>
</tr>
<tr>
<td>7 Trevor Jorgensen</td>
<td><a href="mailto:t.jorgensen@gmail.com">t.jorgensen@gmail.com</a></td>
<td></td>
</tr>
<tr>
<td>8 Mary McGuire</td>
<td><a href="mailto:mary5w@yohoo.com">mary5w@yohoo.com</a></td>
<td>VGR</td>
</tr>
<tr>
<td>9 Dennis Bowman</td>
<td><a href="mailto:denni.bowman@calendria.org">denni.bowman@calendria.org</a></td>
<td>MIGHT</td>
</tr>
<tr>
<td>10 Dale Stilwagen</td>
<td><a href="mailto:d.stilwagen5@ymail.com">d.stilwagen5@ymail.com</a></td>
<td>Calendria Village</td>
</tr>
<tr>
<td>11 Prentiss Redman</td>
<td><a href="mailto:pren@a2linc.com">pren@a2linc.com</a></td>
<td></td>
</tr>
<tr>
<td>12 Melissa Warns</td>
<td><a href="mailto:melissa.warns3@a2q.com">melissa.warns3@a2q.com</a></td>
<td></td>
</tr>
<tr>
<td>13 Jay Warner</td>
<td><a href="mailto:environment-jay@a2q.com">environment-jay@a2q.com</a></td>
<td></td>
</tr>
<tr>
<td>14 Willie McDonald</td>
<td>willie.mc Donald @city.of mam.org</td>
<td>City Bus (RYDE)</td>
</tr>
<tr>
<td>15 Mitchell Goese</td>
<td><a href="mailto:mitchell.goese@marquette.edu">mitchell.goese@marquette.edu</a></td>
<td></td>
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</tbody>
</table>
### Public Meeting Sign-in Sheet

**DATE:** September 20, 2018  
**TIME:** 5:00 p.m. – 7:00 p.m.  
**PLACE:** Corinne Reid-Owens Transit Center  
1421 State Street  
Racine, Wisconsin

<table>
<thead>
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<tr>
<td>16</td>
<td>Amy Connolly</td>
<td></td>
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<td>17</td>
<td>Jose Ames</td>
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<td><strong>Name</strong></td>
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<tr>
<td>Nick Dornhoefer</td>
<td><a href="mailto:nick.dornhoefer@rarelibrary.com">nick.dornhoefer@rarelibrary.com</a></td>
<td>Racine Library</td>
</tr>
<tr>
<td>Nancy J Halmbach</td>
<td><a href="mailto:nancy.halmbach@csbglobal.com">nancy.halmbach@csbglobal.com</a></td>
<td>Racine Library</td>
</tr>
<tr>
<td>Michael J Maierle</td>
<td><a href="mailto:michael.maierle@cityofracine.org">michael.maierle@cityofracine.org</a></td>
<td>RIDE!</td>
</tr>
<tr>
<td>Jeff Timm</td>
<td><a href="mailto:jeff@timmconsulting.net">jeff@timmconsulting.net</a></td>
<td>Arc of Racine/Disability Rights</td>
</tr>
<tr>
<td>Shawn Schultz</td>
<td><a href="mailto:ShawnSchultz@ICloud.com">ShawnSchultz@ICloud.com</a></td>
<td></td>
</tr>
<tr>
<td>Kate Moffatt</td>
<td><a href="mailto:kathleen.moffatt@marquette.edu">kathleen.moffatt@marquette.edu</a></td>
<td></td>
</tr>
<tr>
<td>Martha Hutsick</td>
<td>maryh@<a href="mailto:hutsick@icloud.com">hutsick@icloud.com</a></td>
<td>&amp; Self</td>
</tr>
<tr>
<td>Larry Kley</td>
<td><a href="mailto:kley4043@gmail.com">kley4043@gmail.com</a></td>
<td></td>
</tr>
<tr>
<td>Nada Kutz</td>
<td><a href="mailto:nikkutz@hotmail.com">nikkutz@hotmail.com</a></td>
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<tr>
<td>Adelose Fong</td>
<td>teddyquettypassequalum</td>
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</tbody>
</table>
You are invited to review and comment on a proposed amendment to VISION 2050. VISION 2050, the regional land use and transportation plan for the seven-county Southeastern Wisconsin Region, is being amended to incorporate related land use changes and transportation improvements serving the Foxconn campus. The amendment also includes an updated analysis of costs and revenues associated with the transportation system recommended in VISION 2050.

We encourage you to learn about the proposed amendment and provide us with your feedback during a public meeting. If you cannot attend a public meeting, you can review and comment on the proposed amendment on the VISION 2050 website: www.vision2050sewis.org.

Each meeting will be held in an open house format, so you can attend any time during the two-hour timeframe. Snacks and refreshments will also be provided.

Written comments may also be provided via U.S. mail, email, or fax through September 30, 2018:

Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
W239 N1812 Rockwood Drive
Waukesha, Wisconsin 53187-1607
Email: vision2050@sewrpc.org
Phone: 262-547-6721
Fax: 262-547-1103

Meeting locations are wheelchair-accessible. People needing disability-related accommodations are asked to contact the SEWRPC office at (262) 547-6721 a minimum of three business days before the meeting so that appropriate arrangements can be made regarding access or mobility, review or interpretation of materials, active participation, or submission of comments.
Figure C.1 (continued)

El Conquistador
Thursday 8/30

Milwaukee Community Journal
Wednesday 8/29

Milwaukee Courier
Friday 8/31

Milwaukee Journal Sentinel
Thursday 8/30

Milwaukee Times
Thursday 8/30

Oconomowoc Enterprise
Thursday 8/30

Ozaukee Advertiser
Wednesday 8/29

Ozaukee News-Graphic
Thursday 8/30

Ozaukee Press
Thursday 8/30

Racine Journal Times
Thursday 8/30

Southern Lakes Papers – Racine, Kenosha, Walworth
Thursday 8/30

Waukesha Freeman
Thursday 8/30

West Bend Daily News
Thursday 8/30
SEWRPC SEEKING FEEDBACK ON VISION 2050 AMENDMENT

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

PROPOSED VISION 2050 AMENDMENT
A proposed amendment to VISION 2050 incorporating land use changes and transportation improvements to serve the Foxconn campus is available for review and comment through September 30, 2018. VISION 2050, the regional land use and transportation plan for the seven-county Southeastern Wisconsin Region, was adopted prior to any knowledge of the Foxconn development in Mount Pleasant. Given the size and significance of the development, VISION 2050 needs to be amended to incorporate land use changes and transportation improvements to serve the Foxconn manufacturing campus area. In addition, based on changes in State funding for transportation projects since VISION 2050 was adopted, the amendment includes an updated analysis of costs and revenues associated with the transportation system recommended in VISION 2050.

JOIN US AT ONE OF SIX PUBLIC MEETINGS
Six public meetings on the proposed VISION 2050 amendment will be held in September. Staff will be available in an “open house” format, so you can attend any time during the two-hour timeframe. Snacks and refreshments will also be provided. Oral comment may be given to a court reporter during the meeting or written comments may be submitted.
Figure C.2 (continued)

People needing disability-related accommodations are asked to contact the Commission offices a minimum of 3 business days in advance so that appropriate arrangements can be made.

FOR MORE INFORMATION
More information about the proposed amendment, including a 12-page summary and how to provide comments, can be found on the VISION 2050 website:

Click here to learn more!

Southeastern Wisconsin Regional Planning Commission
www.sewrpc.org

SEWRPC, P.O. Box 1607, Waukesha, WI 53187

Email announcement sent to SEWRPC’s email distribution list on August 28, 2018
The Southeastern Wisconsin Regional Planning Commission is preparing to amend VISION 2050, the regional land use and transportation plan for the seven-county Southeastern Wisconsin Region, to incorporate land use changes and transportation improvements related to the Foxconn manufacturing campus.

JOIN US September 10-20, 2018

We invite you to attend one of six public meetings being held in September (see schedule on back) to learn about the proposed plan amendment and provide input to staff. If you cannot attend a public meeting, you can review and comment on the proposed amendment on the VISION 2050 website.

Please join us at one of these six public meetings to learn more about the draft VISION 2050 amendment. The public meetings will be held in an open house format, so you can attend any time during the two-hour timeframe. Snacks and refreshments will also be provided. If you cannot attend a public meeting to give us your input, you can also submit comments via email, U.S. mail, fax, or online through September 30, 2018.

Meeting locations are wheelchair-accessible. People needing disability-related accommodations are asked to contact the SEWRPC office at (262) 547-6721 a minimum of three business days before the meeting so that appropriate arrangements can be made regarding access or mobility, review or interpretation of materials, active participation, or submission of comments.
FOR IMMEDIATE RELEASE
August 29, 2018
Release No. 18-02

For more information:
Michael G. Hahn, P.E., P.H.
SEWRPC Executive Director
(262) 953-3243
mhahn@sewrpc.org

SEWRPC Seeking Feedback on Amendment to VISION 2050 Related to Foxconn

Proposed amendment incorporates necessary land use changes and transportation improvements and also reexamines funding for the regional transportation system recommended by VISION 2050

Waukesha, Wis. – A proposed amendment to VISION 2050 incorporating land use changes and transportation improvements to serve the Foxconn campus is available for review and comment through September 30, 2018. Residents are also encouraged to attend one of six public meetings being held across Southeastern Wisconsin in mid-September.

Summary of Proposed Amendment
VISION 2050 was adopted by the Southeastern Wisconsin Regional Planning Commission (SEWRPC) in 2016, prior to any knowledge of the Foxconn campus that is being developed in the Village of Mount Pleasant. Given the size and significance of the Foxconn development, it is necessary to amend VISION 2050 to incorporate land use changes to accommodate additional residents and jobs directly or indirectly related to the Foxconn manufacturing campus. The plan amendment also incorporates transportation improvements to serve the Foxconn manufacturing campus area, including improvements to roadways, transit services, and bicycle/pedestrian facilities.
As part of the plan amendment, based on changes in funding for transportation projects in the last State budget, staff also revisited the analysis of expected transportation costs and revenues. This updated analysis identifies the portion of the recommended transportation system that can reasonably be funded, which is referred to as the Fiscally Constrained Transportation Plan (FCTP). The analysis confirmed that expected revenues are insufficient for the recommended public transit improvements. It also shows that expected revenues will be insufficient to complete the recommended reconstruction of several portions of the Region’s arterial street and highway system by 2050. This will result mostly in a reduction in the amount of freeway that can be reconstructed, but will also reduce the amount of surface arterials (non-freeways) that can be reconstructed with additional lanes or can be newly constructed by 2050. Based on the updated analysis, several segments of the regional freeway system and two non-freeway segments would be removed from the FCTP under the plan amendment.

**Join Us at a Public Meeting**

Six public meetings on the proposed VISION 2050 amendment will be held in mid-September. Staff will be available in an "open house" format, so you can attend any time during the two-hour timeframe. Snacks and refreshments will also be provided. Oral comment may be given to a court reporter during the meeting or written comments may be submitted.

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<thead>
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<th>Location</th>
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<tbody>
<tr>
<td>Carroll University (Campus Center)</td>
<td>Monday, September 10</td>
</tr>
<tr>
<td>101 N East Ave</td>
<td></td>
</tr>
<tr>
<td>Waukesha, WI 53186</td>
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<tr>
<td><strong>Mitchell Street Library (Community Room)</strong></td>
<td>Tuesday, September 11</td>
</tr>
<tr>
<td>906 W Historic Mitchell St</td>
<td></td>
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<tr>
<td>Milwaukee, WI 53204</td>
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<tr>
<td><strong>SC Johnson iMET Center</strong></td>
<td>Monday, September 17</td>
</tr>
<tr>
<td>2320 Renaissance Blvd</td>
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<tr>
<td>Sturtevant, WI 53177</td>
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<tr>
<td><strong>Villard Square Library (Community Room)</strong></td>
<td>Tuesday, September 18</td>
</tr>
<tr>
<td>5190 N 35th St</td>
<td></td>
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<tr>
<td>Milwaukee, WI 53209</td>
<td></td>
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<tr>
<td><strong>Boys and Girls Club of Kenosha</strong></td>
<td>Wednesday, September 19</td>
</tr>
<tr>
<td>1330 52nd St</td>
<td></td>
</tr>
<tr>
<td>Kenosha, WI 53140</td>
<td></td>
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<tr>
<td><strong>Corinne Reid-Owens Transit Center</strong></td>
<td>Thursday, September 20</td>
</tr>
<tr>
<td>1421 State St</td>
<td></td>
</tr>
<tr>
<td>Racine, WI 54305</td>
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</table>

Meeting locations are wheelchair-accessible. People needing disability-related accommodations are asked to contact the SEWRPC office at (262) 547-6721 a minimum of three business days before the meeting so that appropriate arrangements can be made regarding access or mobility, review or interpretation of materials, active participation, or submission of comments.
How to Submit Comments
The amendment and a 12-page summary of the amendment can be reviewed at vision2050sewis.org. Written comments may be provided via U.S. mail, email, or fax through September 30, 2018. All comments will be considered when preparing a revised plan amendment for consideration by the Commission Advisory Committees guiding VISION 2050 and by the Commission itself. Comments may be submitted in any of the following ways:

- Plan Website: vision2050sewis.org
- E-mail: vision2050@sewrpc.org
- Mail: P.O. Box 1607, Waukesha, WI 53187-1607
- Fax: (262) 547-1103

About VISION 2050
VISION 2050 recommends a long-range vision for land use and transportation in the seven-county Southeastern Wisconsin Region. It makes recommendations to local and State government to shape and guide land use development and transportation improvement, including public transit, arterial streets and highways, freight, and bicycle and pedestrian facilities, to the year 2050.

About SEWRPC
The Regional Planning Commission is the official areawide planning agency for infrastructure and land use for Southeastern Wisconsin. The Commission serves the following seven Southeastern Wisconsin Counties: Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha. Under State law, Commission plans are advisory to local and State governments.

###
List of Media Outlets

- Burlington Standard Press
- El Conquistador
- Elkhorn Independent
- Kenosha News
- Kewaskum Statesman
- Milwaukee Community Journal
- Milwaukee Journal Sentinel
- Milwaukee Magazine
- Oconomowoc Enterprise
- Ozaukee News Graphic
- Ozaukee Press
- Small Business Times
- The Business Journal
- The Daily News
- The Daily Reporter
- The Insider News
- The Journal Times (Racine)
- The Lake Country Now Reporter
- The Milwaukee Courier
- The Milwaukee Times
- The Spanish Journal
- Urban Milwaukee
- Waukesha County Now
- Waukesha Freeman
- WBKV AM – 1470
- WDJT-TV Channel 58
- WISN AM – 1130
- WISN-TV Channel 12
- WRJN Radio News – 1400
  - WTMJ AM – 620
  - WTMJ-TV Channel 4
- WUWM FM – 89.7
- WYMS FM – 88.9
About SEWRPC

- Official areawide planning agency and metropolitan planning organization (MPO)
  - 7 counties
  - Nearly 150 cities, villages, and towns

- Advisory planning to local, county, and State governments
What is VISION 2050?

- A Plan for Land Use Development and Transportation for Southeastern Wisconsin
  - Long-range
  - Multimodal

Why is the Plan Being Amended?

- VISION 2050 was completed prior to any knowledge of Foxconn in SE WI
- Need to account for the size and impact of this development
  - More people and jobs than the plan anticipated
  - Transportation improvements needed
What Does the Plan Amendment Include?

- Highlights key recommendations that are already included in VISION 2050
- Incorporates proposed land use changes and transportation improvements related to Foxconn
- Reexamines funding available for the recommended transportation system

Feedback is Encouraged

- Comments accepted through September 30
- Submit comments tonight
  - Fill out a comment card
  - Provide a verbal comment to the court reporter or staff
- Or after the meeting
  - Website: vision2050sewis.org
  - Email: vision2050@sewrpc.org
  - Mail: P.O. Box 1607, Waukesha, WI 53187-1607
  - Fax: (262) 547-1103
THANK YOU FOR COMING
VISION2050SEWIS.ORG

facebook.com/SEWRPC  SEWRPC.ORG  twitter.com/SEW_RPC
PROPOSED VISION 2050 AMENDMENT

WHAT IS VISION 2050?

VISION 2050 is Southeastern Wisconsin’s long-range land use and transportation plan. It makes recommendations to local and State government to shape and guide land use development and transportation improvement, including public transit, arterial streets and highways, freight, and bicycle and pedestrian facilities, to the year 2050.

Developing VISION 2050 involved substantial work over a three-year period, culminating with SEWRPC adopting the plan in July 2018. The process was guided by the Commission’s Advisory Committees on Regional Land Use Planning and Regional Transportation Planning, which are also guiding work on the currently proposed plan amendment.

Given that the Regional Planning Commission is an advisory agency, implementing the VISION 2050 recommendations for land use and transportation depends on the actions of local, county, areawide, State, and Federal government agencies. Commission staff will continue to work with these various entities as they conduct more detailed local planning related to plan implementation.

WHY IS THE PLAN BEING AMENDED?

VISION 2050 was adopted in July 2018, prior to any knowledge of the Foxconn development that is being constructed in the Village of Mount Pleasant. Given the size and significance of this development, VISION 2050 needs to be amended to incorporate land use changes to accommodate additional residents and jobs related to the Foxconn manufacturing campus. In addition, the plan amendment incorporates transportation improvements to serve the Foxconn area. As part of the plan amendment, based on changes in funding for transportation projects in the last State budget, staff also revisited the analysis of expected transportation costs and revenues. This updated analysis identifies a portion of the recommended transportation system that can reasonably be funded, which is referred to as the Fiscally Constrained Transportation Plan.

HOW TO PROVIDE INPUT

Once you have reviewed the information presented at today’s meeting regarding the proposed plan amendment, we encourage you to provide your feedback to us.

Written Comments
Please use the comment cards available at this meeting to write down any comments you might have.

Verbal Comments
Please speak to the court reporter or a staff member if you prefer to provide verbal comments.

HOW WILL MY COMMENTS BE CONSIDERED?

All comments submitted by September 30, 2018, will be entered into the public record, and will be considered as staff reviews a revised plan amendment for consideration by the VISION 2050 Advisory Committees and the Regional Planning Commission.

PERTINENT VISION 2050 RECOMMENDATIONS

WHAT DOES VISION 2050 ALREADY RECOMMEND?

Local planning will continue for many years around the Foxconn manufacturing campus. Much of this local planning is not expected to require amending VISION 2050. At the affected communities and far outside the affected zone a revised plan, VISION 2050 –2040 should be considered as a guide and the Commission staff as a resource.

In anticipation of this planning, the amendment highlights key VISION 2050 recommendations already included in the plan that provide guidance to implementing agencies and units of government working on the Foxconn project or related activities (see the full amendment document for more details). These recommendations support:

- Efficiently and responsibly developing land
- Providing the right mix of housing for workers near their jobs
- Achieving a multimodal transportation system that serves the needs of all potential workers and residents in the area

Streamlining VISION 2050’s recommendations as originally adopted is also important because it establishes an understanding of the recommendations before identifying what changes are being proposed under the plan amendment.

LAND USE

VISION 2050 is intended to provide a guide, or overall framework, for future land use within the Region. Implementation of the land use recommendations ultimately relies on planning decisions made at the community level. Incorporating key VISION 2050 land use recommendations in future community planning decisions regarding the surrounding Foxconn would have many benefits to the communities and those who work to live and play within the communities.

A mix of housing types and land uses should be developed to provide:

- A variety of housing types (multi-family, single-family on smaller lots) affordable to a wide range of incomes
- Access to job opportunities for workers with transportation barriers, which can help reduce economic and educational disparities between white and minority populations
- Walkable neighborhoods near amenities to attract workers

A compact development pattern should be achieved to:

- Allow municipal services (e.g., public sewer, water, and mass transit) to be provided more efficiently and cost-effectively
- Minimize impacts to natural and agricultural resources

TRANSPORTATION

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

The amendment accommodates the additional residents and jobs through revisions to the regional land use development pattern:

- Much of the new development is anticipated to be industrial and commercial
- New housing units near the Foxconn campus are recommended to be either multi-family housing or single-family homes on lots of 1/4 acre or less

The amendment also:

- Incorporates requested amendments to the adopted sewer service areas for the City of Racine and environs and the City of Kenosha and environs
- Adds a new employment activity center encompassing the area in and around the Foxconn campus

Figure C.6 Display Boards at the Public Meetings

Figure 2 Revisions to Land Use Development Pattern: VISION 2050

FIGURE 1 Existing and Planned Population and Employment

FIGURE 2 Revisions to Land Use Development Pattern: VISION 2050

Revisions to VISION 2050: To be more specific, the amendment accommodates the additional residents and jobs that are anticipated to be associated with the anticipated development associated with Foxconn. Staff estimates that about half of these jobs could be associated with the anticipated growth in residential employment generated by Foxconn, while the staff also anticipates the need for additional housing growth generated by Foxconn (Figure 2).
REVISIONS TO VISION 2050 TRANSPORTATION COMPONENT

ARTERIAL STREET AND HIGHWAY CHANGES

The Wisconsin Department of Transportation (WisDOT) is designing and constructing arterial street and highway improvements in the vicinity of the Foxconn manufacturing complex. The proposed improvements include the following: addition of new travel lanes on arterials, right of way improvements, and new roundabouts and traffic signals. Figure 3 compares the proposed arterial improvement changes to arterial improvements originally recommended in VISION 2050.

Existing Roadways to be Improved
- widen STH 11 (Durandal Avenue) from two to four travel lanes between I-94 and CTH M
- widen CTH K from two to six travel lanes between CTH K and I-94
- widen CTH K from two to four travel lanes between CTH K and I-94
- widen Braun Road from two to six travel lanes between CTH M and I-94
- widen CTH K from two to four travel lanes between CTH K and I-94

New Roadways
- Extend International Drive as a new four-lane facility from just south of STH 20 (Washington Avenue) to STH 11 (Durandal Avenue) and remove planned extension between STH 11 and Braun Road
- Add Wissau Valley Way as new four-lane facility between STH 11 (Durandal Avenue) and CTH K

PUBLIC TRANSIT SERVICE AND BICYCLE NETWORK CHANGES

The recommended public transit element and bicycle and pedestrian element would also be expanded to meet the increased transportation needs in the area of the potential new development.

The recommended public transit services, which are in addition to significantly expanded and improved services already recommended in VISION 2050, include:
- Add three new commuter bus routes to the Foxconn campus
  - From downtown Racine along Sheridan Road (STH 32) and CTH K
  - From western Racine County along STH 11
  - From downtown Milwaukee along I-94 (extending past Foxconn into Waukesha County)
- Improve local transit service in the impacted area
  - Extend RIDE Route 1 along Braun Road
  - Shuttle service along CTH M from Sturtevant Amtrak Station

Proposed changes to the bicycle network include:
- Additional bicycle accommodations along the new Foxconn development roads
- Extend the enhanced bicycle facility corridors along STH 11 and CTH K in the Racine area, both connecting to the Foxconn campus

FIGURE 3 | Revisions to VISION 2050 Arterial Street and Highway System

REVISIONS TO VISION 2050 TRANSPORTATION COMPONENT

UPDATED FINANCIAL ANALYSIS FOR VISION 2050 TRANSPORTATION SYSTEM

PREVIOUS FINANCIAL ANALYSIS

When VISION 2050 was initially prepared, the financial analysis identified a difference between the cost to build, maintain, and operate the recommended transportation system and what the Region’s existing and expected revenues would allow the Region to afford. As a result, the funded portion of the plan, referred to as the “Fiscally Constrained Transportation Plan (FCTP),” was identified. The FCTP originally included all transportation elements of VISION 2050 except for portions of the public transit element.

Specifically, most of the major transit improvement and expansion components in VISION 2050 were not included in the FCTP and reductions in current transit service were expected to continue. However, the analysis noted that the recommended arterial system improvements, particularly reconstructing the regional freeway system, would require funding levels from State budgets of the previous decade to be maintained.

UPDATED FINANCIAL ANALYSIS

In revisiting this analysis of existing and reasonably expected costs and revenues associated with the transportation system recommended in VISION 2050, staff recommissioned sufficient funding for the recommended public transit improvements. The updated analysis also shows that expected revenues will be insufficient to complete the recommended reconstruction of several portions of the Region’s arterial street and highway system by 2050. This will result mostly in a reduction in the amount of freeway that can be reconstructed, but will also reduce improvements in some arterial elements (non-freeways) that can be reconstructed with additional lanes or can be newly constructed by 2050.

FIGURE 5 | Transportation System Investment Required for VISION 2050 as Amended

<table>
<thead>
<tr>
<th>Item</th>
<th>Capital</th>
<th>Operation and Maintenance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>$1,020,000</td>
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</table>

FIGURE 6 | Funding Available for VISION 2050 as Amended

<table>
<thead>
<tr>
<th>Item</th>
<th>Capital</th>
<th>Operation and Maintenance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total</td>
<td>$700,000</td>
<td></td>
</tr>
</tbody>
</table>

WHAT DOES THE FUNDING IMPACT LOOK LIKE?

The impact of insufficient funding for public transit and arterial streets and highways can be seen in the maps on this board. For transit, new construction would be limited in the FCTP and regional service levels are expected to decline by about 10-15% rather than more than double as VISION 2050 recommended.

For arterial streets and highways, several segments of the regional freeway system and non-freeway segments would be reconstructed from the FCTP. Specifically, only 25 miles of the total 225 miles of recommended freeway reconstruction would be expected to be implemented by 2050 under the revised FCTP.
WHAT IS VISION 2050?
VISION 2050, the regional land use and transportation plan for the seven-county Southeastern Wisconsin Region, was prepared by the Southeastern Wisconsin Regional Planning Commission. Learn more about the plan, and view the full three-volume plan report, at vision2050sewis.org.

WHAT’S INSIDE

PERTINENT VISION 2050 RECOMMENDATIONS
[2 – 3]

REVISIONS TO VISION 2050 LAND USE COMPONENT
[4 – 5]

REVISIONS TO VISION 2050 TRANSPORTATION COMPONENT
[6 – 9]

UPDATED FINANCIAL ANALYSIS FOR VISION 2050 TRANSPORTATION SYSTEM
[10 – 11]

WHY IS THE PLAN BEING AMENDED?
VISION 2050 was adopted in July 2016, prior to any knowledge of the Foxconn development that is being constructed in the Village of Mount Pleasant. Given the size and significance of this development, VISION 2050 needs to be amended to incorporate land use changes to accommodate additional residents and jobs related to the Foxconn manufacturing campus. In addition, the plan amendment incorporates transportation improvements to serve the Foxconn development area. As part of the plan amendment, based on changes in funding for transportation projects in the last State budget, staff also revisited the analysis of expected transportation costs and revenues. This updated analysis identifies the portion of the recommended transportation system that can reasonably be funded, which is referred to as the Fiscally Constrained Transportation Plan.

HOW TO PROVIDE INPUT
This handout summarizes the main elements of the proposed plan amendment and the results of the updated financial analysis. You can access the full amendment document at vision2050sewis.org and are invited to attend one of six public meetings across the Region. The public meetings will be held in an open house format, so you can attend any time during the two-hour timeframe. Snacks and refreshments will also be provided. If you cannot attend a public meeting to give us your input, you can also submit comments via email, U.S. mail, fax, or online. See the back page of this handout for the detailed public meeting schedule and how to submit comments.

PUBLIC MEETING SCHEDULE

<table>
<thead>
<tr>
<th>Location</th>
<th>Date</th>
<th>Time</th>
</tr>
</thead>
<tbody>
<tr>
<td>Waukesha</td>
<td>Monday 9/10</td>
<td>5 – 7 PM</td>
</tr>
<tr>
<td>Carroll University</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Milwaukee</td>
<td>Tuesday 9/11</td>
<td>5 – 7 PM</td>
</tr>
<tr>
<td>Mitchell Street Library</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sturtevant</td>
<td>Monday 9/17</td>
<td>5 – 7 PM</td>
</tr>
<tr>
<td>SC Johnson iMET Center</td>
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</tr>
<tr>
<td>Milwaukee</td>
<td>Tuesday 9/18</td>
<td>5 – 7 PM</td>
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<tr>
<td>Villard Square Library</td>
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<tr>
<td>Kenosha</td>
<td>Wednesday 9/19</td>
<td>5 – 7 PM</td>
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<tr>
<td>Boys and Girls Club</td>
<td></td>
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</tr>
<tr>
<td>Racine</td>
<td>Thursday 9/20</td>
<td>5 – 7 PM</td>
</tr>
<tr>
<td>Racine Transit Center</td>
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</tbody>
</table>

vision2050sewis.org  @SEWRPC  @SEW_RPC
Local planning will continue for many years around the Foxconn manufacturing campus. Much of this local planning is not expected to require amending VISION 2050. As the affected communities and Racine County conduct more detailed planning, VISION 2050 should be considered as a guide and the Commission staff as a resource.

In anticipation of this planning, the amendment highlights key VISION 2050 recommendations already included in the plan that provide guidance to implementing agencies and units of government working on the Foxconn project or related activities (see the full amendment document for more details). These recommendations support:

- Efficiently and responsibly developing land
- Providing the right mix of housing for workers near their jobs
- Achieving a multimodal transportation system that serves the needs of all potential workers and residents in the area

Highlighting VISION 2050’s recommendations as originally adopted is also important because it establishes an understanding of the recommendations before identifying what changes are being proposed under the plan amendment.

**LAND USE**

VISION 2050 is intended to provide a guide, or overall framework, for future land use within the Region. Implementation of the land use recommendations ultimately relies on planning decisions made at the community level. Incorporating key VISION 2050 land use recommendations in future community planning decisions regarding the area around Foxconn would have many benefits to the communities and those who may seek to work and live within the communities.

A mix of housing types and land uses should be developed to provide:

- A variety of housing types (multifamily, single-family on smaller lots) affordable to a wide range of incomes
- Access to job opportunities for workers with transportation barriers, which can help reduce economic and educational disparities between white and minority populations
- Walkable neighborhoods near amenities to attract workers

A compact development pattern should be achieved to:

- Allow municipal services (e.g., public sewer, water, and transit) to be provided more efficiently and cost-effectively
- Minimize impacts to natural and agricultural resources
PERTINENT VISION 2050 RECOMMENDATIONS

TRANSPORTATION

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

Significantly improved and expanded public transit:
- Added commuter rail lines, including a Kenosha-Racine-Milwaukee line with stations that could be connected to the Foxconn campus
- Added express bus routes, including two in the vicinity of the Foxconn campus
- Increased frequency and expanded service area of Racine-area local bus service
- Improved Amtrak Hiawatha service between Milwaukee and Chicago, which includes a Sturtevant station about three miles north of Foxconn

Significantly improved and expanded bicycle and pedestrian facilities:
- On-street bicycle accommodations on all surface arterials (non-freeways)
- Enhanced bicycle facilities that go beyond a traditional bike lane (e.g., protected bike lane or path within a road’s right-of-way) in key regional corridors
- Expanded off-street bicycle path system
- Expanded bike share program implementation
- Safe, efficient, and accessible pedestrian facilities

Road capacity and design that address traffic impacts and safety, and accommodate all users:
- Routine maintenance, periodic rehabilitation, and reconstruction of roadway infrastructure to keep the arterial system in a state of good repair
- Complete streets concepts to allow safe and convenient travel for all roadway users traveling by various modes
- Strategically expanded arterial capacity to address congestion

Employer-sponsored programs to reduce vehicle trips and VMT:
- High-occupancy vehicle (HOV) preferential treatment, such as preferential parking for those who carpool or vanpool
- Parking cash-out, which involves charging employees for parking then offsetting that cost with additional pay to encourage alternatives to driving alone
- Live near your work programs designed to help workers buy or rent a home near their employer

Freight improvements:
- Address forecast congestion on the regional freight highway network to improve reliability
- Accommodate oversize/overweight (OSOW) shipments, particularly by maintaining appropriate clearances
- Pursue a new truck-rail intermodal facility in the Region so intermodal shipments can avoid the highly congested Chicago area
REVISIONS TO VISION 2050
LAND USE COMPONENT

Based on the most current information available to the Commission staff, VISION 2050 has been revised to accommodate an additional 32,400 residents and 17,000 jobs related to development associated with Foxconn (see Figure 1). While various sources have estimated the total employment impact of development associated with Foxconn at about 30,000 jobs, staff estimates that about half of the total jobs could be absorbed by the employment growth originally envisioned under VISION 2050.

The amendment accommodates the additional residents and jobs through revisions to the regional land use development pattern (see Figure 2). Much of the new development is anticipated to be industrial and commercial in nature with related residential development occurring with a range of lot sizes and housing types. New housing units near the Foxconn campus are recommended to be either multifamily housing or single-family homes on lots of 1/4 acre or less.

The amendment also reflects revisions to the planned public sanitary sewer service areas in VISION 2050. These revisions incorporate requested amendments to the adopted sewer service areas for the City of Racine and environs and the City of Kenosha and environs. The sewer service area changes would result in additional population being served by public sanitary sewer and public water.

In addition, the amendment adds a new major economic activity center encompassing the area in and around the Foxconn campus. This is the 62nd existing or recommended center located in the Region.

**FIGURE 1 |** Existing and Planned Population and Employment

<table>
<thead>
<tr>
<th></th>
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</table>
**REVISIONS TO VISION 2050 LAND USE COMPONENT**

**FIGURE 2 | Revisions to VISION 2050 Land Use Development Pattern**

- **MIXED-USE CITY CENTER**
  - Residential and Other Urban Land—At Least 18.0 Dwelling Units per Net Residential Acre

- **MIXED-USE TRADITIONAL NEIGHBORHOOD**
  - Residential and Other Urban Land—At Least 7.0 to 17.9 Dwelling Units per Net Residential Acre

- **SMALL LOT TRADITIONAL NEIGHBORHOOD**
  - Residential and Other Urban Land—At Least 4.4 to 6.9 Dwelling Units per Net Residential Acre

- **MEDIUM LOT NEIGHBORHOOD**
  - Residential and Other Urban Land—At Least 2.3 to 4.3 Dwelling Units per Net Residential Acre

- **LARGE LOT NEIGHBORHOOD**
  - Residential and Other Urban Land—At Least 0.7 to 2.2 Dwelling Units per Net Residential Acre

- **LARGE LOT EXURBAN**
  - Residential Land—0.2 to 0.6 Dwelling Units per Net Residential Acre

- **RURAL ESTATE**
  - (0.1 to 0.2 Dwelling Units per Acre)

- **AGRICULTURAL AND OTHER OPEN LANDS**

- **PRIMARY ENVIRONMENTAL CORRIDOR**

- **SURFACE WATER**

Source: SEWRPC
**ARTERIAL STREET AND HIGHWAY CHANGES**

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

- Widen STH 11 (Durand Avenue) from two to four travel lanes between 56th Road and I-94 and from four to six travel lanes between I-94 and CTH H
- Widen CTH KR from two to six travel lanes between I-94 and CTH H and from two to four travel lanes between CTH H and STH 32
- Widen Braun Road from two to six travel lanes between I-94 and CTH H
- Widen CTH H from two to four travel lanes between CTH KR and Venice Avenue
- Extend International Drive as a new four-lane facility from its current terminus just south of STH 20 (Washington Avenue) to STH 11 (Durand Avenue) and remove planned extension between STH 11 and Braun Road
- Add Wisconn Valley Way as a new four-lane facility between STH 11 (Durand Avenue) and CTH KR

*Figure 3 compares the proposed arterial improvement changes to arterial improvements originally recommended in VISION 2050.*
**Figure C.7 (continued)**

**REVISIONS TO VISION 2050 TRANSPORTATION COMPONENT**

**Figure 3** | Revisions to VISION 2050 Arterial Street and Highway System

<table>
<thead>
<tr>
<th>ORIGINAL</th>
<th>REVISED</th>
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<tbody>
<tr>
<td>NEW</td>
<td>NEW</td>
</tr>
<tr>
<td>NEW FACILITY WITH RIGHT-OF-WAY TO ACCOMMODATE FUTURE IMPROVEMENT (ADDITIONAL LANES)</td>
<td>NEW FACILITY WITH RIGHT-OF-WAY TO ACCOMMODATE POTENTIAL FUTURE IMPROVEMENT BEYOND 2050 (ADDITIONAL LANES OR NEW FACILITY)</td>
</tr>
<tr>
<td>WIDENING AND/OR OTHER IMPROVEMENT TO PROVIDE SIGNIFICANT ADDITIONAL CAPACITY</td>
<td>RESERVE RIGHT-OF-WAY TO ACCOMMODATE POTENTIAL FUTURE IMPROVEMENT</td>
</tr>
<tr>
<td>RESURFACING OR RECONSTRUCTION TO PROVIDE ESSENTIALLY THE SAME CAPACITY</td>
<td>RESERVE RIGHT-OF-WAY TO ACCOMMODATE POTENTIAL FUTURE IMPROVEMENT BEYOND 2050 (ADDITIONAL LANES OR NEW FACILITY)</td>
</tr>
<tr>
<td>NUMBER OF TRAFFIC LANES FOR NEW OR IMPROVED FACILITY, INCLUDING RIGHT-OF-WAY RESERVATIONS (2 LANES WHERE UNNUMBERED)</td>
<td>NUMBER OF TRAFFIC LANES FOR NEW OR IMPROVED FACILITY, INCLUDING RIGHT-OF-WAY RESERVATIONS (2 LANES WHERE UNNUMBERED)</td>
</tr>
</tbody>
</table>

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

**Freeway Interchange**
- EXISTING

**Source:** SEWRPC
REVISIONS TO VISION 2050
TRANSPORTATION COMPONENT

PUBLIC TRANSIT SERVICE AND
BICYCLE NETWORK CHANGES

The recommended public transit element and bicycle and pedestrian element would also be amended to meet the multimodal transportation needs in the area of the potential new development.

The recommended public transit services, which are in addition to significantly expanded and improved services already recommended in VISION 2050, include:

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

Figure 4 compares the proposed transit service changes to the transit services originally recommended in VISION 2050.

Proposed changes to the bicycle network include:

- Additional bicycle accommodations along the new Foxconn development roads
- Extensions to the enhanced bicycle facility corridors recommended along STH 11 and CTH KR in the Racine area, both connecting to the Foxconn campus
REVISIONS TO VISION 2050 TRANSPORTATION COMPONENT

FIGURE 4 | Revisions to VISION 2050 Transit Services

ORIGINAL

REVISED

TRANSPORTATION SERVICES

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

LOCAL TRANSIT SERVICE AREA AND PEAK FREQUENCY

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

Source: SEWRPC
When VISION 2050 was initially prepared, the financial analysis identified a difference between the cost to build, maintain, and operate the recommended transportation system and what the Region’s existing and expected revenues would allow the Region to afford. As a result, the funded portion of the plan, referred to as the “Fiscally Constrained Transportation Plan (FCTP),” was identified. The FCTP originally included all transportation elements of VISION 2050 except for portions of the public transit element.

In revisiting this analysis of existing and reasonably expected costs and revenues associated with the transportation system recommended in VISION 2050, staff reconfirmed insufficient funding for the recommended public transit improvements. The updated analysis also shows that expected revenues will be insufficient to complete the recommended reconstruction of several portions of the Region’s arterial street and highway system by 2050 (see Figures 5 and 6). This will result mostly in a reduction in the amount of freeway that can be reconstructed, but will also reduce the amount of surface arterials (non-freeways) that can be reconstructed with additional lanes or can be newly constructed by 2050.

Based on the updated analysis, several segments of the regional freeway system and two non-freeway segments would be removed from the FCTP under the plan amendment. Specifically, only 35 miles of the total 233 miles of recommended freeway reconstruction would be expected to be implemented by 2050 under the revised FCTP, as shown on Map 1.
Figure C.7 (continued)

**MAP 1 | Schedule for Reconstructing the Freeway System Under the Revised FCTP**

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

Note: New freeway segments are shown as dashed lines.

Source: SEWRPC
Please join us at one of these six public meetings to learn more about the proposed VISION 2050 amendment. The public meetings will be held in an open house format, so you can attend any time during the two-hour timeframe. Snacks and refreshments will also be provided. If you cannot attend a public meeting to give us your input, you can also submit comments via email, U.S. mail, fax, or online through September 30, 2018:

Website: vision2050sewis.org
Email: vision2050@sewrpc.org
Mail: W239 N1812 Rockwood Dr
P.O. Box 1607
Waukesha, WI 53187-1607
Fax: (262) 547-1103

Carroll University – Campus Center (Oak Room)
101 N East Ave, Waukesha, WI 53186
Monday, September 10, 2018 | 5-7PM

Mitchell Street Library (Community Room)
906 W Historic Mitchell St, Milwaukee, WI 53204
Tuesday, September 11, 2018 | 5-7PM

SC Johnson iMET Center
2320 Renaissance Blvd, Sturtevant, WI 53177
Monday, September 17, 2018 | 5-7PM

Villard Square Library (Study Rooms)
5190 N 35th St, Milwaukee, WI 53209
Tuesday, September 18, 2018 | 5-7PM

Boys and Girls Club of Kenosha
1330 52nd St, Kenosha, WI 53140
Wednesday, September 19, 2018 | 5-7PM

Corinne Reid-Owens Transit Center
1421 State St, Racine, WI 54305
Thursday, September 20, 2018 | 5-7PM
TRANSPORTATION

County task force sets goals

Route capacity studies already underway

RACINE COUNTY The Eastern Racine County Transportation Task Force has put together a plan for how to transform transportation on the eastern end of the county.

The task force’s goals were to come up with projects that will better connect Interstate 43 to Foxconn, River and eastern Racine County job centers to the growing job opportunities at American Technology Corp. and other industries along the interstate.

According to the DOT, it currently takes between 10 and 12 minutes to go from I-94 to downtown Racine. In addition to trying to shave minutes off those travel times, the task force looked into how to make public transportation better serve more people and how to plan for the future.

Connecting workers with workplaces

Public transit, as well as public-private partnerships, are top priority to guarantee workers will have efficient access to Foxconn Wisconsin Valley Science and Technology Park campus and other manufacturing opportunities.

Whether it’s reconfiguring bus routes, park and ride locations or creating employer-focused programs or forming up with ride-sharing apps such as Uber or Lyft, the task force’s plan emphasizes private-public partnerships to ensure workers get where they want to go.

Nick Petrasina with Visioning Greater Racine, a group dedicated to envisioning the future of Racine, emphasized the importance of public transit, both

**Figure C.8**
Newspaper Articles and Editorials Concerning Proposed Amendment

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**Task force**

68172

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Racine County Executive Jonathan Delaplaire right, met off the Wisconsin (I-94) but at the main station center on June 21. Delaplaire and other members of the Eastern Racine County Transportation Task Force took a bus from the train center to the Foxconn Technology Group site to get a feel for what it would be like for workers to take the same route.

The fourth priority was to improve rail service.

The second priority was to increase the quality of service on I-94 with the speed limit raised to 70 miles per hour.

Capacity studies are already underway for Highway 80 from 95th Street to Old County Line Road. These are also underway for the Foxconn Schererville Road, and signals are coordinated.

Capacity at the study was increased to 2.009,000 percent.

Other projects include multimodal facilities such as the Waukesha County Transit, a proposed 31-mile new path that would connect Willow Road in Mount Pleasant to Waukesha County Road in Kenosha.

The third priority was to improve the quality of service on I-94 with the speed limit raised to 70 miles per hour.

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The third priority was to improve the quality of service on I-94 with the speed limit raised to 70 miles per hour.
Push for cargo terminal gets Foxconn boost

Rick Romell  |  Milwaukee Journal Sentinel
USA TODAY NETWORK - WISCONSIN

Logistics and business interests are pushing to re-establish an intermodal cargo terminal in or near Milwaukee, driven in part by the increase in shipments expected from Foxconn.

An intermodal terminal here, which would transfer international cargo containers from rail cars to trucks and vice versa, would expedite shipping and lower costs, advocates say.

The closest such facilities now are in Chicago and at times are congested, some freight industry executives say.

“Our time down in the rail yards is anywhere from two to four hours to get in and out with a container,” said Chris Winkler, owner of Aim Transfer & Storage, an Oak Creek trucking firm that hauls some 300 containers a day between the Chicago-area intermodal terminals and destinations in Wisconsin.

Milwaukee’s port on Jones Island hosted an intermodal freight terminal until 2012, when Canadian Pacific Railway stopped routing container-carrying trains there in a cost-cutting move.

Now, public and private officials want to see a Milwaukee terminal revived, and the drive is being bolstered by the promise of Foxconn Technology Group shipping large volumes of freight into and out of southern Wisconsin as it moves toward production of liquid crystal display panels in Mount Pleasant.

Foxconn’s logistics subsidiary, Jusda Supply Chain Management Corp., is a member of a special committee created last year by the Wisconsin Department of Transportation to study intermodal. Jusda registered with the State Department of Financial Institutions in May.

“I think Foxconn is driving a large component of (the) discussion” to re-institute intermodal service here, one observer said.

“They know that they are going to require a massive increase in logistics capacity in this community,” he said.

Even without Foxconn, enough demand exists among Wisconsin-based importers and exporters to support an intermodal terminal, said Peter Hirthe, senior trade development representative for Port Milwaukee.

During its last decade in operation, the port’s former intermodal terminal handled the equivalent of 18,000 to 25,000 20-foot containers annually, Hirthe said.

To be viable, an intermodal terminal needs at least 20,000 to 30,000 units a year, Brian Buchanan of the Canadian National Railway said last March at a meeting of the DOT’s intermodal committee.

Support from a railroad is essential. Without it, there would be no way to move containers into and out of a terminal.

The effort to re-establish a terminal here now appears to have a powerful ally in Foxconn.

Hirthe said the prospect of Foxconn shipments strengthens the case for intermodal, and that the company has “certainly made it clear that they would like to see a solution before their facility is completed.”

Jim Best, owner of the Pilot Freight Services franchise in Milwaukee, said he attended a meeting at the Milwaukee Metropolitan Association of Commerce in which Foxconn representatives spoke strongly in favor of a new terminal.

“They were adamant that in order for their strategy to work, they need to have intermodal in Milwaukee,” Best said.

In a statement, Foxconn said it “welcomes and supports efforts to boost logistics capacity and other core infrastructure development” in Wisconsin.

“Initiatives to enhance infrastructure will increase the state’s competitiveness and attractiveness as a location for investment by companies including our strategic partners from Asia and the U.S. who will locate their operations at our campus,” the company said.
SEWRPC seeking feedback on Vision 2050 Amendment

AUGUST 29, 2018 BY MKE COMMUNITY JOURNAL — LEAVE A COMMENT
PROPOSED VISION 2050 AMENDMENT

A proposed amendment to VISION 2050 incorporating land use changes and transportation improvements to serve the Foxconn campus is available for review and comment through September 30, 2018. VISION 2050, the regional land use and transportation plan for the seven-county Southeastern Wisconsin Region, was adopted prior to any knowledge of the Foxconn development in Mount Pleasant. Given the size and significance of the development, VISION 2050 needs to be amended to incorporate land use changes and transportation improvements to serve the Foxconn manufacturing campus area. In addition, based on changes in State funding for transportation projects since VISION 2050 was adopted, the amendment includes an updated analysis of costs and revenues associated with the transportation system recommended in VISION 2050.

JOIN US AT ONE OF SIX PUBLIC MEETINGS
Six public meetings on the proposed VISION 2050 amendment will be held in September. Staff will be available in an “open house” format, so you can attend any time during the two-hour timeframe. Snacks and refreshments will also be provided. Oral comment may be given to a court reporter during the meeting or written comments may be submitted.

![Meeting Locations]

*People needing disability-related accommodations are asked to contact the Commission offices a minimum of 3 business days in advance so that appropriate arrangements can be made.*

**FOR MORE INFORMATION**

More information about the proposed amendment, including a 12-page summary and how to provide comments, can be found on the VISION 2050 website:

[Click here to learn more!](#)
Southeastern Wisconsin Regional Planning Commission

www.sewrpc.org

Figure C.8 (continued)
SEWRPC Seeking Feedback on Amendment to VISION 2050 Related to Foxconn

SEPTEMBER 1, 2018

Proposed amendment incorporates necessary land use changes and transportation improvements and also reexamines funding for the regional transportation system recommended by VISION 2050.

Waukesha, Wis. – A proposed amendment to VISION 2050 incorporating land use changes and transportation improvements to serve the Foxconn campus is available for review and comment through September 30, 2018. Residents are also encouraged to attend one of six public meetings being held across Southeastern Wisconsin in mid-September.

Summary of Proposed Amendment

VISION 2050 was adopted by the Southeastern Wisconsin Regional Planning Commission (SEWRPC) in 2016, prior to any knowledge of the Foxconn campus that is being developed in.
the Village of Mount Pleasant. Given the size and significance of the Foxconn development, it is necessary to amend VISION 2050 to incorporate land use changes to accommodate additional residents and jobs directly or indirectly related to the Foxconn manufacturing campus. The plan amendment also incorporates transportation improvements to serve the Foxconn manufacturing campus area, including improvements to roadways, transit services, and bicycle/pedestrian facilities.

**SEWRPC SEEKING FEEDBACK ON AMENDMENT TO VISION 2050**

As part of the plan amendment, based on changes in funding for transportation projects in the last State budget, staff also revisited the analysis of expected transportation costs and revenues. This updated analysis identifies the portion of the recommended transportation system that can reasonably be funded, which is referred to as the Fiscally Constrained Transportation Plan (FCTP). The analysis confirmed that expected revenues are insufficient for the recommended public transit improvements. It also shows that expected revenues will be insufficient to complete the recommended reconstruction of several portions of the Region’s arterial street and highway system by 2050. This will result mostly in a reduction in the amount of freeway that can be reconstructed, but will also reduce the amount of surface arterials (non-freeways) that can be reconstructed with additional lanes or can be newly constructed by 2050. Based on the updated analysis, several segments of the regional freeway system and two non-freeway segments would be removed from the FCTP under the plan amendment.

**Join Us at a Public Meeting**

Six public meetings on the proposed VISION 2050 amendment will be held in mid-September. Staff will be available in an “open house” format, so you can attend any time during the two-hour timeframe. Snacks and refreshments will also be provided. Oral comment may be given to a court reporter during the meeting or written comments may be submitted.
SEWRPC SEEKING FEEDBACK ON AMENDMENT TO VISION 2050

How to Submit Comments

The amendment and a 12-page summary of the amendment can be reviewed at vision2050sewis.org. Written comments may be provided via U.S. mail, email, or fax through...
Figure C.8 (continued)

September 30, 2018. All comments will be considered when preparing a revised plan amendment for consideration by the Commission Advisory Committees guiding VISION 2050 and by the Commission itself. Comments may be submitted in any of the following ways:

Plan Website: vision2050.sewis.org

E-mail: vision2050@sewrpc.org

Mail: P.O. Box 1607, Waukesha, WI 53187-1607

Fax: (262) 547-1103

About VISION 2050

VISION 2050 recommends a long-range vision for land use and transportation in the seven-county Southeastern Wisconsin Region. It makes recommendations to local and State government to shape and guide land use development and transportation improvement, including public transit, arterial streets and highways, freight, and bicycle and pedestrian facilities, to the year 2050.

About SEWRPC

The Regional Planning Commission is the official areawide planning agency for infrastructure and land use for Southeastern Wisconsin. The Commission serves the following seven Southeastern Wisconsin Counties: Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha. Under State law, Commission plans are advisory to local and State governments.
Figure C.8 (continued)

WPR NEWS

Municipal representatives from Racine County and developers get the chance to discuss development opportunities Wednesday, Sept. 12, 2018. Ximena Conde/ WPR

Housing Summit In Racine County Focuses On Foxconn-Related Needs

Summit Brings Government Officials, Developers Together

Wednesday, September 12, 2018, 10:05am
By Ximena Conde

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Racine County and the Wisconsin Housing and Economic Development Authority are trying to address a housing shortage a new Foxconn manufacturing facility in the Village of Mount Pleasant is expected to exacerbate.
Taiwanese manufacturer Foxconn has pledged 13,000 jobs and a $10 billion investment.

While the company has set up its North American headquarters in downtown Milwaukee, Racine County leaders expect the bulk of Foxconn employees to move within county limits and they want to be ready.

Racine County Board members were told more than 10,000 units would be needed in the region earlier this summer.

Racine County and the economic development agency hosted a housing summit Wednesday in Racine, drawing municipal leaders and developers.

"It's really about aligning resources, getting people in the same room, showing off municipalities here in Racine County about what housing opportunities there may be or will be in the near future and getting an array or mix of housing for all people whether its rentals or condos or single homes," said Racine County Executive Jonathan Delagrange.

He said not being prepared could lead to rising housing costs.

That's because according to a Southeastern Wisconsin Regional Planning Committee housing plan, there's a specific need for affordable housing and housing diversity.

Benjamin McKay, chief community assistance planner for the committee, cited 2005-2009 census data and said almost 26,000 Racine County households spent more than the recommended 30 percent of their income on housing. McKay said that can lead to trouble paying for other needs like transportation.

Delagrange said an important step right now is for municipalities to showcase their development opportunities.

Several villages were able to do just that Wednesday in a housing opportunity fair.

"We're here to say Rochester would be a wonderful place to develop," said Betty Novy, clerk-treasurer for the Village of Rochester, one of the represented municipalities.

Structured like a job fair, village representatives came armed with zoning maps, list of contacts and fees associated with future development.

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Commenting Policy

Wisconsin Public Radio and WPR.org welcome civil, on-topic comments and opinions that advance the discussion from all perspectives of an issue. Comments containing outside links (URLs) will only be posted after they've been approved by a moderator. WPR.org will delete comments that violate our guidelines. Visit our social media guidelines for more information about these policies.
Racine County preparing for Foxconn housing needs

Market-rate multi-family has not been built there since pre-2000

by Colette Heise | September 12, 2018, 5:35 PM


With the first phase of Foxconn Technology Group’s $10 billion development in Mount Pleasant currently under construction, thousands of jobs, and new residents, could be coming to Racine County.

Developing enough housing in the county, which has needed market-rate multi-family built there since pre-2000, has been an recent focus of the Wisconsin Housing and Economic Development Authority and elected officials.

“Mortgage interest rate challenges to address, but they engaged challenges to here,” said Racine County Executive Jonathan Delagrave. “We want to make sure we are building the right housing, in the right areas, where infrastructure is in place.”

Delagrave was joined by fellow elected officials and local developer Wednesday in Racine at WHEDA’s Southeastern Wisconsin Housing Summit.

He said each of Racine County’s 17 municipalities have something unique to offer in terms of housing.

“Wear an accordion community,” Delagrave said. “Our little brother to the south (Kenosha) wishes he had these problems.”

The city of Racine has already begun to see the positive effects of Foxconn. Developers have started to purchase property and make plans to redevelop existing sites or build new mid-rise family developments.


Jeffers also purchased three buildings this summer at the former Horlick Mead & Co. complex for a combined 245,000 square feet, plus an additional 8 acres of vacant land. Over the next 10 years, he plans to entice phase projects that would produce up to 400 units.

“The first phase will begin with 80 to 90 predominately of market rate housing units.”

“In the last 12 months, we have had more interest in development and redevelopment than we have ever seen in 25 years,” Racine Mayor Cory Mason said Wednesday. “If you want to live in a city with a great historic downtown, and you drive the sunsets over Lake Michigan and be 10 miles away from Foxconn, we have a lot of that.”

The Village of Union Grove recently approved a $13 million apartment project that will add 73 units (https://www.biztimes.com/2018/industries/real-estate/long-stalled-union-grove-housing-project-moving-forward) to its downtown.

Jerry Frank, who retired in June from leading Wisper LLC, the real estate development subsidiary of Milwaukee-based WEC Energy Group (https://www.biztimes.com/2018/industries/real-estate/five-minutes-with-jerry-frank/), has been working with Racine County.

Delagrave said he discussed Wednesday with J. Jeffers, Bob Monroe, chief operating officer, Mandel Group; Ryan Douglass, president of Mandel, and Quest, and Wyman Winter, executive director of WHEDA.

The group agreed that going forward, affordable, or what is sometimes referred to as “workforce” housing, would be needed and municipalities should be willing to change their perception about what that type of housing means.

Mandela said two of Mandel Group’s projects in Racine are workforce housing.

“Unfortunately, it’s a real issue, so we’ve got to do that,” Mandela said. “And I think there will be a lot of income brackets that fall in that workforce area.”

“Is there a demand for workforce housing now? That’s where the real action could be.”
Southeastern Wisconsin housing summit on tap

Event provides opportunity for strategy planning

Foxconn has officially begun vertical construction on its $10 billion investment in Racine County. The celebration of this next major step in the project means that we are another step closer to seeing the full impact that the advanced manufacturing campus will have on our community — including 13,000 new jobs from Foxconn and the many more jobs that will be generated from other related developments.

Because of Foxconn’s development and other new investments in our community, Southeastern Wisconsin will soon see an influx of new workers. We want to make sure that we are positioned to attract as many of those new workers to live in Racine County as possible. More people choosing Racine County translates into greater economic development for our county, and more customers for our local businesses.

To do that, we anticipate needing nearly 10,500 additional housing units.

Our region is well positioned to accommodate a variety of new residential opportunities to support our community’s current and future workforce. With our diverse neighborhood options, including lakefront, urban, suburban and rural, future housing developments could satisfy a wide range of lifestyle needs.

The question becomes, how can we develop adequate housing options to meet these needs as a region? The answer — by working together, strategically.

To date, a team of consultants has led a housing initiative to determine best practices for residential growth. That team has worked diligently to present their findings to local municipalities and developers, and they have found that the best first step is for communities to join forces to develop realistic, achievable and unified regional land use and development goals.

Depending on the needs of each community, these goals might include: safe and healthy neighborhoods, quality open spaces, vibrant commercial districts, walkability, bikeability and transit options, equitable communities, efficient infrastructure, and a strong transportation network.

The next step in working together to develop cohesive goals will happen this week. Racine County, in partnership with the Wisconsin Housing and Economic Development Authority, will host a multicounty Southeastern Wisconsin Housing Summit today, Sept. 12, where regional municipalities, developers and investors will collaborate on opportunities and next steps in creating quality housing throughout Southeastern Wisconsin.

Now is the time for our communities to come together to guide the right type of developments into our area, capitalizing on economic developments and leading to growth in the right way.

Jonathan Delagrave is the Racine County executive.
FOXXCONN

Summit to address housing

Big residential demand anticipated due to project

MICHAEL BURKE
mick.burke@journaltimes.com

MOUNT PLEASANT — A housing summit set for Wednesday is intended to be an important step toward building the additional housing that will be needed in a Foxconn Technology Group future.

The Southeastern Wisconsin Housing Summit, hosted by Racine County and Wisconsin Housing and Economic Development Authority, is scheduled to be held at the Delta Hotels by Marriott Racine, 7111 Washington Ave.

The event will bring together:

- Area municipal officials including mayors, city planners and administrators;
- Community leaders including housing authorities, chambers of commerce, community development corporations and local housing partners;
- Single-family, multifamily and commercial developers;
- Builders; and
- Financial institutions.

"This information-sharing event will focus on bringing housing solutions to the region," states an online description of the event. "Hear the latest on economic development, infrastructure and housing as well as engage with local municipalities."

Panelists at the luncheon panel will discuss what opportunities an economic development project like Foxconn brings to the region. In addition, panelists will provide insights on how municipalities can assist private developers in expanding housing options in the region.

Foxconn's future Wissance Valley Science and Technology Park, under construction in southwestern Mount Pleasant, is expected to employ about 3,000 people when Foxconn begins manufacturing liquid-crystal display panels for a variety of applications, and up to 13,000 or even more at its peak.

These numbers do not include the approximately 10,000 construction workers that are expected to be needed.

Please see HOUSING, Page A4

Related commentary: County Executive Jonathan Delagrave talks about the importance of today's summit. Opinion, Page A5

Housing

From A1

Racine County Executive Jonathan Delagrave has talked about his desire to attract as many of those future workers as possible to Racine County so that most of their disposable income is spent in this county.

Incredible demand

Jerry Franke of Franke Development Advisors has been leading an effort to stimulate the creation of more housing, on behalf of Delagrave and Racine County Economic Development Corp., under the direction of RCEDC Executive Director Jerry Trick.

Franke has calculated that 10,484 housing units will be needed to house all 13,000 future Foxconn employees, and has a presentation that lays out what types of housing will be most needed. He thinks market-rate apartments will be in high demand and hopes that municipalities will be open to allowing them to be built.

Franke has been presenting his findings about the future need for more housing to various municipal boards. Wednesday's event required preregistration, but as of late Monday afternoon registration had been suspended.
High-density promoted

Summit promotes denser housing development

MICHAEL BURKE
michael.burke@journals.com

Mount Pleasant — At developers begin to plan to build larger housing projects, the Vision 2050 Technology Group will make essential, they and municipalities, will evaluate the potential for high-density projects.

That was one of the messages that came out of a small panel discussion during Wednesday's Southeastern Wisconsin Housing Summit held at the Delta Hotel by Marriott, Racine. The 30-minute session attracted about 50 developers, builders, municipal officials, other community leaders and residents.

The session's purpose was to get the summit to discuss the challenges of building higher-density housing, with housing expected to bring up to 12,000 new units. Numerous area municipalities were represented on the panel.

A panel discussion brought three housing developers and one real estate developer to the discussion. The panel included Mark Burch, a partner in the marketing company Burch & Associates, and he also shared some of the challenges of building higher-density housing.

Burch, who represents the developer group, said that Racine County has a lot of housing needs and that the county has a lot of opportunities for higher-density housing.

"We're not just talking about higher-density housing, we're talking about a whole range of housing needs," Burch said.

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"We're not just talking about highe
Kenosha County leaders court developers at area housing summit

By Bill Turner-Rozell
jcruize@kenoshanews.com

High-rise apartment buildings in downtown Kenosha and senior housing in Bristol were among the visions presented Wednesday by local leaders at a Housing Opportunity Fair held in conjunction with the Southeastern Wisconsin Housing Summit.

“We are looking for some high-density here — in the range of perhaps 10 stories,” Jeffrey Labahn, director of community development for the city of Kenosha, said as potential developers looked at renderings of the city’s vision for the downtown area surrounding the Kenosha Municipal Building.

Representatives from Somers, Pleasant Prairie, Bristol, Salem Lakes and the town of Paris attended the daylong summit in Racine.

More than 300 gathered to discuss the region’s housing needs, noted as “already insufficient without taking into consideration the pressure Foxconn will put on the market.”

Racine County Executive Jonathan Delagrange said there is “a high demand for a wide array of housing options.”

“We were in short supply before Foxconn,” he said. “We need a mix of housing of all types. We want workers to live in Racine County. We want our existing businesses to grow. As we grow this region, we want to grow responsibly.”

Brian Schimming, chief operating officer for the Wisconsin Housing and Economic Development Authority, said the goal of the summit was to connect municipalities in the Wisconsin Valley region with developers, financial institutions and housing partners.

Bristol Village President Mike Farrell and he happened to sit next to a developer interested in building senior housing — which is what the village needs.

“We already exchanged business cards,” he said.

Interest is high

Racine Mayor Cory Mason said the city has seen more development interest in the last 12 months than it has in the last 25 years.

“We are going from how to get people interested in coming to how do we manage all the people wanting to come here,” Mason said.

Somers had the largest contingent in attendance from Kenosha County, passing out packets of information to developers that included the village’s new land use map.

Village president George Stone said the challenge in Somers will be building the standard of housing desired that is still affordable.

Ben McKay, chair of community assistance planner with the Southeastern Wisconsin Regional Planning Commission, presented recommendations from the 2018 Regional Housing Plan, approved in 2016 and already being updated as a result of Foxconn.

There’s a need for modest, compact single-family homes and multi-family developments, according to a plan presented by the Southeastern Wisconsin Regional Planning Commission.

McKay recommended communities to provide sewer service, water or reduce impact fees for developers and work to improve public transit for workers.

Rethinking density

Robert Monnat, chief operating officer of Mandel Group Inc., encouraged community leaders to have an open mind.

“It is going to force every community to look at density differently than they used to,” Monnat said.

Jared Irwin, of Irwin Development Advisors LLC, now retired, said increasing density does not necessarily mean standards have to be lowered.

Monnat added that market rate and affordable housing can exist together.

Josh Jeffers, president of J. Jeffers & Co., said a specific level of density is required to make mixed use feasible, and Ryan Douglas, president of Land Quest, said millennials “want to be around density.”
Full House For a Summit Aimed At Kick-Starting Housing Developments

Mt. Pleasant—If Foxconn’s projected hiring pans out, the Racine area will need over 10,000 new single-family homes, apartments, townhouses and condos.

In a bid to meet the demand for housing and plan for orderly development, Racine County and the Wisconsin Housing and Economic Development Authority hosted a nearly day-long meeting Wednesday for developers, bankers, and municipalities.

Jerry Franke helped to develop Lakeview Corp. Park in Pleasant Prairie and is retired from his last job as WisPark president. He’s now serving as a consultant for Racine County, assigned the task of facilitating housing development, and making sure that as much of it as possible takes place within the county. “You spend most of your disposable income in the communities in which you live and work,” Franke said. “So if those people are living here they’ll be spending more money here and that’ll generate growth for our businesses,” he said.

In addition to creating favorable development conditions for both developers and municipalities, Franke is trying to limit urban sprawl by identifying tracts of land that are already serviced by city sewer and water.

With land prices already rising, developers may be a bit skittish about taking the risk. Franke says all it takes is one. “The real estate business has a herd mentality, he said. “I think when we get that catalytic project that we’re looking for then that’ll open the door.”

Franke said he was pleased with the attendance for Wednesday’s event. Over 200 people showed up at the Marriott in Racine.

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http://wgtd.org
Figure C.8 (continued)

From the Milwaukee Business Journal:

editorial

Approve additional transit options

Sep 14, 2018, 4:50am CDT
Subscriber-Only Article Preview | For full site access: Subscribe Now

There has been much talk about increased transit options between Milwaukee and Racine since the announcement by Foxconn Technology Group of its $10 billion complex for Mount Pleasant and its need for up to 13,000 employees.

That is why it was great to see the recent recommendations from the Eastern Racine County Transportation Task Force, a group of local leaders charged with improving transit in the area, for new and additional transit services that would better connect workers to the Foxconn facility.

The plan could also connect workers coming from Milwaukee and Kenosha counties. These recommendations are part of the amendment to the Vision 2050, the long-range transportation plan for southeast Wisconsin developed by the Southeastern Wisconsin Regional Planning Commission, currently available for public comment.

The recommendations include commuter routes from Racine, express bus service, a partnership between local governments and employers to fund transportation using a ride-hailing company like Uber, employer-funded transit and commuter benefit programs at area employers.

Assuming no delays, the amendments need to be adopted by the Southeastern Wisconsin Regional Planning Commission in December.

It is important that local and county government work to implement the recommendations quickly. The best way to allow area residents, especially those from Milwaukee, to work at the Foxconn facility is to provide much-needed transportation alternatives.
Figure C.8 (continued)


Regional planners reopen long-range look at southeast Wisconsin

By BILL GUIDA bguida@kenoshanews.com  Sep 19, 2018 Updated 8 hrs ago

SEWRPC meeting at Boys and Girls Club of Kenosha Wednesday.
KENOSHA NEWS PHOTO BY BILL SIEL
With the arrival of Foxconn to southeast Wisconsin, regional planners are working to update an advisory growth and development plan adopted just two years ago.

Foxconn wasn’t yet on the radar when the Southeast Wisconsin Regional Planning Commission — whose seven-county region includes Milwaukee, Racine and Kenosha counties — finalized “Vision 2050,” a long-range plan for land use development and transportation in the region.

With construction of the Taiwan-based electronics giant’s mega plant now underway, along with major road projects related to it, the group is proposing to amend it.

An open house was held at the Boys & Girls Club in Kenosha Wednesday night, where Michael Hahn, SEWRPC executive director, and members of his staff, including Deputy Director Kevin Muhs and Christopher Hiebert, the nonprofit’s chief transportation engineer, met with the public.

It was the fifth of six planned meetings about Vision 2050 and to discuss why it needs to be amended. Hahn hopes to have the commission adopt an updated version before year’s end, recognizing the outsized efforts Foxconn brings to the mix.

**More road widening**

The Foxconn project anticipates bringing more people and jobs to the area than originally projected by Vision 2050.

Getting people to and from those jobs calls for greater transportation improvements, including widening some main county roads. The latter includes highways 11, 20 and KR.

The plan originally recommended expanding KR from two to four lanes from Sheridan Road to I-94. The amended plan calls for widening KR to six lanes from Highway H to I-94.

Muhs acknowledged that would “a big change under the amendment.”

He said governments in Racine County are calling for the KR expansion. Kenosha County officials have not directly expressed agreement with enlarging the borderline road to that extent, but, Muhs said, “They haven’t said ‘no’ either.”

**Funding limitations**
Figure C.8 (continued)

Hahn said limitations in government funding at all levels ultimately will determine how much, or how little, of the planning will become fully realized in the next three decades.

He wants people to be aware of the importance underlying Vision 2050, as well as the proposed amendment to it.

“Over time, we hope that the benefit will be realized by decision makers, and it will be implemented. A lot of it will be dependent on state and federal funding,” Hahn said. “The full plan provides a blueprint for transportation improvements and land use through 2050.”

“As the region grows and develops, the need for what we’re recommending should become apparent,” Hahn added. “The plan recommendations will be beneficial to all residents of the region and will serve all residents of the region.”

Limited attendance

Dennis Flath, Barb Meyocks and Chuck Powell, all of Kenosha, were among 16 members of the public who dropped by the open house.

Powell said he was surprised so few people showed up to learn more about the long-range vision embodied in the original plan and the proposed amendment. A local landlord, Powell said he planned to share what he learned at an upcoming Kenosha Landlords Association meeting.

From his perspective, Powell said, the recommendations “probably make sense” with a view to planning ahead for the changes to come.

Flath and Meyocks, both retired high school science teachers, wanted to learn more about planning related to the Foxconn project.

“I think there’s great potential here, but I’m concerned about the environmental impacts — primarily impacts on land and water usage. And people are being displaced,” Flath said. “I’m not anti-progress, but I’d like to see some good oversight in the plan and how it’s implemented.”

Public transit options
Meyocks expressed similar sentiments and pointed out the report itself notes significant gaps regarding public transit plans.

“I’m always concerned about what’s going to happen with the environment with all the construction at the Foxconn site and all the infrastructure for it,” Meyocks said. “If we’re going to see Foxconn as this big employer, there has to be more attention paid to public transit to get people to the jobs.”

Vision 2050 shows three potential bus routes to the site, one from downtown Milwaukee that would run as far south as the Pleasant Prairie outlet stores.

Having ridden the Milwaukee route, she questioned whether it could get people to and from Foxconn without enduring the numerous, time-consuming stops along the way.

Under the amendment, a second would run from downtown Racine to the site in Mount Pleasant, then west to Burlington. A third would run north from Kenosha into Racine.

Muhs said the routes likely would be operated by a private bus line subsidized by government funding.

The Southeast Wisconsin Regional Planning Commission is inviting public comment on a proposed amendment to its Vision 250 long-range plan to guide growth and development with the coming of Foxconn to the seven-county area.
Figure C.8 (continued)

SEWRPC will hold a sixth and final public open house for that purpose from 5-7 p.m. today at the Corinne Reid-Owens Transit Center, 1421 State St., in Racine. People may provide their comments in person to a court reporter at the meeting.

Anyone interested in submitting comments via email, U.S. mail, fax or online may do so through Sept. 30 by way of the following:

Website — vision2050sewis.org

Email — vision2050@sewrpc.org

Mail — W2339 M1812 Rockwood Dr.

P.O. Box 1607

Waukesha, WI 53187-1607

Fax — (262) 547-1103

Bill Guida
The Commission staff is currently seeking feedback on draft equity analyses of the recently proposed amendment to VISION 2050 related to Foxconn. The equity analyses, prepared in response to public comment received during the previously completed comment period on the proposed plan amendment, include evaluations of potential benefits and impacts to the Region’s minority populations, low-income populations, and people with disabilities related to the amended plan. Residents are encouraged to provide comments on the draft equity analyses through November 26, 2018. Staff will consider all comments received on the equity analyses along with those provided during the previously completed comment period for the plan amendment, and will provide all comments to the Advisory Committees guiding VISION 2050 and to the Commission as part of their consideration of the proposed amendment.

Click Here to Review the Draft Equity Analyses

Southeastern Wisconsin Regional Planning Commission
www.sewrpc.org
Email announcement sent to SEWRPC’s email distribution list on October 26, 2018
Figure D.2
Comments Submitted via U.S. Mail, Email, Fax, or Online Form During the Public Comment Period

From: website@sewrpc.org
Sent: Friday, October 26, 2018 10:53 AM
To: VISION2050
Subject: VISION 2050 Amendment Comment Form

FirstName1: Karen
LastName1: Schmiechen
Email: xxxxxxxxxxxxx
Organization1: private citizen
MailingAddress1: W253S4551 Meadow View Dr.
City1: Waukesha
State1: WI
Zipcode1: 53189

comments: It has been known that Foxconn is expected to use an unprecedented amount of water in production. I am not knowledgeable of the impact of the use of that resource. I would question how drawing that water impacts the surrounding area; how the discharge of that resource, if any, and the quality of that discharge impacts the surrounding community; and the impact all of that has on ground water used by those outlined as environmental justice/equity communities. Thank you.

ClientIP: 107.136.147.22
SessionID: wn5w4x4wgs2anjiyfrluj4gu

From: website@sewrpc.org
Sent: Sunday, October 28, 2018 4:45 PM
To: VISION2050
Subject: VISION 2050 Amendment Comment Form

FirstName1: Barbara
LastName1: Richards
Email: xxxxxxxxxxxxx
Organization1: Great Waters Group Sierra Club Conservation Chair
MailingAddress1: 3210 N 83rd Street
City1: Milwaukee
State1: Wisconsin
Zipcode1: 53222-3844


ClientIP: 75.86.23.200
SessionID: 3ftp2r4xftp4fnpho5priyvn
| From: | website@sewrpc.org |
| Sent: | Monday, October 29, 2018 9:25 AM |
| To: | VISION2050 |
| Subject: | VISION 2050 Amendment Comment Form |

**FirstName1:** Don  
**LastName1:** Kriefall  
**Email:** xxxxxxxxxxxxx  
**Organization1:** Washington County Board Chair  
**MailingAddress1:** 432 E. Washington Street  
**City1:** West Bend  
**State1:** WI  
**Zipcode1:** 53095  
**comments:** Secondary impact zones should be added to include I-94 through Waukesha County and I-41/US45 through Washington County. These secondary impact zones will be affected by current businesses located in the primary impact zone. A new economic zone that some local businesses will be unable to compete with wages and retaining employees, will likely force relocations by those businesses. The I-94 corridor and the I-41/US45 corridors are ideally suited to attract those displaced businesses. Sewer and water are available to be utilized by potential business relocation and new businesses.

**ClientIP:** 12.233.73.68  
**SessionID:** e4wetvcjadgqutjguaxozj

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| From: | website@sewrpc.org |
| Sent: | Monday, October 29, 2018 9:29 AM |
| To: | VISION2050 |
| Subject: | VISION 2050 Amendment Comment Form |

**FirstName1:** Julie  
**LastName1:** Alexander  
**Email:** xxxxxxxxxxxxx  
**Organization1:**  
**MailingAddress1:** 7224 W. State Street #1A  
**City1:** Wauwatosa  
**State1:** WI  
**Zipcode1:** 53213  
**comments:** I believe that there should be emphasis put into this new amendment that there should be a number of visitable and architecturally designed options in housing created so that individuals with disabilities can have access to this new housing development in the Foxconn area. There can be individuals with disabilities getting jobs in the Foxconn area and they will need accessible housing.

**ClientIP:** 216.56.81.76  
**SessionID:** pqievalw0ldibgwqwijs2ffq
Comments:

I support this long-range vision for transit needs in SE WI, including this amendment in light of the new Foxconn proposed area with its new set of transit challenges. The needs in the Mt. Pleasant area are now changed, with respect to number and diversity of future employees and equitable transit options for them. I believe the goals are: 1 - increasing the frequency of bus/public transit runs 2 - expanding the operational hours to more accommodate a variety of work shifts and weekday/weekend needs 3 - increasing the bus/transit stops closer to major employment centers and businesses 4 - planning the bus stops close to the public access so that stops on local streets are close to the entrances of those businesses 5 - improving transit access between outlying rural areas and urban areas.
Figure D.2 (continued)

From: website@sewrpc.org  
Sent: Monday, October 29, 2018 8:24 PM  
To: VISION2050  
Subject: VISION 2050 Amendment Comment Form

FirstName1: DAVID  
LastName1: THOMAS  
Email: xxxxxxxxxxxx  
Organization1:  
MailingAddress1: 635W MONTCLAIRE AVE  
City1: GLENDALE  
State1: WI  
Zipcode1: 53217

Justice and Equity is a big concern of mine. We have built two societies of haves-and-have-nots. We villainize the have-nots and blame them for being the victims of the systemic racism that has carried forward from racism, to jim-crow, to mass incarceration and cutting resources that could help the less fortunate have better opportunities for jobs. I'd say look at where the poverty is and put the resources there. I live in a well-to-do suburb and appreciate good transportation services and access to trails and clean green spaces. It's not that I don't appreciate all I have. I just think that others (the African-American community) deserve the same opportunities.

ClientIP: 75.9.78.149  
SessionID: p2o2q2fa2x0dfxjyqhvhv4kkh

From: website@sewrpc.org  
Sent: Thursday, November 1, 2018 1:08 PM  
To: VISION2050  
Subject: VISION 2050 Amendment Comment Form

FirstName1: Jean  
LastName1: Brooks  
Email: xxxxxxxxxxxx  
Organization1: Sierra Club  
MailingAddress1: 7706 W Hayes Avenue  
City1: West Allis  
State1: WI  
Zipcode1: 53219

Please take this opportunity to rethink and revamp the bus system. We have reached the point of over dependence on automobiles. We need a good bus system and incentives to use it to keep our air clean.

ClientIP: 65.30.51.43  
SessionID: i3ughlu5tv1vsxain535yt20
Figure D.2 (continued)

From: website@sewrpc.org
Sent: Wednesday, November 14, 2018 5:30 PM
To: VISION2050
Subject: VISION 2050 Amendment Comment Form

FirstName1: Forrest
LastName1: Netzel
Email: xxxxxxxxxxxx
Organization1:
MailingAddress1: 14255 W Maylore Dr
City1: New Berlin
State1: WI
Zipcode1: 53151

comments:
Please include the following in any changes made. 1 - increasing the frequency of
bus/public transit runs 2 - expanding the operational hours to more accommodate a variety
of work shifts and weekday/weekend needs 3 - increasing the bus/transit stops closer to
major employment centers and businesses 4 - planning the bus stops close to the public
access so that stops on local streets are close to the entrances of those businesses 5 -
improving transit access between outlying rural areas and urban areas.

ClientIP: 65.30.218.76
SessionID: oe0yyztxdaankuqyklsy1q4c

From: Karyn L. Rotker
Sent: Monday, November 26, 2018 1:01 PM
To: VISION2050
Subject: Comments on Equity Analysis
Attachments: vision 2050 amendment comments final 11-26-18.pdf

Attached are comments we are submitting on behalf of multiple organizations, regarding the Vision 2050
Equity Analysis. Thank you for the opportunity to comment.

Karyn L. Rotker
Senior Staff Attorney
Poverty, Race & Civil Liberties Project
ACLU of Wisconsin Foundation
207 E. Buffalo St. #325
Milwaukee WI 53202
(414) 272-4032 ext. 221
(414) 272-0182 (fax)
Dear Vision 2050 Staff:

The undersigned individuals and organizations are all based in the Milwaukee metropolitan region and all long concerned with and involved in ensuring racial and environmental justice. We submit these comments regarding the Equity Analysis for the proposed “Second Amendment to Vision 2050: A Regional Land Use and Transportation Plan for Southeastern Wisconsin.” We appreciate SEWRPC’s positive response to our Oct. 1, 2018 comments regarding the need to include multifamily housing and public transportation changes to meet Title VI and environmental justice requirements. We submit these comments to request that SEWRPC further clarify and amend certain related issues, to help reduce the disparate impact on communities of color.

1. Need for Clarification Regarding Multi-family Housing and Proposed Land Use Changes.

We acknowledge and appreciate that, apparently in response to our prior comments, SEWRPC amended the proposed land use changes to include area zoned for multi-family housing.

However, not all multi-family housing is the same. Recent years have included an influx of high-end multifamily housing in the region.\(^1\) Adding high-end or luxury housing – even if it is multi-family – will exacerbate, not reduce, racial disparities in the region. Therefore, we request further modification to make clear that the positive benefits identified in the Equity Analysis, that:

the recommended land use development pattern within the primary impact area as revised would allow for the development of a mix of housing types that tend to be more affordable to a wider range of households than single-family homes on larger lots. This would increase access to new job opportunities for low- and moderate-income households and promote a balance between jobs and housing, which would have a positive impact on the Region’s environmental justice populations[.]

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are contingent upon construction of affordable multi-family housing.

Further, even if SEWRPC cannot require a community to develop a specific type housing, we request that the Equity Analysis also highlight the obligations of those communities to Affirmatively Further Fair Housing. In particular, we request that the analysis include this Standard from the Regional Housing Plan for Southeastern Wisconsin: 2035” (SEWRPC, 2013), Objective No. 5 (Eliminate housing discrimination in the Region):

Local governments in the Region receiving Federal funds, such as community development block grant (CDBG) and HOME funds, should “affirmatively further fair housing” by identifying impediments to fair housing in the community and actions to overcome the impediments.

Housing Study at 23, and also cross reference the non-discrimination provisions of the Housing S itself. Id. at Ch. VI.

2. Need for clarification and additional discussion concerning proposed transportation changes.

We acknowledge and appreciate that, apparently in response to our prior comments, SEWRPC amended the proposed transportation system changes to propose including a bus route to Foxconn with direct stops in African-American and Latinx neighborhoods in Milwaukee. We also acknowledge and appreciate the recognition that the transit reduction anticipated in the Federally Constrained Transportation Plan (FCTP) will have a disparate impact on persons of color and persons with disabilities.

However, the disparities appear to be even greater than the analyses discuss. For example, the Equity Analysis appears to overstate the number of jobs that will be accessible to communities of color and persons with disabilities by road and by transit. With respect to the issue of job access by highway, see, e.g., id. at 103, whether or not the roads themselves will make a certain number of jobs theoretically accessible, the fact that Black and Latinx residents are far less likely than whites to have cars and/or drivers’ licenses, id. at 108, means that far fewer persons of color than whites will have actual access to those jobs, and the same is likely true for persons with disabilities.

With respect to job access by transit, the measures used to evaluate the quality of transit, such as bus frequency and proximity of bus stops – clearly show a disparate impact, which will significantly reduce job access for persons of color and persons with disabilities. Id. at 147 ff. Moreover, it is unclear whether these measures account for additional likely barriers relating to access to employment, such as limitations on or elimination of night and weekend service, and whether many of the reduced number of jobs that the Equity Analysis asserts would be available by transit (particularly low wage jobs) will also become even less accessible than predicted, exacerbating the disparate impact.
In addition, the commuting analysis also overstates the improvements in accessibility by automobile to jobs and other activities. *Id.* at 98, 107. Given the significant lack of job access by transit in the region of course most persons with jobs commute by car – because if they do not have cars, they are far less likely to be able to get to work at all, a barrier reflected in profound racially disparate joblessness rates. Further, it is our understanding that there is little (if any) data collected on whether and how persons use automobiles versus transit for access to non-employment activities, and whether even greater racially disparate transit dependence (and/or disparate transit dependence on the basis of disability) exists in the non-employment context. Such disparities may well be even greater than the employment-commuting related disparities.

Finally, the Equity Analysis must clearly address the issue of mitigation. We appreciate and acknowledge that the analysis recognizes that the Governor and Legislature must address transit funding to avoid that disparate impact. As SEWRPC is aware, Title VI, and principles of Environmental Justice, require that recipients of federal funding – including the state of Wisconsin – “avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations.” [https://www.fhwa.dot.gov/Environment/environmental_justice/ej_at_dot/](https://www.fhwa.dot.gov/Environment/environmental_justice/ej_at_dot/); see also, 23 C.F.R. § 450.336(a)(3) (requiring metropolitan planning organizations to certify compliance with Title VI of the Civil Rights Act, including the regulations at 49 C.F.R. Pt. 21, which prohibit actions that have a discriminatory effect). The Equity Analysis can and must explicitly reaffirm this obligation to mitigate, and make clear that a funding improvement is necessary as a mitigation measure, to avoid racially disparate impacts and disparate impacts on the basis of disability.
Respectfully submitted,

/s/
Karyn L. Rotker
Senior Staff Attorney
ACLU of Wisconsin Foundation
207 E. Buffalo St. #325
Milwaukee WI 53202
(414) 272-4032 ext. 221
xxxxxxxxx

/s/
Dennis M Grzezinski
Law Office of Dennis M Grzezinski
1845 N. Farwell Avenue, Suite 202
Milwaukee, WI 53202
(414) 530-9200
xxxxxxxxx

/s/
William R. Tisdale
President and CEO
Metropolitan Milwaukee Fair Housing Council
759 N Milwaukee Street, Suite 500
Milwaukee, WI 53202
(414) 278-1240

/s/
Fred Royal
President
NAACP Milwaukee Branch
2745 N Doctor M.L.K. Dr #202
Milwaukee, WI 53212
(414) 562-1000
xxxxxxxxx

/s/
Bill Davis
Chapter Director
Sierra Club - John Muir Chapter
754 Williamson St
Madison, WI 53703
(608) 256-0565
xxxxxxxxx
November 29, 2018

Ms. Karyn L. Rotker, Senior Staff Attorney
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207 E. Buffalo Street, #325
Milwaukee, WI 53202

Mr. Dennis M. Grzezinski
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Mr. Fred Royal, President
NAACP Milwaukee Branch
2745 N. Doctor Martin Luther King Drive, #202
Milwaukee, WI 53212

Mr. Bill Davis, Chapter Director
Sierra Club – John Muir Chapter
754 Williamson Street
Madison, WI 53703

Dear Ms. Rotker, Mr. Grzezinski, Mr. Tisdale, Mr. Royal, and Mr. Davis:

This is to acknowledge receipt of, and to respond to, your letter of November 26, 2018, which provided comments and concerns relating to draft equity analyses on the Second Amendment to VISION 2050: Land Use Changes and Transportation Improvements Related to the Planned Foxconn Manufacturing Campus. This letter from the Commission staff provides responses to each of the material statements made in your November 26, 2018, letter.

In response to the first section of your letter, entitled “Need for Clarification Regarding Multi-family Housing and Proposed Land Use Changes,” the Commission staff is proposing to revise the equity analysis of the amended land use component. That revision would involve adding references to the recommendations set forth in the regional housing plan that address affordable housing and fair housing—the focus of your comments in this section of your letter—and other important housing issues relevant to planning for future residential development in the vicinity of the Foxconn campus.

The second section of your letter, entitled “Need for clarification and additional discussion concerning proposed transportation changes,” begins by discussing a concern that the equity analysis of the amended transportation component overstates the number of jobs that will be accessible to communities of color and people with disabilities. The equity analysis recognizes that, while minority populations and low-income populations, along with people with disabilities, utilize transit at a higher proportion than the remaining populations, data indicates that a majority of all minority and non-minority populations and families in poverty and not in poverty utilize the automobile for most of their travel. In addition, the proportion of the minority population and families in poverty with at least one vehicle available and access to at least 500,000 jobs by automobile within 30 minutes exceeds the proportion of the non-
minority population and families not in poverty with that level of vehicle availability and job access. Based on U.S. Census American Community Survey (ACS) data, about 81 percent of minority households and 69 percent of families in poverty have access to at least one vehicle, in comparison to 94 percent of non-minority households and families not in poverty. Applying these percentages to the population of each group within the Region, it is estimated that 59 percent of the total minority population (343,500 persons) under VISION 2050 and 58 percent of the total minority population (338,100 persons) under the fiscally constrained transportation plan (FCTP) would have at least one vehicle available and would have access to at least 500,000 or more jobs within 30 minutes by automobile, as compared to about 37 percent of the total non-minority population (528,800 people) under VISION 2050 and 35 percent of the total non-minority population (498,000 people) under the FCTP. With respect to families in poverty, it is estimated that about 46 percent of the total families in poverty (about 24,500 families) under VISION 2050 and 45 percent of the total families in poverty (about 24,100 families) under the FCTP would have at least one vehicle available and have access to at least 500,000 or more jobs within 30 minutes by automobile, as compared to about 41 percent of the total families not in poverty (about 184,100 families) under VISION 2050 and 38 percent of the total families not in poverty (about 173,300 families) under the FCTP. The Commission staff is looking into the availability of data on similar access measurements for people with disabilities, and, if such data is available, we will provide you with similar information. In summary, the preceding comparisons indicate that the equity analysis does not overstate the level of job access via highways for minority populations and low-income populations.

You are correct that the level of transit service quality is based on the amount and speed of transit service over an entire typical weekday, and that the availability and frequency of service during specific time periods (such as overnight weekday service or weekend service) is not separately taken into account as part of determining the quality of transit service. Unfortunately, the household travel survey, on-bus passenger survey, and other data sources that are available to perform these analyses measure travel only on weekdays, and the wider population-based data from the U.S. Census Bureau’s ACS and the Decennial Census do not provide information on travel to work by time of day. Therefore, the available data does not allow determination of whether the equity analysis is overstating the number of jobs that would be accessible to these population groups via transit. Under the FCTP, Commission staff did assume that the decreased frequency of service anticipated by the year 2050 under the current funding scenario would be distributed equally across all time periods of weekday service. Commission staff did not assume that the span of transit service would be reduced, but staff recognizes that this assumption was necessarily made at a regional level, and that individual transit operators may choose to reduce the span of service they provide when faced with an actual funding shortage. Commission staff is proposing that text be added to the equity analysis that notes that further additional reduction in access to jobs via transit beyond what is shown in this portion of the equity analysis may be expected to occur if the reduced number of revenue vehicle miles and hours of transit service results in a reduction in the span of service on weekdays or weekends.

As previously stated, about 82 percent of the total minority households and 69 percent of families in poverty have access to at least one vehicle. Thus, these populations would benefit from the access provided by the existing highway system and from the modest improvement to highway access provided under VISION 2050 and the FCTP. With respect to the travel patterns of minority populations, while data as robust as the 2012-2016 ACS data are not available by race and ethnicity for modes of travel for trips other than work within Southeastern Wisconsin, the equity analysis does include data available from the
2017 National Household Travel Survey (NHTS). Our analysis of the NHTS data shows a similar pattern for all travel as the ACS data shows for work trips in Southeastern Wisconsin. Based on these data, the minority population in Southeastern Wisconsin utilizes public transit for more of its travel across all types of trips—6 percent—compared to the white population in Southeastern Wisconsin—less than 1 percent. Automobile travel is the dominant mode of travel for all trips by both the minority population—76 percent—and the white population—86 percent, as is the case for Southeastern Wisconsin travel for work purposes.

The final paragraph of your letter argues that the equity analysis must explicitly affirm the State of Wisconsin’s obligation to mitigate the potential effects of inadequate funding of transit services. The equity analysis states that avoiding the disparate impacts on the Region’s minority populations, low-income populations, and people with disabilities that would be expected if the FCTP is implemented is dependent on action by the State Legislature and Governor. Such action would negate the need for any sort of mitigation, as the disparate impacts would have been avoided. If additional State funding for transit services or permission for local units of government and transit operators to generate funds on their own is not provided, it is unclear what mitigation may be appropriate, and it would be beyond the Commission’s authority as the metropolitan planning organization to prescribe a mitigation strategy for the State.

We hope that this letter provides the clarification you were seeking regarding the draft equity analyses of the proposed amended VISION 2050 and we thank you for your continued engagement in the Commission’s planning processes. As always, we would be pleased to meet with you to discuss any of these issues in further detail. Please do not hesitate to contact me to arrange a meeting.

Sincerely,

Michael G. Hahn, P.E., P.H.
Executive Director

MGH/KJM/BRM/RWH/EDL
#245675

Enclosures

cc: Mr. Aloysius Nelson, SEWRPC Commissioner, Chair of Environmental Justice Task Force (w/ enclosures)
    Mr. Mitch Batuzich, Community Planner, Federal Highway Administration – Wisconsin Division, U.S. Department of Transportation (w/ enclosures)