

EQUITABLE ACCESS ANALYSIS OF THE FISCALLY CONSTRAINED TRANSPORTATION PLAN

Federal regulations require the Region’s transportation plan to only include projects that can be funded with existing and reasonably expected revenues. Therefore, only the funded portion of the Final Plan would be considered the regional transportation plan by the Federal Government and is titled the Fiscally Constrained Transportation Plan (FCTP) for VISION 2050. The FCTP has been determined to include all of the transportation elements of the Draft Plan except for the public transit element, which cannot be implemented within expected funds due to a gap in funding. An equitable access evaluation was conducted on the VISION 2050 Plan Alternatives¹ and the Preliminary Recommended Plan² with respect to accessibility for minority and low-income populations by transit and automobile to jobs and other activity centers, minority and low-income populations served by transit, transit service quality for minority and low-income populations, benefits and impacts of new and widened arterial streets and highways on minority and low-income populations, and transportation-related air quality impacts on minority and low-income populations. This appendix documents a similar equitable access evaluation conducted of the FCTP for VISION 2050.

Estimates of the magnitude and location of the minority and low-income populations in the Region were obtained from data available from the most recent year 2010 decennial U.S. Census of population. Based upon the year 2010 Census, the magnitude and location of minority populations in the Region are shown in Maps N.1 through N.7 and in Table N.1. The magnitude and the location of the low-income populations within Southeastern Wisconsin, based upon the 2008-2012 U.S. Census American Community Survey, is shown on Map N.8 and summarized in Tables N.2 and N.3. The low-income population was defined as families with income below federally defined poverty levels.

The minority population utilizes public transit at a higher percentage relative to other modes of travel than the white population of the Region, although the automobile is the dominant mode of travel for the minority population. The mode of travel reported in the year 2008-2012 U.S. Census American Community Survey for travel to and from work for minority and white populations of the Region is shown on Table N.4. In Milwaukee County, between 4 and 13 percent of the minority population uses public transit to travel to and from work, with the highest proportion—13 percent—by the African-American population. Only about 3 percent of the white population

¹ The equitable access evaluation on the VISION 2050 Plan Alternatives is documented in Appendix F of Volume II of the VISION 2050 report.

² The equitable access evaluation on the VISION 2050 Preliminary Recommended Plan is documented in Appendix H of Volume II of the VISION 2050 report.

EQUITABLE ACCESS ANALYSIS OF THE FISCALLY CONSTRAINED TRANSPORTATION PLAN APPENDIX N

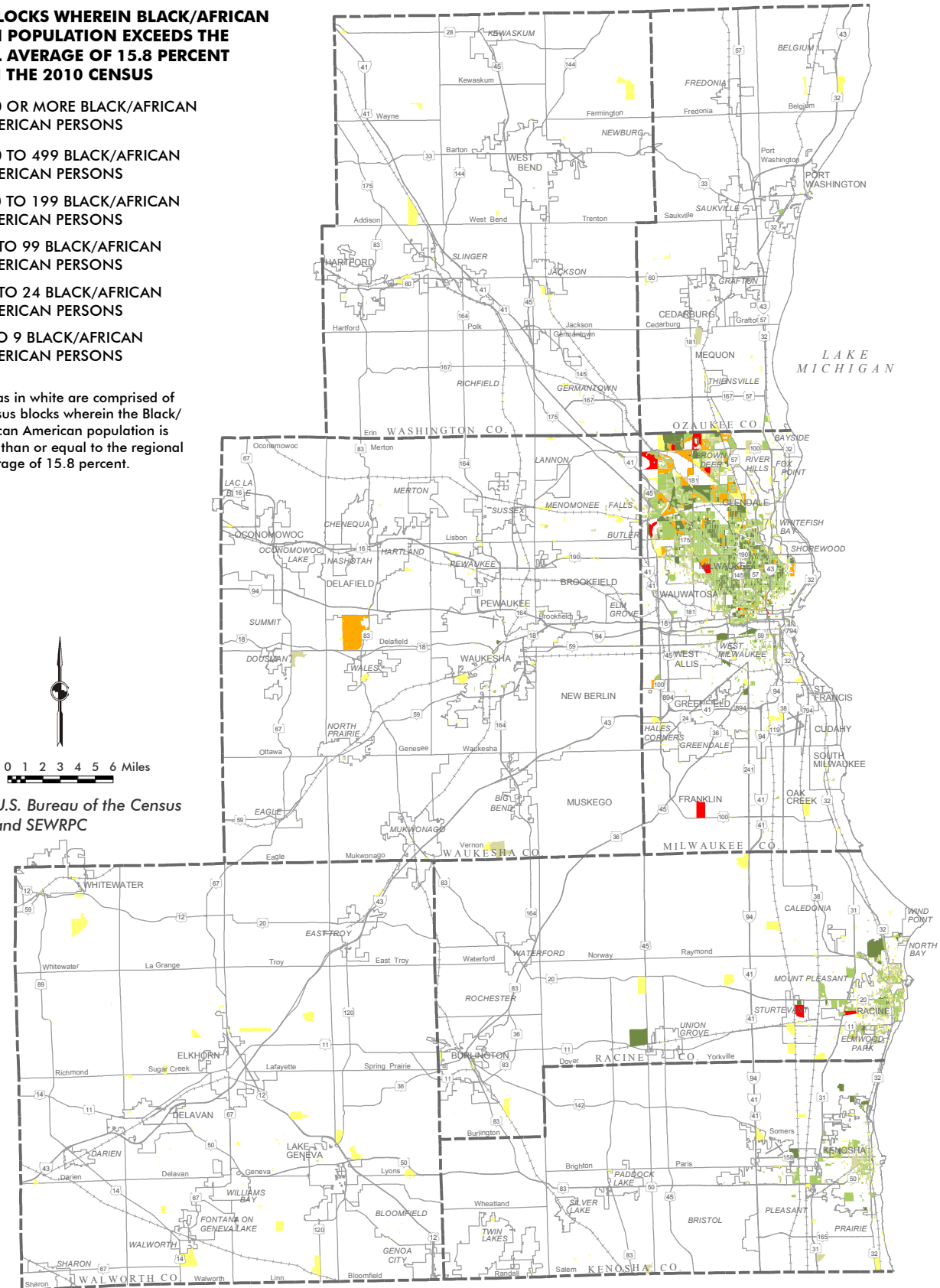
Map N.1

Location of Concentrations of Black/African American Persons within Southeastern Wisconsin: 2010

CENSUS BLOCKS WHEREIN BLACK/AFRICAN AMERICAN POPULATION EXCEEDS THE REGIONAL AVERAGE OF 15.8 PERCENT BASED ON THE 2010 CENSUS

- 500 OR MORE BLACK/AFRICAN AMERICAN PERSONS
- 200 TO 499 BLACK/AFRICAN AMERICAN PERSONS
- 100 TO 199 BLACK/AFRICAN AMERICAN PERSONS
- 25 TO 99 BLACK/AFRICAN AMERICAN PERSONS
- 10 TO 24 BLACK/AFRICAN AMERICAN PERSONS
- 1 TO 9 BLACK/AFRICAN AMERICAN PERSONS

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



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

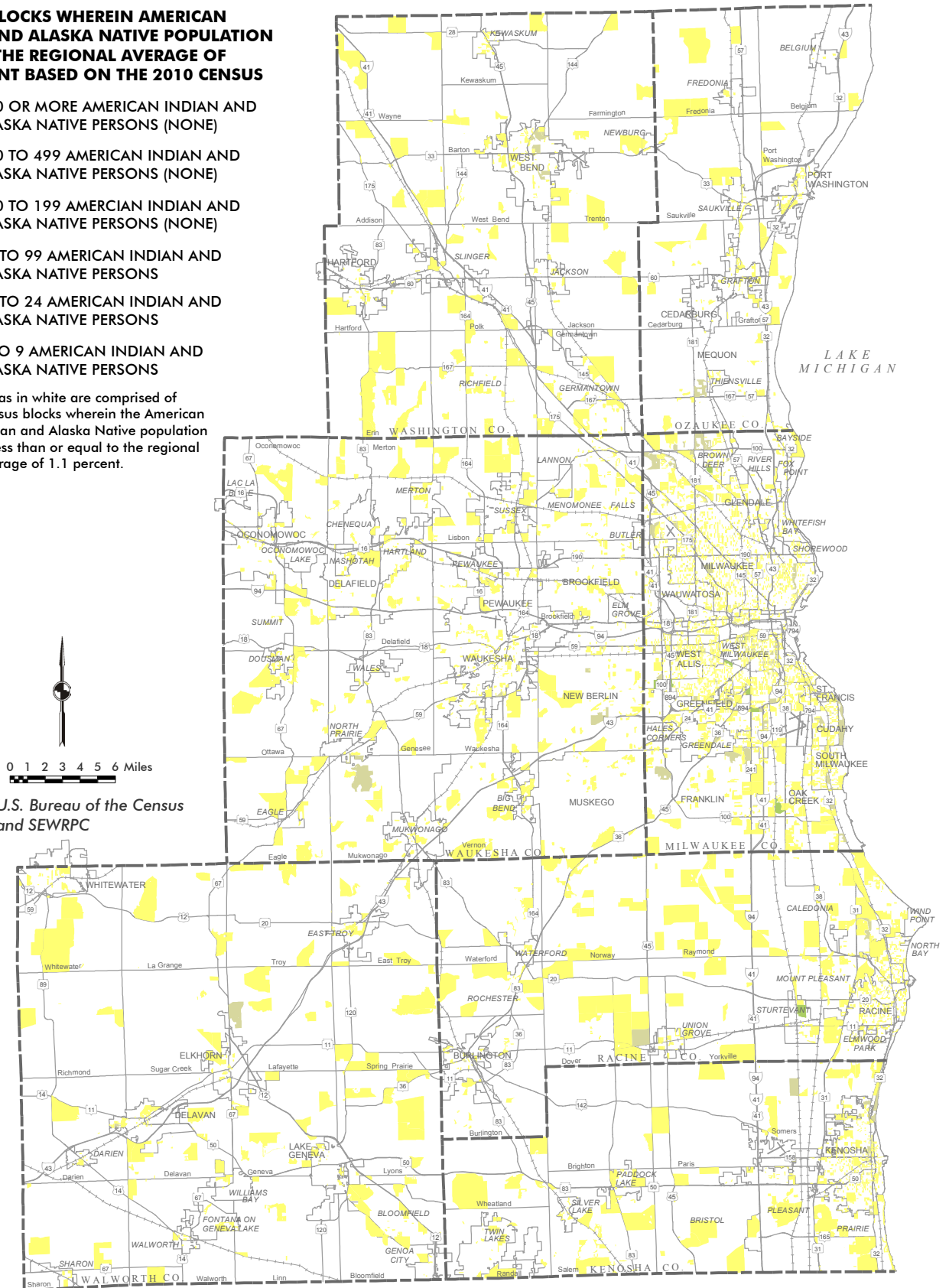
Map N.2

Location of Concentrations of American Indian and Alaska Native Persons within Southeastern Wisconsin: 2010

CENSUS BLOCKS WHEREIN AMERICAN INDIAN AND ALASKA NATIVE POPULATION EXCEEDS THE REGIONAL AVERAGE OF 1.1 PERCENT BASED ON THE 2010 CENSUS

- 500 OR MORE AMERICAN INDIAN AND ALASKA NATIVE PERSONS (NONE)
- 200 TO 499 AMERICAN INDIAN AND ALASKA NATIVE PERSONS (NONE)
- 100 TO 199 AMERICAN INDIAN AND ALASKA NATIVE PERSONS (NONE)
- 25 TO 99 AMERICAN INDIAN AND ALASKA NATIVE PERSONS
- 10 TO 24 AMERICAN INDIAN AND ALASKA NATIVE PERSONS
- 1 TO 9 AMERICAN INDIAN AND ALASKA NATIVE PERSONS

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



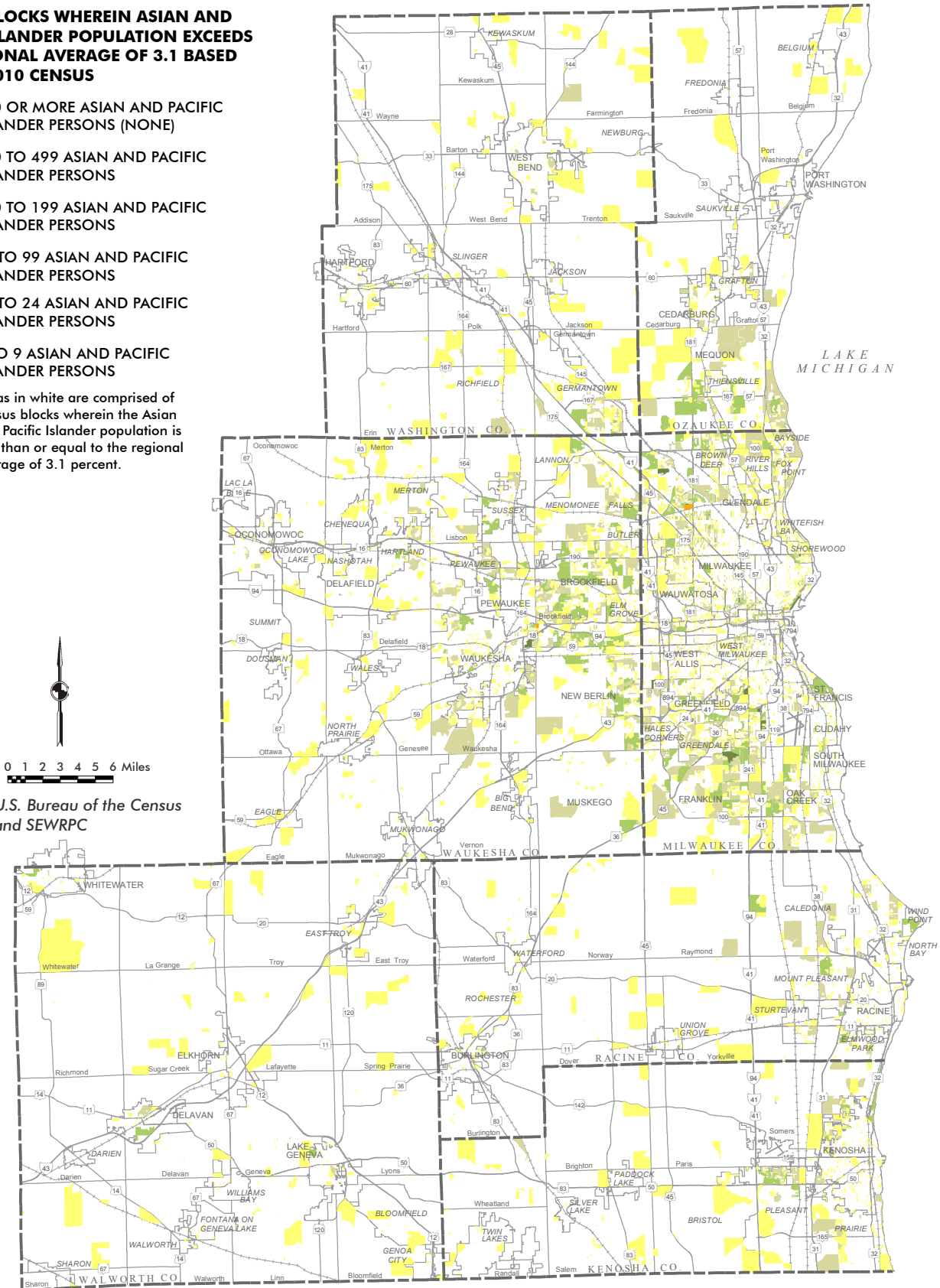
Source: U.S. Bureau of the Census and SEWRPC

Map N.3
Location of Concentrations of Asian and Pacific Islander
Persons within Southeastern Wisconsin: 2010

CENSUS BLOCKS WHEREIN ASIAN AND PACIFIC ISLANDER POPULATION EXCEEDS THE REGIONAL AVERAGE OF 3.1 BASED ON THE 2010 CENSUS

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

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



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

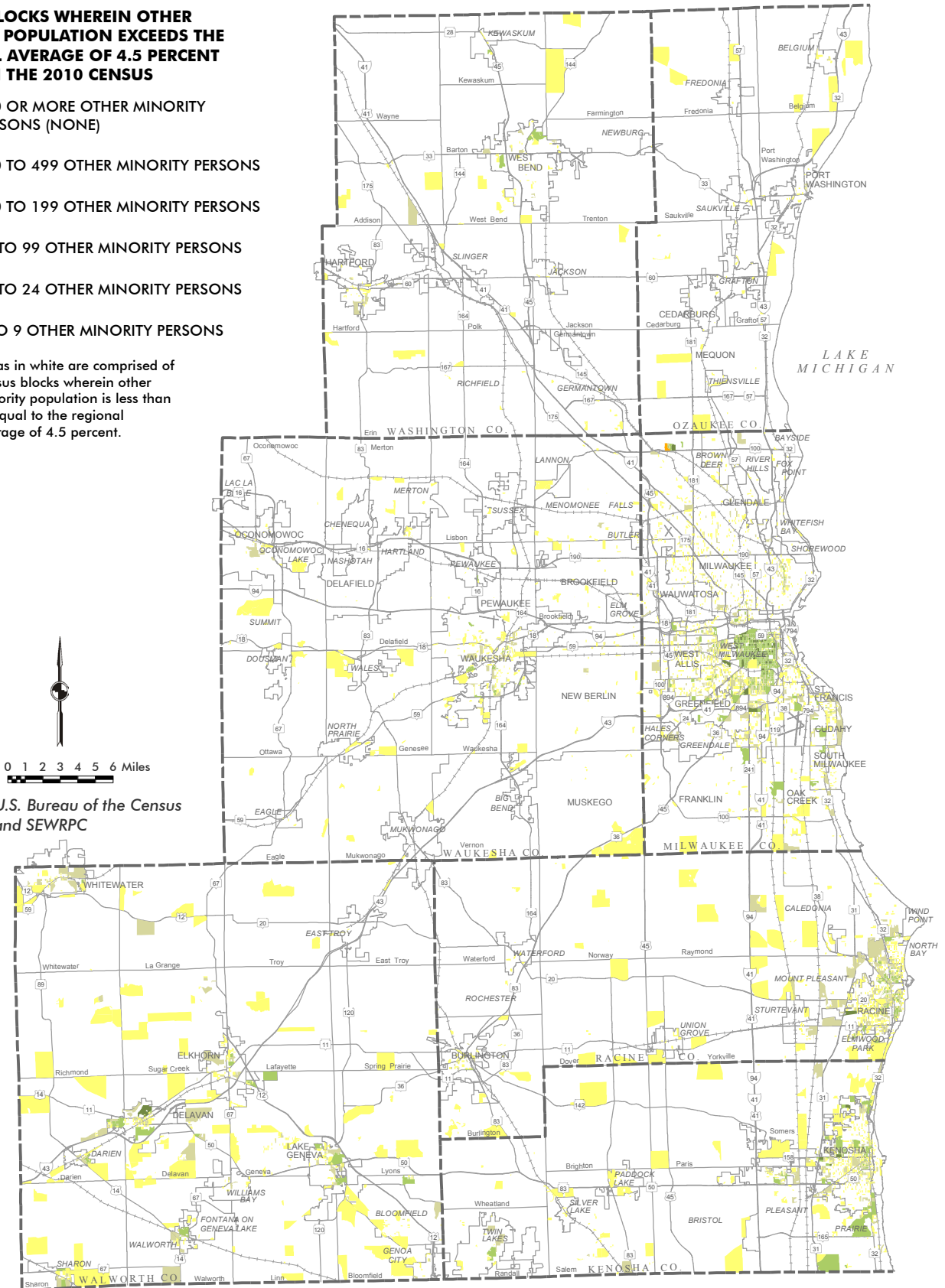
Map N.4

Location of Concentrations of Other Minority Persons within Southeastern Wisconsin: 2010

CENSUS BLOCKS WHEREIN OTHER MINORITY POPULATION EXCEEDS THE REGIONAL AVERAGE OF 4.5 PERCENT BASED ON THE 2010 CENSUS

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

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



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

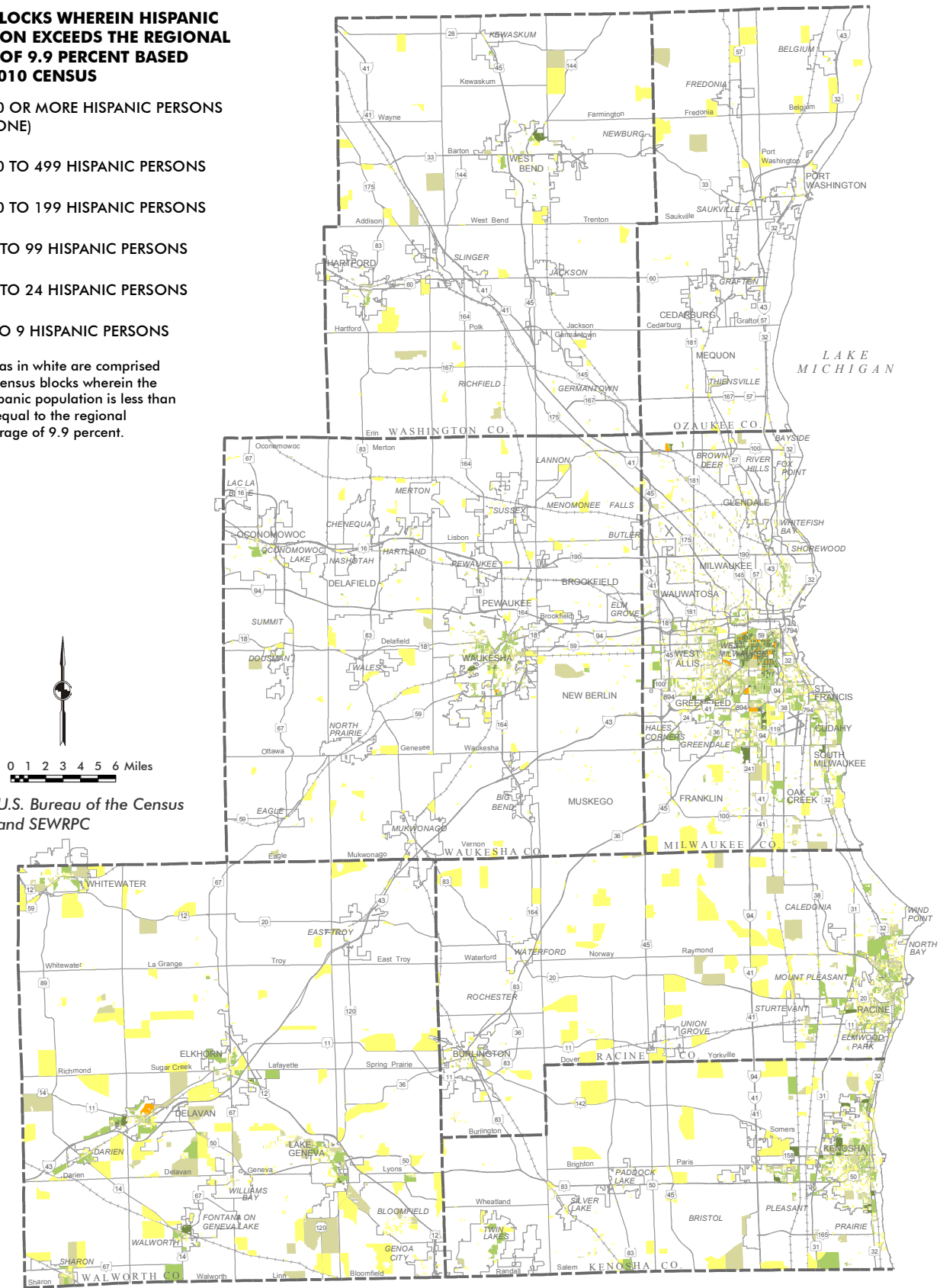
Map N.5

Location of Concentrations of Hispanic Persons within Southeastern Wisconsin: 2010

CENSUS BLOCKS WHEREIN HISPANIC POPULATION EXCEEDS THE REGIONAL AVERAGE OF 9.9 PERCENT BASED ON THE 2010 CENSUS

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

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



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

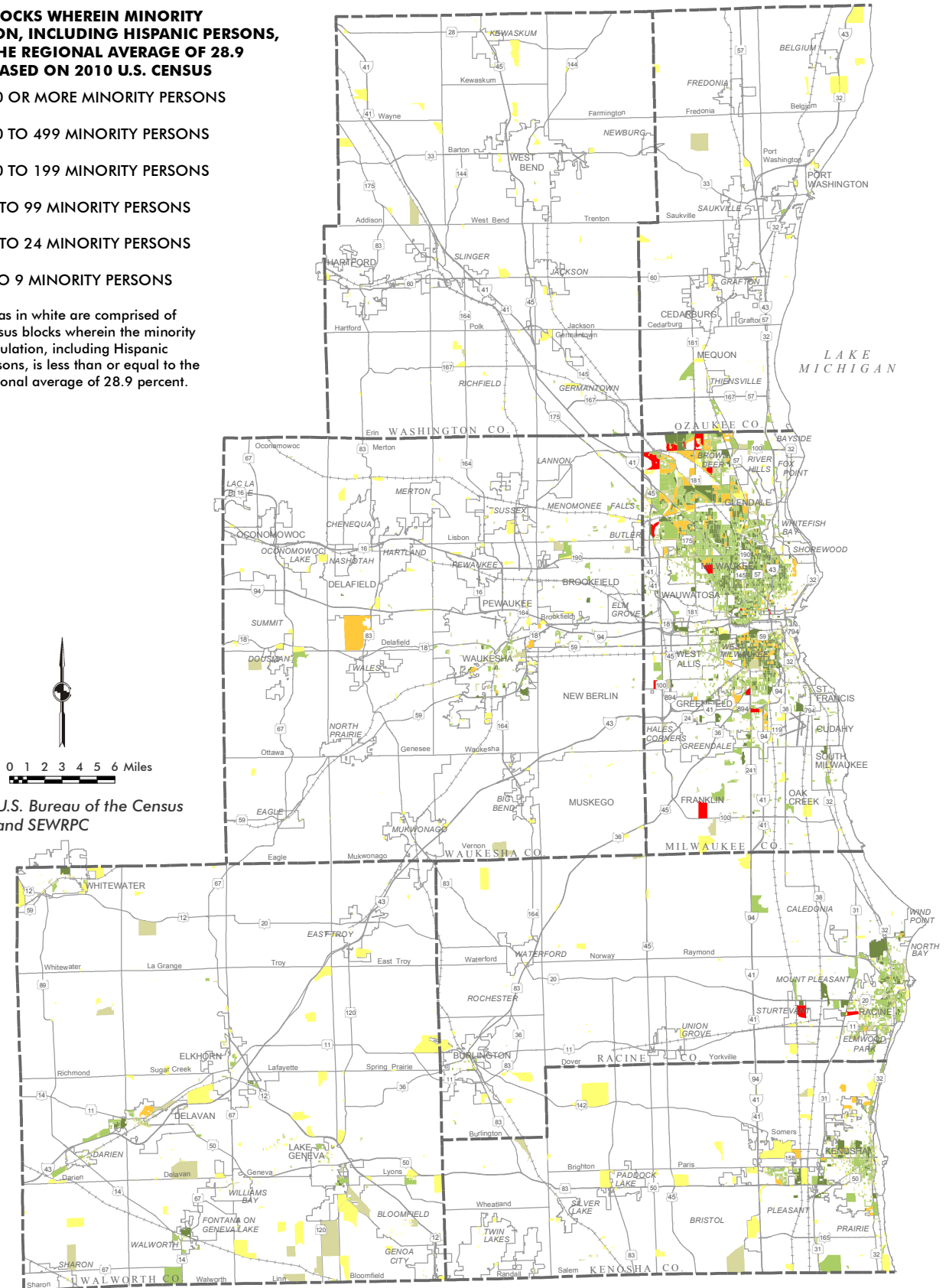
Map N.6

Location of Concentrations of Total Minority Persons in the Region: 2010

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

- 500 OR MORE MINORITY PERSONS
- 200 TO 499 MINORITY PERSONS
- 100 TO 199 MINORITY PERSONS
- 25 TO 99 MINORITY PERSONS
- 10 TO 24 MINORITY PERSONS
- 1 TO 9 MINORITY PERSONS

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



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

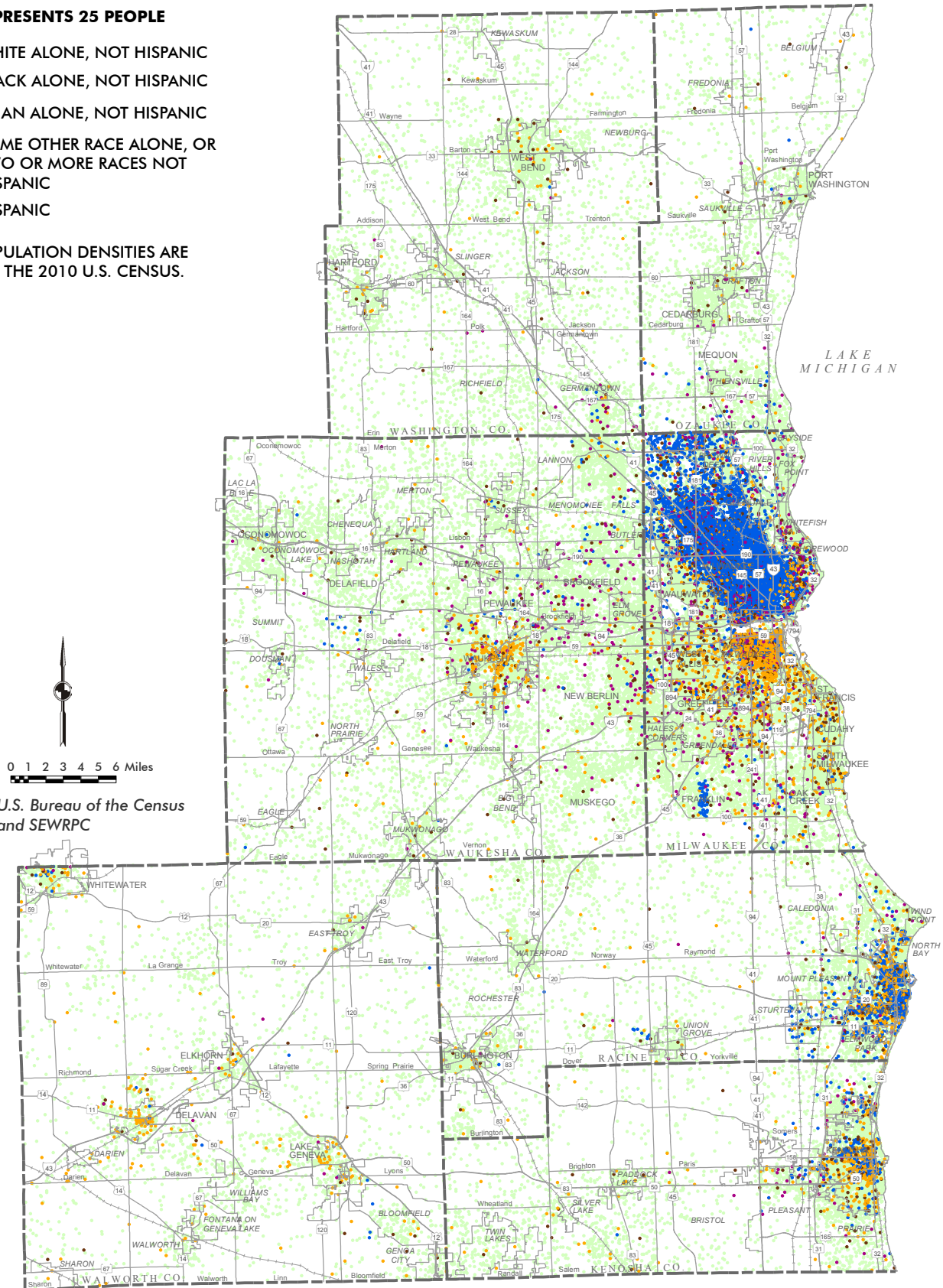
Map N.7

Comparison of Locations of Concentrations of Year 2010 Races/Ethnicities

1 DOT REPRESENTS 25 PEOPLE

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

NOTE: POPULATION DENSITIES ARE BASED ON THE 2010 U.S. CENSUS.



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

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

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

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

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

Table N.2
Families with Income Below the Poverty Level in the Region by County: 2008-2012

County	Families with Income Below the Poverty Level		
	Total Families	Number	Percent of Families
Kenosha	42,167	4,024	9.5
Milwaukee	218,244	35,962	16.5
Ozaukee	24,344	642	2.6
Racine	50,148	4,630	9.2
Walworth	26,268	2,102	8.0
Washington	37,757	1,388	3.7
Waukesha	108,845	3,586	3.3
Region	507,773	52,334	10.3

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

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

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

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

Map N.8

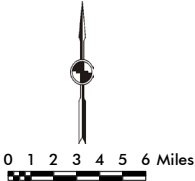
Location of Concentrations of Families in Poverty in the Region: 2008-2012

CENSUS TRACTS WHEREIN THE FAMILIES IN POVERTY EXCEED THE REGIONAL AVERAGE OF 10.3 PERCENT BASED ON 2008-2012 U.S. CENSUS AMERICAN COMMUNITY SURVEY

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

Notes: Areas in white are comprised of census tracts wherein the families in poverty are less than or equal to the regional average of 10.3 percent.

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



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

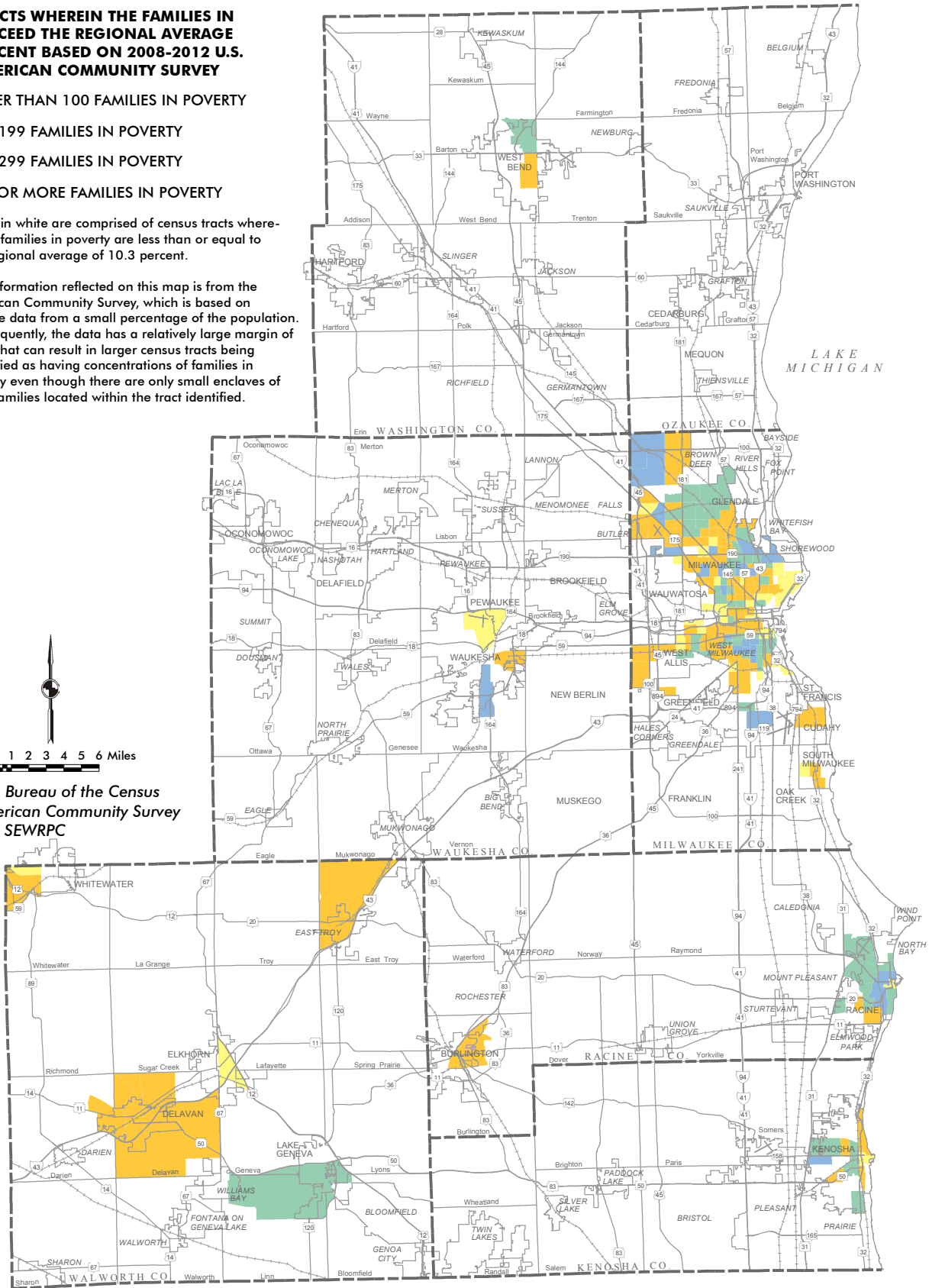


Table N.4
Distribution of Employed Persons by County of Residence,
Race, and Mode of Travel to Work: 2008-2012

Race	Mode of Travel	County of Residence						
		Kenosha	Milwaukee	Ozaukee	Racine	Walworth	Washington	Waukesha
White Alone, Non-Hispanic	Drive Alone	85.2	80.1	83.8	86.6	81.4	86.0	86.4
	Carpool	8.2	8.1	6.5	7.0	8.1	7.4	6.4
	Bus	0.9	3.4	0.5	0.9	0.8	0.5	0.6
	Other	3.0	5.6	3.4	2.7	4.9	2.8	2.1
	Work at Home	2.7	2.8	5.8	2.8	4.8	3.3	4.5
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Black or African American Alone	Drive Alone	81.7	69.2	84.0	70.4	86.4	78.1	75.6
	Carpool	7.8	11.5	11.9	15.9	4.9	13.6	15.3
	Bus	4.2	13.4	0.0	8.3	1.4	0.2	3.1
	Other	4.3	3.6	4.1	2.7	7.3	2.7	4.7
	Work at Home	2.0	2.3	0.0	2.7	0.0	5.4	1.3
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Asian Alone	Drive Alone	76.4	71.9	67.4	88.3	93.3	77.0	84.4
	Carpool	11.9	15.6	28.5	6.2	0.0	19.1	12.0
	Bus	2.7	3.9	0.0	2.2	0.0	0.9	1.2
	Other	1.9	6.7	0.0	0.0	0.0	0.0	1.1
	Work at Home	7.1	1.9	4.1	3.3	6.7	3.9	1.3
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Other Race Alone or Two or More Races	Drive Alone	81.2	69.7	76.6	79.4	68.9	77.3	78.5
	Carpool	10.4	17.3	11.3	11.0	20.5	13.3	12.0
	Bus	1.0	6.7	0.2	2.0	0.1	0.3	2.1
	Other	1.8	5.1	7.4	7.1	6.4	9.1	2.6
	Work at Home	5.6	1.2	4.5	0.5	4.1	0.0	4.8
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Hispanic	Drive Alone	79.4	66.4	73.3	79.7	73.6	66.8	76.3
	Carpool	14.6	21.6	6.1	12.8	17.4	29.0	16.3
	Bus	1.3	6.4	0.1	1.5	0.1	0.2	2.4
	Other	2.0	4.3	11.6	5.8	7.2	2.6	2.3
	Work at Home	2.7	1.3	8.9	0.2	1.7	1.4	2.7
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0

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

uses public transit for work travel. However, in Milwaukee County, minority populations use the automobile for 81 to 88 percent of their travel to and from work. This compares to 88 percent of the white population. Data is not available for mode of travel for trips other than work within Southeastern Wisconsin by race and ethnicity. Data for all urban areas in the State of Wisconsin is available from the 2009 National Household travel survey and shows a similar pattern as for work trips in Southeastern Wisconsin. The Wisconsin urban area minority population utilizes public transit for more of its travel across all types of trips—8 percent—compared to the Wisconsin urban area white population—less than one percent. Automobile travel is the dominant mode of travel for all trips by both the Wisconsin urban area minority population—76 percent—and white population—86 percent, as is the case for Southeastern Wisconsin travel for work purposes. The minority population represents a greater proportion of total transit ridership than it does of total population, as shown in Table N.5.

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

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

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

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

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

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

Source: U.S. Bureau Census Transportation Planning Package based on 2006-2008 American Community Survey data, and SEWRPC

ARTERIAL STREET AND HIGHWAY ELEMENT OF THE FISCALLY CONSTRAINED REGIONAL TRANSPORTATION PLAN

The arterial street and highway system under the FCTP totals 3,670.0 route-miles. Approximately 91 percent, or 3,215.9 of these route-miles, are proposed to be resurfaced and reconstructed to their existing traffic carrying capacity. Approximately 268.8 route-miles, or about 7 percent of the year 2050 arterial street and highway system are recommended for capacity expansion through widening to provide additional through traffic lanes. The remaining 75.1 route-miles, or about 2 percent of the total arterial street mileage, propose arterial system capacity expansion through the construction of new arterial facilities. Of the total of about 343.9 route-miles of planned arterial capacity expansion, about 76.6 route-miles, or 22 percent, is part of a committed project—currently under construction or recommended as part of

a completed or nearly completed preliminary engineering study. The arterial system capacity expansion proposed in the Preliminary Recommended Plan represents about an 8 percent expansion in arterial system lane-miles over the next 35 years. The arterial street and highway capacity improvements under the FCTP are shown on Map N.9.

The FCTP does not make any recommendation with respect to whether the remaining 10.2 route miles of IH 43 between Howard Avenue and Silver Spring Drive, when reconstructed, should be reconstructed with or without additional traffic lanes. The FCTP recommends that preliminary engineering conducted for the reconstruction of this segment of IH 43 should include the consideration of alternatives for rebuilding the freeway with additional lanes and rebuilding it with the existing number of lanes. The decision of how this segment of IH 43 would be reconstructed would be determined by the Wisconsin Department of Transportation (WisDOT) through preliminary engineering and environment impact study. During preliminary engineering, WisDOT would consider and evaluate a number of alternatives, including rebuild as is, various options of rebuild to modern design standards, compromises to rebuilding to modern design standards, rebuilding with additional lanes, and rebuilding with existing number of lanes. Only at the conclusion of preliminary engineering would a determination be made as to how this segment of IH 43 freeway would be reconstructed. Following the conclusion of the preliminary engineering for the reconstruction, VISION 2050 and the FCTP would be amended to reflect the decision made as to how IH 43 between Howard Avenue and Silver Spring Drive would be reconstructed.

PUBLIC TRANSIT ELEMENT OF THE FISCALLY CONSTRAINED REGIONAL TRANSPORTATION PLAN

Due to the expected transit funding gap between the Final VISION 2050 Plan and the existing and reasonably expected available revenues (including an increase in transit fares at the rate of inflation) to implement the plan, it is expected that transit service would decline in the Region over the next 35 years under the FCTP, rather than the significant expansion and improvement of transit service proposed under the Final VISION Plan. Specifically, it would be expected that under the FCTP there would be a about a 9 percent reduction in transit service from 4,750 vehicle-hours of service on an average weekday in 2014 to 4,300 vehicle-hours of service in 2050. The reduction in transit service would likely result in the elimination by the year 2050 of the existing express bus service in Milwaukee County and the reduction in frequency of local bus service. The only improvement or expansion in transit service under the FCTP is the East West Bus Rapid Transit (BRT) project being studied by Milwaukee County and the initial Milwaukee Streetcar lines, both of which have secured funding or have identified reasonably expected sources of funding. The transit system under the FCTP is shown in Map N.10.

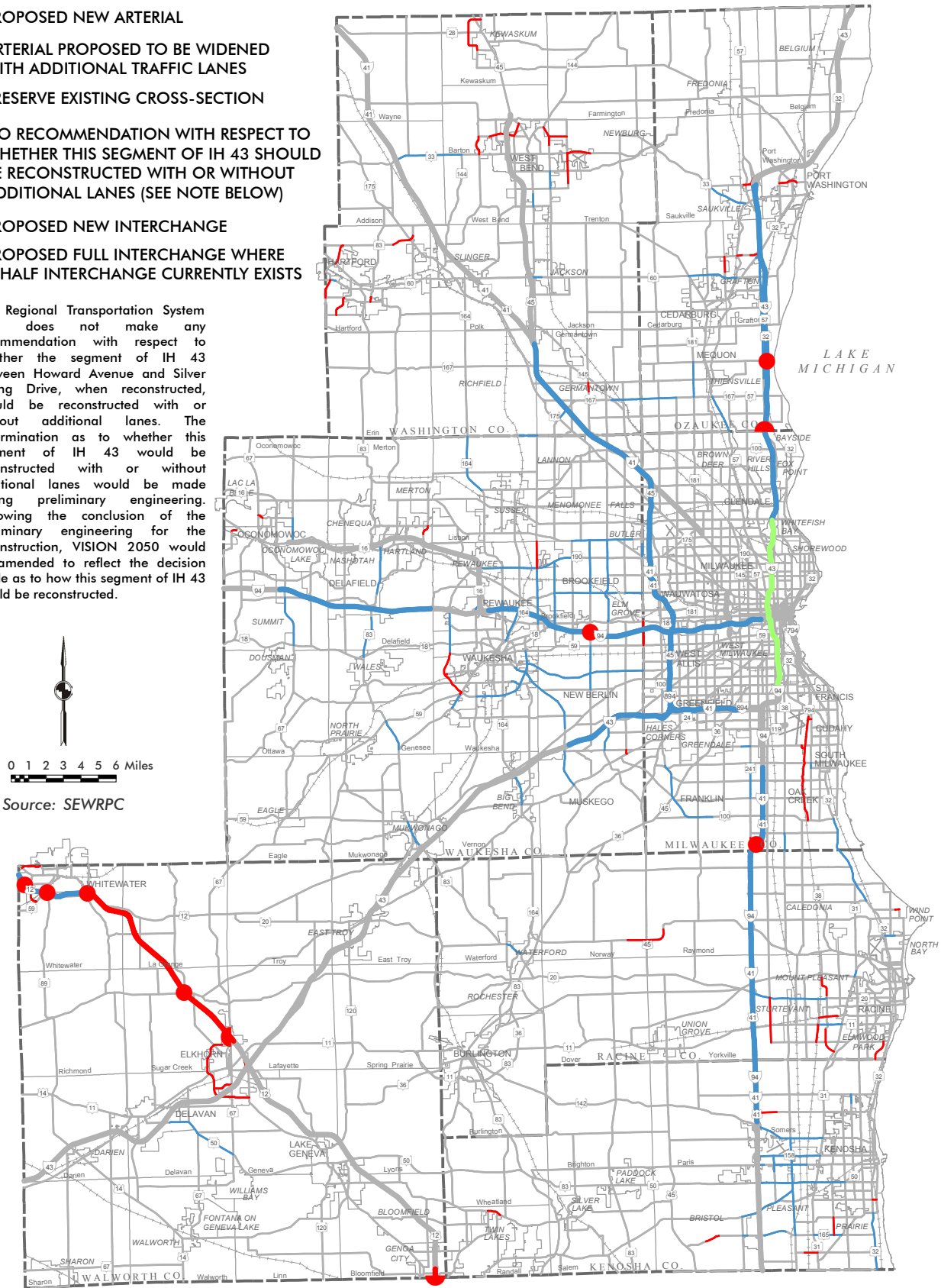
The Final Plan identifies potential funding sources, such as local dedicated transit funding and a renewal of adequate annual State financial assistance, needed to fully fund the plan. Implementation of these funding measures would require action by the State Legislature and Governor. Additionally, transit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

Map N.9

Arterial Street and Highway Element: Fiscally Constrained Transportation Plan

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

NOTE: The Regional Transportation System Plan does not make any recommendation with respect to whether the segment of IH 43 between Howard Avenue and Silver Spring Drive, when reconstructed, should be reconstructed with or without additional lanes. The determination as to whether this segment of IH 43 would be reconstructed with or without additional lanes would be made during preliminary engineering. Following the conclusion of the preliminary engineering for the reconstruction, VISION 2050 would be amended to reflect the decision made as to how this segment of IH 43 would be reconstructed.

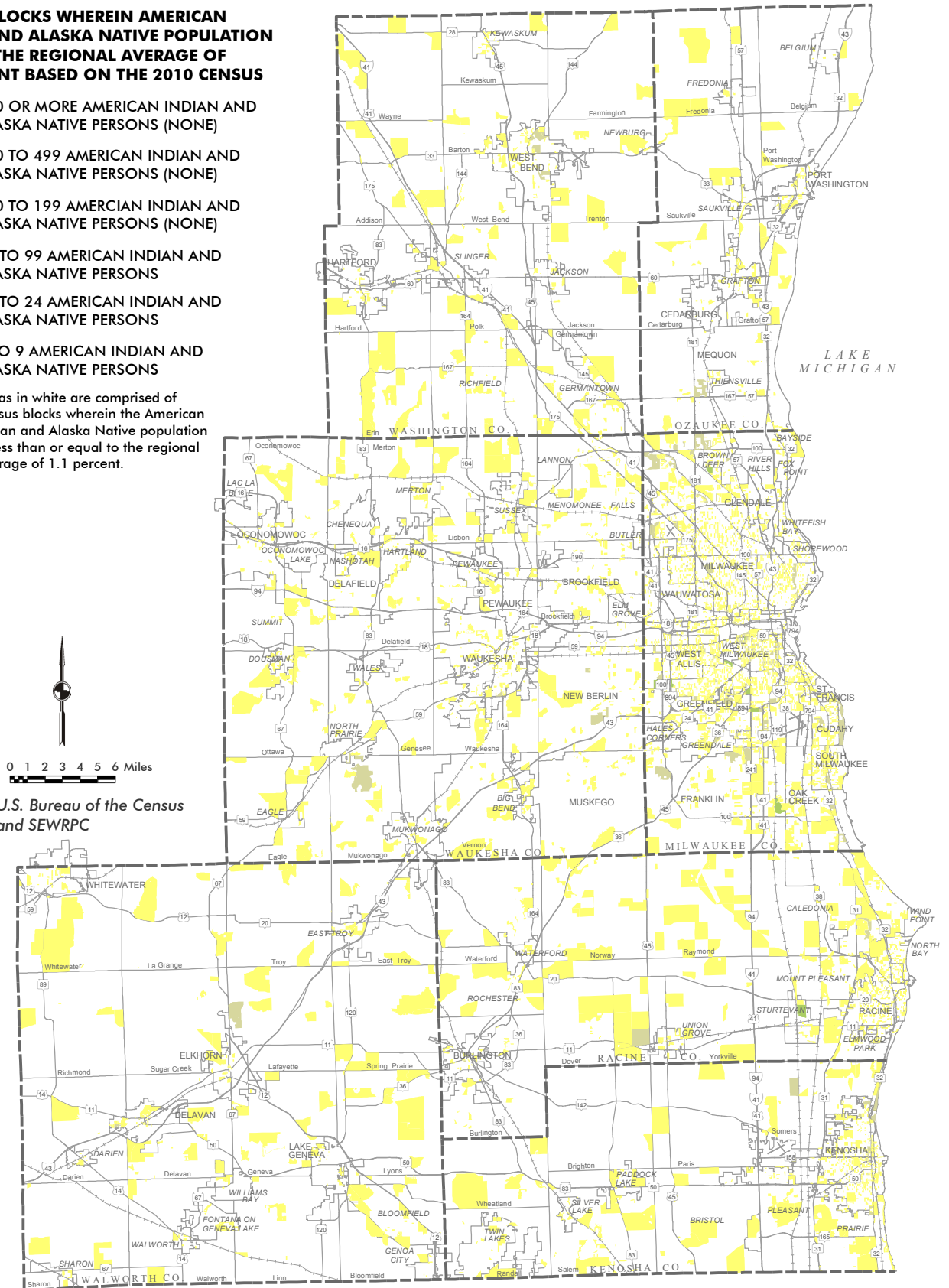


Map N.10 Public Transit Element of the Fiscally Constrained Transportation Plan

CENSUS BLOCKS WHEREIN AMERICAN INDIAN AND ALASKA NATIVE POPULATION EXCEEDS THE REGIONAL AVERAGE OF 1.1 PERCENT BASED ON THE 2010 CENSUS

- 500 OR MORE AMERICAN INDIAN AND ALASKA NATIVE PERSONS (NONE)
- 200 TO 499 AMERICAN INDIAN AND ALASKA NATIVE PERSONS (NONE)
- 100 TO 199 AMERICAN INDIAN AND ALASKA NATIVE PERSONS (NONE)
- 25 TO 99 AMERICAN INDIAN AND ALASKA NATIVE PERSONS
- 10 TO 24 AMERICAN INDIAN AND ALASKA NATIVE PERSONS
- 1 TO 9 AMERICAN INDIAN AND ALASKA NATIVE PERSONS

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



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

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

The FCTP was evaluated based on its ability for existing minority and low-income³ populations to reach jobs and other activity centers, such as retail centers, major parks, public technical colleges/universities, health care facilities, grocery stores, the Milwaukee Regional Medical Center (MRMC), General Mitchell International Airport (GMIA). In addition, this evaluation looks at the ability of families with income less than twice the poverty level and people with disabilities to reach jobs and other destinations using transit. The following sections describe the results of analyses to determine the accessibility by minority and low-income populations to jobs and other activities by automobile and transit under the FCTP.

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

The number of jobs accessible in 30 minutes or fewer under existing conditions and for the FCTP is shown on Maps N.11 and N.12. These maps were compared to locations of existing minority and low-income populations, as shown on Maps N.6 and N.8. The highway improvements under the FCTP would modestly improve access to jobs for areas of existing concentrations of minority and low-income populations. Specifically, the highway improvements under the FCTP are projected to increase access to at least 500,000 jobs by automobile for the existing minority population from about 70 percent of the minority population to about 73 percent, as shown on Table N.7. Similarly, the existing families in poverty with access to at least 500,000 jobs by automobile would be expected to increase from 65 percent to about 68 percent. The increase in existing minority population and families in poverty with access to at least 500,000 jobs in 30 minutes is about 3 to 4 percent under the FCTP, compared to an increase of about 7 percent for non-minority population and families not in poverty.

The estimated lower wage jobs that would be accessible by automobile within 30 minutes under existing conditions and the FCTP are shown on Maps N.13 and N.14. Lower wage jobs are estimated to represent about 32 percent of total jobs. Comparing these maps to areas of existing concentrations of minority and low-income populations

³ For purposes of this evaluation, a low-income person is defined as a person residing in a household with an income level at or below the poverty level (about \$22,113 for a family of four in 2010).

Map N.12
Jobs Accessible by Automobile Within 30 Minutes: FCTP

NUMBER OF JOBS

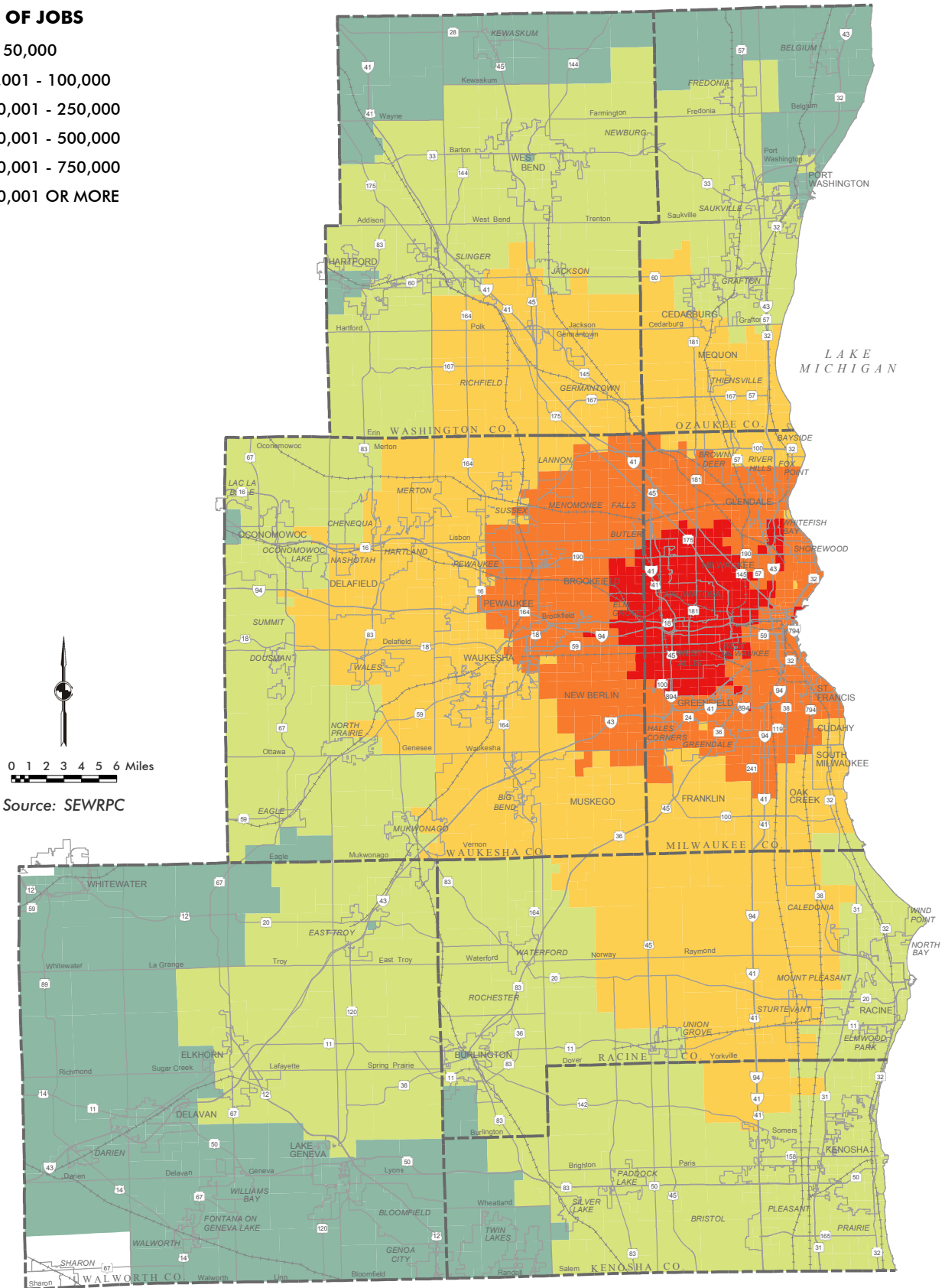
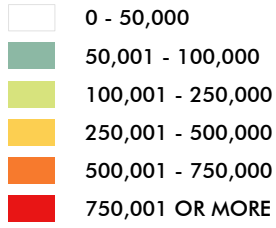


Table N.7
Access to Jobs within 30 Minutes by Automobile

Minority Population ^a							
Plan	500,000 or More Jobs		250,000 or More Jobs		100,000 or More Jobs		Total Minority Population
	People	Percent	People	Percent	People	Percent	
Existing - 2010	407,700	69.9	467,500	80.2	562,900	96.6	582,900
FCTP - 2050	425,100	72.9	475,600	81.6	569,600	97.7	582,900

Families in Poverty ^a							
Plan	500,000 or More Jobs		250,000 or More Jobs		100,000 or More Jobs		Total Families in Poverty
	Families	Percent	Families	Percent	Families	Percent	
Existing - 2010	33,800	64.6	38,800	74.2	49,000	93.7	52,300
FCTP - 2050	35,700	68.3	39,600	75.7	50,000	95.6	52,300

^a Total population and minority population based on 2010 U.S. Census and the total families, families in poverty, and families with incomes less than twice the poverty level are based on the 2008-2012 American Community Survey.

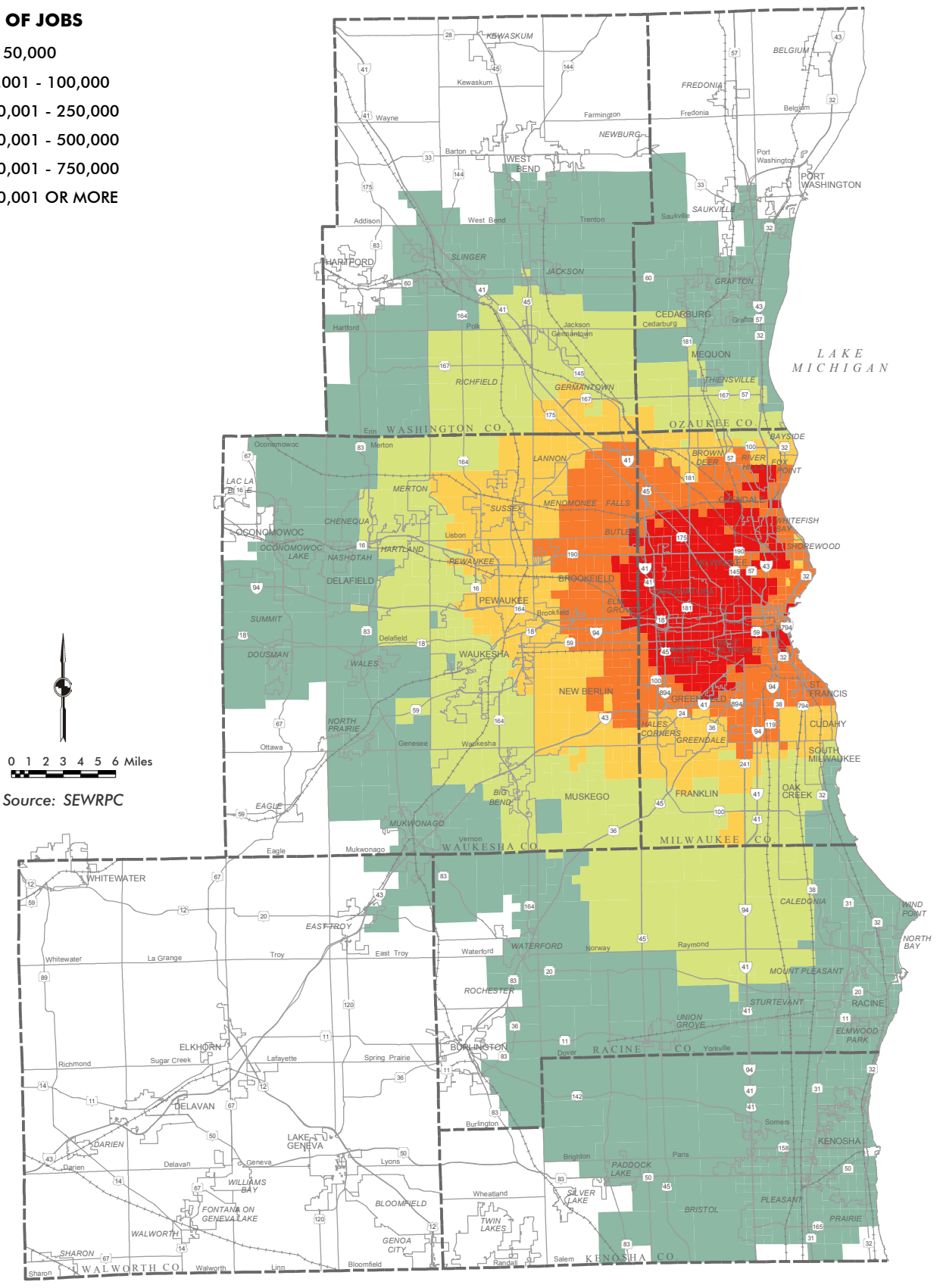
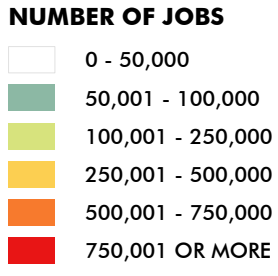
Source: U.S. Bureau of Census, U.S. Census and American Community Survey; SEWRPC

(as shown on Maps N.6 and N.8) shows that access to lower wage jobs for minority and low-income populations would improve with implementation of the highway improvements under the FCTP. As shown in Table N.8, it is projected that the existing minority population with access to at least 200,000 lower wage jobs by automobile will increase from about 70 percent to about 73 percent under the FCTP, with the FCTP providing access to 425,000 minorities compared to 407,400 minorities under existing conditions. Similarly, the existing families in poverty with access to at least 200,000 lower wage jobs by automobile will increase from about 64 percent to about 68 percent under the FCTP, with the FCTP providing access to 35,700 families in poverty compared to the 33,700 families in poverty under existing conditions.

As shown in Table N.9, nearly all (about 90 to 100 percent) of the existing minority population and low-income families of the Region, would have reasonable access by automobile to the activity centers under both existing conditions and the FCTP.

- **Transit Accessibility to Jobs and Other Activities:** Although most minority residents use the automobile for their travel, minority populations utilize public transit at a higher proportion relative to other modes of travel than white populations in the Region. In Milwaukee County, about 4 to 13 percent of the minority population (depending on race or ethnicity) uses public transit to travel to and from work compared to 3 percent of the white population. In Milwaukee County about 15 percent of the low-income population (residing in a family with income below the poverty level) uses public transit to travel to and from work compared to 5 percent of the population with higher wages. As shown on Tables N.10, N.11, and N.12, low-income households and a number of minority populations are particularly dependent upon transit, as a significant proportion of these populations have no private vehicle available for travel. Driver's license data indicate a similar conclusion. Only about 75 percent of Milwaukee County Black/African American households indicated they have an automobile available for travel, and only an estimated 60 percent of Black/African American adults

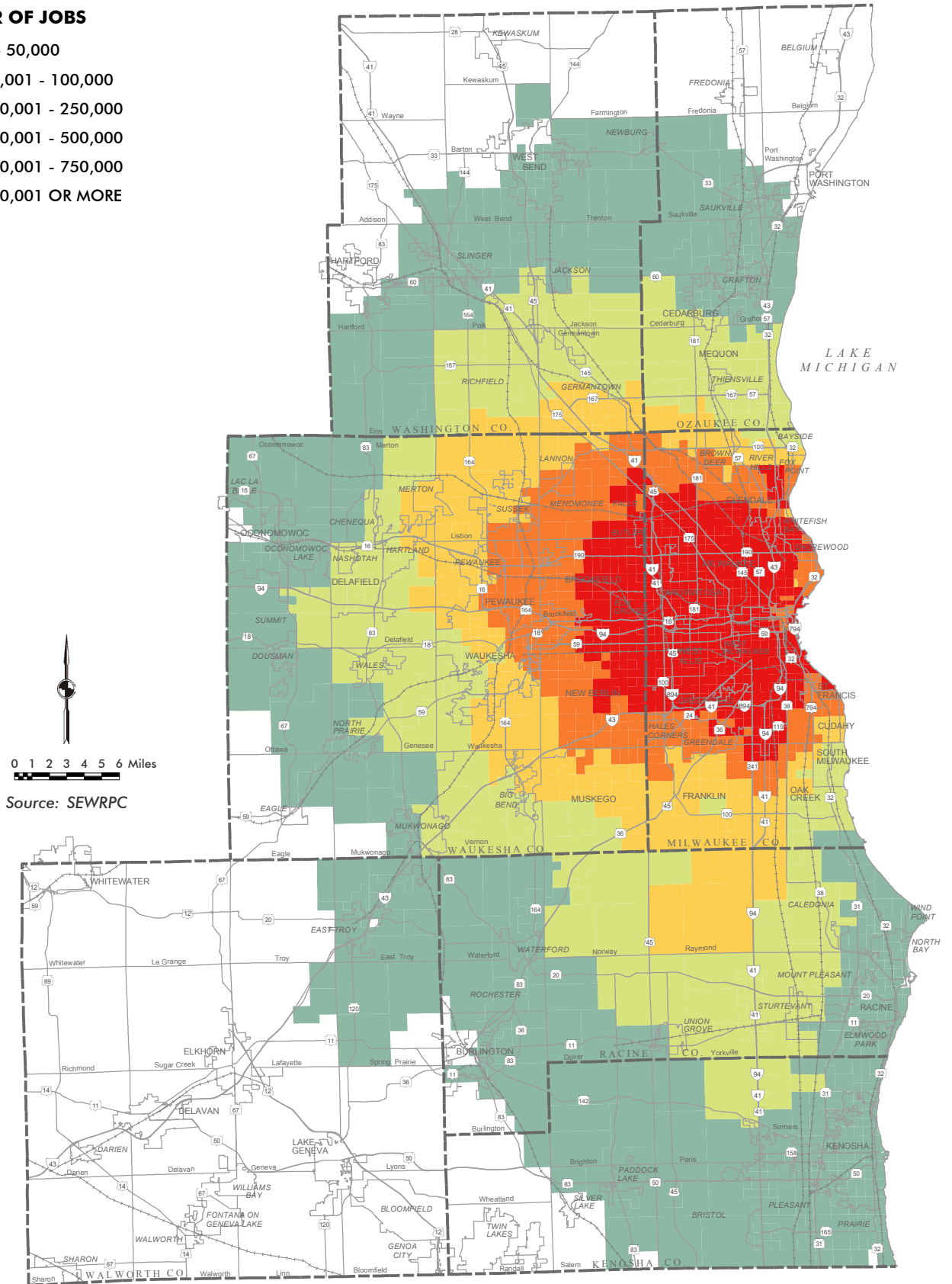
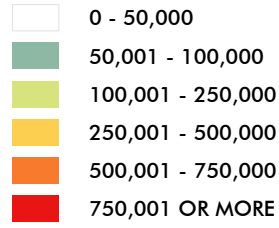
Map N.13
Lower Wage Jobs Accessible Within 30 Minutes: Existing



Source: SEWRPC

Map N.14
Lower Wage Jobs Accessible Within 30 Minutes: FCTP

NUMBER OF JOBS



Source: SEWRPC

Table N.8
Access to Lower Wage Jobs within 30 Minutes by Automobile

Minority Population^a							
Plan	200,000 or More Jobs		100,000 or More Jobs		50,000 or More Jobs		Total Minority Population
	People	Percent	People	Percent	People	Percent	
Existing - 2010	407,400	69.9	468,700	80.4	558,300	95.8	582,900
FCTP - 2050	425,000	72.9	475,700	81.6	563,000	96.6	582,900

Families in Poverty^a							
Plan	200,000 or More Jobs		100,000 or More Jobs		50,000 or More Jobs		Total Families in Poverty
	Families	Percent	Families	Percent	Families	Percent	
Existing - 2010	33,700	64.4	38,900	74.4	48,000	91.8	52,300
FCTP - 2050	35,700	68.3	39,600	75.7	49,100	93.9	52,300

^a Total population and minority population based on 2010 U.S. Census and the total families, families in poverty, and families with incomes less than twice the poverty level are based on the 2008-2012 American Community Survey.

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

have a driver’s license. Only about 85 percent of Milwaukee County Hispanic households indicate they have an automobile available for travel, and only an estimated 50 percent of Hispanic adults have a driver’s license. In comparison, about 90 percent nonminority households indicate that they have an automobile available for travel, and an estimated 80 percent of nonminority adults have a driver’s license. Similarly, only about 64 percent of Milwaukee County families in poverty indicated that they have an automobile available for travel, as compared to 91 percent of families not in poverty. Another transit dependent population is people with disabilities, with about 10 percent of this population in Milwaukee County utilizing transit for travel to and from work.

Maps N.15 and N.16 show those areas of the Region with the highest job densities that would be directly served by transit under existing conditions and the FCTP. As shown on these maps, the transit service areas under the FCTP would principally serve the areas of the Region with the highest density of jobs. Specifically, the FCTP would serve 735,900 jobs compared to the 730,100 jobs under current conditions. The increase in number of jobs accessible by transit, is in part, due to the increase in employment projected under the land use component of the Final Plan.

Maps N.17 and N.18 show the number of jobs that could be accessible within 30 minutes by transit under existing conditions and the FCTP. Comparing these maps to areas of existing concentrations of minority populations (Map N.6), lower income populations (Map N.8 for families in poverty and Map N.19 for families with income less than twice the poverty level), and people with disabilities (Map N.20) shows that access to jobs would remain about the same (with some areas having improved access to jobs and some areas having decreased access) under the FCTP. As shown in Table N.13, while access by transit under the FCTP to over 10,000 jobs would decrease slightly, the FCTP would provide higher access to over 100,000 jobs within 30 minutes by transit to minority and low income populations. Specifically, about 6 percent of the existing minority population, 6 percent of families in poverty, 5

Table N.9
Reasonable Access to Activity Centers by Automobile^a

Activity Center	Minority Population ^b				Total Minority Population
	Existing (2015)		FCTP (2050)		
	People	Percent	People	Percent	
Retail Centers	565,400	97.0	564,700	96.9	582,900
Major Parks	582,900	100.0	582,900	100.0	582,900
Public Technical Colleges and Universities	582,800	99.9	582,700	99.9	582,900
Health Care Facilities	581,800	99.8	582,900	100.0	582,900
Grocery Stores	582,900	100.0	582,900	100.0	582,900
General Mitchell International Airport	571,500	98.0	570,600	97.9	582,900
Milwaukee Regional Medical Center	531,000	91.1	533,200	91.5	582,900

Activity Center	Families in Poverty ^b				Total Families in Poverty
	Existing (2015)		FCTP (2050)		
	Families	Percent	Families	Percent	
Retail Centers	49,300	94.3	49,200	94.1	52,300
Major Parks	52,300	100.0	52,300	100.0	52,300
Public Technical Colleges and Universities	52,300	100.0	52,300	100.0	52,300
Health Care Facilities	52,100	99.6	52,300	100.0	52,300
Grocery Stores	52,300	100.0	52,300	100.0	52,300
General Mitchell International Airport	50,100	95.8	50,000	95.6	52,300
Milwaukee Regional Medical Center	46,300	88.5	46,700	89.3	52,300

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

^b Total population and minority population based on 2010 U.S. Census and the total families, families in poverty, and families with incomes less than twice the poverty level are based on the 2008-2012 American Community Survey.

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

percent of families with income less than twice the poverty level, and 4 percent of people with disabilities would have access to over 100,000 jobs within 30 minutes, compared to 3 percent, 3 percent, 2 percent, and 2 percent under existing conditions, respectively.

As shown in Table N.14, the existing minority population with access to at least 100,000 jobs by transit would increase by about 3 percent under the FCTP, compared to about 1 percent for non-minority and families with income above poverty. The existing families in poverty with access to at least 100,000 jobs by transit would increase by about 3 percent and families with income less than twice the poverty level would increase by about 2 percent under the FCTP, compared to about 1 percent for families not in poverty and income higher than twice the poverty level. With respect to people with disabilities, the access to 100,000 jobs by transit for both people with disabilities and without disabilities would increase by about 2 percent under the FCTP.

Table N.10

Households by Number of Vehicles Available and Race/Ethnicity of Householder: 2005

Kenosha County					
Race/Ethnicity	Households		Race/Ethnicity Group Household Vehicle Availability		
	Total	Percent	One or More Vehicles Available	No Vehicle Available	
				Households	Percent
White (Non-Hispanic)	50,338	85.7	47,290	3,048	6.1
Black/African American	3,041	5.2	2,550	491	16.1
American Indian and Alaskan Native	N/A	N/A	N/A	N/A	N/A
Asian and Pacific Islander	N/A	N/A	N/A	N/A	N/A
Other Minority	2,209	3.8	2,056	153	6.9
Hispanic	4,118	7.0	3,901	217	5.3
County Total	58,715	100.0	54,794	3,921	6.7

Milwaukee County					
Race/Ethnicity	Households		Race/Ethnicity Group Household Vehicle Availability		
	Total	Percent	One or More Vehicles Available	No Vehicle Available	
				Households	Percent
White (Non-Hispanic)	247,642	65.5	224,481	23,161	9.4
Black/African American	88,237	23.3	65,916	22,321	25.3
American Indian and Alaskan Native	2,162	0.6	1,427	735	34.0
Asian and Pacific Islander	7,975	2.1	7,014	961	12.1
Other Minority	20,204	5.3	16,468	3,736	18.5
Hispanic	27,975	7.4	23,813	4,162	14.9
County Total	378,056	100.0	325,618	52,438	13.9

Ozaukee County					
Race/Ethnicity	Households		Race/Ethnicity Group Household Vehicle Availability		
	Total	Percent	One or More Vehicles Available	No Vehicle Available	
				Households	Percent
White (Non-Hispanic)	32,086	96.9	30,917	1,169	3.6
Black/African American	N/A	N/A	N/A	N/A	N/A
American Indian and Alaskan Native	N/A	N/A	N/A	N/A	N/A
Asian and Pacific Islander	N/A	N/A	N/A	N/A	N/A
Other Minority	N/A	N/A	N/A	N/A	N/A
Hispanic	N/A	N/A	N/A	N/A	N/A
County Total	33,128	100.0	31,941	1,187	3.6

Racine County					
Race/Ethnicity	Households		Race/Ethnicity Group Household Vehicle Availability		
	Total	Percent	One or More Vehicles Available	No Vehicle Available	
				Households	Percent
White (Non-Hispanic)	61,588	82.3	58,168	3,420	5.6
Black/African American	7,150	9.6	5,849	1,301	18.2
American Indian and Alaskan Native	N/A	N/A	N/A	N/A	N/A
Asian and Pacific Islander	591	0.8	591	0	0.0
Other Minority	N/A	N/A	N/A	N/A	N/A
Hispanic	4,857	6.5	4,651	206	4.2
County Total	74,839	100.0	69,912	4,927	6.6

**Table N.10
(Continued)**

Walworth County					
Race/Ethnicity	Households		Race/Ethnicity Group Household Vehicle Availability		
	Total	Percent	One or More Vehicles Available	No Vehicle Available	
				Households	Percent
White (Non-Hispanic)	36,460	93.3	35,294	1,166	3.2
Black/African American	N/A	N/A	N/A	N/A	N/A
American Indian and Alaskan Native	N/A	N/A	N/A	N/A	N/A
Asian and Pacific Islander	N/A	N/A	N/A	N/A	N/A
Other Minority	N/A	N/A	N/A	N/A	N/A
Hispanic	N/A	N/A	N/A	N/A	N/A
County Total	39,067	100.0	37,887	1,180	3.0

Washington County					
Race/Ethnicity	Households		Race/Ethnicity Group Household Vehicle Availability		
	Total	Percent	One or More Vehicles Available	No Vehicle Available	
				Households	Percent
White (Non-Hispanic)	47,522	97.4	45,802	1,720	3.6
Black/African American	N/A	N/A	N/A	N/A	N/A
American Indian and Alaskan Native	N/A	N/A	N/A	N/A	N/A
Asian and Pacific Islander	N/A	N/A	N/A	N/A	N/A
Other Minority	N/A	N/A	N/A	N/A	N/A
Hispanic	N/A	N/A	N/A	N/A	N/A
County Total	48,776	100.0	47,056	1,720	3.5

Waukesha County					
Race/Ethnicity	Households		Race/Ethnicity Group Household Vehicle Availability		
	Total	Percent	One or More Vehicles Available	No Vehicle Available	
				Households	Percent
White (Non-Hispanic)	138,182	94.8	133,594	4,588	3.3
Black/African American	1,325	0.9	1,325	0	0.0
American Indian and Alaskan Native	N/A	N/A	N/A	N/A	N/A
Asian and Pacific Islander	2,384	1.6	2,384	0	0.0
Other Minority	1,087	0.7	1,087	0	0.0
Hispanic	3,601	2.5	3,337	264	7.3
County Total	145,718	100.0	140,812	4,906	3.4

Region					
Race/Ethnicity	Households		Race/Ethnicity Group Household Vehicle Availability		
	Total	Percent	One or More Vehicles Available	No Vehicle Available	
				Households	Percent
White (Non-Hispanic)	613,818	78.9	575,546	38,272	6.2
Black/African American	99,753	12.8	75,640	24,113	24.2
American Indian and Alaskan Native	2,162	0.3	1,427	735	34.0
Asian and Pacific Islander	10,950	1.4	9,989	961	8.8
Other Minority	23,500	3.0	19,611	3,889	16.5
Hispanic	40,511	5.2	35,702	4,849	12.0
Region Total	778,299	100.0	708,020	70,279	9.0

Table N.11
Households by Number of Vehicles Available and Minority Householders: 2006-2010

County	Minority Household Vehicle Availability			Non-Minority Household Vehicle Availability		
	One or More Vehicle Available	No Vehicle Available		One or More Vehicle Available	No Vehicle Available	
		Households	Percent		Households	Percent
Kenosha County	8,690	1,055	10.8	49,945	2,535	4.8
Milwaukee County	108,675	27,980	20.5	219,670	23,045	9.5
Ozaukee County	1,410	50	3.4	31,305	1,090	3.4
Racine County	12,020	2,360	16.4	58,290	2,875	4.7
Walworth County	2,980	220	6.9	34,225	1,655	4.6
Washington County	1,585	160	9.2	47,810	1,905	3.8
Waukesha County	8,865	495	5.3	136,340	5,460	3.9
Region	144,225	32,320	18.3	577,585	38,565	6.3

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

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

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

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

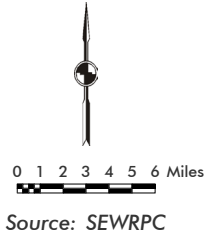
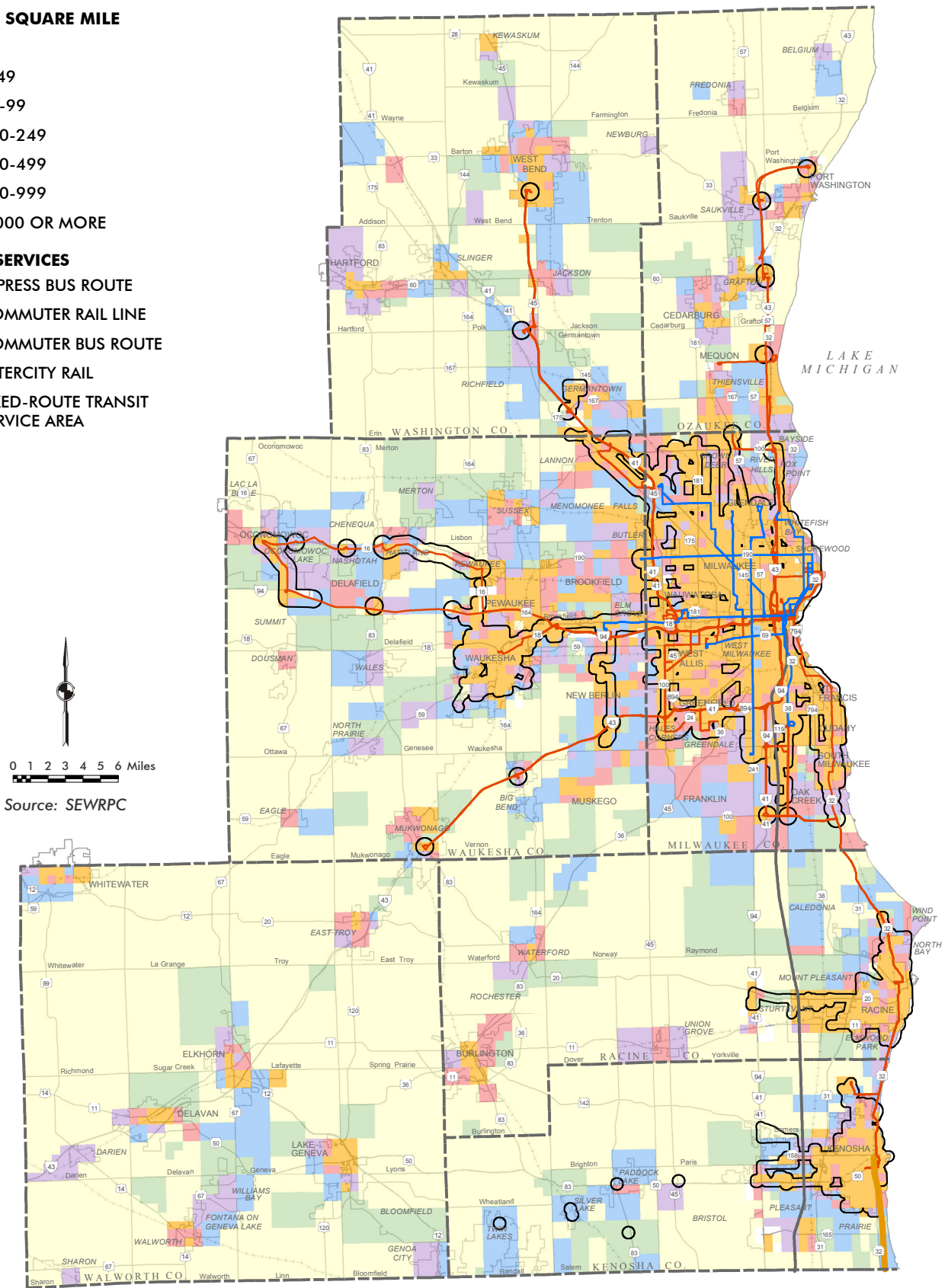
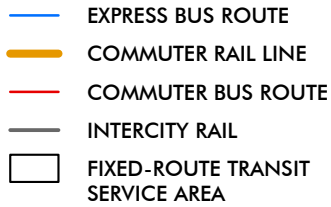
Maps N.21 and N.22 show the number of lower wage jobs that would be accessible in 30 minutes under the existing conditions and the FCTP. As previously noted, lower wage jobs are estimated to represent about 32 percent of total jobs. Comparing these maps to areas of existing concentrations of minority populations (Map N.6), lower income populations (Map N.8 for families in poverty and Map N.19 for families with income less than twice the poverty level), and people with disabilities (Map N.20) shows that access to lower wage jobs for these populations would remain about the same (with some areas having improved access to jobs and some areas having a decline in access) under the FCTP. As shown in Table N.15, it is projected that about 11 percent of the existing minority population would have access to at least 25,000 lower wage jobs within 30 minutes by transit under both existing conditions and the FCTP. Similarly, it is projected about 11 percent of the families in poverty and about 8 percent of families with incomes less than twice the poverty level would have access to at least 25,000 lower wage jobs within 30 minutes by transit under both existing conditions and the FCTP. With respect to people with disabilities, it is projected that about 6 percent of this population would

Map N.15 Comparison of Public Transit Element to Job Density: Existing

JOB PER SQUARE MILE

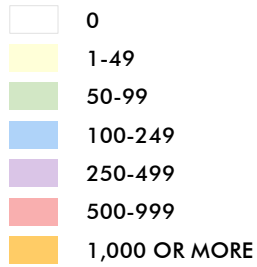


TRANSIT SERVICES

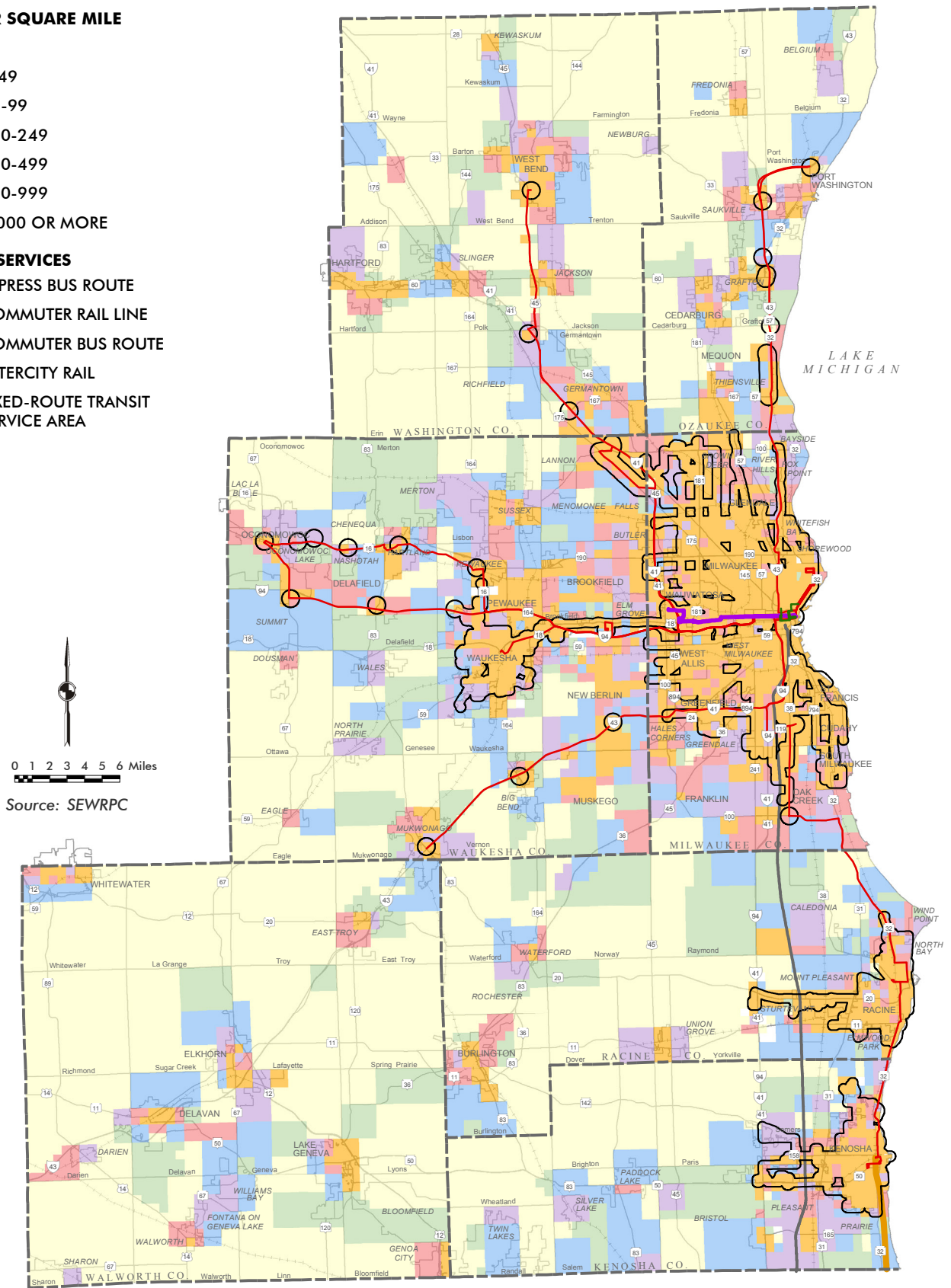


Map N.16
Comparison of Public Transit Element to Job Density: FCTP

JOBS PER SQUARE MILE



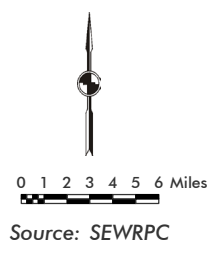
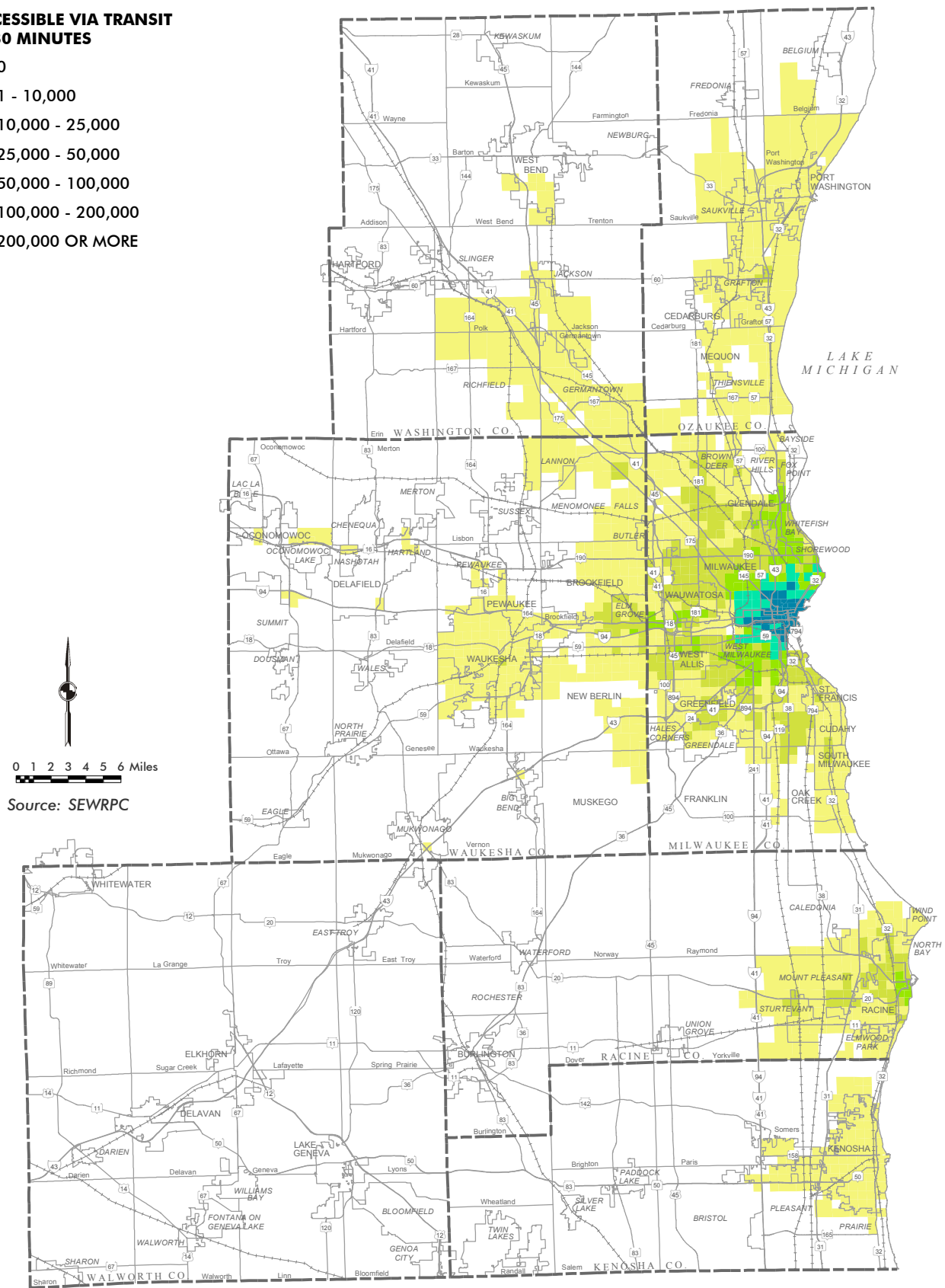
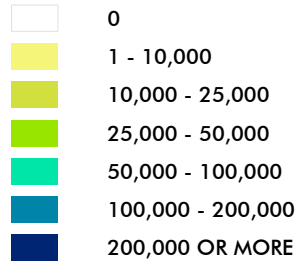
TRANSIT SERVICES



Source: SEWRPC

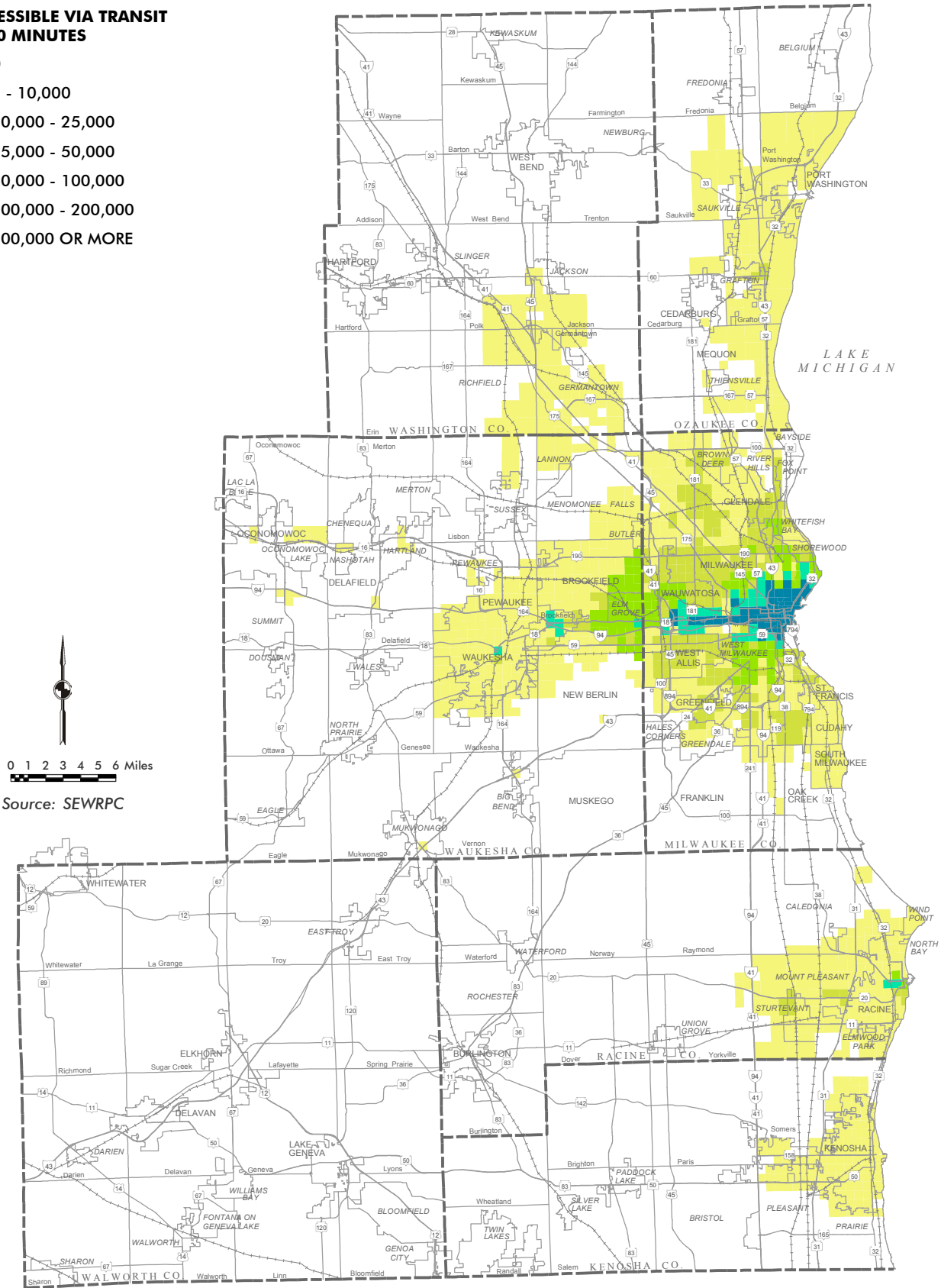
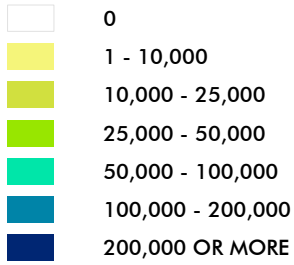
Map N.17 Jobs Accessible by Transit Within 30 Minutes: Existing

JOBS ACCESSIBLE VIA TRANSIT WITHIN 30 MINUTES



Map N.18
Jobs Accessible by Transit Within 30 Minutes: FCTP

JOBS ACCESSIBLE VIA TRANSIT WITHIN 30 MINUTES



Source: SEWRPC

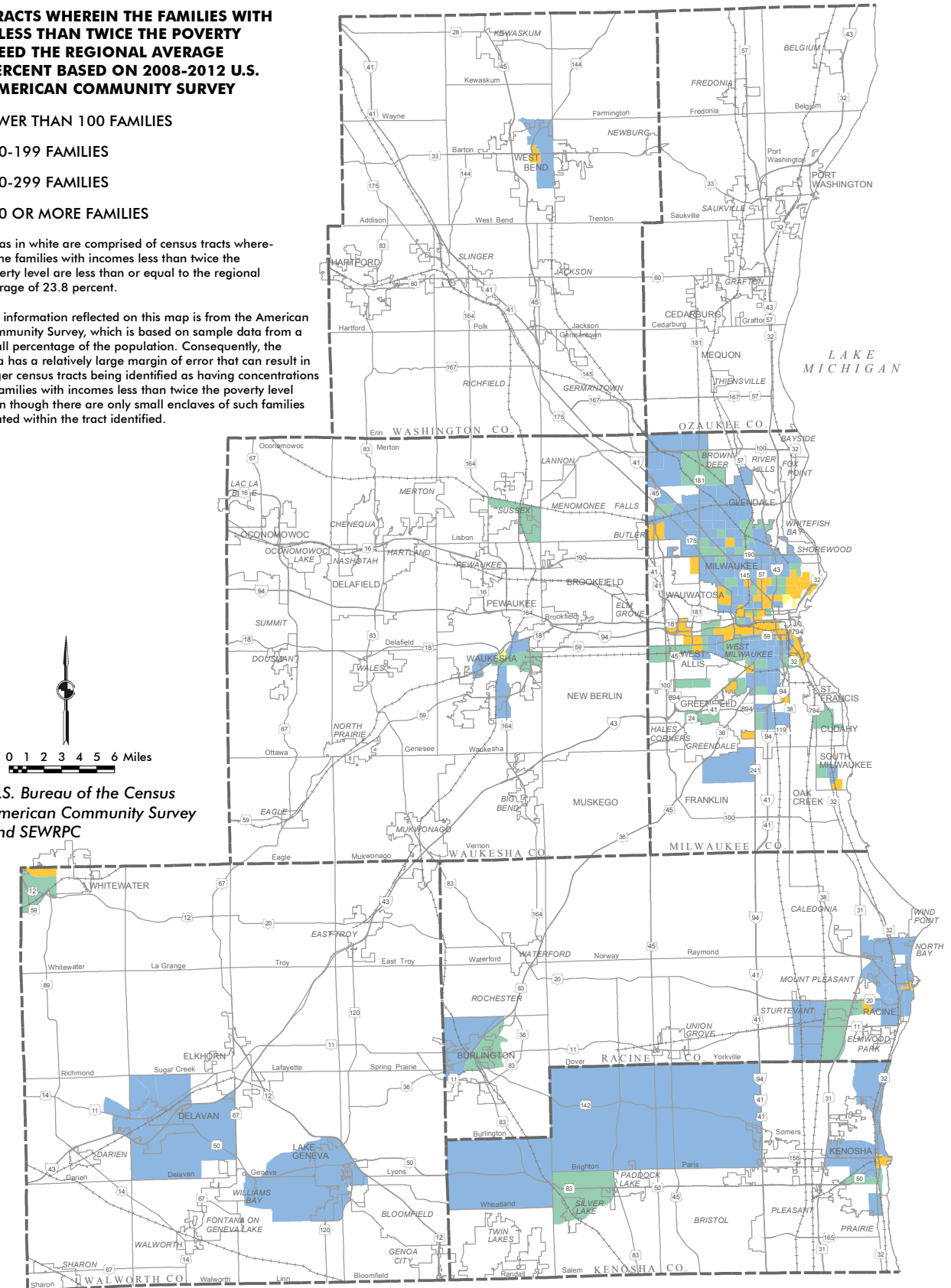
Map N.19 Location of Existing Concentrations of Families with Incomes Less Than Twice the Poverty Level: 2008-2012

CENSUS TRACTS WHEREIN THE FAMILIES WITH INCOMES LESS THAN TWICE THE POVERTY LEVEL EXCEED THE REGIONAL AVERAGE OF 23.8 PERCENT BASED ON 2008-2012 U.S. CENSUS AMERICAN COMMUNITY SURVEY

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

Notes: Areas in white are comprised of census tracts wherein the families with incomes less than twice the poverty level are less than or equal to the regional average of 23.8 percent.

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



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

Map N.20

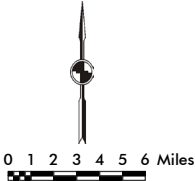
Location of Existing Concentrations of People with Disabilities: 2008-2012

CENSUS TRACTS WHEREIN THE PEOPLE WITH DISABILITIES EXCEED THE REGIONAL AVERAGE OF 11 PERCENT BASED ON 2008-2012 U.S. CENSUS AMERICAN COMMUNITY SURVEY

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

Notes: Areas in white are comprised of census tracts wherein the number of people with disabilities is less than or equal to the regional average of 11 percent.

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



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

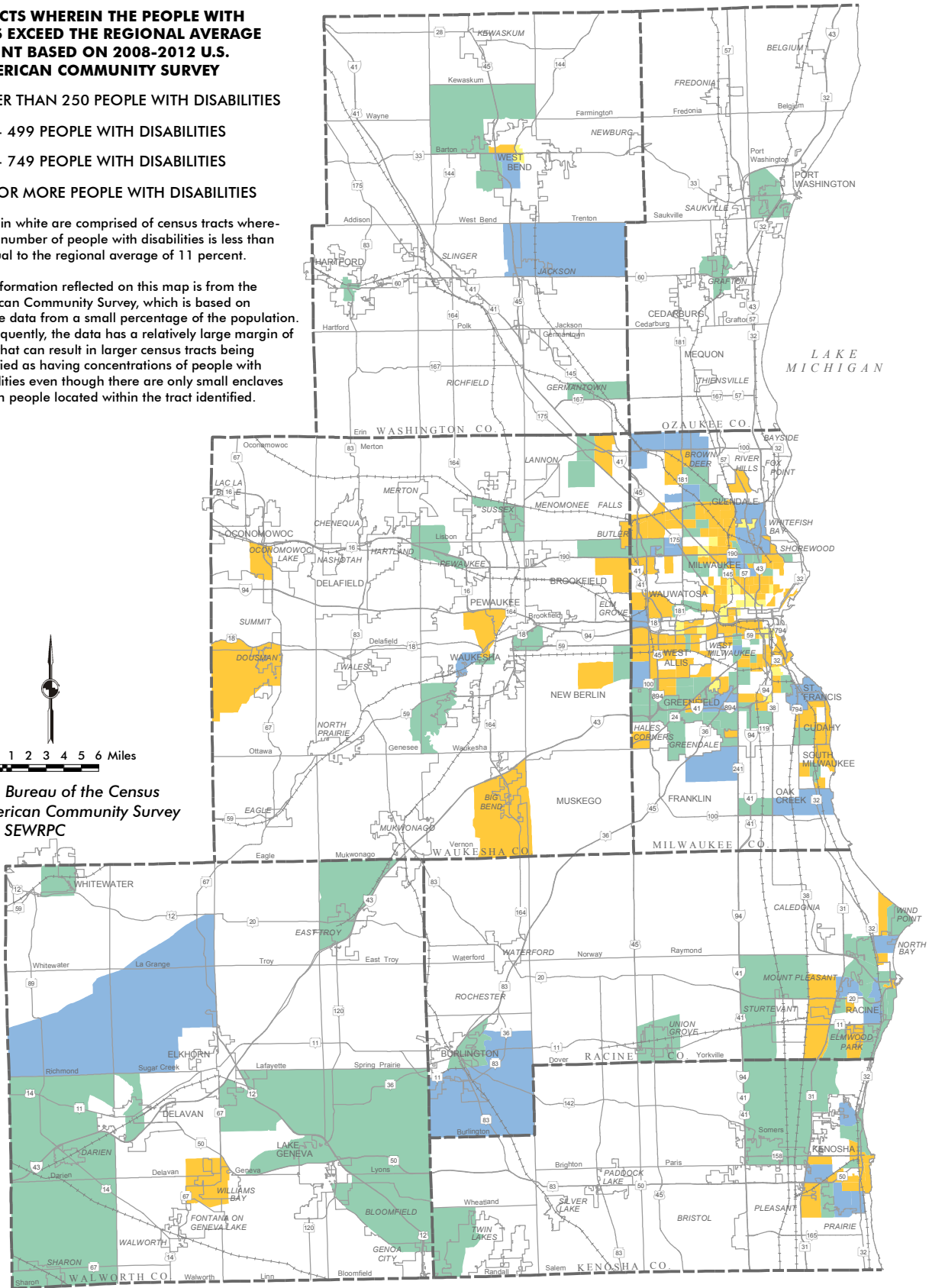


Table N.13
Access to Jobs within 30 Minutes by Transit

Minority Population^a							
Plan	100,000 or More Jobs		50,000 or More Jobs		10,000 or More Jobs		Total Minority Population
	People	Percent	People	Percent	People	Percent	
Existing - 2010	18,900	3.2	87,300	15.0	342,200	58.7	582,900
FCTP - 2050	36,500	6.3	79,000	13.6	303,100	52.0	582,900

Families in Poverty^a							
Plan	100,000 or More Jobs		50,000 or More Jobs		10,000 or More Jobs		Total Families in Poverty
	Families	Percent	Families	Percent	Families	Percent	
Existing - 2010	1,700	3.3	7,900	15.1	29,300	56.0	52,300
FCTP - 2050	3,300	6.3	7,300	14.0	26,000	49.7	52,300

Families with Incomes Less Than Twice the Poverty Level^a							
Plan	100,000 or More Jobs		50,000 or More Jobs		10,000 or More Jobs		Total Families
	Families	Percent	Families	Percent	Families	Percent	
Existing - 2010	2,600	2.1	12,900	10.7	58,100	48.0	121,000
FCTP - 2050	5,500	4.5	12,200	10.1	51,500	42.6	121,000

People with Disabilities^a							
Plan	100,000 or More Jobs		50,000 or More Jobs		10,000 or More Jobs		Total Population with Disabilities
	People	Percent	People	Percent	People	Percent	
Existing - 2010	4,300	1.9	15,600	7.1	80,700	36.6	220,600
FCTP - 2050	8,800	4.0	16,900	7.7	72,800	33.0	220,600

^a Total population and minority population based on 2010 U.S. Census and the total families, families in poverty, families with incomes less than twice the poverty level, and people with disabilities are based on the 2008-2012 American Community Survey.

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

Table N.14
Additional Percent Having Access to 100,000 or More Jobs by Transit under the Fiscally Constrained Transportation Plan

Minorities^a			
Plan	Minority Population	Non-Minority Population	
FCTP - 2050	3	1	

Families in Poverty and with Incomes Less Than Twice the Poverty Level^a				
Plan	Families in Poverty	Families Not in Poverty	Families with Incomes Less Than Twice the Poverty Level	Families with Incomes More Than Twice the Poverty Level
FCTP - 2050	3	1	2	1

People with Disabilities^a		
Plan	People with Disabilities	People without Disabilities
FCTP - 2050	2	2

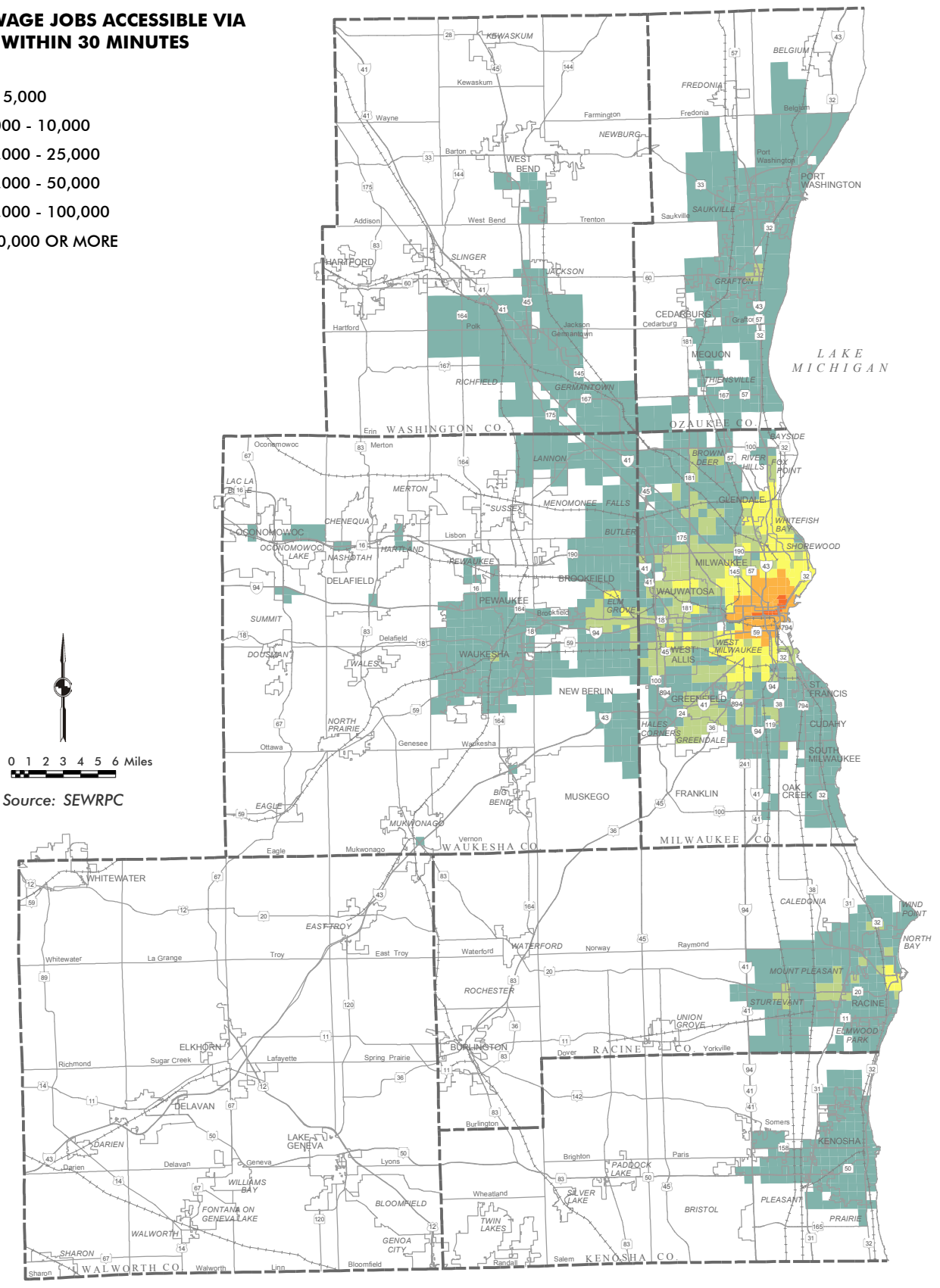
^a Total population and minority population based on 2010 U.S. Census and the total families, families in poverty, families with incomes less than twice the poverty level, and people with disabilities are based on the 2008-2012 American Community Survey.

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

Map N.21
Lower Wage Jobs Accessible by Transit in 30 Minutes: Existing

LOWER WAGE JOBS ACCESSIBLE VIA TRANSIT WITHIN 30 MINUTES

- 0
- 1 - 5,000
- 5,000 - 10,000
- 10,000 - 25,000
- 25,000 - 50,000
- 50,000 - 100,000
- 100,000 OR MORE



0 1 2 3 4 5 6 Miles

Source: SEWRPC

Map N.22
Lower Wage Jobs Accessible by Transit in 30 Minutes: FCTP

**LOWER WAGE JOBS ACCESSIBLE VIA
 TRANSIT WITHIN 30 MINUTES**

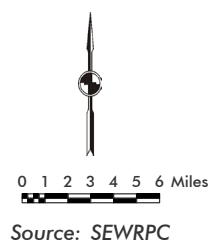
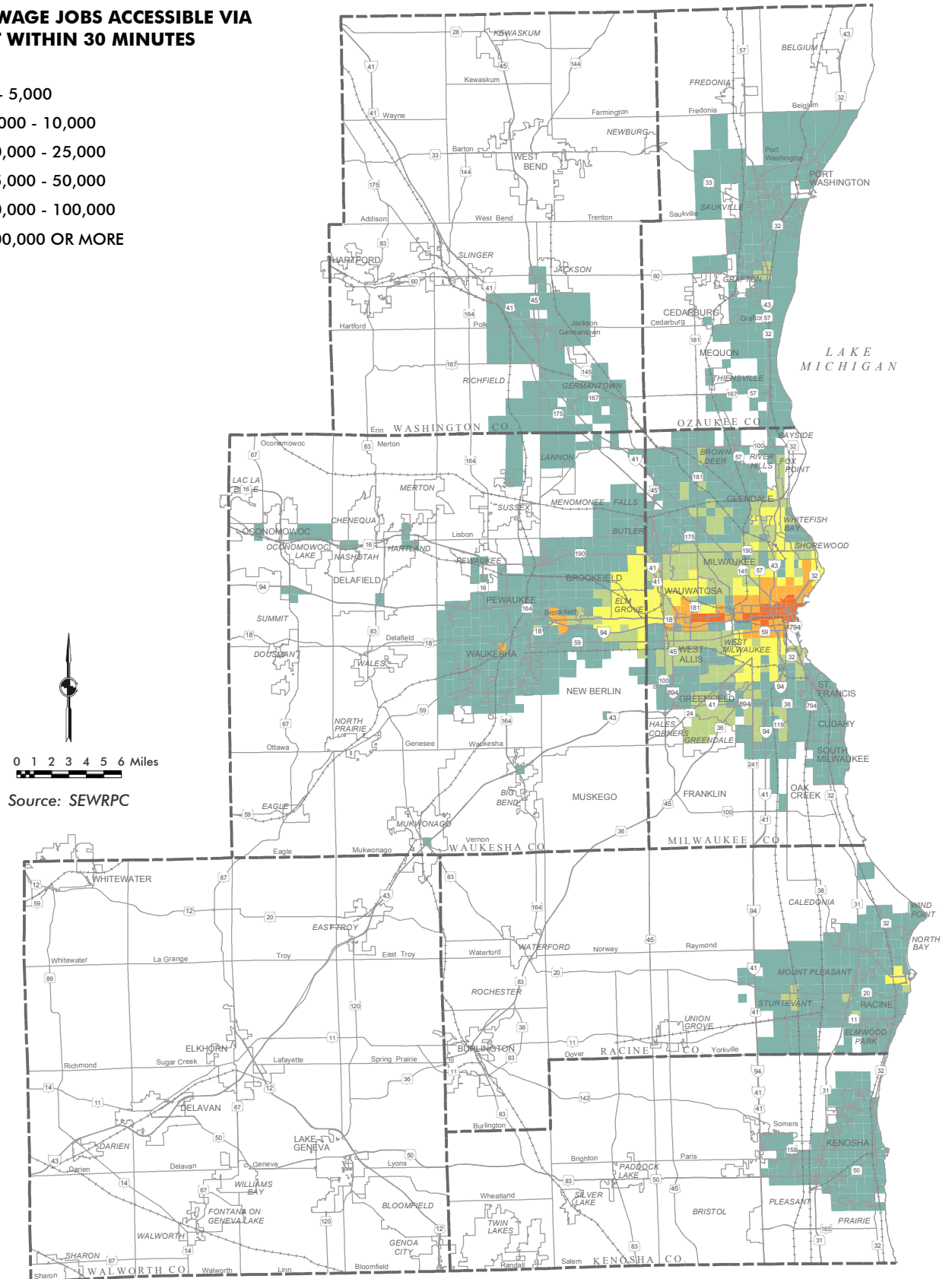
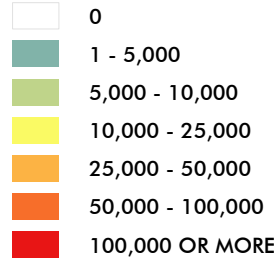


Table N.15
Access to Lower Wage Jobs within 30 Minutes by Transit

Minority Population^a							
Plan	25,000 or More Jobs		10,000 or More Jobs		5,000 or More Jobs		Total Minority Population
	People	Percent	People	Percent	People	Percent	
Existing - 2010	66,800	11.5	177,200	30.4	304,200	52.2	582,900
FCTP - 2050	63,800	10.9	156,100	26.8	280,900	48.2	582,900

Families in Poverty^a							
Plan	25,000 or More Jobs		10,000 or More Jobs		5,000 or More Jobs		Total Families in Poverty
	Families	Percent	Families	Percent	Families	Percent	
Existing - 2010	6,000	11.5	16,200	31.0	26,000	49.7	52,300
FCTP - 2050	5,700	10.9	14,100	27.0	24,300	46.5	52,300

Families with Incomes Less Than Twice the Poverty Level^a							
Plan	25,000 or More Jobs		10,000 or More Jobs		5,000 or More Jobs		Total Families with Incomes Less Than Twice the Poverty Level
	Families	Percent	Families	Percent	Families	Percent	
Existing - 2010	9,700	8.0	28,800	23.8	50,700	41.9	121,000
FCTP - 2050	9,600	7.9	25,700	21.2	47,600	39.3	121,000

People with Disabilities^a							
Plan	25,000 or More Jobs		10,000 or More Jobs		5,000 or More Jobs		Total Population with Disabilities
	People	Percent	People	Percent	People	Percent	
Existing - 2010	12,300	5.6	35,300	16.0	70,500	32.0	220,600
FCTP - 2050	13,800	6.3	33,800	15.3	67,300	30.5	220,600

^a Total population and minority population based on 2010 U.S. Census and the total families, families in poverty, and people with disabilities are based on the 2008-2012 American Community Survey.

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

have access to 25,000 lower wage jobs within 30 minutes under both existing conditions and the FCTP.

Table N.16 shows the existing minority and low-income populations that would have reasonable access (within 30 minutes) by transit to various activity centers under existing conditions and the FCTP. The transit service under the FCTP would result in a change from existing conditions in access to the activity centers analyzed ranging from a 2 percent increase to a 7 percent decrease for existing minority and lower income populations and people with disabilities.

As shown in Table N.17, the transit service under the FCTP would result in a change from existing conditions of ranging from a 1 percent increase and a 7 percent decline in total minority population that would have reasonable access to activity centers, as compared to a change ranging from a 1 percent increase to a 3 percent decline in total non-minority population. Similarly, the transit service under the FCTP would result in a change from existing conditions ranging from a 1 percent increase to a 6 percent decline in total families in poverty and families with income less than twice the poverty level that would have reasonable access to most activity centers under, as compared to a change ranging from 1 percent increase to a 3 percent decline in

Table N.16
Reasonable Access to Activity Centers by Transit^a

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

Families in Poverty^b					
Activity Center	Existing (2015)		FCTP (2050)		Total Families in Poverty
	Families	Percent	Families	Percent	
Retail Centers	9,000	17.2	9,800	18.7	52,300
Major Parks	4,400	8.4	4,500	8.6	52,300
Public Technical Colleges and Universities	14,800	28.3	13,500	25.8	52,300
Health Care Facilities	25,600	48.9	22,500	43.0	52,300
Grocery Stores	38,400	73.4	37,000	70.7	52,300
General Mitchell International Airport	5,900	11.3	5,200	9.9	52,300
Milwaukee Regional Medical Center	13,100	25.0	12,200	23.3	52,300

Families with Incomes Less Than Twice the Poverty Level^b					
Activity Center	Existing (2015)		FCTP (2050)		Total Families
	Families	Percent	Families	Percent	
Retail Centers	17,600	14.5	19,000	15.7	121,000
Major Parks	8,400	6.9	8,400	6.9	121,000
Public Technical Colleges and Universities	28,000	23.1	26,200	21.7	121,000
Health Care Facilities	51,700	42.7	45,200	37.4	121,000
Grocery Stores	80,000	66.1	76,500	63.2	121,000
General Mitchell International Airport	12,600	10.4	10,900	9.0	121,000
Milwaukee Regional Medical Center	25,700	21.2	23,400	19.3	121,000

People with Disabilities^b					
Activity Center	Existing (2015)		FCTP (2050)		Total Population with Disabilities
	People	Percent	People	Percent	
Retail Centers	31,700	14.4	33,700	15.3	220,600
Major Parks	16,600	7.5	15,700	7.1	220,600
Public Technical Colleges and Universities	42,300	19.2	40,600	18.4	220,600
Health Care Facilities	74,700	33.9	67,200	30.5	220,600
Grocery Stores	121,700	55.2	114,500	51.9	220,600
General Mitchell International Airport	16,100	7.3	13,500	6.1	220,600
Milwaukee Regional Medical Center	40,100	18.2	36,000	16.3	220,600

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

^b Total population and minority population based on 2010 U.S. Census and the total families, families in poverty, and people with disabilities are based on the 2008-2012 American Community Survey.

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

Table N.17
Change in Percent of Reasonable Access to Activity Centers by Transit
under the Fiscally Constrained Transportation Plan

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

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

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

^a Total population and minority population based on 2010 U.S. Census and the total families, families in poverty, and people with disabilities are based on the 2008-2012 American Community Survey.

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

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

total families not in poverty and families with income higher than twice the poverty level. With respect to people with disabilities, the FCTP would result in a change from existing conditions ranging from a 1 percent increase to a 3 percent decline in total people with disabilities that would have reasonable access to most activity centers, with similar changes for people without disabilities.

- **Comparing Accessibility for Transit and Driving:** A comparison of the accessibility under the transit element of the FCTP to the accessibility under the highway element of the FCTP indicates that the transit element would result in either slight increases or slight declines in transit accessibility to jobs and other activities, and the highway element would result in slight increases in highway accessibility to jobs and other activities. The slight increases in highway accessibility would benefit the majority of minority and low-income people who travel by automobile.

MINORITY AND LOW-INCOME POPULATIONS SERVED BY TRANSIT

Minority and lower income populations, along with people with disabilities, utilize public transit at a higher proportion relative to other modes of travel than the relative remaining population of the Region. An evaluation was conducted of the characteristics of the existing population located within the service area of the public transit system under the FCTP. Table N.18 and Maps N.23 through N.32 show the existing minority populations, lower income populations (families in poverty and families with incomes below twice the poverty limit), and people with disabilities within walking distance of transit under existing conditions and the FCTP.

- **Existing Transit Service:** Most of the base year 2015 routes and service areas for the public transit systems in the Region serve the principal concentrations of existing minority and lower income populations. Specifically, about 488,100 minority persons (or 84 percent of total minority population) and 616,400 non-minority persons (or 43 percent of total non-minority population) are served by year 2015 public transit. With respect to lower income populations, 40,800 (or 78 percent of) families in poverty and 203,500 (or 45 percent) of total families not in poverty are served by year 2015 public transit. Similarly, 85,300 (or 71 percent of) families with incomes less than twice the poverty level and 159,000 (or 41 percent of) families with income more than twice the poverty level are served by year 2015 public transit. With respect to people with disabilities, 130,500 (or 59 percent of) persons with disabilities and 915,200 (or 52 percent of) persons not having a disability are served by year 2015 public transit.
- **The FCTP:** Most of the transit routes and service areas under the FCTP would continue to serve the principal concentrations of existing minority and lower income populations and people with disabilities. Specifically, about 470,100 minority persons (or 81 percent of total minority population) and 556,400 non-minority persons (or 39 percent of total non-minority population) are served by public transit under the FCTP. With respect to lower income populations, 39,200 (or 75 percent of) families in poverty and 185,200 (or 41 percent) of total families not in poverty are served by public transit under the FCTP. Similarly, 81,300 (or 67 percent of) families with incomes less than twice the poverty level and 143,100 (or 38 percent of) families with income more than twice the poverty level are served by public transit under the FCTP. With

Table N.18
Minority and Low-Income Populations Served by Transit

Minority Population^a					
Plan	Total Transit Service		Fixed-Guideway Transit Service^b		Total Minority Population
	People	Percent	People	Percent	
Existing - 2015	488,100	83.7	0	0.0	582,900
FCTP - 2050	470,100	80.6	18,600	3.2	582,900

Families in Poverty^a					
Plan	Total Transit Service		Fixed-Guideway Transit Service^b		Total Families in Poverty
	Families	Percent	Families	Percent	
Existing - 2015	40,800	78.0	0	0.0	52,300
FCTP - 2050	39,200	75.0	1,700	3.3	52,300

Families with Incomes Less Than Twice the Poverty Level^a					
Plan	Total Transit Service		Fixed-Guideway Transit Service^b		Total Families
	Families	Percent	Families	Percent	
Existing - 2015	85,300	70.5	0	0.0	121,000
FCTP - 2050	81,300	67.2	3,000	2.5	121,000

People with Disabilities^a					
Plan	Total Transit Service		Fixed-Guideway Transit Service^b		Total Population with Disabilities
	People	Percent	People	Percent	
Existing - 2015	130,500	59.2	0	0.0	220,600
FCTP - 2050	121,500	55.1	4,700	2.1	220,600

^a Minority population is based on the 2010 U.S. Census and families in poverty, families with incomes less than twice the poverty level, and people with disabilities are based on the 2008-2012 American Community Survey.

^b Includes rapid transit and commuter rail services.

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

Map N.23

Comparison of Locations of Existing Concentrations of Total Minority Persons to Public Transit Element: Existing

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

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

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

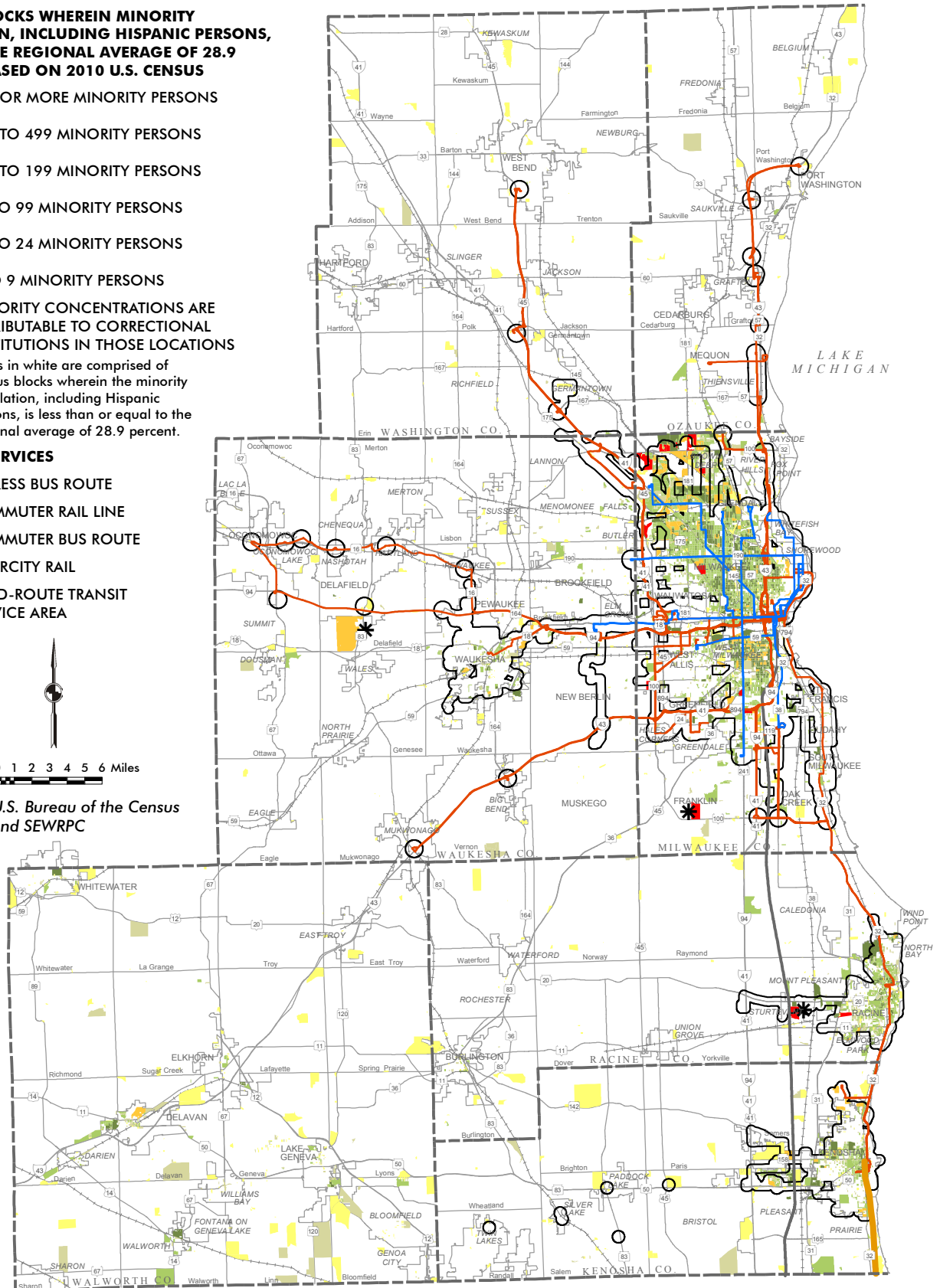
TRANSIT SERVICES

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



0 1 2 3 4 5 6 Miles

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



Map N.24

Comparison of Locations of Existing Concentrations of Total Minority Persons to Public Transit Element: FCTP

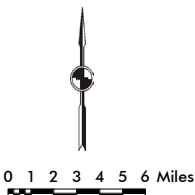
CENSUS BLOCKS WHEREIN MINORITY POPULATION, INCLUDING HISPANIC PERSONS, EXCEEDS THE REGIONAL AVERAGE OF 28.9 PERCENT BASED ON 2010 U.S. CENSUS

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

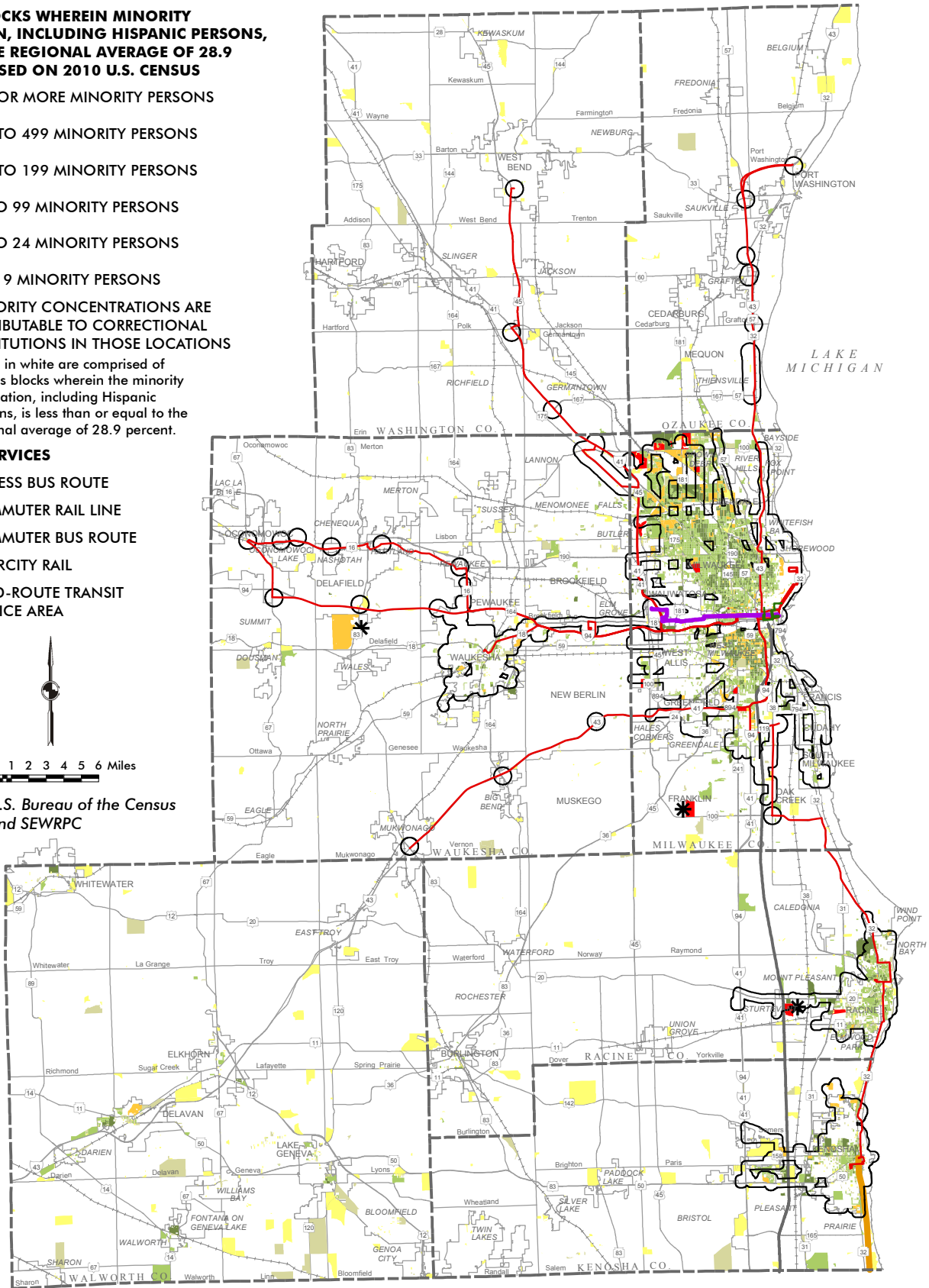
Note: Areas in white are comprised of census blocks wherein the minority population, including Hispanic persons, is less than or equal to the regional average of 28.9 percent.

TRANSIT SERVICES

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



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



Map N.25
Comparison of Locations of Concentrations of Year 2010
Races/Ethnicities to Public Transit Element: Existing

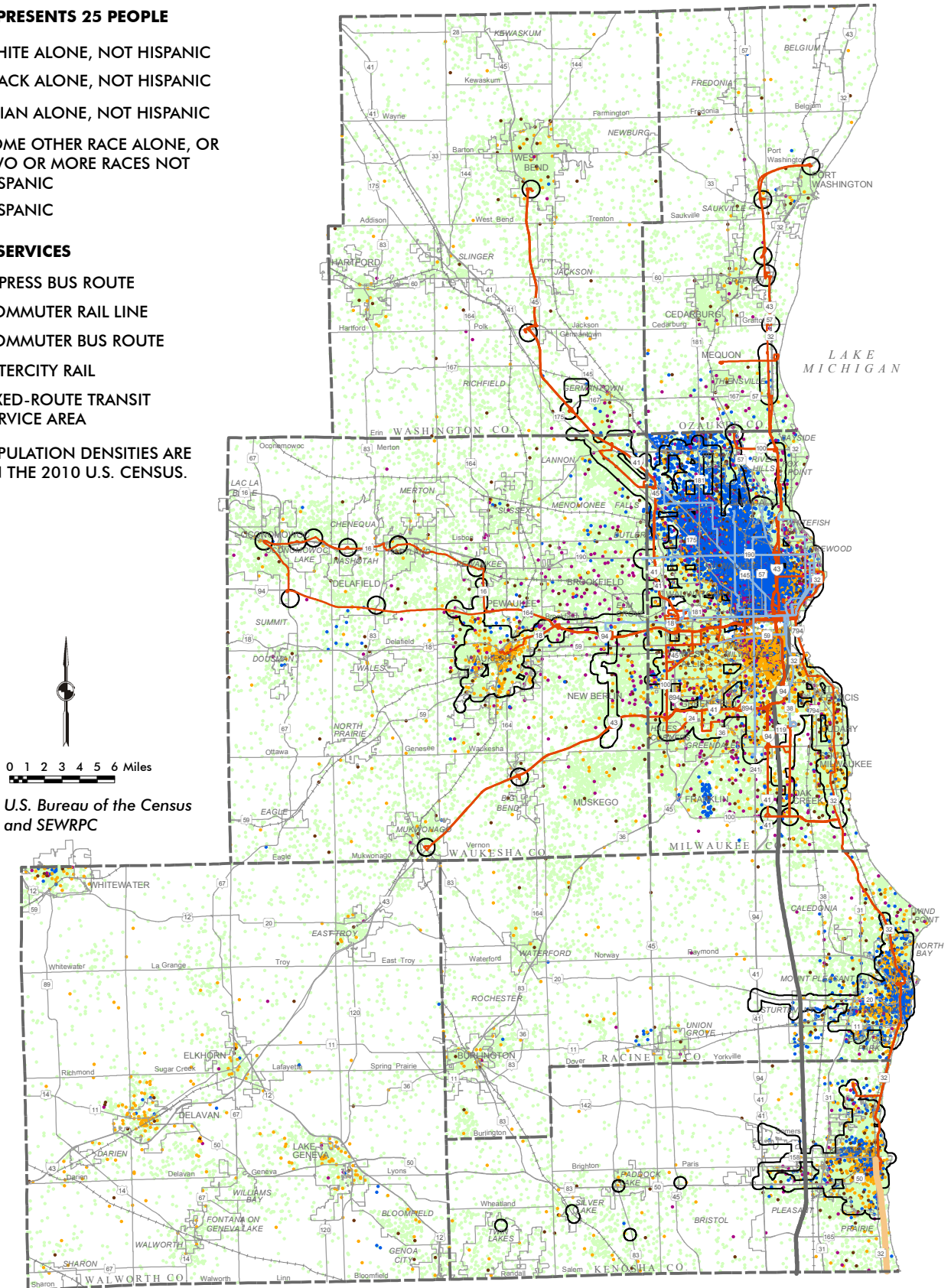
1 DOT REPRESENTS 25 PEOPLE

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

TRANSIT SERVICES

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

NOTE: POPULATION DENSITIES ARE BASED ON THE 2010 U.S. CENSUS.



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

Map N.26
Comparison of Locations of Concentrations of Year 2010
Races/Ethnicities to Public Transit Element: FCTP

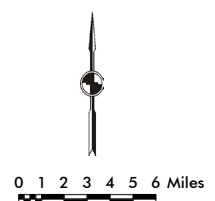
1 DOT REPRESENTS 25 PEOPLE

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

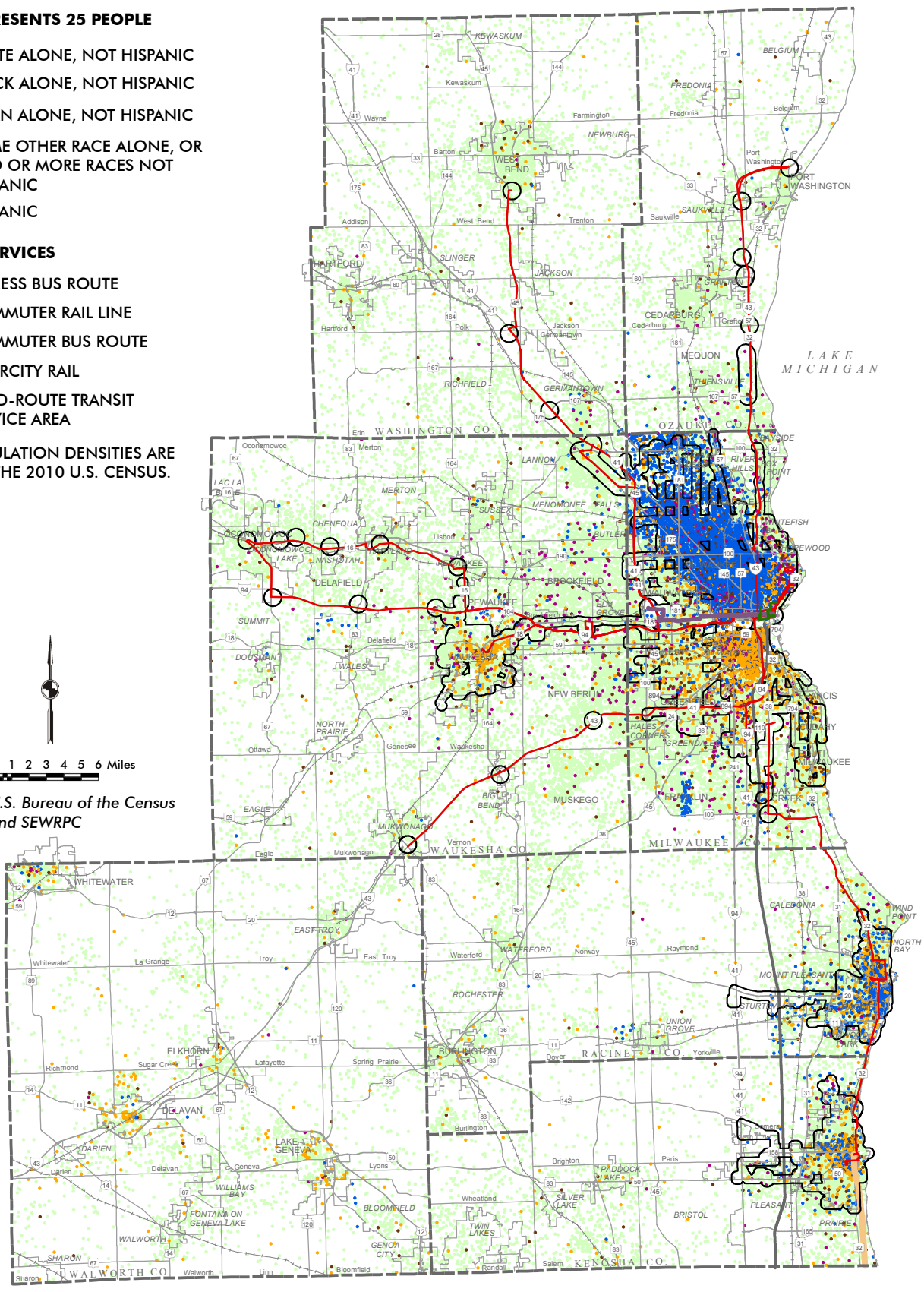
TRANSIT SERVICES

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

NOTE: POPULATION DENSITIES ARE BASED ON THE 2010 U.S. CENSUS.



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



Map N.27 Comparison of Locations of Existing Concentrations of Families in Poverty to Public Transit Element: Existing

CENSUS TRACTS WHEREIN THE FAMILIES IN POVERTY EXCEEDED THE REGIONAL AVERAGE OF 10.3 PERCENT BASED ON 2008-2012 U.S. CENSUS AMERICAN COMMUNITY SURVEY

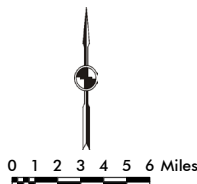
- FEWER THAN 100 FAMILIES IN POVERTY
- 100-199 FAMILIES IN POVERTY
- 200-299 FAMILIES IN POVERTY
- 300 OR MORE FAMILIES IN POVERTY

Notes: Areas in white are comprised of census tracts wherein the families in poverty are less than or equal to the regional average of 10.3 percent.

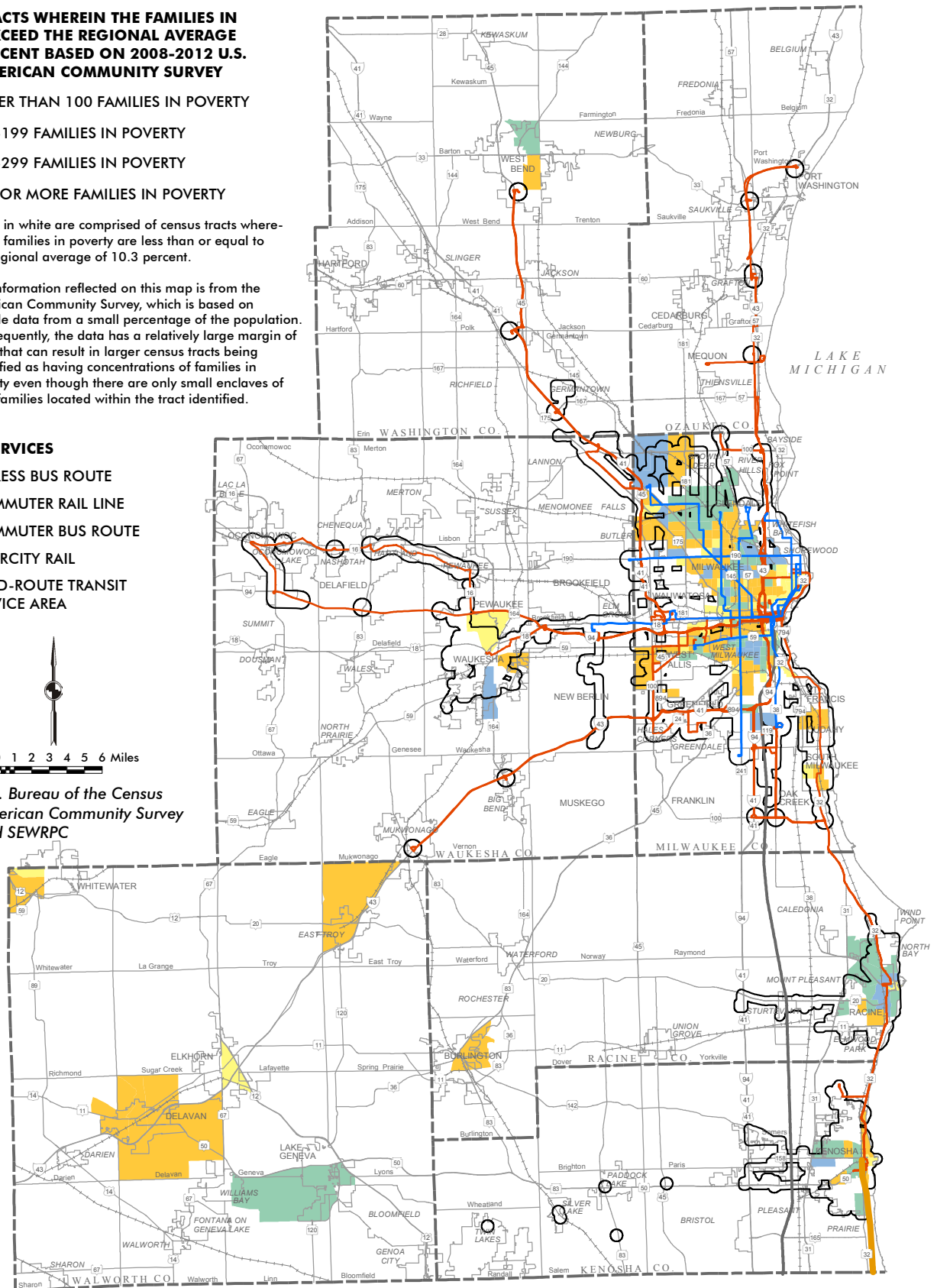
The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families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

TRANSIT SERVICES

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



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



Map N.28

Comparison of Locations of Existing Concentrations of Families in Poverty to Public Transit Element: FCTP

CENSUS TRACTS WHEREIN THE FAMILIES IN POVERTY EXCEEDED THE REGIONAL AVERAGE OF 10.3 PERCENT BASED ON 2008-2012 U.S. CENSUS AMERICAN COMMUNITY SURVEY

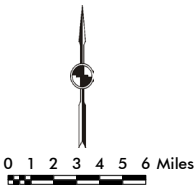
- FEWER THAN 100 FAMILIES IN POVERTY
- 100-199 FAMILIES IN POVERTY
- 200-299 FAMILIES IN POVERTY
- 300 OR MORE FAMILIES IN POVERTY

Notes: Areas in white are comprised of census tracts wherein the families in poverty are less than or equal to the regional average of 10.3 percent.

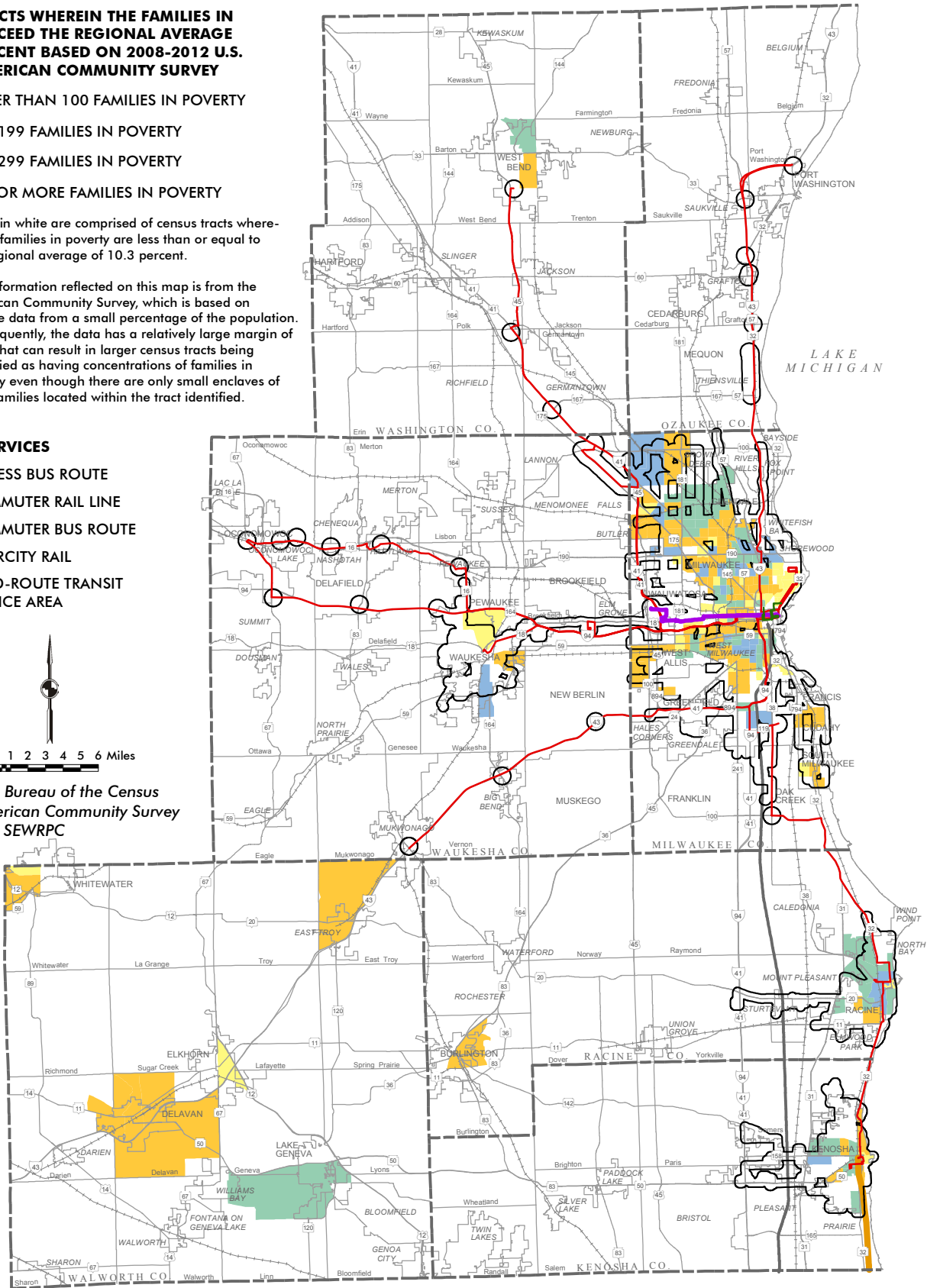
The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families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

TRANSIT SERVICES

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



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



Map N.29 Comparison of Locations of Existing Concentrations of Families with Income Less Than Twice the Poverty Level to Public Transit Element: Existing

CENSUS TRACTS WHEREIN THE FAMILIES WITH INCOMES LESS THAN TWICE THE POVERTY LEVEL EXCEED THE REGIONAL AVERAGE OF 23.8 PERCENT BASED ON 2008-2012 U.S. CENSUS AMERICAN COMMUNITY SURVEY

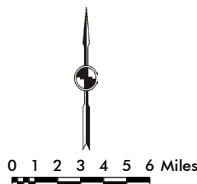
- FEWER THAN 100 FAMILIES
- 100-199 FAMILIES
- 200-299 FAMILIES
- 300 OR MORE FAMILIES

Notes: Areas in white are comprised of census tracts wherein the families with incomes less than twice the poverty level are less than or equal to the regional average of 23.8 percent.

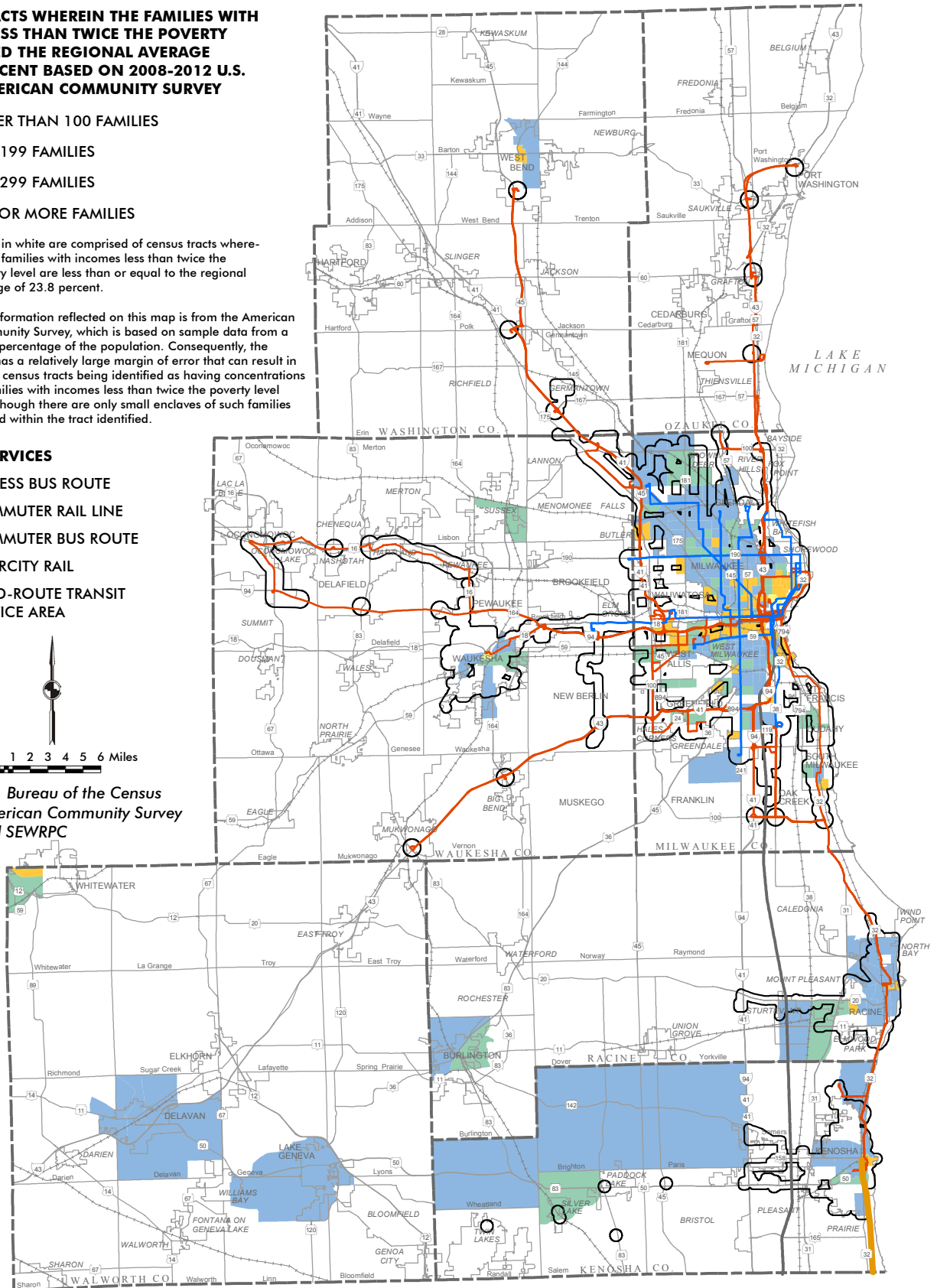
The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families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

TRANSIT SERVICES

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



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



Map N.30

Comparison of Locations of Existing Concentrations of Families with Income Less Than Twice the Poverty Level to Public Transit Element: FCTP

CENSUS TRACTS WHEREIN THE FAMILIES WITH INCOMES LESS THAN TWICE THE POVERTY LEVEL EXCEED THE REGIONAL AVERAGE OF 23.8 PERCENT BASED ON 2008-2012 U.S. CENSUS AMERICAN COMMUNITY SURVEY

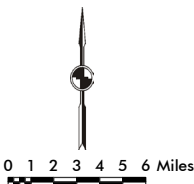
- FEWER THAN 100 FAMILIES
- 100-199 FAMILIES
- 200-299 FAMILIES
- 300 OR MORE FAMILIES

Notes: Areas in white are comprised of census tracts wherein the families with incomes less than twice the poverty level are less than or equal to the regional average of 23.8 percent.

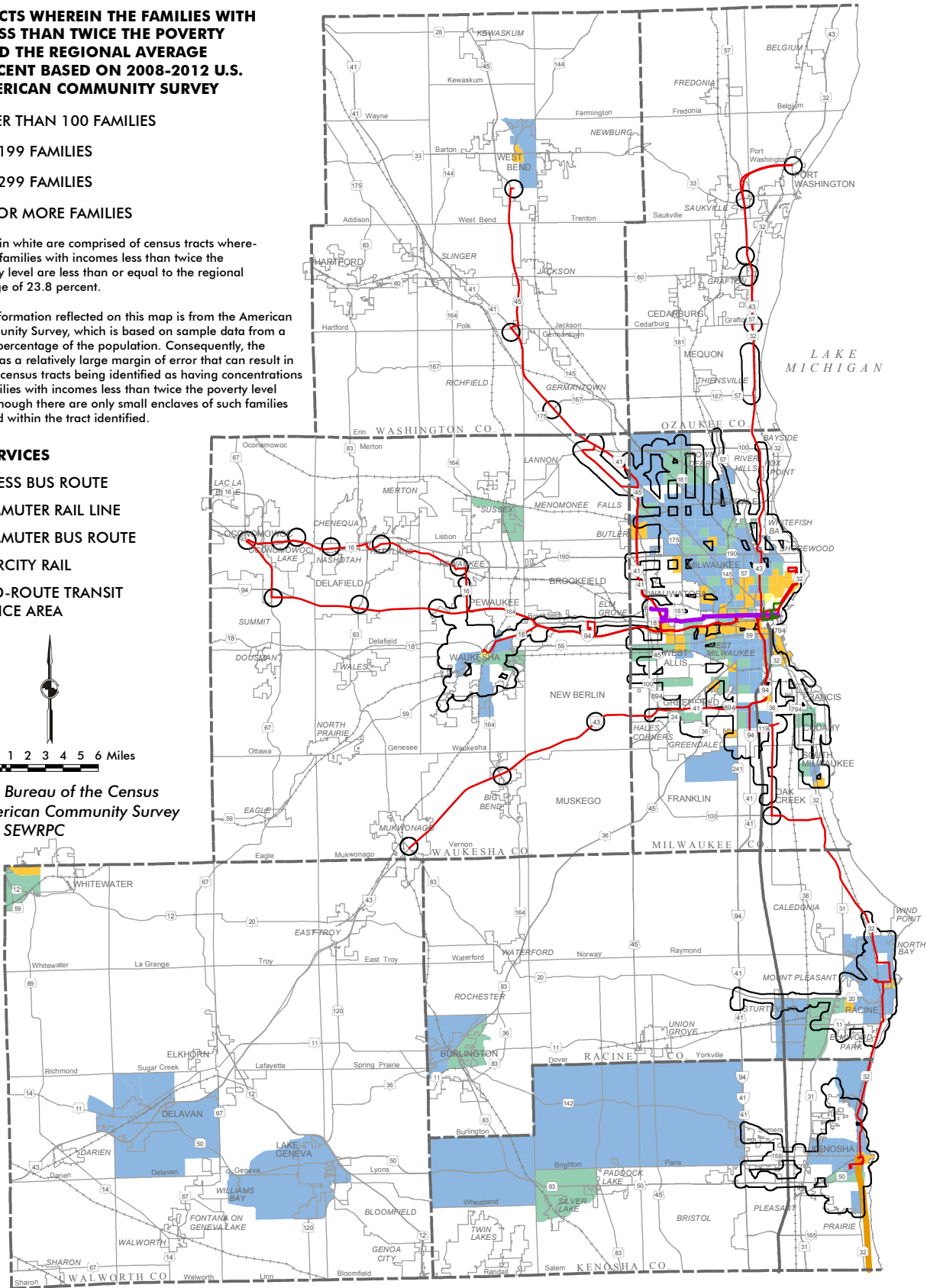
The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families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

TRANSIT SERVICES

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



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



Map N.31

Comparison of Locations of Existing Concentrations of People with Disabilities to Public Transit Element: Existing

CENSUS TRACTS WHEREIN THE PEOPLE WITH DISABILITIES EXCEED THE REGIONAL AVERAGE OF 11 PERCENT BASED ON 2008-2012 U.S. CENSUS AMERICAN COMMUNITY SURVEY

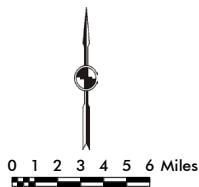
- FEWER THAN 250 PEOPLE WITH DISABILITIES
- 250 - 499 PEOPLE WITH DISABILITIES
- 500 - 749 PEOPLE WITH DISABILITIES
- 750 OR MORE PEOPLE WITH DISABILITIES

Notes: Areas in white are comprised of census tracts wherein the number of people with disabilities is less than or equal to the regional average of 11 percent.

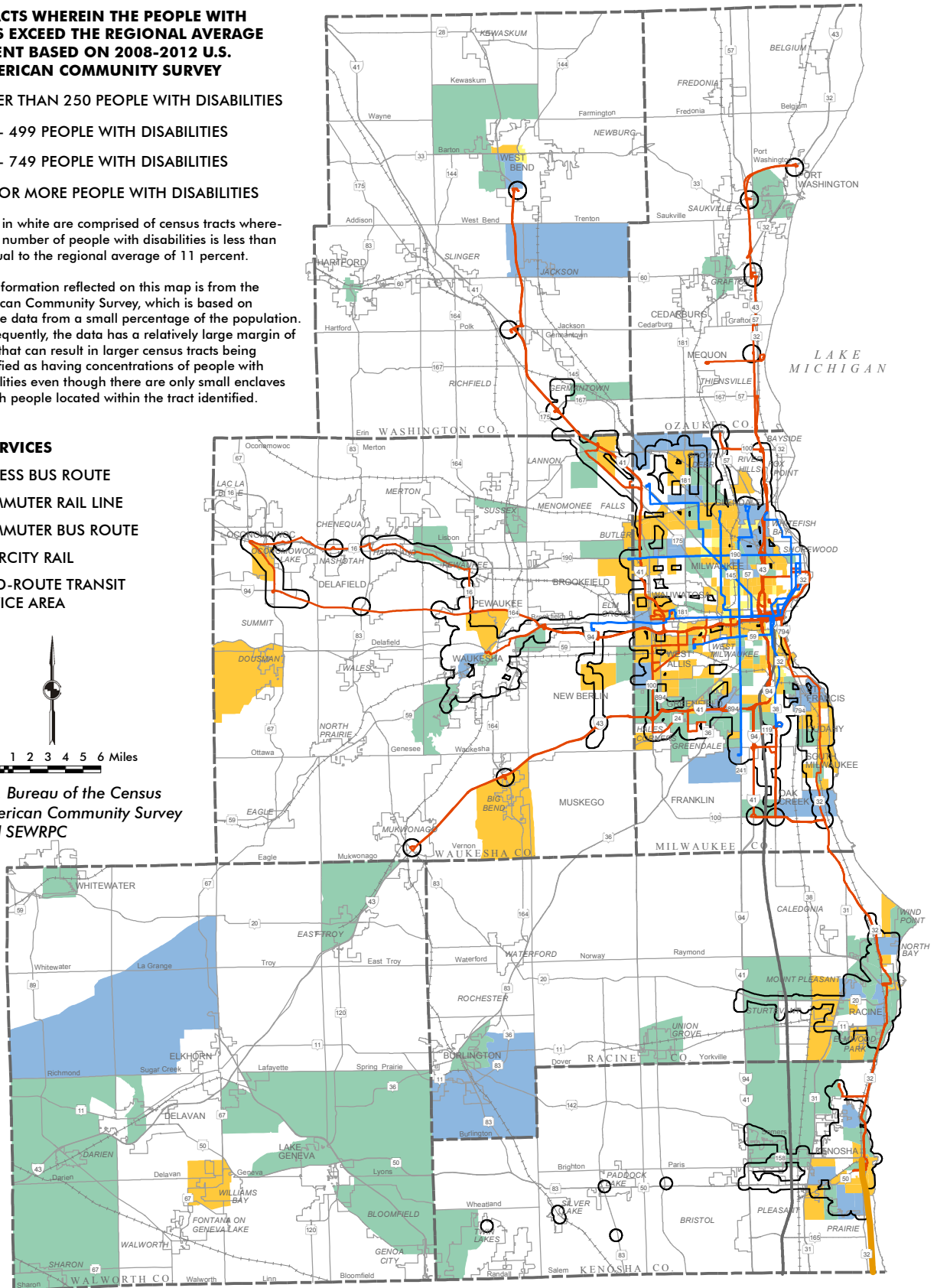
The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of people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

TRANSIT SERVICES

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



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



Map N.32 Comparison of Locations of Existing Concentrations of People with Disabilities to Public Transit Element: FCTP

CENSUS TRACTS WHEREIN THE PEOPLE WITH DISABILITIES EXCEED THE REGIONAL AVERAGE OF 11 PERCENT BASED ON 2008-2012 U.S. CENSUS AMERICAN COMMUNITY SURVEY

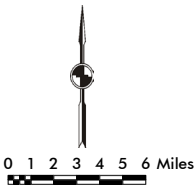
- FEWER THAN 250 PEOPLE WITH DISABILITIES
- 250 - 499 PEOPLE WITH DISABILITIES
- 500 - 749 PEOPLE WITH DISABILITIES
- 750 OR MORE PEOPLE WITH DISABILITIES

Notes: Areas in white are comprised of census tracts wherein the number of people with disabilities is less than or equal to the regional average of 11 percent.

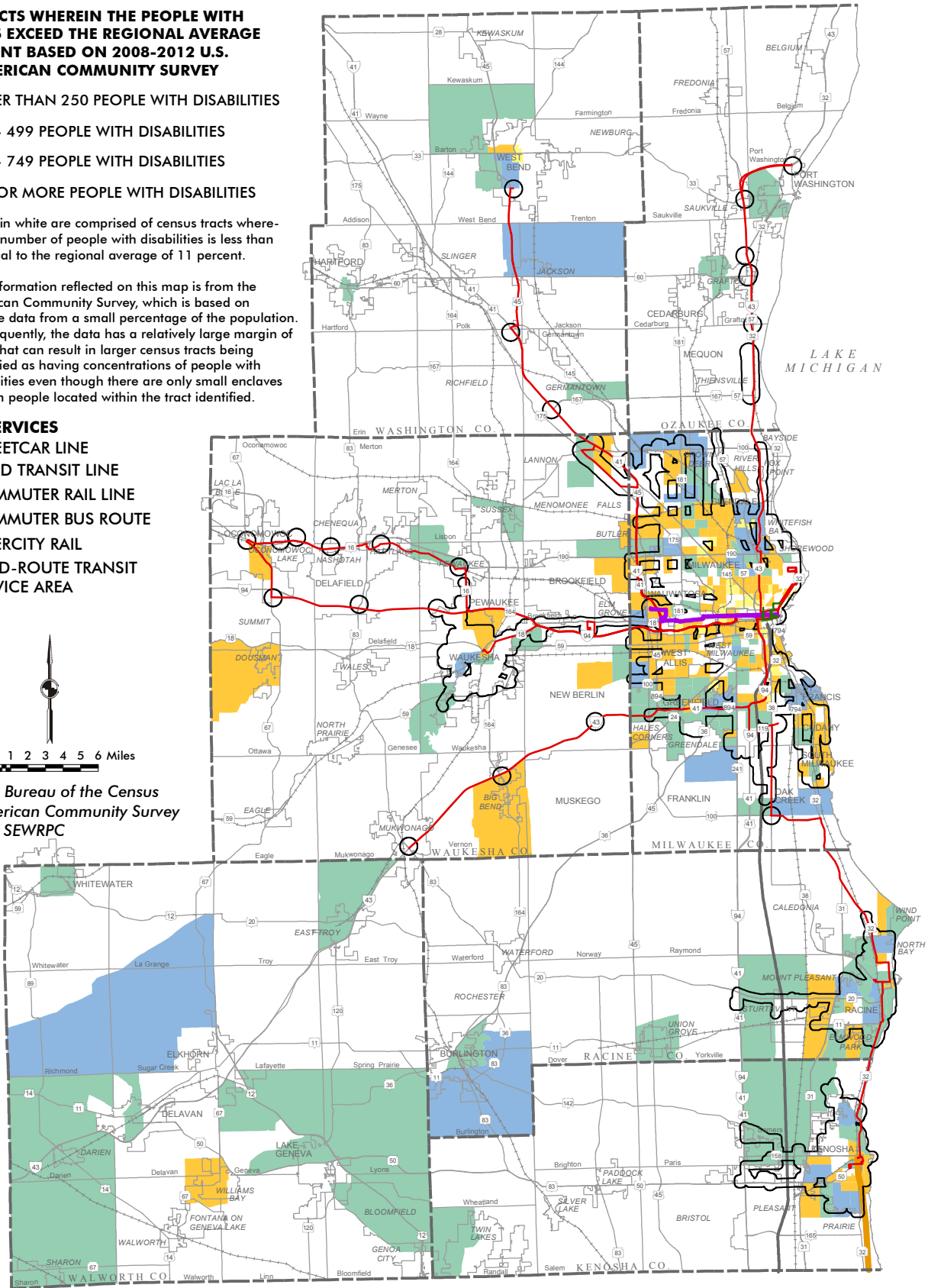
The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of people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

TRANSIT SERVICES

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



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



respect to people with disabilities, 121,500 (or 55 percent of) persons with disabilities and 846,700 (or 48 percent of) persons not having a disability are served by public transit under the FCTP.

TRANSIT SERVICE QUALITY FOR MINORITY AND LOW-INCOME POPULATIONS

Based on the amount and speed of transit service, levels of transit quality—Excellent, Very Good, Good, and Basic⁴—that would be provided to existing minority and low-income populations were determined under existing conditions and the FCTP. Based on this analysis, the quality of transit service provided under existing conditions and the FCTP are shown on Maps N.33 and N.34, respectively. These maps were compared to locations of existing minority populations, lower income populations (families in poverty and families with income less than twice the poverty level), and people with disabilities in the Region, as shown on Maps N.6, N.8, N.19, and N.20. This comparison demonstrates that quality transit service—Excellent, Very Good, and Good—principally serves these populations.

- **Existing Transit Service:** Most of the base year 2015 routes and service areas providing quality transit service in the Region serve the principal concentrations of existing minority and lower income populations, as shown on Table N.19. Specifically, about 279,900 minority persons (or 48 percent of total minority population) and 210,400 non-minority persons (or 15 percent of total non-minority population) are served by quality transit service under existing conditions. With respect to lower income populations, 24,200 (or 46 percent of) families in poverty and 79,100 (or 17 percent) of total families not in poverty are served by quality transit service under existing conditions. Similarly, 46,600 (or 38 percent of) families with incomes less than twice the poverty level and 56,700 (or 15 percent of) families with income more than twice the poverty level are served by quality transit service under existing conditions. With respect to people with disabilities, 62,200 (or 28 percent of) persons with disabilities and 416,200 (or 23 percent of) persons not having a disability are served by quality transit service under existing conditions.

With respect to high quality transit service (Excellent or Very Good),

⁴ Areas with “Excellent” transit service are areas that are typically within walking distance of at least one rapid transit station, and also is within walking distance of multiple frequent local or express bus services. A resident living in an area of the Region with Excellent transit service has a high likelihood of not needing to own a car.

Areas with “Very Good” transit service typically include parts of the Region that are within walking distance of a rapid transit or commuter rail station, but may have fewer local or express bus routes nearby than an area with Excellent service. Alternatively, areas with Very Good service may not be within walking distance of a rapid transit or commuter rail station, but may instead be near multiple frequent local and express bus routes.

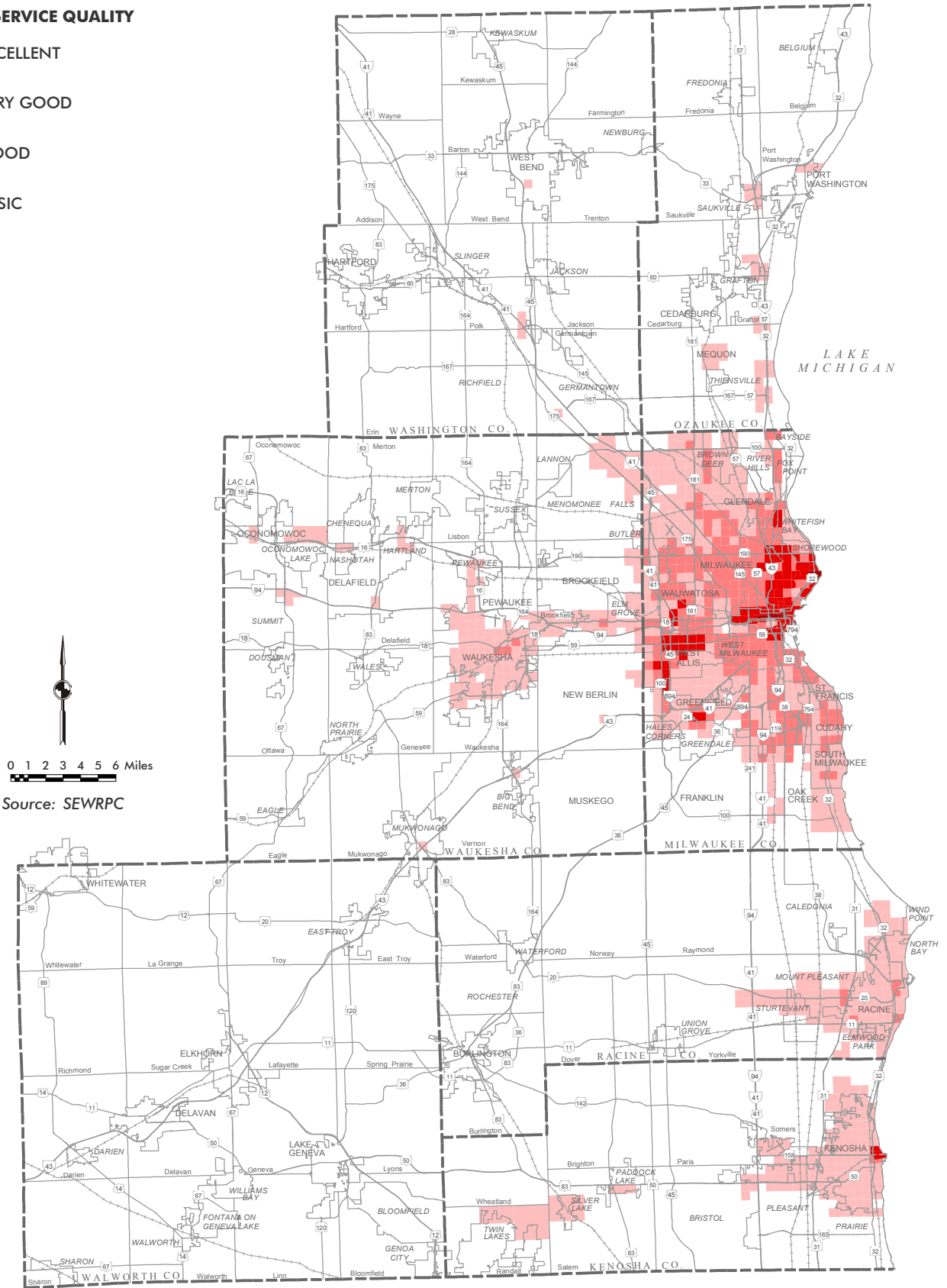
In order to have “Good” transit service, an area is within walking distance of one local or express bus route that provides service at least every 15 minutes all day, or may be near three or more local bus routes that do not provide frequent, all-day service. An area with Good transit service typically would not have access to a rapid transit line.

If a part of the Region is served by “Basic” transit service, it is within walking distance of at least one local bus route, but generally not more than two routes. The routes are not likely to have service better than every 15 minutes all day.

Map N.33
Transit Service Quality: Existing

TRANSIT SERVICE QUALITY

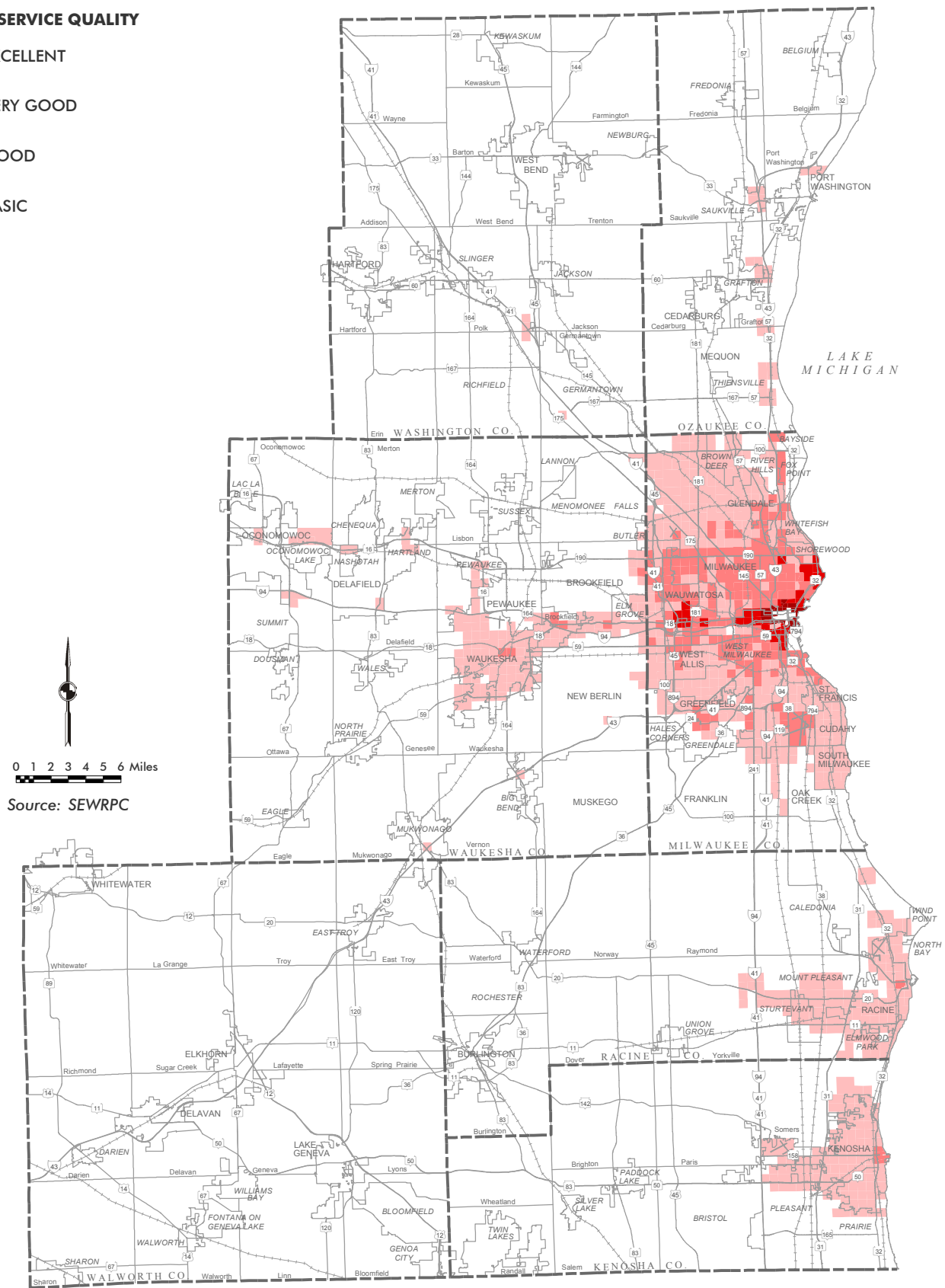
- EXCELLENT
- VERY GOOD
- GOOD
- BASIC



Map N.34
Transit Service Quality: FCTP

TRANSIT SERVICE QUALITY

- EXCELLENT
- VERY GOOD
- GOOD
- BASIC



0 1 2 3 4 5 6 Miles
 Source: SEWRPC

Table N.19
Transit Service Quality

Minority Population^a									
Plan	Excellent		Very Good		Good		Basic		Total Minority Population
	People	Percent	People	Percent	People	Percent	People	Percent	
Existing - 2015	700	0.1	50,900	8.7	228,300	39.2	208,200	35.7	582,900
FCTP - 2050	6,100	1.0	21,500	3.7	189,700	32.5	252,800	43.4	582,900

Families in Poverty^a									
Plan	Excellent		Very Good		Good		Basic		Total Families in Poverty
	Families	Percent	Families	Percent	Families	Percent	Families	Percent	
Existing - 2015	30	0.1	5,000	9.6	19,200	36.7	16,600	31.7	52,300
FCTP - 2050	300	0.6	2,000	3.8	17,200	32.9	19,700	37.7	52,300

Families with Incomes Less Than Twice the Poverty Level^a									
Plan	Excellent		Very Good		Good		Basic		Total Families
	Families	Percent	Families	Percent	Families	Percent	Families	Percent	
Existing - 2015	50	0.1	8,800	7.3	37,700	31.2	38,700	32.9	121,000
FCTP - 2050	500	0.4	3,300	2.7	32,500	26.9	45,000	37.2	121,000

People with Disabilities^a									
Plan	Excellent		Very Good		Good		Basic		Total Population with Disabilities
	People	Percent	People	Percent	People	Percent	People	Percent	
Existing - 2015	200	0.1	14,100	6.4	47,900	21.7	68,300	31.0	220,600
FCTP - 2050	1,200	0.5	4,500	2.0	41,700	18.9	74,100	33.6	220,600

^a Minority population based on 2010 U.S. Census, and families in poverty, families with incomes less than twice the poverty level, and people with disabilities is based on the 2008-2012 American Community Survey.

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

Table N.20
Minority Population and Families in Poverty Residing in Proximity of a Freeway Widening^a

Population and Families within One-Half Mile						
Plan	Total Population Near a Freeway Widening	Minority Population		Total Families Near a Freeway Widening	Families in Poverty	
		Near a Freeway Widening	Percent of Total		Near a Freeway Widening	Percent of Total
FCTP - 2050	133,100	27,100	20.4	37,000	2,800	7.6

Population and Families within a Quarter Mile						
Plan	Total Population Near a Freeway Widening	Minority Population		Total Families Near a Freeway Widening	Families in Poverty	
		Near a Freeway Widening	Percent of Total		Near a Freeway Widening	Percent of Total
FCTP - 2050	59,700	12,600	21.1	18,500	1,400	7.6

^a Total population and minority population based on 2010 U.S. Census and the total families and families in poverty are based on the 2008-2012 American Community Survey.

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

about 51,600 minority persons (or 9 percent of total minority population) and 62,800 non-minority persons (or 4 percent of total non-minority population) are served by high quality transit service under existing conditions. With respect to lower income populations, 5,000 (or 10 percent of) families in poverty and 15,000 (or 3 percent) of total families not in poverty are served by high quality transit service under existing conditions. Similarly, 8,800 (or 7 percent of) families with incomes less than twice the poverty level and 11,100 (or 3 percent of) families with income more than twice the poverty level are served by high quality transit service under existing conditions. With respect to people with disabilities, 14,300 (or 6 percent of) persons with disabilities and 100,400 (or 6 percent of) persons not having a disability are served by high quality transit service under existing conditions.

- The FCTP: Most of the transit routes and service areas providing quality transit service under the FCTP would continue to serve the principal concentrations of existing minority and lower income populations and people with disabilities, as shown on Table N.19. Specifically, about 217,300 minority persons (or 37 percent of total minority population) and 146,100 non-minority persons (or 10 percent of total non-minority population) are served by quality transit service under the FCTP. With respect to lower income populations, 19,500 (or 37 percent of) families in poverty and 56,400 (or 12 percent) of total families not in poverty are served by quality transit service under the FCTP. Similarly, 36,300 (or 30 percent of) families with incomes less than twice the poverty level and 39,600 (or 10 percent of) families with income more than twice the poverty level are served by quality transit service under the FCTP. With respect to people with disabilities, 47,400 (or 21 percent of) persons with disabilities and 317,100 (or 18 percent of) persons not having a disability are served by quality transit service under the FCTP.

With respect to high quality transit service (Excellent or Very Good), about 27,600 minority persons (or 5 percent of total minority population) and 39,700 non-minority persons (or 3 percent of total non-minority population) are served by high quality transit service under the FCTP. With respect to lower income populations, 2,300 (or 4 percent of) families in poverty and 6,200 (or 1 percent) of total families not in poverty are served by high quality transit service under the FCTP. Similarly, 3,800 (or 3 percent of) families with incomes less than twice the poverty level and 4,700 (or 1 percent of) families with income more than twice the poverty level are served by high quality transit service under the FCTP. With respect to people with disabilities, 5,700 (or 3 percent of) persons with disabilities and 56,000 (or 3 percent of) persons not having a disability are served by high quality transit service under the FCTP.

MINORITY AND LOW-INCOME POPULATIONS BENEFITED AND IMPACTED BY NEW AND WIDENED ARTERIAL STREETS AND HIGHWAY FACILITIES

An evaluation was conducted as to whether the existing minority and low-income populations within the Region would receive a disproportionate share of the impacts—both costs and benefits—of the highway improvements under the FCTP. Specifically, an analysis was conducted to determine the extent to which the existing minority and low-income populations living in these areas would receive benefits—such as improved accessibility and improved

safety—from the proposed new and widened arterials under the FCTP. As part of this analysis, a select link analysis was conducted to determine whether existing minority and low-income populations would be expected to utilize the segments of arterial streets and highways that would be improved under the FCTP. An analysis was also conducted to determine whether the existing minority and low-income populations would disproportionately bear any potential impacts from the new and widened facilities.

- **Benefits from Arterial Improvements:** While minority and low-income populations utilize public transit at a higher proportion relative to other modes of travel than non-Hispanic white and higher income populations in the Region, the automobile is by far the dominant mode of travel for minority and low-income populations. In Milwaukee County, about 81 to 88 percent of travel by minority populations to and from work is by automobile (depending on the race or ethnicity), which compares to 88 percent of the white population. Similarly, in Milwaukee County about 70 percent of travel by low-income populations to and from work is by automobile, which compares to 89 percent for populations of higher income.

Maps N.35 and N.36 show the percentage of the automobile trips within each TAZ that would utilize the segments of surface arterials and freeway improvements under the FCTP. These maps were compared to locations of current concentrations of minority and low-income populations (as shown on Maps N-6 and N-8). With respect to surface arterials, the areas that would have the greatest use of these proposed improved arterials are largely adjacent, or near, the proposed new or widened surface arterials. The proposed new and widened surface arterials are largely located outside of existing areas of minority and low-income populations.

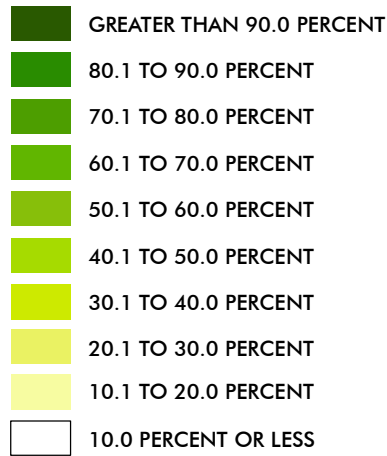
With respect to freeways, the segments of freeway proposed to be widened under the FCTP would directly serve areas of minority and low-income population, particularly in Milwaukee County. As a result, it is expected that minority and low-income populations, particularly those residing adjacent to the freeway widenings, would be utilizing and experiencing benefit from the expected improvement in accessibility associated with the proposed widenings. The FCTP does not make any recommendation with respect to whether the segment of IH 43 between Howard Avenue and Silver Spring Drive, when reconstructed, should be reconstructed with or without additional lanes. The determination as to whether this segment of IH 43 would be reconstructed with or without additional lanes would be made during preliminary engineering. Following the conclusion of the preliminary engineering for the reconstruction, VISION 2050 would be amended to reflect the decision made as to how this segment IH 43 would be reconstructed. If it is ultimately determined that this segment of IH 43 is to be reconstructed with additional lanes, the minority and low-income populations residing adjacent to this freeway widening would directly benefit from the resulting improvement in accessibility.

As previously noted, even as traffic volumes increase through the year 2050, the additional arterial street and highway system capacity under the FCTP would modestly improve accessibility to jobs and other activity centers for minority and low-income populations. The FCTP would provide similar benefit in terms of accessibility to jobs and other activity areas for existing minority and low-income populations.

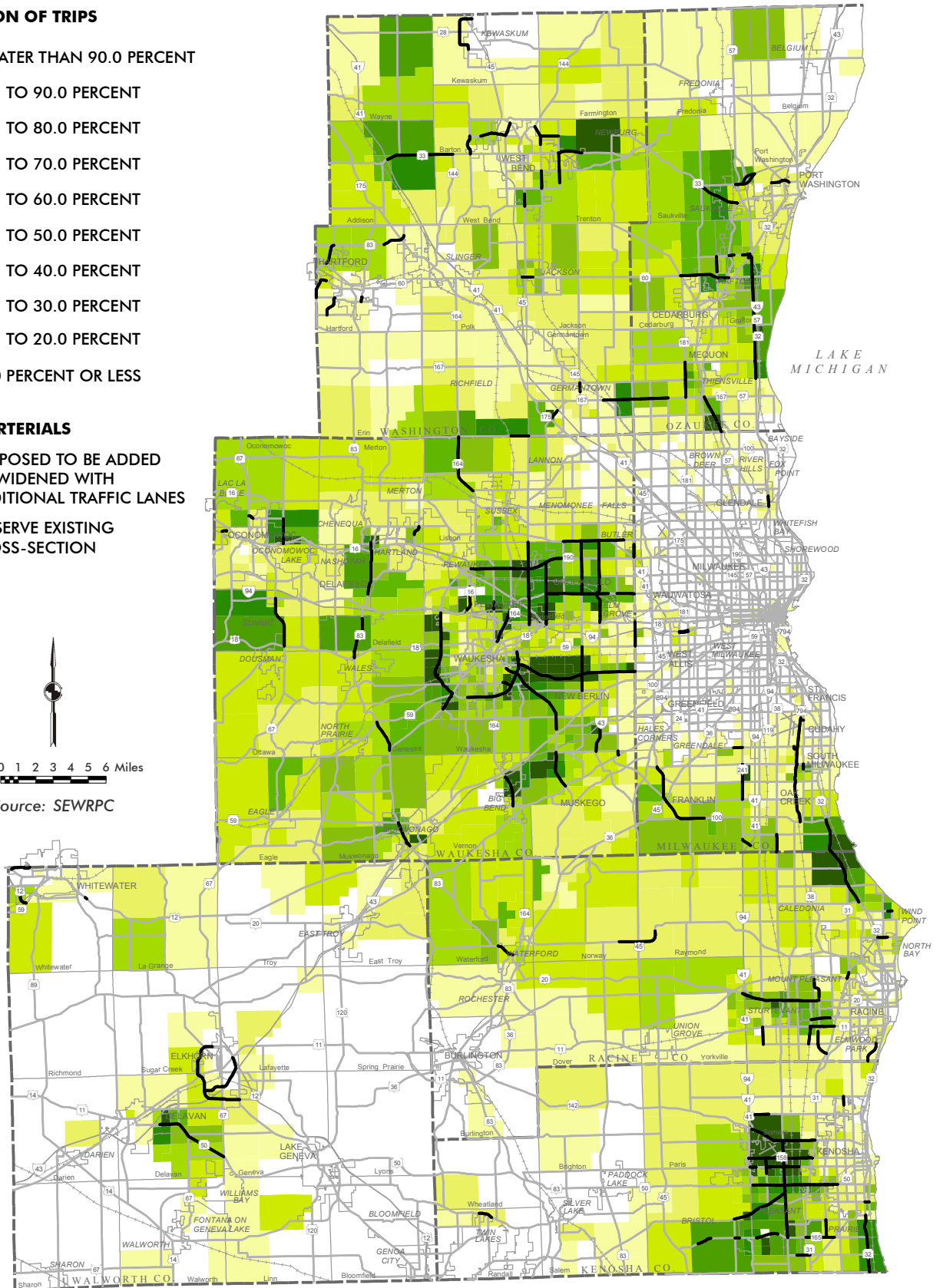
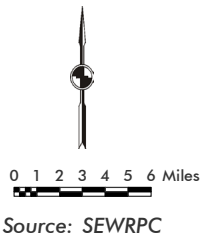
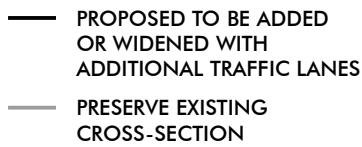
Map N.35

Proportion of Automobile Trips Using the New or Widened Surface Arterial Segments Within each Traffic Analysis Zone: FCTP

PROPORTION OF TRIPS



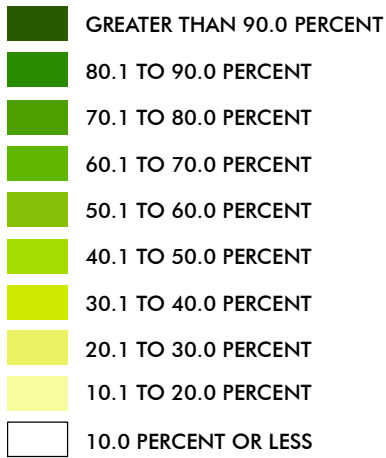
SURFACE ARTERIALS



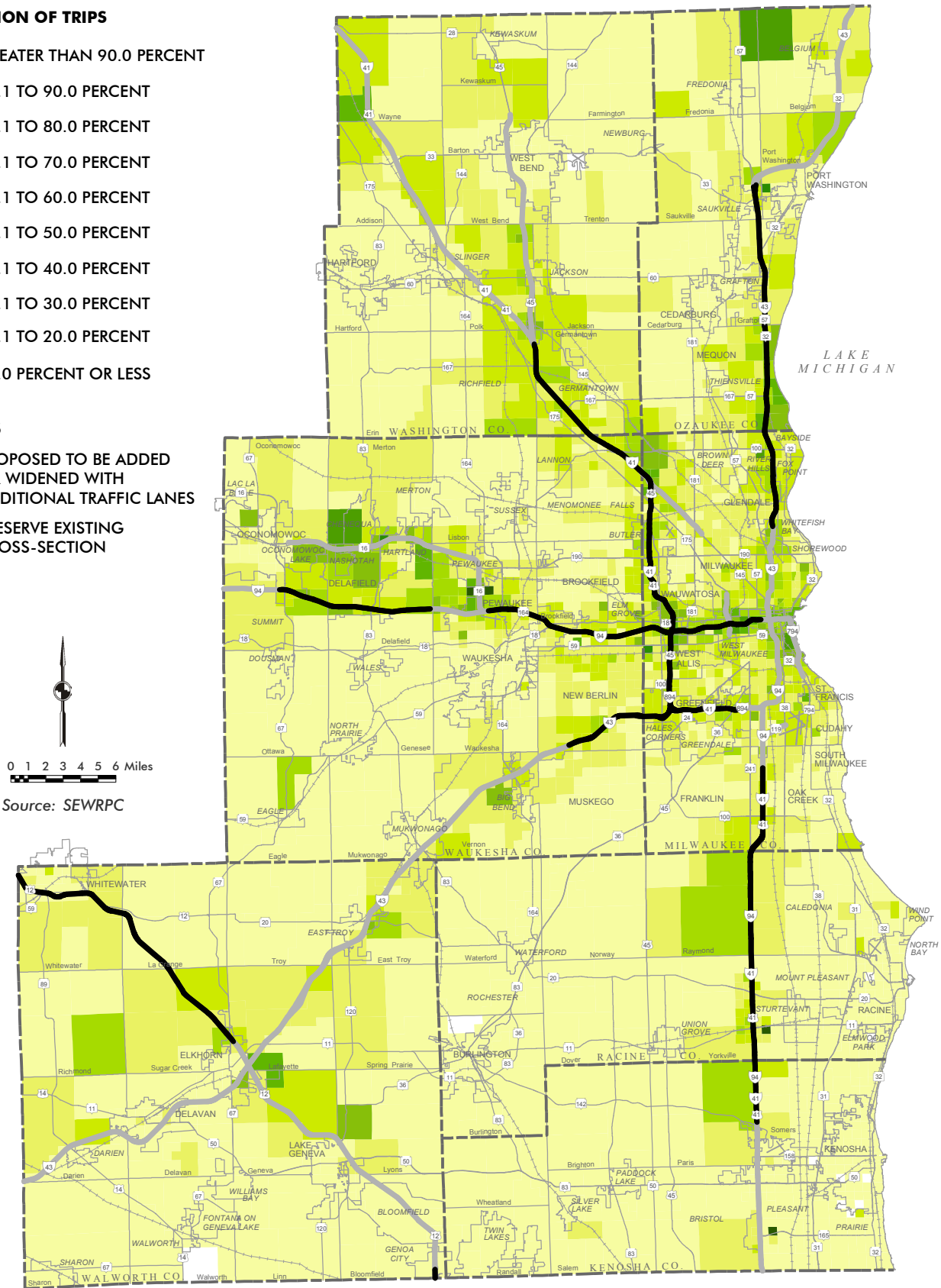
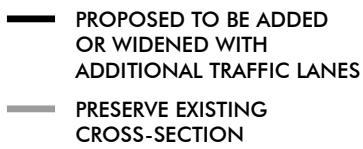
Map N.36

Proportion of Automobile Trips Using the New or Widened Freeway Segments Within each Traffic Analysis Zone: FCTP

PROPORTION OF TRIPS



FREEWAYS



Source: SEWRPC

With respect to safety, rear-end collision rates have historically been 5 to 20 times higher on congested freeways (with the highest rear-end crash rates on the most extremely congested freeways). By improving safety through the reduction in congestion along the freeway segments that would be widened, there would also be direct benefits to the existing minority and low-income populations that would use the widened freeway segments under the FCTP.

- Impacts of Widening and New Facilities: Maps N.37 through N.39 compare the locations of the highway capacity improvements under the FCTP to the areas with current concentrations of minority and low-income populations. In general, no area of the Region, or minority or low-income community, would be expected to disproportionately bear the impact of these highway improvements. Proposed surface arterial improvements are largely located outside areas of existing minority and low-income populations, and therefore their widening, new construction, and subsequent operation would be expected to have minimal negative impacts on minority and low-income populations. With respect to the proposed freeway widenings and new construction, some segments are located adjacent to existing minority populations, but most segments are not.
- Impacts from Freeway Widening: Maps N.40 and N.41 show the locations of freeways that would be widened under the FCTP compared to the existing locations of areas with concentrations of minority and low-income populations. Table N.20 shows the estimated existing minority and low-income populations residing in proximity (a-quarter mile to one-half mile) of freeway widenings. Under the FCTP, about 27,100 minority persons and 2,800 families in poverty would reside within one-half mile of a freeway widening while 12,600 minorities and 1,400 families in poverty would reside within a-quarter mile. The proportion of the minority population (about 20 percent) and families in poverty (about 8 percent) residing within one-half mile or a-quarter mile would be below the regional averages of 28.9 percent and 10.3 percent.

If it is ultimately determined that this segment of IH 43 between Howard Avenue and Silver Spring Drive is widened, then about 81,800 minority persons and 7,500 families in poverty would reside within one-half mile of a freeway widening while 38,300 minorities and 3,600 families in poverty would reside within a-quarter mile. Accordingly, the proportion of the minority population (about 40 percent) and families in poverty (about 15 percent) residing within one-half mile or a-quarter mile would exceed the regional averages of 28.9 percent and 10.3 percent.

Another way of examining the relative impact of freeway widenings is to compare the proportion of minority populations and families in poverty with the non-minority and families not in poverty that reside in proximity of the freeway widenings, as shown on Table N-21. Under the FCTP, the existing minority population and families in poverty that reside within one-half mile of freeway widenings would represent about 5 percent of the total minority population and families in poverty, compared to about 7 to 8 percent of the non-minority and families not in poverty. The existing minority population and families in poverty that reside within a quarter mile of freeway widenings would represent about 2 to 3 percent of the total minority population and families in poverty, compared to about 3 to 4 percent of the non-minority and families not in poverty.

Map N.37

Comparison of Locations of Existing Concentrations of Total Minority Persons to Highway Element: FCTP

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

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

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

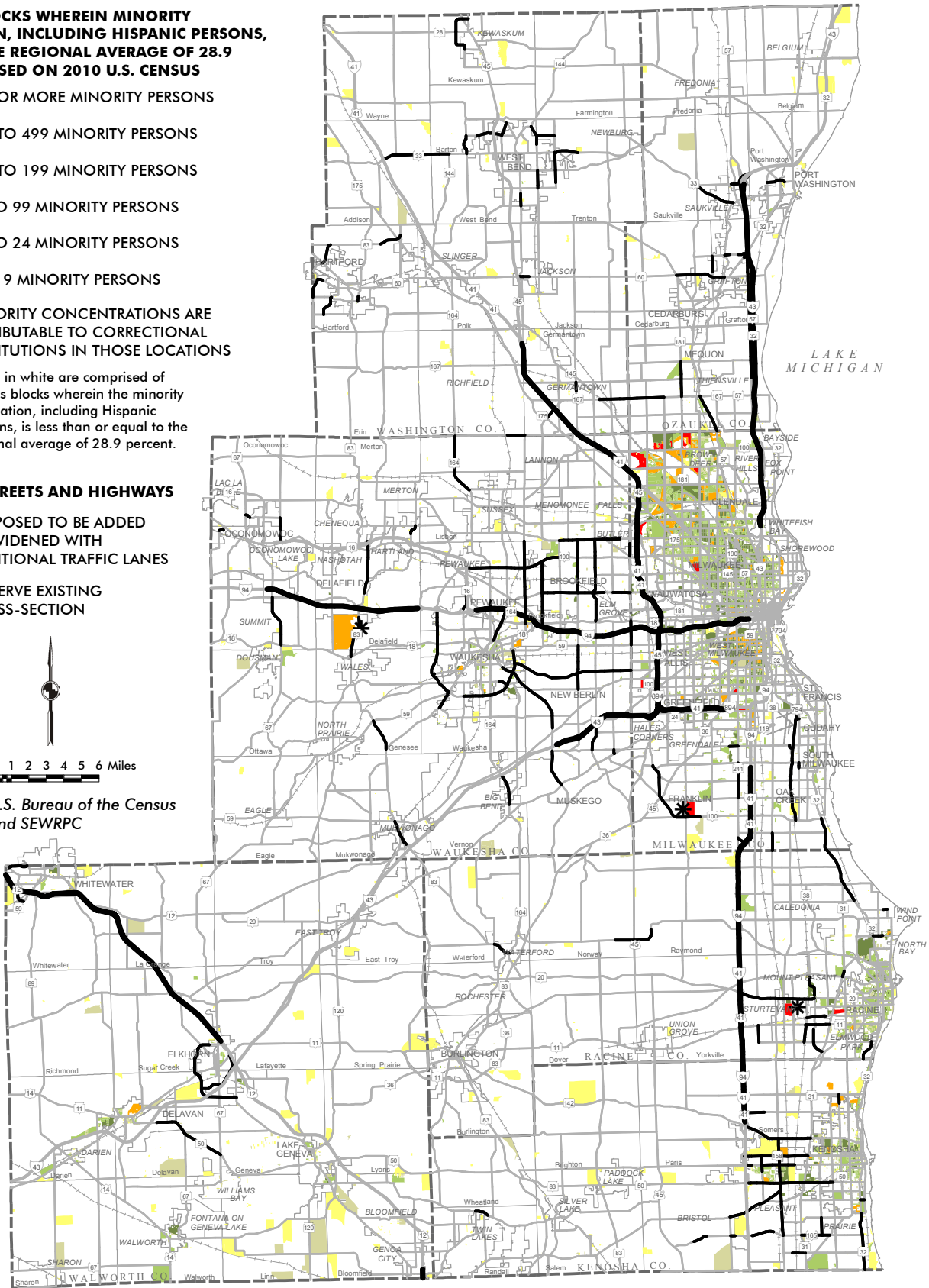
ARTERIAL STREETS AND HIGHWAYS

- PROPOSED TO BE ADDED OR WIDENED WITH ADDITIONAL TRAFFIC LANES
- PRESERVE EXISTING CROSS-SECTION



0 1 2 3 4 5 6 Miles

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



Map N.38

Comparison of Locations of Existing Concentrations of Families in Poverty to Highway Element: FCTP

CENSUS TRACTS WHEREIN THE FAMILIES IN POVERTY EXCEEDED THE REGIONAL AVERAGE OF 10.3 PERCENT BASED ON 2008-2012 U.S. CENSUS AMERICAN COMMUNITY SURVEY

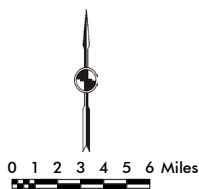
- FEWER THAN 100 FAMILIES IN POVERTY
- 100-199 FAMILIES IN POVERTY
- 200-299 FAMILIES IN POVERTY
- 300 OR MORE FAMILIES IN POVERTY

Notes: Areas in white are comprised of census tracts wherein the families in poverty are less than or equal to the regional average of 10.3 percent.

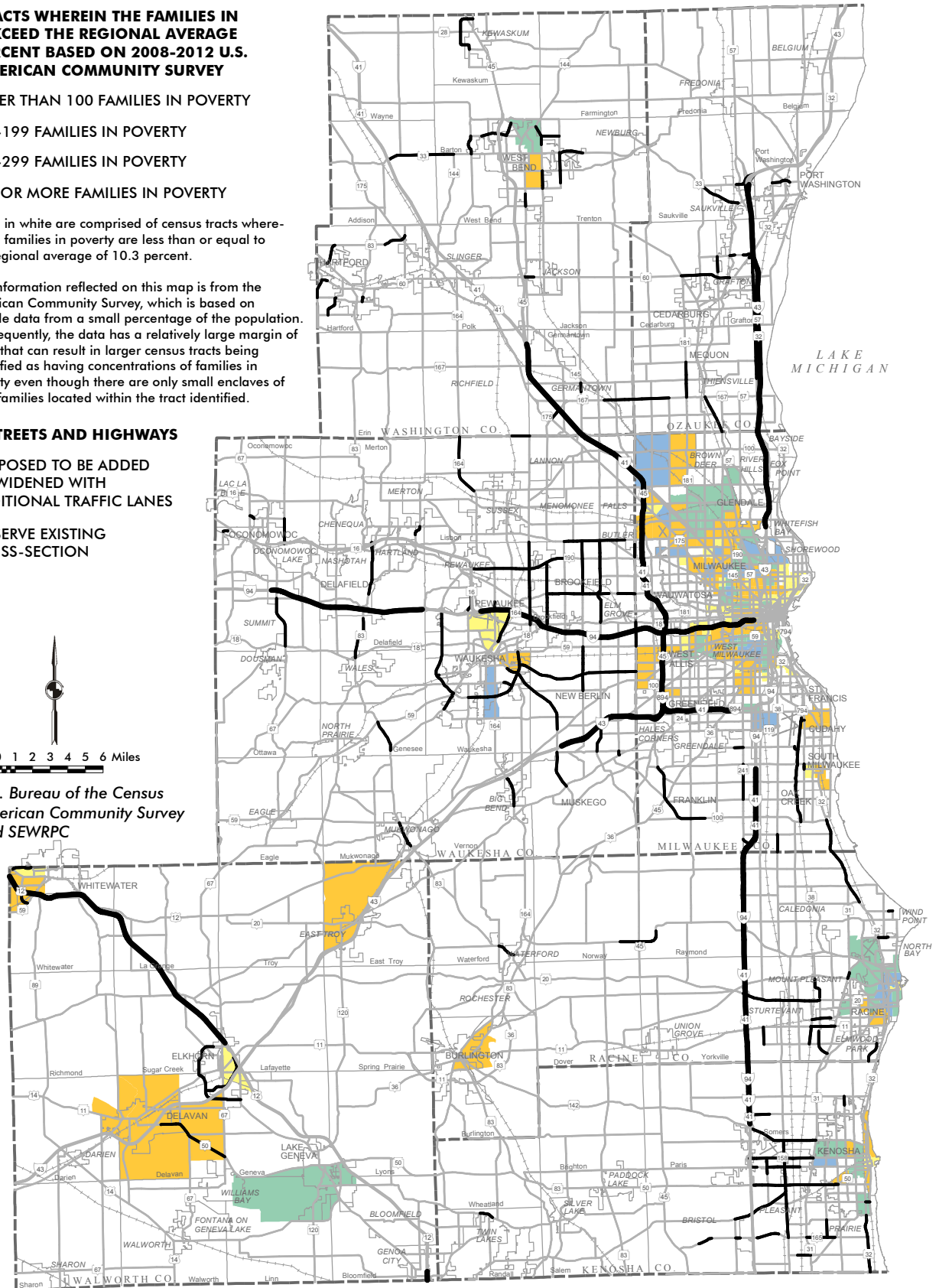
The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families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

ARTERIAL STREETS AND HIGHWAYS

- PROPOSED TO BE ADDED OR WIDENED WITH ADDITIONAL TRAFFIC LANES
- PRESERVE EXISTING CROSS-SECTION



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



Map N.39

Comparison of Locations of Concentrations of Year 2010 Races/Ethnicities to Highway Element: FCTP

CENSUS TRACTS WHEREIN THE FAMILIES IN POVERTY EXCEED THE REGIONAL AVERAGE OF 10.3 PERCENT BASED ON 2008-2012 U.S. CENSUS AMERICAN COMMUNITY SURVEY

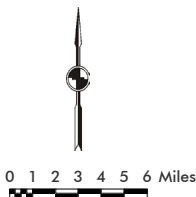
- FEWER THAN 100 FAMILIES IN POVERTY
- 100-199 FAMILIES IN POVERTY
- 200-299 FAMILIES IN POVERTY
- 300 OR MORE FAMILIES IN POVERTY

Notes: Areas in white are comprised of census tracts wherein the families in poverty are less than or equal to the regional average of 10.3 percent.

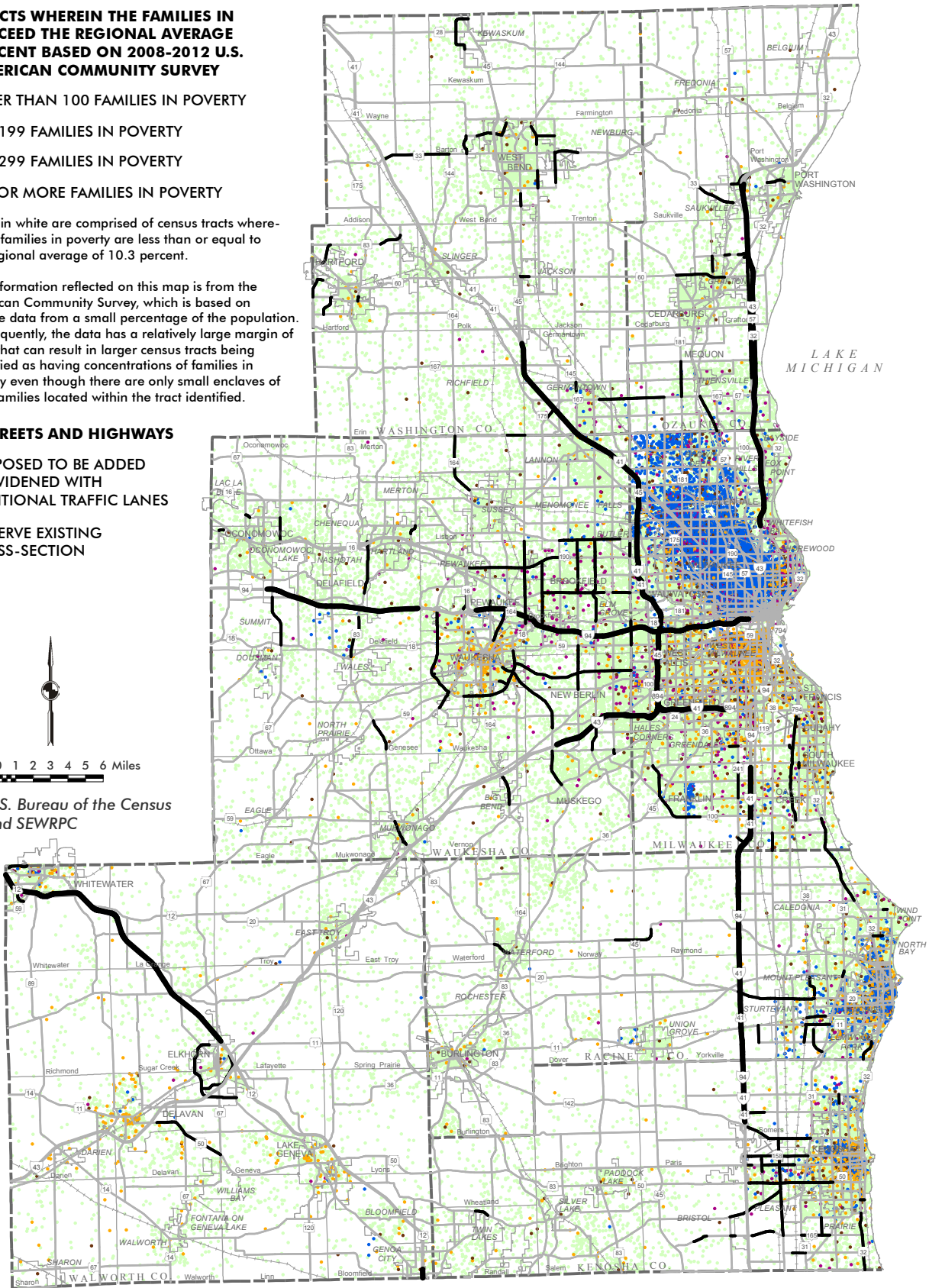
The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families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

ARTERIAL STREETS AND HIGHWAYS

- PROPOSED TO BE ADDED OR WIDENED WITH ADDITIONAL TRAFFIC LANES
- PRESERVE EXISTING CROSS-SECTION



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



Map N.40

Comparison of Locations of Existing Concentrations of Total Minority Persons to Freeways: FCTP

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

- 500 OR MORE MINORITY PERSONS
- 200 TO 499 MINORITY PERSONS
- 100 TO 199 MINORITY PERSONS
- 25 TO 99 MINORITY PERSONS
- 10 TO 24 MINORITY PERSONS
- 1 TO 9 MINORITY PERSONS

***** MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THOSE LOCATIONS

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

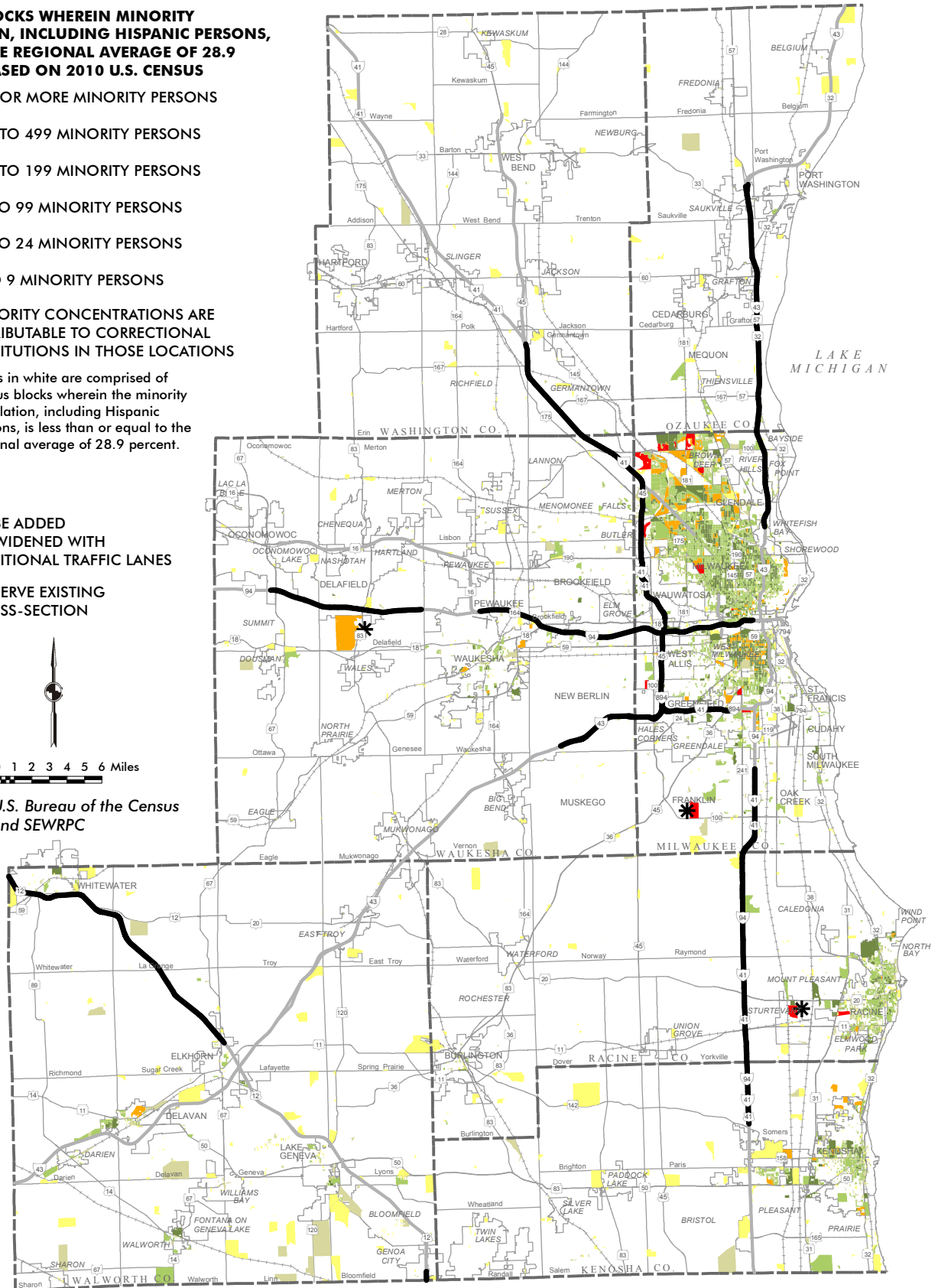
FREEWAYS

- TO BE ADDED OR WIDENED WITH ADDITIONAL TRAFFIC LANES
- PRESERVE EXISTING CROSS-SECTION



0 1 2 3 4 5 6 Miles

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



Map N.41

Comparison of Locations of Existing Concentrations of Families in Poverty to Freeways: FCTP

CENSUS TRACTS WHEREIN THE FAMILIES IN POVERTY EXCEEDED THE REGIONAL AVERAGE OF 10.3 PERCENT BASED ON 2008-2012 U.S. CENSUS AMERICAN COMMUNITY SURVEY

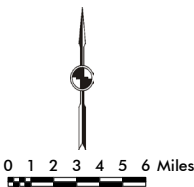
- FEWER THAN 100 FAMILIES IN POVERTY
- 100-199 FAMILIES IN POVERTY
- 200-299 FAMILIES IN POVERTY
- 300 OR MORE FAMILIES IN POVERTY

Notes: Areas in white are comprised of census tracts wherein the families in poverty are less than or equal to the regional average of 10.3 percent.

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

FREEWAYS

- TO BE ADDED OR WIDENED WITH ADDITIONAL TRAFFIC LANES
- PRESERVE EXISTING CROSS-SECTION



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

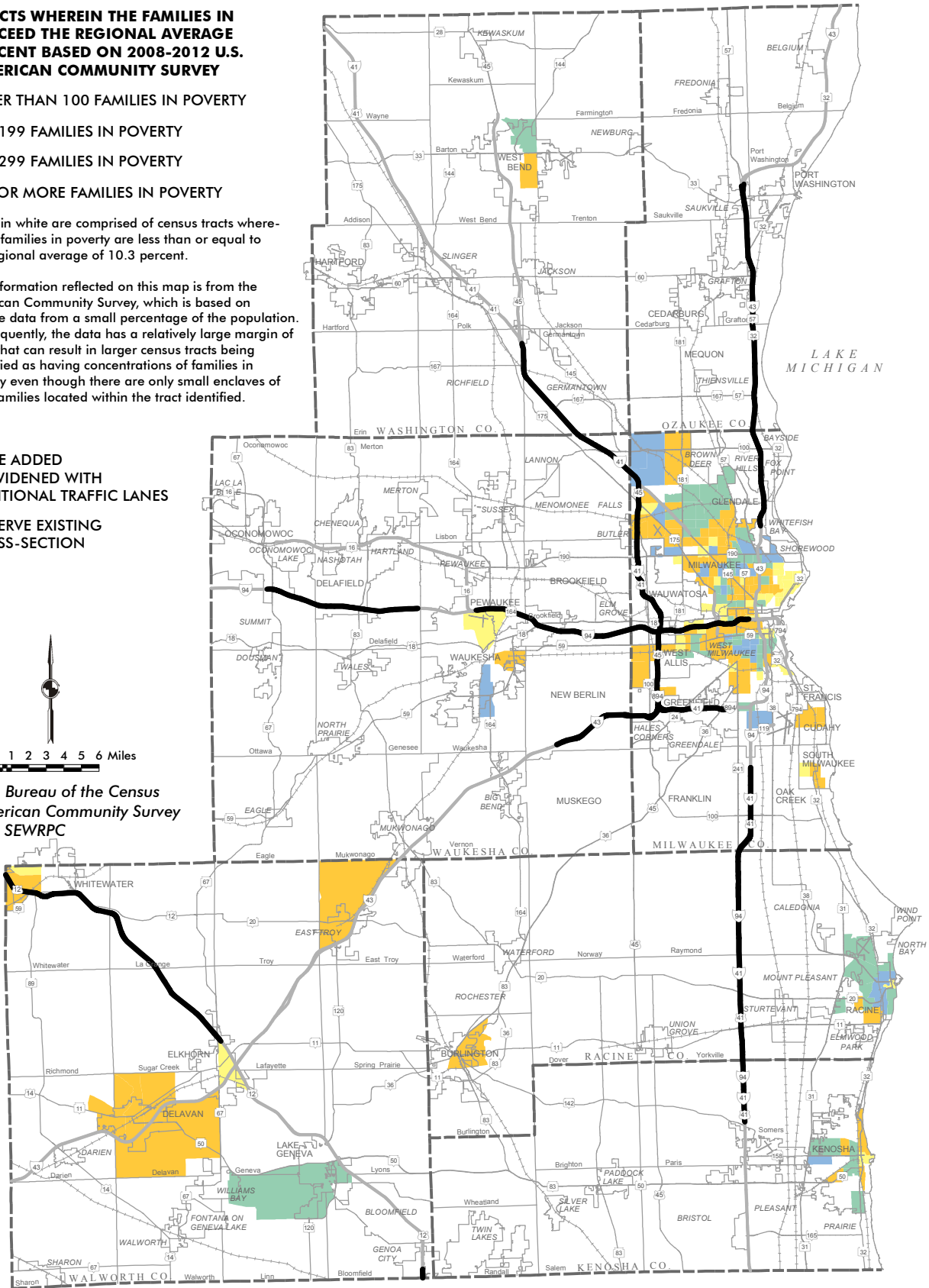


Table N.21
**Percent of Total Minority/Non-Minority Population and Families in Poverty/
 Families Not in Poverty Residing in Proximity of a Freeway Widening^a**

Population and Families within One-Half Mile						
Plan	Total Population Near a Freeway Widening	Minority Population		Total Families Near a Freeway Widening	Families in Poverty	
		Near a Freeway Widening	Percent of Total		Near a Freeway Widening	Percent of Total
FCTP - 2050	133,100	27,100	20.4	37,000	2,800	7.6

Population and Families within a Quarter Mile						
Plan	Total Population Near a Freeway Widening	Minority Population		Total Families Near a Freeway Widening	Families in Poverty	
		Near a Freeway Widening	Percent of Total		Near a Freeway Widening	Percent of Total
FCTP - 2050	59,700	12,600	21.1	18,500	1,400	7.6

^a Total population and minority population based on 2010 U.S. Census and the total families and families in poverty are based on the 2008-2012 American Community Survey.

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

TRANSPORTATION-RELATED AIR POLLUTION IMPACTS ON MINORITY AND LOW-INCOME POPULATIONS

Automobiles and trucks traveling on arterial streets and highways emit air pollutants that generally exist in higher concentrations in the atmosphere near the arterial streets and highways with the most traffic, such as the Region’s freeways. The lower speeds and starting/stopping of vehicles associated with congested conditions increases the level of transportation air pollutant emissions. Individuals living in proximity to the Region’s freeways may be exposed to higher levels of transportation-related air pollutants.

Due in large part to past, current, and future Federal fuel and vehicle fuel economy standards and improved emissions controls, transportation-related air pollutant emissions in the Region have been declining, and are expected to continue to decline in the future. This decline is expected to continue through the year 2050, even with the projected 23 to 25 percent increase in vehicle-miles of travel for the FCTP. Table N.22 shows that the FCTP would be expected to result in lower levels of transportation-related air pollutant emissions (generally about a 20 to 30 percent decrease in greenhouse gases and 70 to 90 percent decrease in all other transportation related air pollutants from existing conditions), thereby having a lower amount of exposure of these pollutants to residents of the Region, including minority and low-income populations.

Even with the expected significant reductions in transportation-related air pollutant emissions, residents of the Region, including minority populations and families in poverty, living in proximity to roads with higher traffic volumes, such as freeways, may be exposed to higher levels of transportation-related air pollutants. The following is an assessment of whether there would be an expected disproportionate impact on, or over-representation of, existing minority and low-income populations residing along existing and new freeways under the FCTP.

- Evaluation Results: Tables N.23 and N.24 show the existing total and minority population and the existing total number of families and

Table N.22
Transportation-related Greenhouse Gas Emissions and Other Air Pollutants

Pollutant Name	Type	Average Annual Emissions from Transportation Sources (tons)	
		Existing (2010)	FCTP (2050)
Carbon Dioxide (CO ₂)	GHG	10,435,000	7,866,000
Methane (CH ₄) (in CO ₂ equivalents)	GHG	10,200	7,600
Nitrous Oxide (N ₂ O) (in CO ₂ equivalents)	GHG	100,300	35,600
Carbon Monoxide (CO)	Criteria	124,200	31,500
Fine Particulate Matter (PM _{2.5})	Criteria	1,382	228
Sulfur Dioxide (SO ₂)	Criteria and precursor for PM _{2.5}	182	57
Nitrogen Oxides (NO _x)	Precursor for Ozone/PM _{2.5}	28,460	3,250
Volatile Organic Compounds (VOC)	Precursor for Ozone/PM _{2.5}	12,740	2,280
Acetaldehyde (C ₂ H ₄ O)	Air toxic	150	27
Acrolein (C ₃ H ₄ O)	Air toxic	15	3
Ammonia (NH ₃)	Air toxic	704	480
Benzene (C ₆ H ₆)	Air toxic	309	32
Butadiene (C ₄ H ₆)	Air toxic	47	3
Formaldehyde (CH ₂ O)	Air toxic	233	57

Source: SEWRPC

families in poverty that reside in proximity of the freeway system under the FCTP. Maps N.42 and N.43 show the freeway system, including those freeway segments to be widened, under the FCTP compared to locations of existing areas with concentrations of minority and low-income populations. The percentages of the total population located in proximity to the freeway system under the FCTP that are of minority population or of low income are generally similar (equal or within a few percent lower or higher) to the percentage of the total minority and low-income population residing within each county. At the regional level, about 36 percent of the existing population residing within one-half mile or a-quarter mile of a freeway are minorities, as compared to about 28.9 percent of the total population of the Region that are minorities. With regards to existing low-income populations, about 14 percent of the families residing within One-half mile or a-quarter mile of a freeway are in poverty, as compared to 10.3 percent of the total families in the Region.

There would be similar results when comparing the percentages of existing minority population and families in poverty residing in proximity of a freeway to those of the non-minority population and families not in poverty, as shown in Table N.25. At the regional level, about 20 percent each of existing minorities and of families in poverty are located within one-half mile of a freeway while about 10 percent are located within a-quarter mile, as compared to about 15 percent each of existing non-minorities and of families not in poverty that reside within one-half mile of a freeway and about 7 percent who are within a-quarter mile of a freeway. Within each county, the percentages of existing total minority and non-minority, and the percentages of existing families in poverty and families not in poverty, that reside within one-half mile or a-quarter mile of a freeway are generally similar (equal or within a few percent lower or higher).

Table N.23
Total and Minority Populations Residing in Proximity of a Freeway^a

Population within One-Half Mile						
County	Total and Minority Populations			Total and Minority Populations within One-Half Mile of Existing Freeways		
	Total Population	Minority Population		Total Population	Minority Population	
		Population	Percent of Total		Population	Percent of Total
Kenosha	166,426	36,534	22.0	1,550	230	14.8
Milwaukee	947,735	432,777	45.7	239,200	110,400	46.2
Ozaukee	86,395	5,706	6.6	9,500	800	8.4
Racine	195,408	49,994	25.6	1,200	90	7.5
Walworth	102,228	13,538	13.2	16,600	2,400	14.5
Washington	131,887	7,539	5.7	15,200	840	5.5
Waukesha	389,891	36,777	9.4	46,300	4,400	9.5
Region	2,019,970	582,865	28.9	329,550	119,160	36.2

Population within a Quarter Mile						
County	Total and Minority Populations			Total and Minority Populations within a Quarter Mile of Existing Freeways		
	Total Population	Minority Population		Total Population	Minority Population	
		Population	Percent of Total		Population	Percent of Total
Kenosha	166,426	36,534	22.0	520	35	6.7
Milwaukee	947,735	432,777	45.7	109,700	49,900	45.5
Ozaukee	86,395	5,706	6.6	3,400	310	9.1
Racine	195,408	49,994	25.6	530	45	8.5
Walworth	102,228	13,538	13.2	6,100	780	12.8
Washington	131,887	7,539	5.7	7,100	370	5.2
Waukesha	389,891	36,777	9.4	21,300	2,200	10.3
Region	2,019,970	582,865	28.9	148,650	53,640	36.1

^a Total population and minority population based on 2010 U.S. Census.

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

Table N.24
Families in Poverty Residing in Proximity of a Freeway^a

Families within One-Half Mile						
County	Total Families and Families in Poverty in the Region			Total Families and Families in Poverty within One-Half Mile of Existing Freeways		
	Total Families	Families in Poverty		Total Families	Families in Poverty	
		Families	Percent of Total		Families	Percent of Total
Kenosha	42,167	4,024	9.5	930	30	3.2
Milwaukee	218,244	35,962	16.5	54,000	10,300	19.1
Ozaukee	24,344	642	2.6	2,300	60	2.6
Racine	50,148	4,630	9.2	570	20	3.5
Walworth	26,268	2,102	8.0	4,900	470	9.6
Washington	37,757	1,388	3.7	4,300	120	2.8
Waukesha	108,845	3,586	3.3	13,300	420	3.2
Region	507,773	52,334	10.3	80,300	11,280	14.2

Families within a Quarter Mile						
County	Total Families and Families in Poverty in the Region			Total Families and Families in Poverty within a Quarter Mile of Existing Freeways		
	Total Families	Families in Poverty		Total Families	Families in Poverty	
		Families	Percent of Total		Families	Percent of Total
Kenosha	42,167	4,024	9.5	470	20	4.3
Milwaukee	218,244	35,962	16.5	25,300	4,800	19.0
Ozaukee	24,344	642	2.6	1,100	30	2.7
Racine	50,148	4,630	9.2	290	10	3.4
Walworth	26,268	2,102	8.0	2,600	250	9.6
Washington	37,757	1,388	3.7	2,100	60	2.9
Waukesha	108,845	3,586	3.3	6,700	210	3.1
Region	507,773	52,334	10.3	38,560	5,380	14.0

^a Total families and families in poverty are based on the 2008-2012 American Community Survey.

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

Map N.42

Comparison of Locations of Existing Concentrations of Total Minority Persons to Freeways: FCTP

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

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***** MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THOSE LOCATIONS

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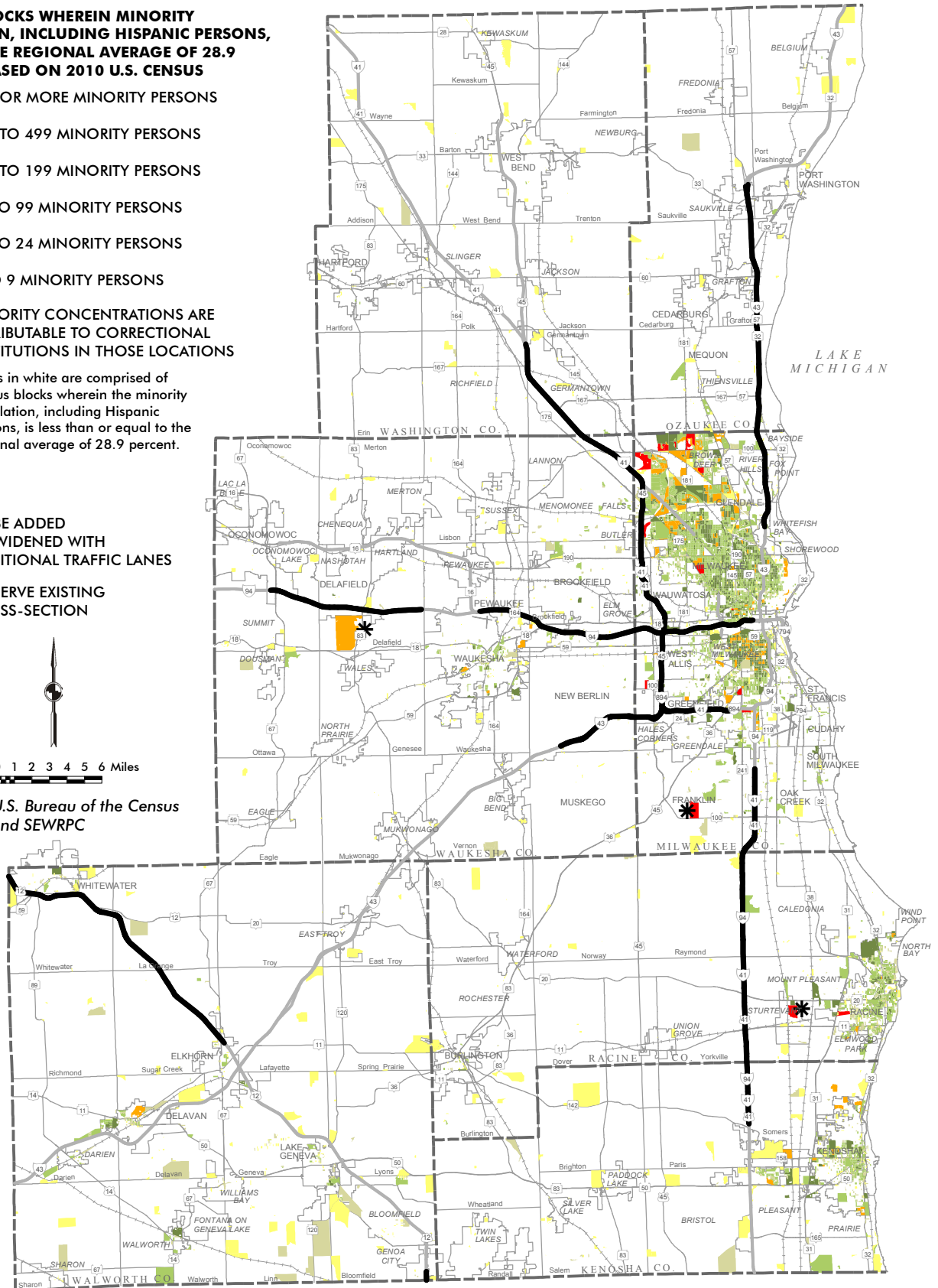
FREEWAYS

- TO BE ADDED OR WIDENED WITH ADDITIONAL TRAFFIC LANES
- PRESERVE EXISTING CROSS-SECTION



0 1 2 3 4 5 6 Miles

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



Map N.43

Comparison of Locations of Existing Concentrations of Families in Poverty to Freeways: FCTP

CENSUS TRACTS WHEREIN THE FAMILIES IN POVERTY EXCEED THE REGIONAL AVERAGE OF 10.3 PERCENT BASED ON 2008-2012 U.S. CENSUS AMERICAN COMMUNITY SURVEY

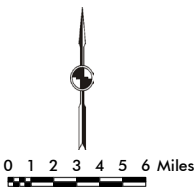
- FEWER THAN 100 FAMILIES IN POVERTY
- 100-199 FAMILIES IN POVERTY
- 200-299 FAMILIES IN POVERTY
- 300 OR MORE FAMILIES IN POVERTY

Notes: Areas in white are comprised of census tracts wherein the families in poverty are less than or equal to the regional average of 10.3 percent.

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

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

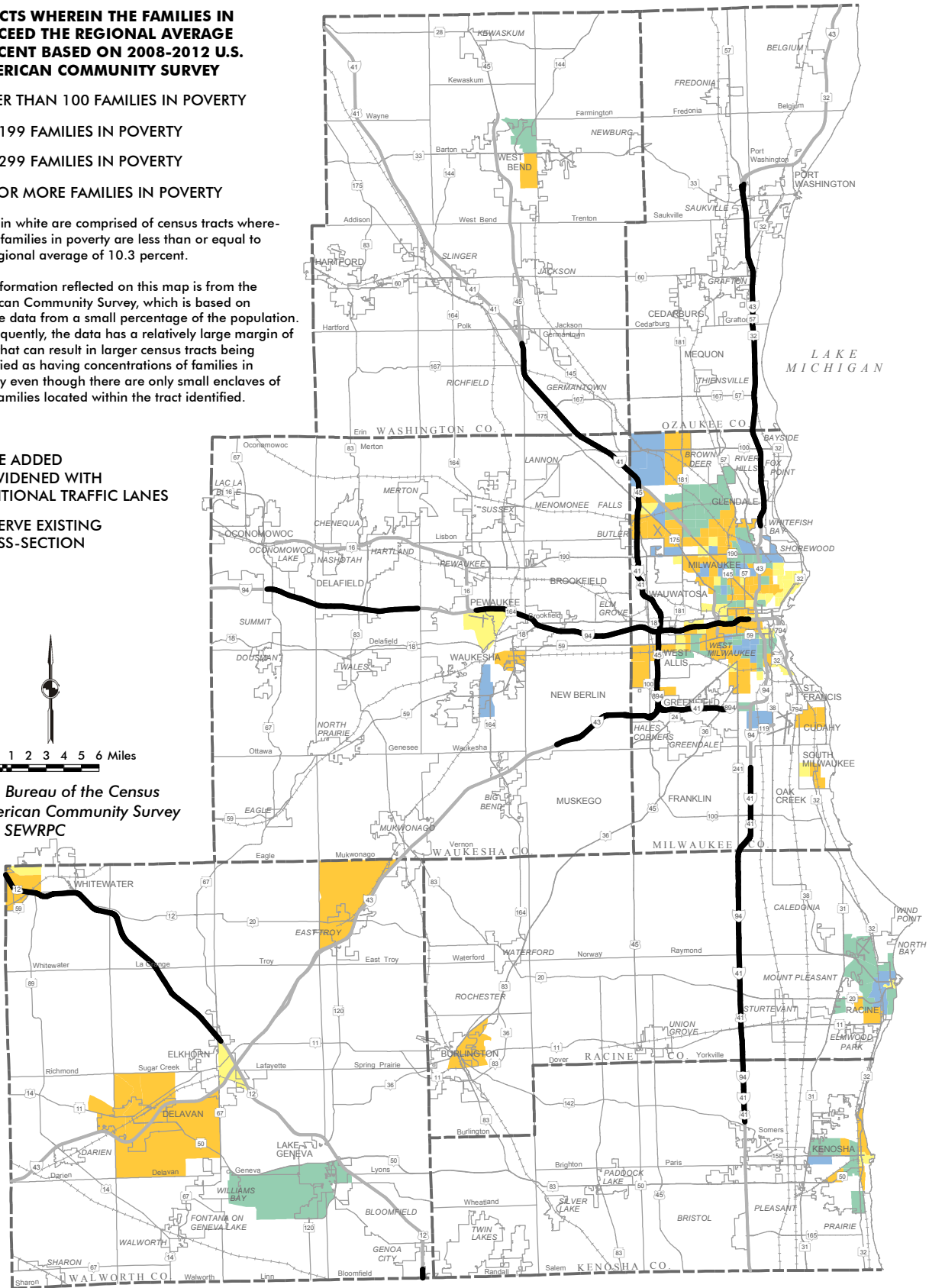


Table N.25
Minority/Non-Minority and Families in Poverty and Families Not in Poverty
Residing in Proximity of a Freeway^a

Population and Families within One-Half Mile				
County	Percent of Populations within One-Half Mile of Existing Freeways		Percent of Families within One-Half Mile of Existing Freeways	
	Minorities	Non-Minorities	Families in Poverty	Families Not in Poverty
Kenosha	0.6	1.0	0.7	2.4
Milwaukee	25.5	25.0	28.6	24.0
Ozaukee	14.0	10.8	9.3	9.5
Racine	0.2	0.8	0.4	1.2
Walworth	17.7	16.0	22.4	18.3
Washington	11.1	11.5	8.6	11.5
Waukesha	12.0	11.9	11.7	12.2
Region	20.4	14.6	21.8	15.1

Population and Families within a Quarter Mile				
County	Percent of Populations within a Quarter Mile of Existing Freeways		Percent of Families within a Quarter Mile of Existing Freeways	
	Minorities	Non-Minorities	Families in Poverty	Families Not in Poverty
Kenosha	0.1	0.4	0.5	1.2
Milwaukee	11.5	11.6	13.3	11.2
Ozaukee	5.4	3.8	4.7	4.5
Racine	0.1	0.3	0.2	0.6
Walworth	5.8	6.0	11.9	9.7
Washington	4.9	5.4	4.3	5.6
Waukesha	6.0	5.4	5.9	6.2
Region	9.2	6.6	10.3	7.3

^a Total population and minority population based on 2010 U.S. Census and the total families and families in poverty are based on the 2008-2012 American Community Survey.

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

