

INTRODUCTION

Significant disparities exist between minority populations and non-minority populations in the Region, particularly in the Milwaukee metropolitan area, with respect to educational attainment levels, per capita income, and poverty.⁷⁰ These disparities are long standing and are more pronounced than in almost all other metro areas. Reducing these disparities requires significant action on many fronts. With respect to the development of the transportation component of the original VISION 2050 plan (adopted in July 2016), equity evaluations were conducted at different stages in the planning process to ensure that the benefits and impacts of investments in the Region's transportation system are shared fairly and equitably and serve to reduce existing disparities between white and minority populations.⁷¹ Specifically, an equitable access evaluation was conducted on the VISION 2050 alternative plans,⁷² the Preliminary Recommended Plan,⁷³ and the original Fiscally Constrained Transportation Plan, now the Fiscally Constrained Transportation System (FCTS),⁷⁴ with respect to 1) accessibility for minority populations and low-income populations by transit and automobile to jobs and other activity centers, 2) minority populations and low-income populations served by transit, 3) transit service quality for minority populations and low-income populations, 4) benefits and impacts of new and widened arterial streets and highways on minority populations and low-income populations, and 5) transportation-related air quality

⁷⁰ These disparities are documented in Memorandum No. 221, A Comparison of the Milwaukee Metropolitan Area to Its Peers, which was updated as part of the 2020 and 2024 Review and Update of VISION 2050.

⁷¹ One function of the Equity Analysis is to demonstrate VISION 2050's consistency with the requirements of Executive Order 12898 (Feb. 1994), "Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations," which directs agencies receiving Federal funding to identify and address, as appropriate, disproportionately high or adverse human health or environmental effects of their programs, policies, and activities on minority populations and low-income populations. In response to the wording of this executive order, analyses of people of color and lower-income populations in this element use the terminology "minority" and "low-income" in text, maps, and tables.

⁷² The equitable access evaluation of the VISION 2050 alternative plans is documented in Appendix F of Volume II of the VISION 2050 plan report.

⁷³ The equitable access evaluation of the VISION 2050 Preliminary Recommended Plan is documented in Appendix H of Volume II of the VISION 2050 plan report.

⁷⁴ 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 for purposes of air-quality conformity and for inclusion in the regional transportation improvement program. The equitable access evaluation of the original VISION 2050 Fiscally Constrained Transportation Plan is documented in Appendix N of the First Edition of Volume III of the VISION 2050 plan report.

impacts on minority populations and low-income populations. Updates to the equitable access evaluation were conducted as part of the second amendment to VISION 2050 related to land use and transportation changes to serve the Foxconn development in Mt. Pleasant, which was completed in December 2018,⁷⁵ and the 2020 Update, which was completed in June 2020.⁷⁶

This appendix documents the equitable access evaluation conducted during the 2024 Review and Update of VISION 2050. Like previous updates, it analyzes equitable access resulting from both the recommended and fiscally constrained transportation components. The evaluation for the 2024 Update is iterative in nature and builds on the format of the 2020 version while updating it to reflect significant events within the Region, recently completed projects, newly announced projects, and new demographic data from the 2020 U.S. Decennial Census and 2017-2021 American Community Survey. Taken together, these updates seek to ensure the Region continues to provide equitable access to its transportation system nearly eight years after VISION 2050 was first adopted.

Maps shown in this appendix are supplemented by the Equity Analysis Map Directory, an online application that allows users to overlay existing and projected transportation systems with economic and demographic data and view key conclusions. This map directory can be accessed through the VISION 2050 website.

The analysis and conclusions in this appendix are broken out by transit and highway components of the Region's transportation system. With respect to highway and arterial widenings, it concludes that no area of the Region, including areas with higher-than-average proportions of minority populations and low-income populations, would disproportionately bear the impact of the planned freeway and surface arterial capacity improvements in either the VISION 2050 plan or FCTS. Several segments of freeway to be widened under either the updated VISION 2050 or the updated FCTS would directly serve areas of minority populations and low-income populations. These populations would be expected to benefit from a modest improvement in accessibility to employment associated with the freeway widenings, with the improvement under the updated VISION 2050 being greater than under the updated FCTS. With respect to public transit, implementing the more than doubling of transit service recommended under the updated VISION 2050 would significantly improve the transit access of minority populations, low-income populations, and people with disabilities to jobs, healthcare, education, and other activities.

Notwithstanding some increases in access to high-quality transit, such as the planned North-South BRT along 27th Street in Milwaukee County, the 30 percent reduction in transit service under the updated FCTS would result in significantly less access to jobs, healthcare, education, and other daily needs, and an overall reduction in transit service quality when compared to both VISION 2050 and the transit system that exists today. For the 1 in 10 households in the Region without access to an automobile, households that are more likely to be minority or low income than the overall proportion of the Region's population, mobility and access to jobs and activities within the Region would be limited. Therefore, should the reasonably available and expected funding that dictates what portions of the updated VISION 2050 are included in the updated FCTS remain unchanged, a disparate impact on the Region's minority populations, low-income populations, and people with disabilities is likely to occur. Given current limitations at the State level on local government revenue generation and on the Wisconsin Department of Transportation's ability to allocate funds between different programs, the ability for the Region to avoid such a disparate impact is dependent on the State Legislature and Governor providing additional State funding for transit services or allowing local units of government and transit operators to generate such funds on their own.

Despite positive fiscal developments, such as the passage of Wisconsin Act 12 in 2023 that increased shared revenue from the State to counties and municipalities and allowed the City of Milwaukee and Milwaukee County to levy additional sales taxes, funding shortages remain. Large transit providers, such as the Milwaukee County Transit System (MCTS), project that although the revenue from Act 12 creates short-term budget surpluses, its funding increase is insufficient to address the structural deficit in State aid, which will continue to put pressure

⁷⁵ The equitable access evaluation of the VISION 2050 and FCTP transportation components as amended in December 2018 is documented in Appendix C of the report documenting the second amendment of VISION 2050.

⁷⁶ The equitable access evaluation of the VISION 2050 and FCTS transportation components as updated in the 2020 Review and Update is documented in Appendix N of the Second Edition of Volume III of the VISION 2050 plan report.

on the County's property tax levy and add to future budget gaps.⁷⁷ Not addressing this funding shortage limits access to jobs, education, and other opportunities for households with limited or no access to an automobile, perpetuating the Region's racial and economic segregation and the long-standing disparities exacerbated by it.⁷⁸

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

Maps N.1 and N.2 and Table N.1 show the magnitude and location of the minority populations in the Region estimated from data available from the most recent decennial U.S. Census of population, which was conducted in 2020. The magnitude and location of the low-income populations within Southeastern Wisconsin, based upon the 2017-2021 U.S. Census American Community Survey (ACS), are summarized in Table N.2 and shown on Map N.3. The low-income population was defined as families with incomes below 2021 federally defined poverty levels, shown in Table N.3. Additional maps showing the magnitude and location of the individual minority populations of the Region can be accessed through the Equity Analysis Map Directory from the VISION 2050 website.

Although the automobile is the dominant mode of travel for the Region's minority population, minority residents utilize public transit at a higher percentage relative to other modes of travel than the white population. Based on data from the 2017 National Household Travel Survey (NHTS), the Region's minority population utilizes public transit for more of its travel (6 percent) than the Region's white population (less than 1 percent). Automobile travel is the dominant mode of travel by both the Region's minority population (76 percent) and white population (86 percent). In addition, based on the transit travel survey conducted as part of the Commission's 2011 travel survey for Southeastern Wisconsin, the minority population represents a greater proportion of total transit ridership than it does of total population, as shown in Table N.4.

More detailed data available by county from the year 2017-2021 ACS indicate a similar pattern by race and ethnic group for work trips in Southeastern Wisconsin as for all travel, as shown in Table N.5. As these data only include travel to and from work, they exclude those without employment who are more likely to be among the poorest people in the Region. Nonetheless, the data indicate that, in Milwaukee County, between 3 and 10 percent of the minority population uses public transit to travel to and from work, with the highest proportion (10 percent) by the African-American population. Only about 2 percent of the white population uses public transit for travel to and from work. Similarly, about 13 percent of the low-income population (residing in a family with an income below the poverty level) uses public transit to travel to and from work, compared to 5 percent of the population with higher wages. Regarding automobile use in Milwaukee County, minority populations use the automobile for 80 to 88 percent of their travel to and from work. This compares to 82 percent of the white population. Similarly, about 70 percent of travel by low-income populations to and from work is by automobile, compared to 89 percent for populations of higher income.

All races and ethnic groups show increases in the proportion of people working at home compared to the 2020 Update analysis, which used 2014-2018 ACS data. This is likely attributable to employment and travel changes resulting from the COVID-19 pandemic. The proportion of non-minority people working from home in Milwaukee County was around 6 percent, compared to increases of 4 to 6 percent among the various minority groups. This is consistent with national observations that minority workers tended to be overrepresented in occupations during the pandemic that are unsuitable for teleworking, such as healthcare support, transportation, material moving, protective services, and maintenance.⁷⁹ Data as granular as the 2017-2021 ACS are not available for modes of travel for non-work trips within Southeastern Wisconsin by race and ethnicity.

⁷⁷ Milwaukee County's fiscal analyses on the effects of 2023 Wisconsin Act 12 are detailed in the Milwaukee County 2024 Adopted Operating Budget, October 2023, (pp. 54-55).

⁷⁸ A summary of the adverse effects of segregation on minority populations and low-income populations in Southeastern Wisconsin, and on the regional economy, can be found in SEWRPC Planning Report No. 54, A Regional Housing Plan for Southeastern Wisconsin: 2035, March 2013, (p. 327).

⁷⁹ Asfaw, A., Centers for Disease Control and Prevention, National Institute for Occupational Safety and Health. Racial and Ethnic Disparities in Teleworking Due to the COVID-19 Pandemic in the United States: A Mediation Analysis. *Int. J. Environ. Res. Public Health* 19, 4680, 2022, (p. 14).

Concentrations of Total Minority Population in the Region: 2020

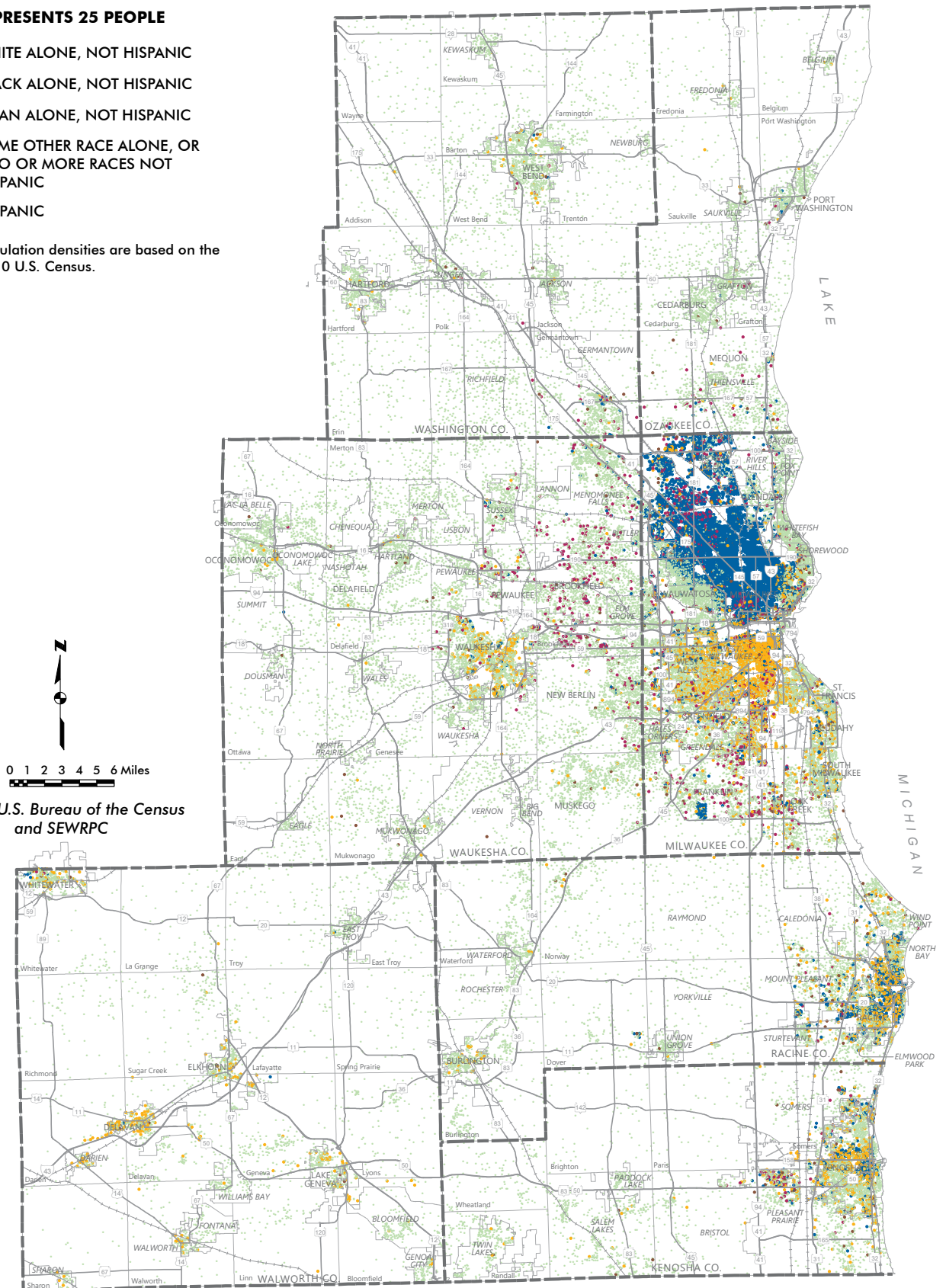
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Map N.2 Concentrations of Year 2020 Races/Ethnicities

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 2020 U.S. Census.



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

6/2024

Table N.1

Population by Race and Hispanic Ethnicity in the Region by County: 2020

County	White Alone, Non-Hispanic		Minority									
	Number	Percent of Total	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
Kenosha	121,936	72.1	15,575	9.2	3,767	2.2	4,543	2.7	18,357	10.9	24,546	14.5
Milwaukee	456,520	48.6	269,335	28.7	21,494	2.3	55,919	6.0	117,641	12.5	153,017	16.3
Ozaukee	81,410	89.0	2,217	2.4	1,090	1.2	3,146	3.4	2,994	3.3	3,098	3.4
Racine	135,333	68.4	28,115	14.2	4,199	2.1	3,782	1.9	21,072	10.7	27,911	14.1
Walworth	88,104	82.7	1,958	1.8	1,954	1.8	1,627	1.5	10,481	9.8	12,550	11.8
Washington	123,855	90.6	2,756	2.0	1,886	1.4	2,931	2.1	4,260	3.1	4,827	3.5
Waukesha	347,922	85.5	10,147	2.5	5,570	1.4	19,639	4.8	19,150	4.7	21,835	5.4
Region	1,355,080	66.2	330,103	16.1	39,960	2.0	91,587	4.5	193,955	9.5	247,784	12.1
												2,048,087

Note: As part of the 2020 U.S. Census, individuals could be reported as being of more than one race. In addition, people of Hispanic ethnicity can be of any race or combination of races. The figures in this table indicate the number of people reported as being white alone and non-Hispanic (non-minority) and those of a given minority race or Hispanic ethnicity (as indicated by the column heading), including those who were reported as that race exclusively and those who were reported as that race and one or more other races. Accordingly, the population figures by race and Hispanic ethnicity sum to more than the total population for each County and the Region.

Source: U.S. Bureau of the Census and SEWRPC, 6/2024

Table N.2
Families with Incomes Below the Poverty Level in the Region by County: 2017-2021

County	Total Families	Families with Incomes Below the Poverty Level	
		Number	Percent of Families
Kenosha	43,499	3,540	8.1
Milwaukee	211,143	28,028	13.3
Ozaukee	25,165	614	2.4
Racine	52,204	4,230	8.1
Walworth	27,298	1,164	4.3
Washington	38,883	1,047	2.7
Waukesha	113,296	3,550	3.1
Region	511,488	42,173	8.2

Source: U.S. Bureau of the Census American Community Survey and SEWRPC, 6/2024

IDENTIFYING THE TRANSPORTATION NEEDS OF MINORITY POPULATIONS AND LOW-INCOME POPULATIONS

During the development of the original VISION 2050 plan, staff identified the needs of minority populations and low-income populations, in large part, based on obtaining comments as part of public outreach to minority populations and low-income populations. As part of the extensive public outreach during the initial VISION 2050 process, the Commission partnered with eight community organizations specifically targeted at reaching and engaging minority populations, low-income populations, and people with disabilities.⁸⁰ Each of these partner organizations hosted five of their own workshops, which corresponded to the five rounds of workshops open to the general public. The participants of the workshops sponsored by the partner organizations were specifically asked to identify their transportation needs. Input at these workshops, including the identification of transportation needs, was documented and considered in developing VISION 2050. Following the initial VISION 2050 process, the Commission continued to engage these partner organizations, and added Renew Environmental Public Health Advocates as a ninth partner. During outreach for the 2020 and 2024 Updates of VISION 2050, staff engaged its now nine community partners once again, including holding meetings with the partners or encouraging them to attend meetings for the general public.

The transportation needs identified by participants at the workshops held by the eight community organization partners during the initial VISION 2050 process included expanded and integrated public and private transportation modes; better connections by transit to jobs and other activity centers (including better links between urban and suburban areas); expanded bus routes and hours of service; more transit options and services for seniors and people with disabilities; an expanded transit system to include more streetcar, commuter, and rapid transit service; improved roadway maintenance; and better bicycle and pedestrian accommodations. Comments received were mixed with respect to capacity expansion of the arterial system, with most comments expressing opposition to widening existing arterials and adding new arterial facilities, but some comments expressing support for capacity expansion to improve access within or between communities. Comments received during the 2020 and 2024 Updates generally affirmed the needs identified during the initial VISION 2050 process, in particular needs associated with improving public transit services, with several comments received during the 2024 Update expressing opposition to capacity expansion on the arterial street and highway system citing concerns related to freeway facilities exacerbating neighborhood barriers along racial and socioeconomic lines. Notable additional needs identified during the 2020 and 2024 Updates included support for providing additional funding for public transit and the transportation system as a whole and for identifying ways to address reckless driving and excessive vehicular speeds on roadways.

⁸⁰ The eight original partner organizations included: Common Ground, Ethnically Diverse Business Coalition, Hmong American Friendship Association, IndependenceFirst, the Milwaukee Urban League, Southside Organizing Center, Urban Economic Development Association of Wisconsin, and the Urban League of Racine and Kenosha.

Map N.3

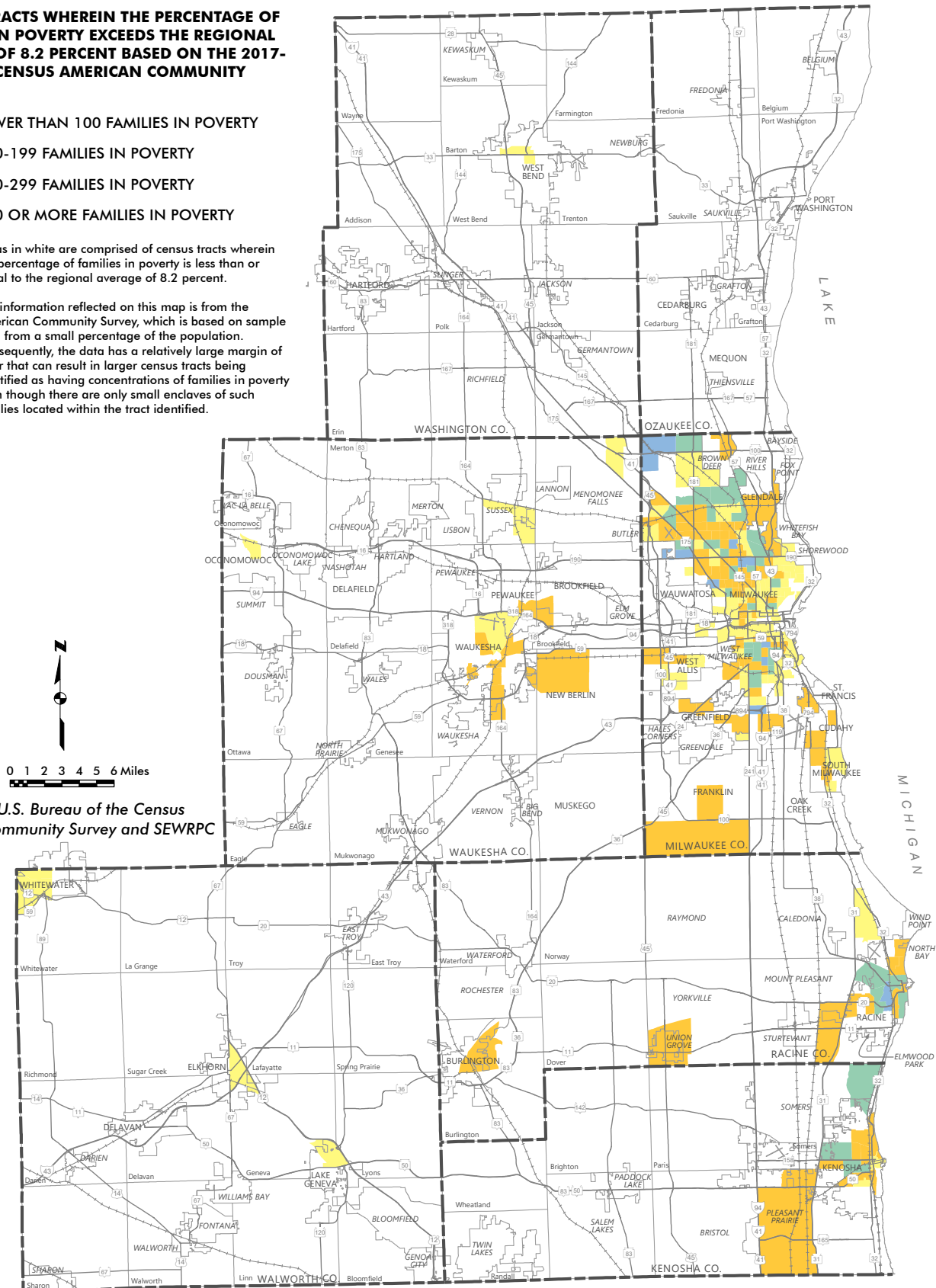
Concentrations of Families in Poverty in the Region: 2017-2021

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES IN POVERTY EXCEEDS THE REGIONAL AVERAGE OF 8.2 PERCENT BASED ON THE 2017-2021 U.S. CENSUS AMERICAN COMMUNITY SURVEY

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

Notes: Areas in white are comprised of census tracts wherein the percentage of families in poverty is less than or equal to the regional average of 8.2 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

6/2024

Table N.3
Poverty Thresholds by Size of Family and Number of Children Under 18 Years of Age: 2020 Average

Size of Family Unit	Related Children Under 18 Years								
	None	One	Two	Three	Four	Five	Six	Seven	Eight or More
One Person (unrelated individual)									
Under 65 Years	\$13,465	--	--	--	--	--	--	--	--
65 Years and Over	12,413	--	--	--	--	--	--	--	--
Two People									
Under 65 Years	17,331	\$17,839	--	--	--	--	--	--	--
65 Years and Over	15,644	17,771	--	--	--	--	--	--	--
Three People	20,244	20,832	\$20,852	--	--	--	--	--	--
Four People	26,695	27,131	26,246	\$26,338	--	--	--	--	--
Five People	32,193	32,661	31,661	30,887	\$30,414	--	--	--	--
Six People	37,027	37,174	36,408	35,674	34,582	\$33,935	--	--	--
Seven People	42,605	42,871	41,954	41,314	40,124	38,734	\$37,210	--	--
Eight People	47,650	48,071	47,205	46,447	45,371	44,006	42,585	\$42,224	--
Nine People or More	57,319	57,597	56,831	56,188	55,132	53,679	52,366	52,040	\$50,035

Source: U.S. Bureau of the Census and SEWRPC, 6/2024

Table N.4
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 Waukesha	20	32

Source: U.S. Bureau of the Census and SEWRPC, 6/2024

ARTERIAL STREETS AND HIGHWAYS ELEMENT OF UPDATED VISION 2050 AND FCTS

Updated VISION 2050

The arterial street and highway capacity improvements under the updated VISION 2050 are shown on Map N.4. These improvements were modestly updated as part of the 2024 Update to reflect implementation that had occurred following the original adoption of VISION 2050. The planned arterial street and highway system under VISION 2050 totals 3,671 miles. Approximately 93 percent, or 3,405 of these miles, are recommended to be resurfaced and reconstructed to their existing traffic carrying capacity. Approximately 5 percent, or 202 of these miles, are recommended for capacity expansion through widening to provide additional through traffic lanes. Approximately 2 percent, or 64 miles, are recommended for capacity expansion through the construction of new arterial facilities. VISION 2050 recommends this planned capacity expansion to address the residual congestion that may not be alleviated recommended land use, public transit, bicycle and pedestrian, systems management, and demand management measures. In addition, many of the recommended new arterial facilities are recommended to provide a grid of arterial streets and highways at the appropriate spacing as the planned urban areas of the Region develop to the year 2050.

The updated VISION 2050 does not make any recommendation with respect to whether the remaining 10.0 route-miles of IH 43 between Howard Avenue and Silver Spring Drive, when reconstructed, should be reconstructed

Table N.5
Distribution of Employed People by County of Residence,
Race, and Mode of Travel to Work: 2017-2021

Race	Mode of Travel	County of Residence						
		Kenosha	Milwaukee	Ozaukee	Racine	Walworth	Washington	Waukesha
White Alone, Non-Hispanic	Drive Alone	83.3	76.6	80.6	83.5	80.5	83.1	82.0
	Carpool	6.4	5.9	5.3	5.6	6.9	5.9	4.7
	Bus	1.1	2.3	0.6	0.6	0.4	0.2	0.3
	Other	2.5	5.0	2.6	2.8	4.2	2.2	2.0
	Work at Home	6.7	10.2	11.0	7.5	8.1	8.7	11.0
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Black or African American Alone	Drive Alone	76.9	71.4	80.9	77.9	55.8	71.9	75.2
	Carpool	7.4	8.8	1.0	9.8	0.0	15.7	9.8
	Bus	3.1	9.5	0.8	5.6	0.0	0.1	3.3
	Other	6.6	3.2	0.0	4.9	12.1	7.7	4.2
	Work at Home	6.1	7.2	17.4	1.8	32.1	4.7	7.6
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Asian Alone	Drive Alone	85.9	71.1	80.9	79.1	89.1	76.4	69.4
	Carpool	8.2	12.0	6.0	5.1	1.2	11.2	10.9
	Bus	0.0	2.9	0.0	0.5	0.0	0.0	0.6
	Other	4.0	4.8	2.0	5.4	4.8	4.7	1.3
	Work at Home	2.0	9.2	11.2	9.9	4.8	7.7	17.84
	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	73.6	71.2	78.8	77.9	78.0	74.0	75.1
	Carpool	18.2	13.7	7.8	8.8	11.9	13.3	10.5
	Bus	1.6	4.0	0.0	0.4	0.2	0.3	0.4
	Other	2.9	4.3	1.4	6.2	6.7	6.3	2.9
	Work at Home	3.8	6.9	12.0	6.8	3.3	6.1	11.2
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Hispanic	Drive Alone	80.4	72.7	78.4	79.5	75.5	80.0	72.4
	Carpool	15.4	15.2	9.7	12.2	16.5	9.7	15.7
	Bus	0.6	3.5	0.0	1.0	0.0	0.0	0.3
	Other	1.5	3.3	2.2	3.8	3.9	7.5	2.6
	Work at Home	2.1	5.4	9.7	3.5	4.1	2.9	9.1
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC; 6/2024

with or without additional traffic lanes. The plan 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 as to how this segment of IH 43 would be reconstructed would be made by the Wisconsin Department of Transportation (WisDOT) through preliminary engineering and environmental impact study. During preliminary engineering, WisDOT would consider and evaluate alternatives, including rebuilding as is, various options for rebuilding to modern design standards, compromises to rebuilding to modern design standards, rebuilding with additional lanes, and rebuilding with the existing number of lanes. Only at the conclusion of preliminary engineering would a determination be made as to how this segment of IH 43 freeway would be reconstructed. Following the conclusion of the preliminary engineering for the reconstruction, VISION 2050 and the FCTS—should funding be available—would be amended to reflect the decision made as to how IH 43 between Howard Avenue and Silver Spring Drive would be reconstructed.

Updated FCTS

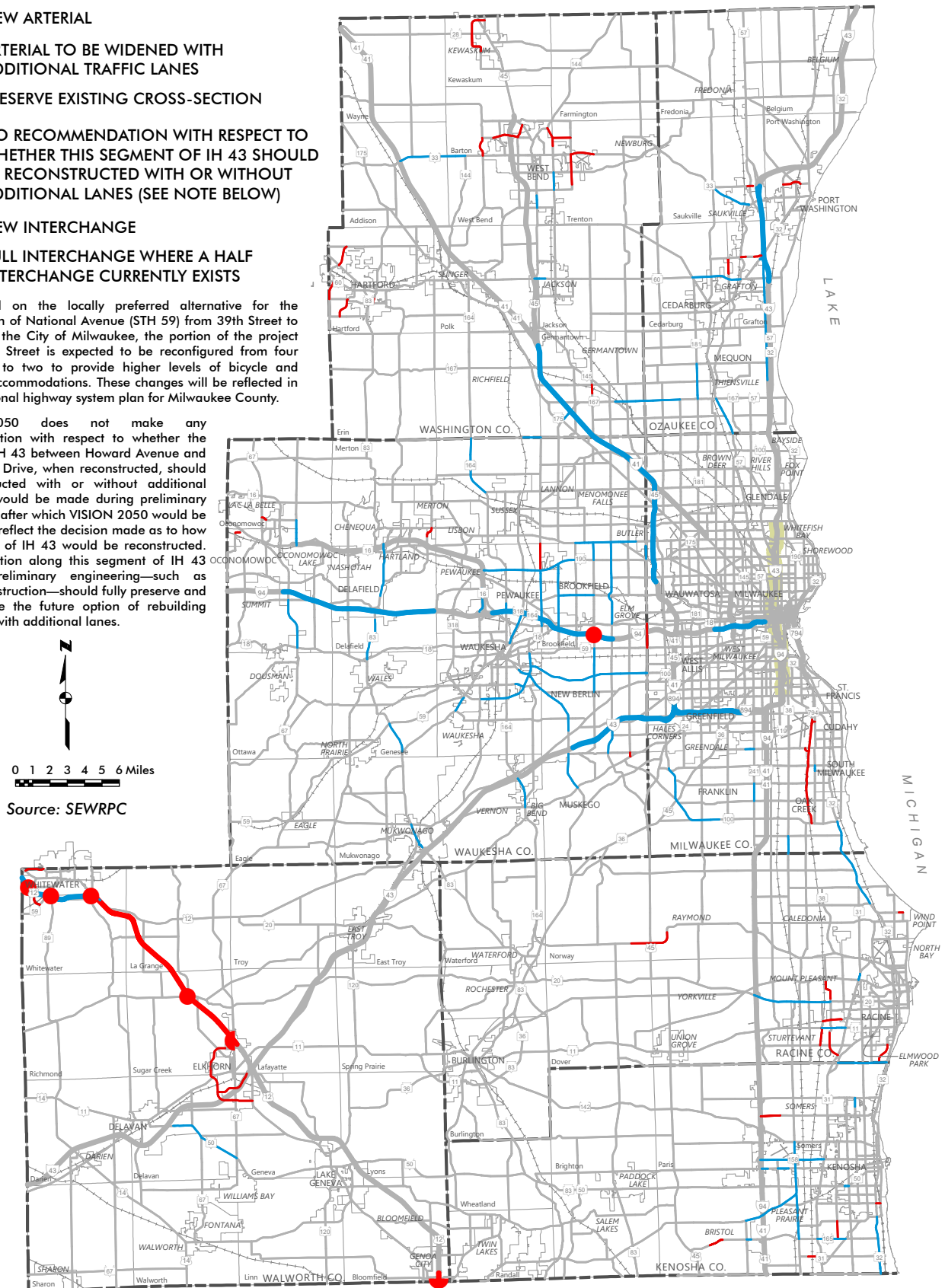
The arterial street and highway capacity improvements under the updated FCTS are shown on Map N.5. As the updated FCTS only includes projects for which reasonably expected funding has been identified by WisDOT and local entities, it does not include reconstructing the remaining portions of the freeway system recommended in the updated VISION 2050. The only exception is for the reconstruction of IH 94 between 70th Street and 16th Street. The FCTS has also been updated to remove recently completed projects and those that were underway at the time of publication, such as the expansion of IH 43 between Silver Spring Drive and STH 60, which is

Map N.4 Arterial Street and Highway Element: VISION 2050

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

Note: Based on the locally preferred alternative for the reconstruction of National Avenue (STH 59) from 39th Street to 1st Street in the City of Milwaukee, the portion of the project east of 33rd Street is expected to be reconfigured from four travel lanes to two to provide higher levels of bicycle and pedestrian accommodations. These changes will be reflected in the jurisdictional highway system plan for Milwaukee County.

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

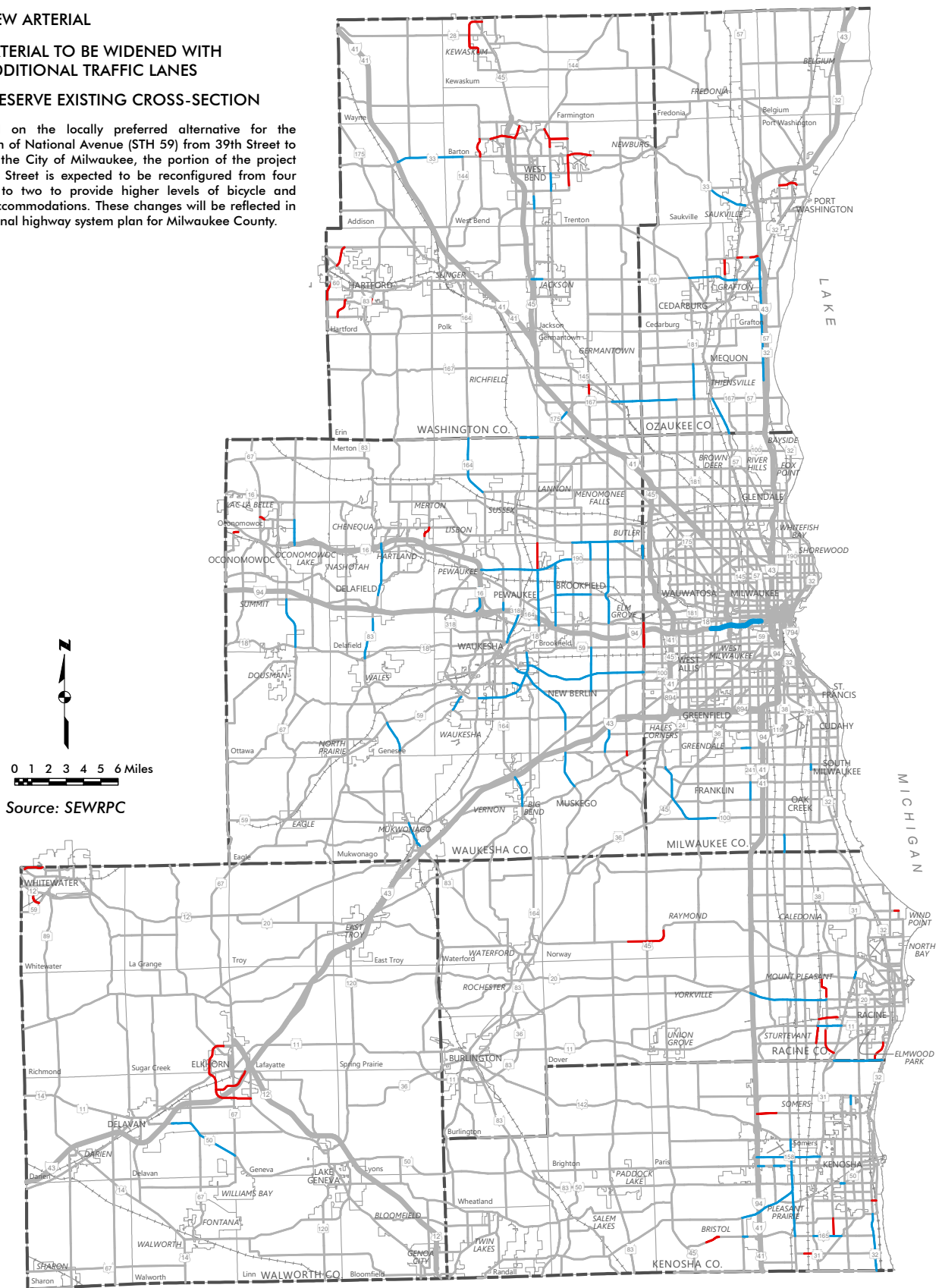


6/2024

Map N.5 Fiscally Constrained Arterial Street and Highway Element

- NEW ARTERIAL
- ARTERIAL TO BE WIDENED WITH ADDITIONAL TRAFFIC LANES
- PRESERVE EXISTING CROSS-SECTION

Note: Based on the locally preferred alternative for the reconstruction of National Avenue (STH 59) from 39th Street to 1st Street in the City of Milwaukee, the portion of the project east of 33rd Street is expected to be reconfigured from four travel lanes to two to provide higher levels of bicycle and pedestrian accommodations. These changes will be reflected in the jurisdictional highway system plan for Milwaukee County.



Source: SEWRPC

6/2024

expected to open for traffic in 2025. Like the updated VISION 2050, the updated FCTS does not include the reconstruction of IH 43 between Silver Spring Avenue and Howard Avenue. Finally, the updated FCTS does not include the planned extension of the USH 12 freeway between the Cities of Elkhorn and Whitewater that would not be expected to be implemented by the year 2050.

With respect to surface arterials under the updated FCTS, approximately half of the total miles of arterial roadways recommended for reconstruction in VISION 2050 would instead be rehabilitated—extending the overall life of the roadway, but likely resulting in a reduction in long-term pavement quality. The updated FCTS includes all the surface arterial capacity expansion recommended in the updated VISION 2050, except for the planned extension of the Lake Parkway between Edgerton Avenue and STH 100 in Milwaukee County and the extension of Cold Springs Road between CTH O and IH 43 in Ozaukee County.

Approximately 95 percent, or 3,464 of the total 3,653 miles, of the expected year 2050 arterial street and highway system would be resurfaced or reconstructed to their same capacity under the updated FCTS. Approximately 143 miles, or 4 percent of the total expected year 2050 arterial system, would be widened to provide additional through traffic lanes as part of their reconstruction. The remaining 46 miles, or about 1 percent of the total expected year 2050 arterial system, would be new arterial roadways.

Potential Funding Sources for Updated VISION 2050

The updated VISION 2050 identifies potential funding sources that, should they be utilized, could potentially permit the funding of all or portions of the VISION 2050 highway recommendations that were not included in the updated FCTS. These sources could include increasing the motor fuel tax, sales tax, or registration fees; establishing tolls on the freeway system; creating a highway use fee that charges a one-time sales tax on new vehicle purchases; and/or creating a mileage-based registration fee. Other potential funding could involve the State allocating more funding in the biennial budget for freeway reconstruction. Implementing these funding measures would require action by the State Legislature and Governor. In the case of tolling, its full implementation would require action by the U.S. Congress and President to be able to toll on the freeway system. More detail on these potential funding sources and the funding gap identified between FCTS and VISION 2050 systems can be found in the *Updated Financial Analysis for the VISION 2050 Transportation System* document prepared for the 2024 Update.

PUBLIC TRANSIT ELEMENT OF UPDATED VISION 2050 AND FCTS

Updated VISION 2050

The transit system under the updated VISION 2050 is shown on Map N.6. The public transit element of VISION 2050 recommends a significant improvement and expansion of public transit in Southeastern Wisconsin, including eight rapid transit lines; four commuter rail lines; and significantly expanded local bus, express bus, commuter bus, and shared-ride taxi and other flexible transit services. Implementing these recommendations would be expected to more than double transit service from 4,890 revenue vehicle-hours of service on an average weekday in 2021 to 10,958 vehicle-hours of service in 2050.

Updated FCTS

Due to the expected funding gap between the costs of constructing and operating the transit system recommended under the updated VISION 2050 and the existing and reasonably expected available revenues (including an increase in transit fares at the rate of inflation) to implement the plan, transit service under the updated FCTS, service levels on the regional transit system would decline by about 30 percent, from about 4,890 revenue vehicle-hours of service on an average weekday in the year 2021 to 3,391 vehicle-hours of service in the year 2050. The expected transit service decline would likely result in a smaller transit service area and a decline in the frequency of service. The only improvement or expansion in transit service under the updated FCTS is the North-South Bus Rapid Transit (BRT) project along 27th Street between Bayshore Mall and Drexel Avenue and the lakefront extension of the Milwaukee Streetcar. The transit system expected under the updated FCTS is shown on Map N.7.

Potential Funding Sources for Updated VISION 2050

The updated VISION 2050 identifies potential funding sources, such as local dedicated transit funding and a renewal of adequate annual State financial assistance, needed to fully fund the plan. Implementing these funding measures would require action by the State Legislature and Governor. Additionally, transit operators

Map N.6 Transit Services: VISION 2050

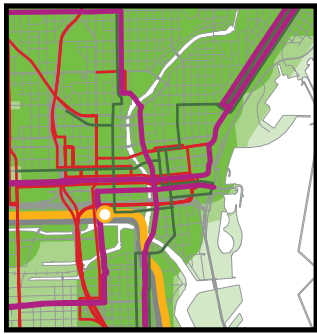
TRANSIT SERVICES

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

LOCAL TRANSIT SERVICE AREA AND PEAK FREQUENCY

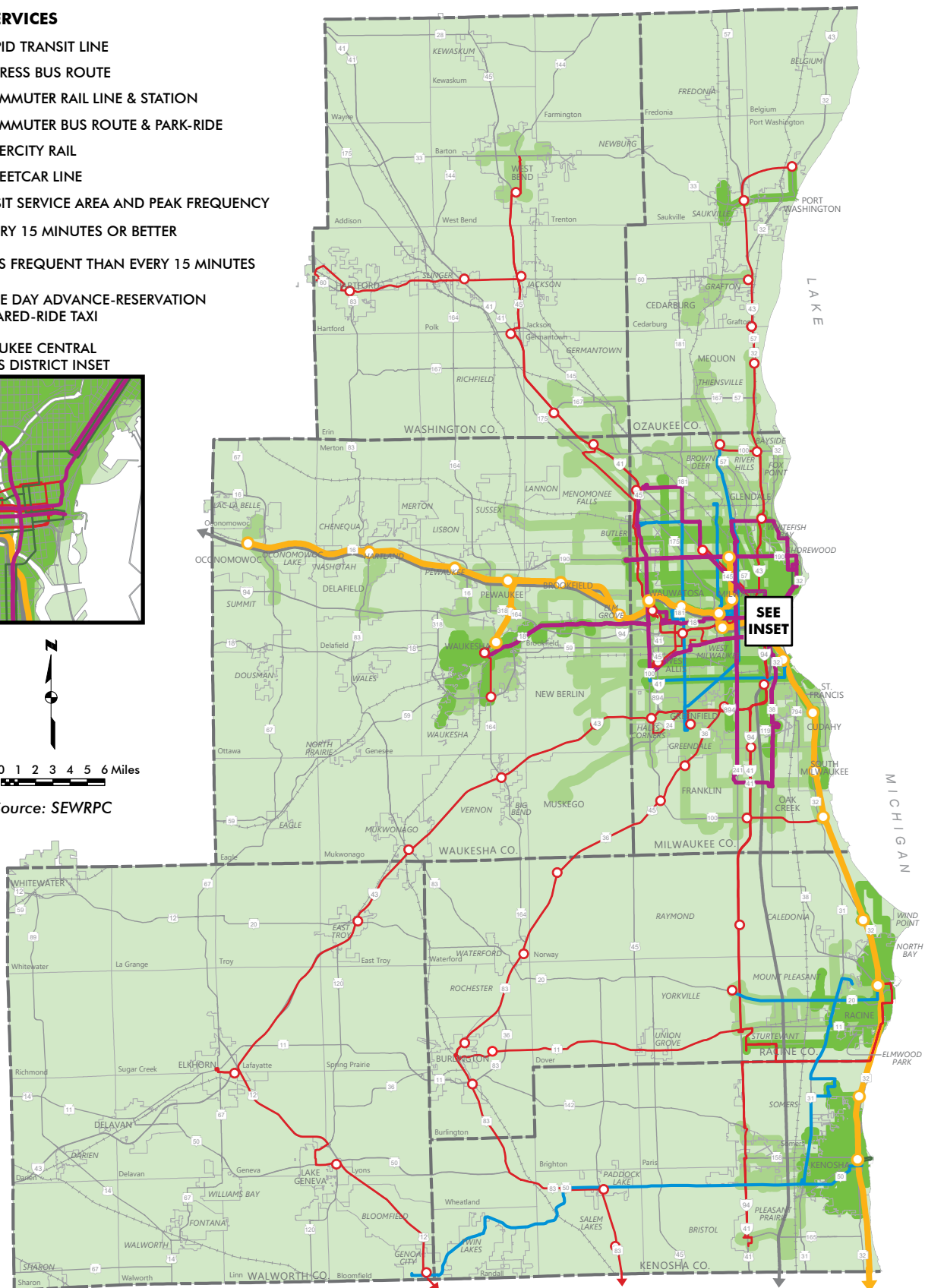
- EVERY 15 MINUTES OR BETTER
- LESS FREQUENT THAN EVERY 15 MINUTES
- ONE DAY ADVANCE-RESERVATION
SHARED-RIDE TAXI

MILWAUKEE CENTRAL BUSINESS DISTRICT INSET



0 1 2 3 4 5 6 Miles

Source: SEWRPC



6/2024

Map N.7

Transit Services: Fiscally Constrained Transportation System

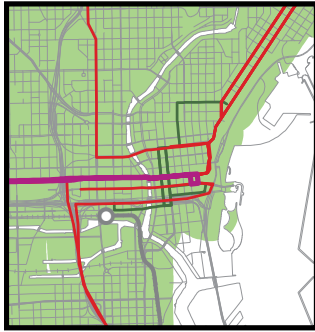
TRANSIT SERVICES

- RAPID TRANSIT LINE
- EXPRESS BUS ROUTE (NONE)
- COMMUTER RAIL LINE & STATION
- COMMUTER BUS ROUTE & PARK-RIDE
- INTERCITY RAIL
- STREETCAR LINE

LOCAL TRANSIT SERVICE AREA AND PEAK FREQUENCY

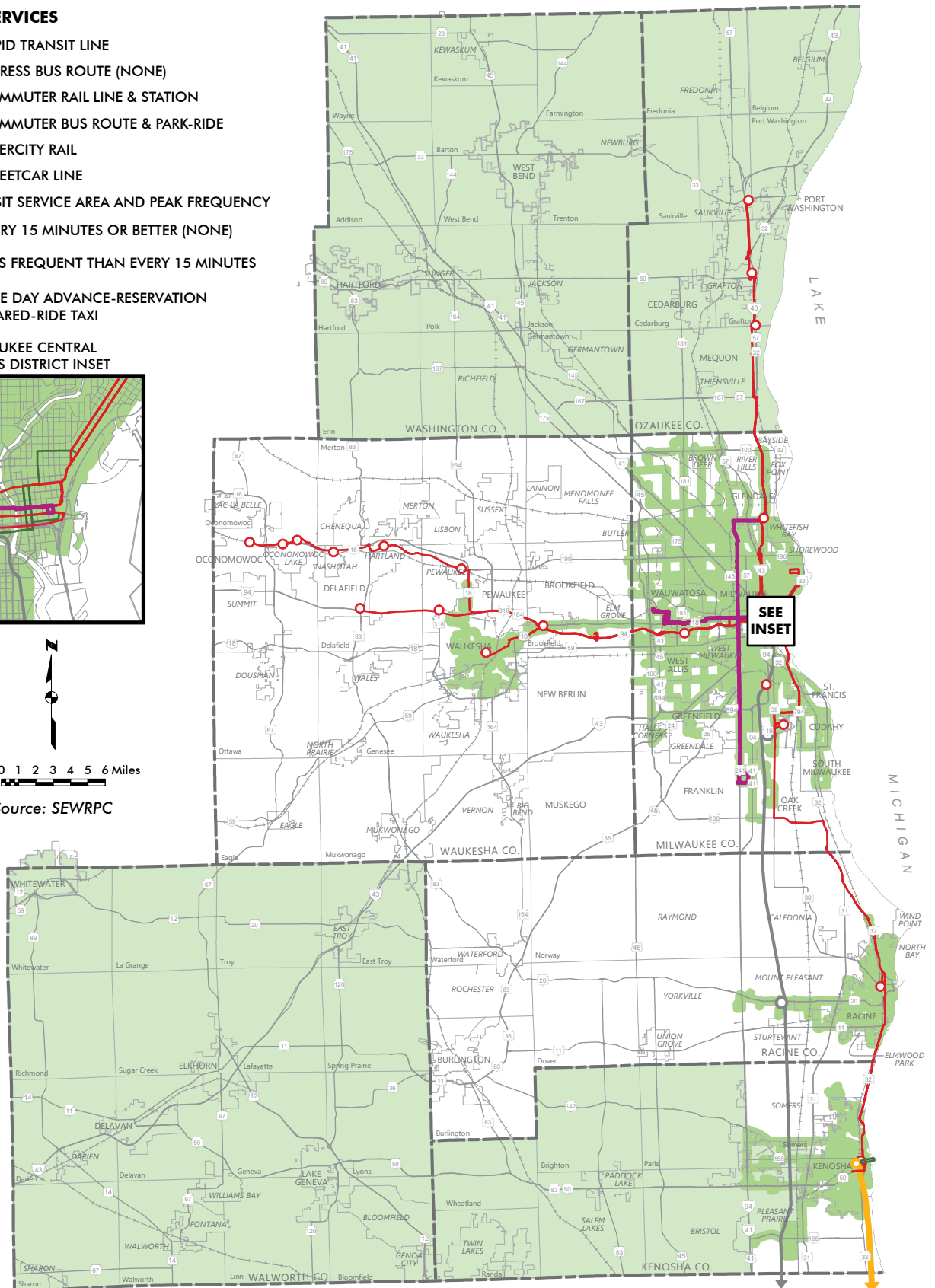
- EVERY 15 MINUTES OR BETTER (NONE)
- LESS FREQUENT THAN EVERY 15 MINUTES
- ONE DAY ADVANCE-RESERVATION
SHARED-RIDE TAXI

MILWAUKEE CENTRAL BUSINESS DISTRICT INSET



0 1 2 3 4 5 6 Miles

Source: SEWRPC



6/2024

could secure funding outside of traditional revenue streams for public transit, similar to the initial Milwaukee Streetcar lines. Of note is that 2023 Wisconsin Act 12 placed limits on the ability of the City of Milwaukee to use tax money to develop, operate, or maintain a streetcar or other rail fixed-guideway transportation system, which includes the Milwaukee Streetcar. Should any additional transit capital and operating funding become available, the FCTS would be amended to include the resulting increased level of transit service. More detailed information on potential sources to fund the VISION 2050 system can be found in the *Updated Financial Analysis for the VISION 2050 Transportation System* document prepared for the 2024 Update.

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

The updated VISION 2050 and FCTS were evaluated based on their ability for existing minority populations and low-income⁸¹ populations to reach jobs and other activity centers, such as retail centers, major parks, public technical colleges/universities, health care facilities, grocery stores, the Milwaukee Regional Medical Center (MRMC), and Milwaukee Mitchell International Airport. In addition, this evaluation analyzes the ability of families with incomes less than twice the poverty level and people with disabilities to reach jobs and other destinations using transit. The following sections describe the results of these analyses to determine the accessibility by minority populations and low-income populations to jobs and other activities by automobile and transit under the updated VISION 2050 and FCTS.

- **Driving Accessibility to Jobs and Other Activities:** Automobile travel is the dominant mode of travel by both the Southeastern Wisconsin minority population (76 percent) and white population (86 percent). In Milwaukee County, minority populations use the automobile for 80 to 89 percent of their travel to and from work (depending on race or ethnicity), compared to 87 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, compared to 89 percent for populations of higher income. More detailed data available by county from the year 2017-2021 ACS indicate a similar pattern by race and ethnic group for work trips in Southeastern Wisconsin as for all travel. However, as these data only include travel to and from work, they exclude those without employment who are more likely to be among the poorest people in the Region. Data as granular as the 2017-2021 ACS data are not available for modes of travel for non-work trips within Southeastern Wisconsin by race and ethnicity. Given that automobile travel is the dominant mode, improvements in accessibility by automobile to jobs and other activities would likely benefit a significant proportion of minority populations and low-income populations. The Region would generally be able to modestly improve accessibility via automobile with implementation of the highway improvements—new roadways and highway widening—under both the updated VISION 2050 and FCTS. Should these improvements not be implemented, access to jobs and other activities via automobile would be expected to decline for the Region’s residents, particularly residents in Milwaukee County, including for minority populations and low-income populations.

The highway improvements under the updated VISION 2050 and FCTS would modestly improve access to jobs by automobile for areas with current concentrations of minority populations and low-income populations. As shown in Table N.6, it is projected that the existing minority population with access to at least 500,000 jobs by automobile would increase from about 63 percent to about 68 and 65 percent under the updated VISION 2050 and FCTS, respectively, with the updated VISION 2050 providing access for slightly more minority people (472,900 people) than the updated FCTS (447,200 people). Similarly, the existing families in poverty with access to at least 500,000 jobs by automobile would increase from about 63 percent to about 66 percent under the updated VISION 2050 and remain around 63 percent under the updated FCTS, with the updated VISION 2050 providing access for more families in poverty (27,800 families) than the updated FCTS (26,600 families). Under both the updated VISION 2050 and FCTS, a larger proportion of the Region’s minority population than the proportion of the Region’s non-minority population would have access to 500,000 or more, 250,000 or more, and 100,000 or more jobs within 30 minutes by automobile. The same is true for families in poverty compared to families not in poverty. Maps showing the number of jobs accessible within 30 minutes by automobile under existing conditions, the updated VISION 2050, and the updated FCTS can be accessed through the Equity Analysis Map Directory from the VISION 2050 website.

⁸¹ 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 \$26,700 for a family of four in 2020).

Table N.6
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 - 2023	438,100	63.2	543,500	78.4	668,000	96.4	693,000
VISION 2050	472,900	68.2	550,600	79.5	673,800	97.2	693,000
FCTS - 2050	447,200	64.5	548,200	79.1	672,200	97.0	693,000

Non-Minority Population^a							
Plan	500,000 or More Jobs		250,000 or More Jobs		100,000 or More Jobs		Total Non-Minority Population
	People	Percent	People	Percent	People	Percent	
Existing - 2023	441,800	32.6	789,200	58.2	1,213,500	89.6	1,354,900
VISION 2050	528,500	39.0	842,400	62.2	1,252,800	92.5	1,354,900
FCTS - 2050	474,300	35.0	818,800	60.4	1,242,200	91.7	1,354,900

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 - 2023	26,300	62.5	31,500	74.8	40,200	95.5	42,100
VISION 2050	27,800	66.0	32,000	76.0	40,700	96.7	42,100
FCTS - 2050	26,600	63.2	31,800	75.5	40,600	96.4	42,100

Families Not in Poverty^a							
Plan	500,000 or More Jobs		250,000 or More Jobs		100,000 or More Jobs		Total Families Not in Poverty
	Families	Percent	Families	Percent	Families	Percent	
Existing - 2023	177,200	37.8	289,700	61.8	426,300	90.9	468,900
VISION 2050	204,600	43.6	306,300	65.3	437,500	93.3	468,900
FCTS - 2050	185,400	39.5	298,600	63.7	433,700	92.5	468,900

^a Minority and non-minority population are based on the 2020 U.S. Census and families in poverty and families not in poverty are based on the 2017-2021 American Community Survey.

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC; 6/2024

Likewise, the improvements would modestly improve access to lower-wage jobs for areas with current concentrations of minority populations and low-income populations under VISION 2050 and the FCTS. As shown in Table N.7, it is projected that the existing minority population with access to at least 200,000 lower-wage jobs by automobile would increase from about 64 percent to about 68 percent (472,300 people) under the updated VISION 2050 and remain around 64 percent (442,300 people) under the updated FCTS. Similarly, the existing families in poverty with access to at least 200,000 lower-wage jobs by automobile would increase from about 63 percent (26,300 families) to about 66 percent (27,800 families) under the updated VISION 2050 while staying around 63 percent (26,400 families) under the updated FCTS. Under both the updated VISION 2050 and the updated FCTS, a larger proportion of the Region's minority population than the proportion of the Region's non-minority population would have access to 200,000 or more, 100,000 or more, and 50,000 or more lower-wage jobs within 30 minutes by automobile. The same is true for families in poverty compared to families not in poverty. Lower-wage jobs are estimated to represent about 32 percent of total jobs. Maps showing the number of lower-wage jobs accessible within 30 minutes by automobile under existing conditions, the updated VISION 2050, and the updated FCTS can be accessed through the Equity Analysis Map Directory from the VISION 2050 website.

As shown in Table N.8, nearly all (about 90 to 100 percent) of the existing minority population and families in poverty in the Region would have reasonable access by automobile to the activity centers under both the updated VISION 2050 and FCTS, with the updated FCTS providing slightly less access than the updated VISION 2050.

- **Transit Accessibility to Jobs and Other Activities:** Although the automobile is the dominant mode of travel for the Region's minority population, the minority population utilizes public transit at a higher

Table N.7
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 - 2023	442,200	63.8	544,100	78.5	661,100	95.4	693,000
VISION 2050	472,300	68.2	550,600	79.5	666,400	96.2	693,000
FCTS - 2050	442,300	63.8	548,200	79.1	665,200	96.0	693,000

Non-Minority Population ^a							
Plan	200,000 or More Jobs		100,000 or More Jobs		50,000 or More Jobs		Total Non-Minority Population
	People	Percent	People	Percent	People	Percent	
Existing - 2023	447,700	33.0	793,600	58.6	1,155,200	85.3	1,354,900
VISION 2050	528,000	39.0	843,700	62.3	1,199,500	88.5	1,354,900
FCTS - 2050	470,700	34.7	818,800	60.4	1,187,300	87.6	1,354,900

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 - 2023	26,300	62.5	31,600	75.1	39,500	93.8	42,100
VISION 2050	27,800	66.0	32,000	76.0	40,100	95.2	42,100
FCTS - 2050	26,400	62.7	31,800	75.5	40,000	95.0	42,100

Families Not in Poverty ^a							
Plan	200,000 or More Jobs		100,000 or More Jobs		50,000 or More Jobs		Total Families Not in Poverty
	Families	Percent	Families	Percent	Families	Percent	
Existing - 2023	178,800	38.1	291,000	62.1	409,100	87.2	468,900
VISION 2050	204,700	43.7	306,600	65.4	423,100	90.2	468,900
FCTS - 2050	184,200	39.3	298,600	63.7	419,100	89.4	468,900

^a Minority and non-minority population are based on the 2020 U.S. Census and families in poverty and families not in poverty are based on the 2017-2021 American Community Survey.

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC; 6/2024

percentage relative to other modes of travel than the white population. Based on data from the 2017 National Household Travel Survey (NHTS), the Region's minority population utilizes public transit for more of its travel (6 percent) than the white population (less than 1 percent). In addition, based on the transit travel survey conducted as part of the Commission's 2011 travel survey for Southeastern Wisconsin, the minority population represents a greater proportion of total transit ridership than it does of total population. More detailed data available by county from the year 2017-2021 ACS indicate a similar pattern by race and ethnic group for work trips in Southeastern Wisconsin as for all travel, as shown in Table N.5. As these data only include travel to and from work, they exclude those without employment who are more likely to be among the poorest people in the Region. Nonetheless, the data indicate that, in Milwaukee County, between 3 and 10 percent of the minority population uses public transit to travel to and from work, with the highest proportion (10 percent) by the African-American population. Only about 2 percent of the white population uses public transit for travel to and from work. Similarly, about 13 percent of the low-income population (residing in a family with an income below the poverty level) uses public transit to travel to and from work, compared to 5 percent of the population with higher wages.

As shown in Tables N.9 through N.11, low-income households and several minority populations are particularly dependent upon transit, as a significant proportion of these populations have no private vehicle available for travel. For example, in Milwaukee County, about 75 percent of Black/African-American households indicated they had an automobile available for travel, compared to about 92 percent of non-minority white households. Similarly, only about 65 percent of Milwaukee County families in poverty indicated they had an automobile available for travel, compared to 91 percent of families

Table N.8
Reasonable Access to Activity Centers by Automobile^a

Minority Population ^b							
Activity Center	Existing (2023)		VISION 2050		FCTS (2050)		Total Minority Population
	People	Percent	People	Percent	People	Percent	
Retail Centers	669,200	96.6	669,000	96.5	668,400	96.5	693,000
Major Parks	693,000	100.0	693,000	100.0	693,000	100.0	693,000
Public Technical Colleges and Universities	692,900	100.0	692,900	100.0	692,800	100.0	693,000
Health Care Facilities	690,700	99.7	693,000	100.0	690,700	99.7	693,000
Grocery Stores ^c	693,000	100.0	693,000	100.0	693,000	100.0	693,000
Milwaukee Mitchell International Airport	673,400	97.2	679,200	98.0	668,800	96.5	693,000
Milwaukee Regional Medical Center	650,900	93.9	616,500	89.0	613,700	88.6	693,000

Families in Poverty ^b							
Activity Center	Existing (2023)		VISION 2050		FCTS (2050)		Total Families in Poverty
	Families	Percent	Families	Percent	People	Percent	
Retail Centers	40,300	95.7	40,400	96.0	40,300	95.7	42,100
Major Parks	42,100	100.0	42,100	100.0	42,100	100.0	42,100
Public Technical Colleges and Universities	42,100	100.0	42,100	100.0	42,100	100.0	42,100
Health Care Facilities	42,000	99.8	42,100	100.0	42,000	99.8	42,100
Grocery Stores ^c	42,100	100.0	42,100	100.0	42,100	100.0	42,100
Milwaukee Mitchell International Airport	40,500	96.2	40,900	97.1	40,100	95.2	42,100
Milwaukee Regional Medical Center	38,900	92.4	36,900	87.6	36,700	87.2	42,100

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

^b Minority population is based on the 2020 U.S. Census and families in poverty are based on the 2017-2021 American Community Survey.

^c Grocery stores are defined as full-service supermarket locations as discussed in the SEWRPC Regional Food System Plan; their locations are adapted from 2022 data compiled for the same.

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC; 6/2024

not in poverty. Historical driver's license data indicate a similar conclusion. In 2005, a study found that only about 60 percent of Black/African American adults and 50 percent of Hispanic adults had a driver's license, compared to about 80 percent of non-minority adults. Another transit-dependent population group is people with disabilities, with about 10 percent of this population group in Milwaukee County utilizing transit for travel to and from work. It should be noted that data regarding travel to work exclude those without employment.

The transit service areas under the updated VISION 2050 and FCTS would principally serve the areas of the Region with the highest density of jobs. However, the expected decrease in transit service hours and shift times covered under the updated FCTS would result in access to fewer jobs than the existing transit system, and far fewer jobs than the updated VISION 2050. Specifically, implementing the updated VISION 2050 would significantly increase the number of jobs within the transit service area, from 704,900 jobs under current conditions to 1,025,800 jobs in 2050. Under the updated FCTS, the number of jobs within the transit service area would increase to 735,900 in 2050. The increase in the number of jobs within the transit service area under both the updated VISION 2050 and FCTS is in part due to the increase in jobs in the Region projected under the land use component of the updated VISION 2050. However, as stated previously, likely decreases in the hours of the day that transit service would be available in some areas under the updated FCTS means that fewer jobs are likely to be accessible than under the existing system. Maps showing the areas of the Region with the highest job densities that would be served by transit under existing conditions, the updated VISION 2050, and the updated FCTS can be accessed through the Equity Analysis Map Directory from the VISION 2050 website.

Maps N.8 through N.10 show the number of jobs accessible within 30 minutes by transit under existing conditions, the updated VISION 2050, and the updated FCTS. As shown in Table N.12, the updated VISION 2050's recommended transit improvement and expansion would provide access to at least

Table N.9

Households by Number of Vehicles Available and Race/Ethnicity of Householder: 2017-2021

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)	56,534	78.3	53,967	2,567	4.5
Black/African American	3,832	5.3	3,321	511	13.3
American Indian and Alaskan Native	434	0.6	251	183	42.2
Asian and Pacific Islander	1,096	1.5	978	118	10.8
Other Minority	3,982	5.5	3,796	186	4.7
Hispanic	6,317	8.7	6,145	172	2.7
County Total	72,195	100.0	68,458	3,737	5.2

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)	239,241	55.2	220,146	19,095	8.0
Black/African American	96,763	22.3	72,514	24,249	25.1
American Indian and Alaskan Native	1,783	0.4	1,583	200	11.2
Asian and Pacific Islander	12,656	2.9	11,675	981	7.8
Other Minority	36,948	8.5	32,211	4,737	12.8
Hispanic	45,649	10.5	41,185	4,464	9.8
County Total	433,040	100.0	379,314	53,726	12.4

Ozaukee and Washington Counties					
Race/Ethnicity	Households		Race/Ethnicity Group Household Vehicle Availability		
	Total	Percent	One or More Vehicles Available	No Vehicle Available	
				Households	Percent
White (Non-Hispanic)	88,849	94.0	86,323	2,526	2.8
Black/African American	1,088	1.2	799	289	26.6
American Indian and Alaskan Native	91	0.1	91	0	0.0
Asian and Pacific Islander	1,112	1.2	1,073	39	3.5
Other Minority	1,556	1.6	1,421	135	8.7
Hispanic	1,796	1.9	1,632	164	9.1
County Total	94,492	100.0	91,339	3,153	3.3

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)	64,831	74.8	61,944	2,887	4.5
Black/African American	8,197	9.5	6,555	1,642	20.0
American Indian and Alaskan Native	356	0.4	356	0	0.0
Asian and Pacific Islander	1,174	1.4	1,174	0	0.0
Other Minority	4,483	5.2	3,894	589	13.1
Hispanic	7,626	8.8	6,800	826	10.8
County Total	86,667	100.0	80,723	5,944	6.9

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)	39,239	87.6	37,953	1,286	3.3
Black/African American	304	0.7	304	0	0.0
American Indian and Alaskan Native	111	0.2	111	0	0.0
Asian and Pacific Islander	331	0.7	252	79	23.9
Other Minority	2,034	4.5	1,842	192	9.4
Hispanic	2,796	6.2	2,568	228	8.2
County Total	44,815	100.0	43,030	1,785	4.0

Table continued on next page.

Table N.9 (Continued)

Waukesha County					
Race/Ethnicity	Households		Race/Ethnicity Group Household Vehicle Availability		
	Total	Percent	One or More Vehicles Available	No Vehicle Available	
				Households	Percent
White (Non-Hispanic)	152,037	89.6	147,328	4,709	3.1
Black/African American	2,288	1.3	2,126	162	7.1
American Indian and Alaskan Native	226	0.1	217	9	4.0
Asian and Pacific Islander	5,295	3.1	5,164	131	2.5
Other Minority	4,295	2.5	4,179	116	2.7
Hispanic	5,609	3.3	5,484	125	2.2
County Total	169,750	100.0	164,498	5,252	3.1

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)	640,731	71.1	607,661	33,070	5.2
Black/African American	112,472	12.5	85,619	26,853	23.9
American Indian and Alaskan Native	3,001	0.3	2,609	392	13.1
Asian and Pacific Islander	21,664	2.4	20,316	1,348	6.2
Other Minority	53,298	5.9	47,343	5,955	11.2
Hispanic	69,793	7.7	63,814	5,979	8.6
Region Total	900,959	100.0	827,362	73,597	8.2

Source: U.S. Bureau of the Census American Community Survey Public Use Microdata Sample and SEWRPC, 6/2024

Table N.10
Households by Number of Vehicles Available and Minority Householders: 2017-2021

County	Minority Household Vehicle Availability			Non-Minority Household Vehicle Availability		
	One or More Vehicles Available	No Vehicle Available		One or More Vehicles Available	No Vehicle Available	
		Households	Percent		Households	Percent
Kenosha County	14,491	1,170	7.5	53,967	2,567	4.5
Milwaukee County	159,168	34,631	17.9	220,146	19,095	8.0
Ozaukee and Washington Counties	5,016	627	11.1	86,323	2,526	2.8
Racine County	18,779	3,057	14.0	61,944	2,887	4.5
Walworth County	5,077	499	8.9	37,953	1,286	3.3
Waukesha County	17,170	543	3.1	147,328	4,709	3.1
Region	219,701	40,527	15.6	607,661	33,070	5.4

Source: U.S. Bureau of the Census American Community Survey Public Use Microdata Sample and SEWRPC, 6/2024

Table N.11
Households by Number of Vehicles Available for Families in Poverty: 2012-2016

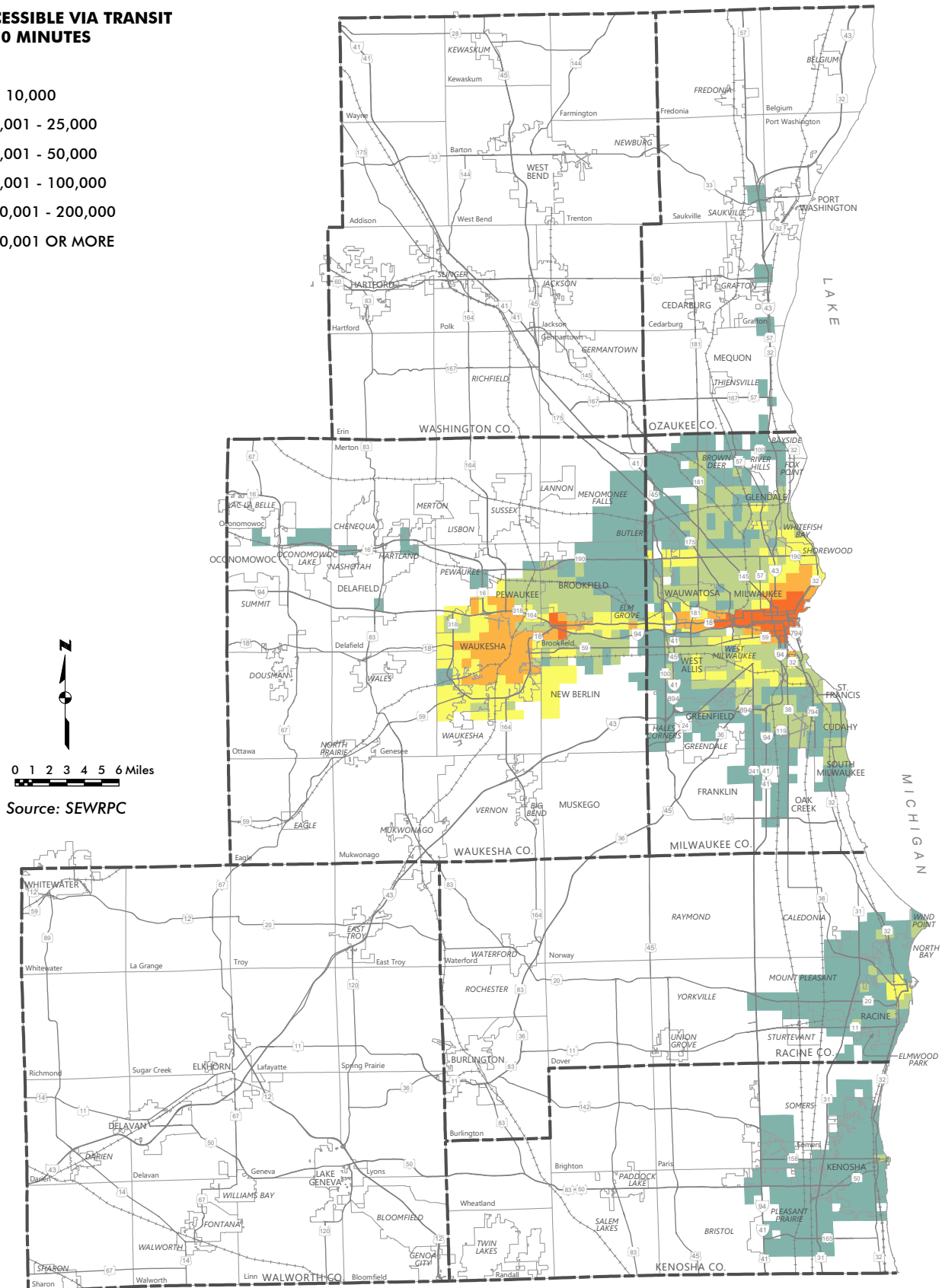
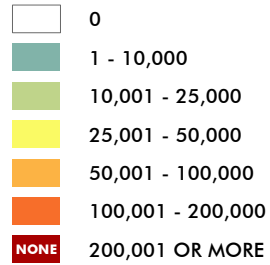
County	Vehicle Availability for Families in Poverty			Vehicle Availability for Families Not in Poverty		
	One or More Vehicles Available	No Vehicle Available		One or More Vehicles Available	No Vehicle Available	
		Families	Percent		Families	Percent
Kenosha County	6,530	1,965	23.1	52,070	2,430	4.5
Milwaukee County	47,935	26,035	35.2	280,430	28,380	9.2
Ozaukee County	1,770	320	15.3	31,565	1,110	3.4
Racine County	6,520	2,505	27.8	63,280	2,985	4.5
Walworth County	4,480	865	16.2	33,350	1,270	3.7
Washington County	2,635	590	18.3	48,395	1,565	3.1
Waukesha County	7,115	1,425	16.7	142,350	4,885	3.3
Region	76,985	33,705	30.4	651,440	42,625	6.1

Source: U.S. Census Transportation Planning Products and SEWRPC, 6/2024

Map N.8

Jobs Accessible Within 30 Minutes by Transit: Existing

JOBS ACCESSIBLE VIA TRANSIT WITHIN 30 MINUTES

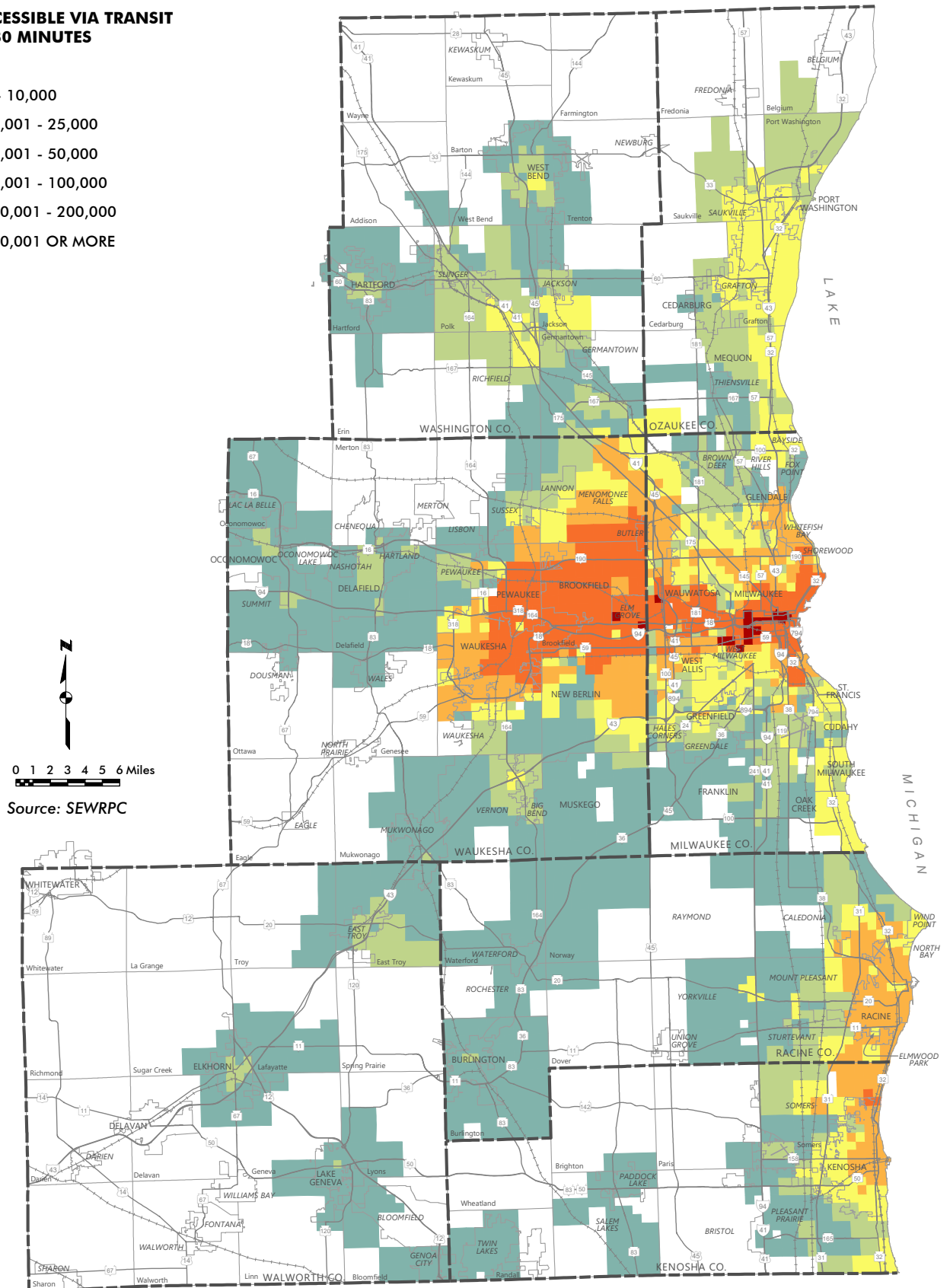
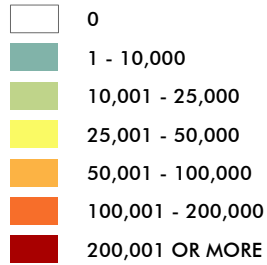


6/2024

Map N.9

Jobs Accessible Within 30 Minutes by Transit: VISION 2050

JOBS ACCESSIBLE VIA TRANSIT WITHIN 30 MINUTES

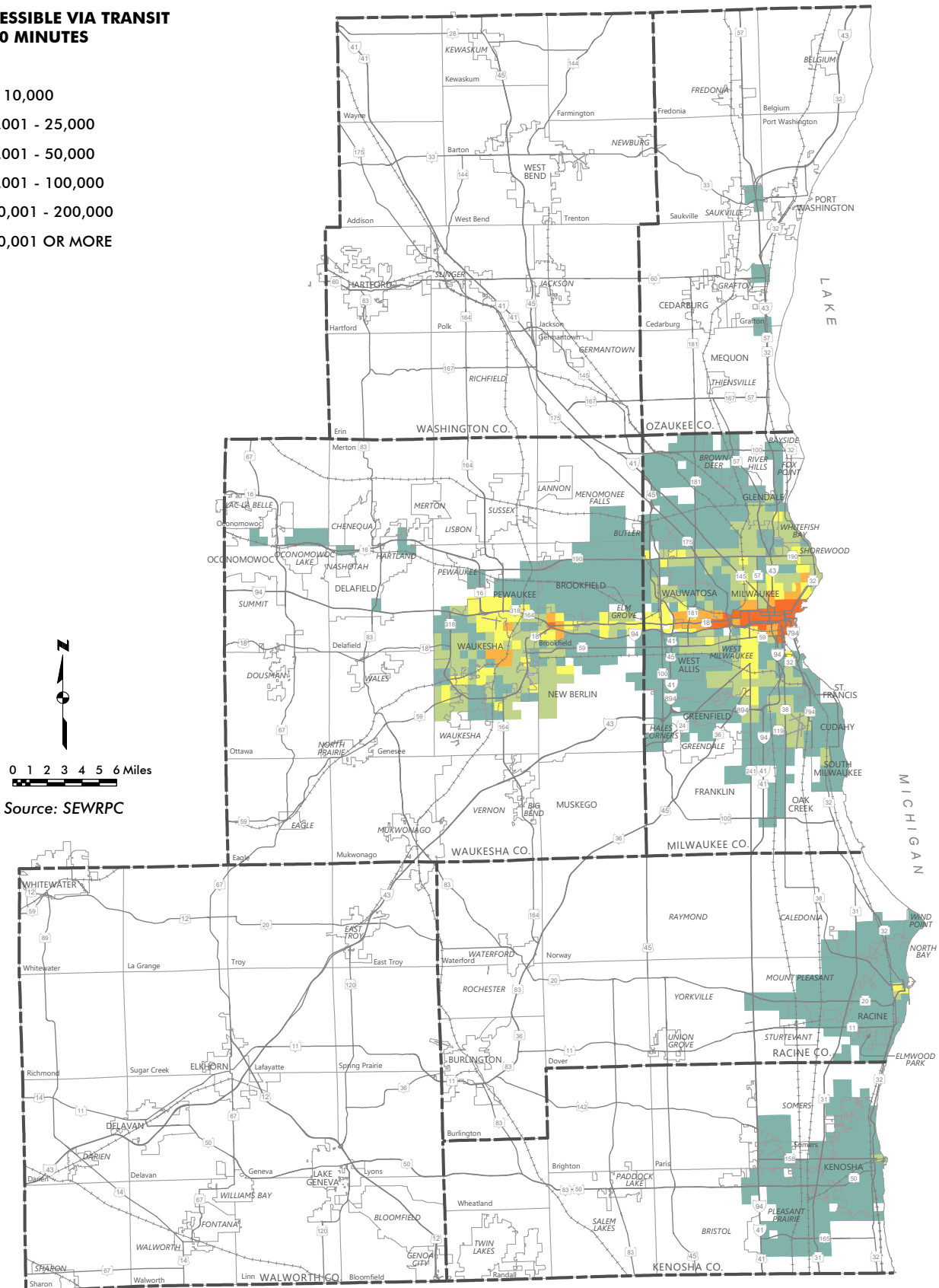
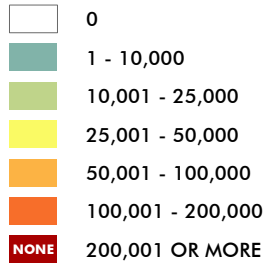


6/2024

Map N.10

Jobs Accessible Within 30 Minutes by Transit: FCTS

JOBS ACCESSIBLE VIA TRANSIT WITHIN 30 MINUTES



6/2024

Table N.12
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 - 2023	27,100	3.9	61,900	8.9	375,800	54.2	693,000
VISION 2050	105,900	15.3	299,400	43.2	590,200	85.2	693,000
FCTS - 2050	21,700	3.1	38,800	5.6	234,100	33.8	693,000

Non-Minority Population^a							
Plan	100,000 or More Jobs		50,000 or More Jobs		10,000 or More Jobs		Total Non-Minority Population
	People	Percent	People	Percent	People	Percent	
Existing - 2023	37,700	2.8	98,400	7.3	340,000	25.1	1,354,900
VISION 2050	194,400	14.3	400,900	29.6	825,400	60.9	1,354,900
FCTS - 2050	29,800	2.2	56,100	4.1	210,100	15.5	1,354,900

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 - 2023	1,600	3.8	3,700	8.8	23,100	54.9	42,100
VISION 2050	5,900	14.0	17,800	42.3	35,500	84.3	42,100
FCTS - 2050	1,300	3.1	2,400	5.7	14,000	33.3	42,100

Families Not in Poverty^a							
Plan	100,000 or More Jobs		50,000 or More Jobs		10,000 or More Jobs		Total Families Not in Poverty
	Families	Percent	Families	Percent	Families	Percent	
Existing - 2023	6,000	1.3	22,800	4.9	135,400	28.9	468,900
VISION 2050	54,500	11.6	134,500	28.7	296,100	63.1	468,900
FCTS - 2050	4,600	1.0	10,700	2.3	79,500	17.0	468,900

Families with Incomes Less Than Twice the Poverty Level^a							
Plan	100,000 or More Jobs		50,000 or More Jobs		10,000 or More Jobs		Total Families with Incomes Less Than Twice the Poverty Level
	Families	Percent	Families	Percent	Families	Percent	
Existing - 2023	2,800	2.7	7,500	7.1	52,100	49.4	105,500
VISION 2050	12,600	11.9	40,700	38.6	84,900	80.5	105,500
FCTS - 2050	2,200	2.1	4,300	4.1	31,300	29.7	105,500

Families with Incomes More Than Twice the Poverty Level^a							
Plan	100,000 or More Jobs		50,000 or More Jobs		10,000 or More Jobs		Total Families with Incomes More Than Twice the Poverty Level
	Families	Percent	Families	Percent	Families	Percent	
Existing - 2023	4,800	1.2	18,900	4.7	106,400	26.2	405,500
VISION 2050	47,800	11.8	111,600	27.5	246,600	60.8	405,500
FCTS - 2050	3,700	0.9	8,800	2.2	62,200	15.3	405,500

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 - 2023	6,300	2.8	17,100	7.5	84,900	37.1	228,700
VISION 2050	30,200	13.2	79,700	34.8	163,800	71.6	228,700
FCTS - 2050	5,000	2.2	9,700	4.2	52,400	22.9	228,700

People Without Disabilities^a							
Plan	100,000 or More Jobs		50,000 or More Jobs		10,000 or More Jobs		Total Population Without Disabilities
	People	Percent	People	Percent	People	Percent	
Existing - 2023	58,500	3.2	143,300	7.9	630,800	34.7	1,819,100
VISION 2050	270,100	14.8	620,600	34.1	1,251,800	68.8	1,819,100
FCTS - 2050	46,600	2.6	85,200	4.7	391,800	21.5	1,819,100

^a Minority population is based on the 2020 U.S. Census and families in poverty, families with incomes less than twice the poverty level, and people with disabilities are based on the 2017-2021 American Community Survey.

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC; 6/2024

100,000 jobs within 30 minutes by transit to a significantly higher proportion of the existing minority population (15.3 percent), families in poverty (14.0 percent), families with incomes less than twice the poverty level (11.9 percent), and people with disabilities (13.2 percent). Comparing these maps to areas of existing concentrations of minority populations (Map N.1), lower-income populations (Map N.3 for families in poverty and Map N.11 for families with incomes less than twice the poverty level), and people with disabilities (Map N.12) indicates that access to jobs for these populations would improve significantly due to the improvement and expansion of transit service under the updated VISION 2050. Regarding the updated FCTS, the expected decrease in transit service hours would slightly reduce the percent of the minority population, families in poverty, families with incomes less than twice the poverty level, and people with disabilities that have potential access to 100,000 or more jobs within 30 minutes by transit.

As shown in Table N.13, the existing percent of the minority population with potential access to at least 100,000 jobs by transit would be about 11 percentage points more under the updated VISION 2050, compared to about 12 percentage points more for the non-minority population. The existing families in poverty with potential access to at least 100,000 jobs by transit would be about 10 percentage points more and families with incomes less than twice the poverty level would be about 9 percentage points more, compared to about 10 percentage points more for families not in poverty and 11 percentage points for families with incomes higher than twice the poverty level. With respect to people with disabilities, potential access to 100,000 jobs would be about 10 percentage points more compared to about 12 percentage points more for people without disabilities.

Additionally, the existing percentage of the minority population with potential access to at least 10,000 jobs by transit would be about 31 percentage points more under the updated VISION 2050, compared to about 36 percentage points more for the non-minority population. The existing families in poverty with potential access to at least 10,000 jobs by transit would be about 29 percentage points more and families with incomes less than twice the poverty level would be about 31 percentage points more, compared to about 34 and 35 percentage points more for families not in poverty and families with incomes higher than twice the poverty level, respectively. With respect to people with disabilities, potential access to 10,000 jobs by transit would be about 35 percentage points more for people with disabilities compared to about 34 percentage points more for people without disabilities.

As shown in Table N.13, the existing percent of all populations with potential access to at least 100,000 jobs by transit would remain essentially the same or decline slightly under the updated FCTS.

For all populations, the existing percentage of people with potential access to at least 10,000 jobs by transit would decrease significantly under the updated FCTS, as shown in Table N.13. The existing percentage of the minority population with access to at least 10,000 jobs by transit is expected to be about 20 percentage points less under the updated FCTS, compared to about 10 percentage points less for the non-minority population. The existing percent of families in poverty and families with incomes less than twice the poverty level with potential access to at least 10,000 jobs by transit would be about 22 and 20 percentage points less under the updated FCTS, respectively, compared to about 12 and 11 percentage points less for families not in poverty and with incomes higher than twice the poverty level. With respect to people with disabilities, the existing percent of people with disabilities with potential access to at least 10,000 jobs by transit would be about 14 percentage points less under the updated FCTS, compared to about 13 percentage points less for people without disabilities.

Lower-wage jobs are estimated to represent about 32 percent of total jobs in the Region. As shown in Table N.14, it is projected that about 30 percent of the existing minority population would have potential access to at least 25,000 lower-wage jobs within 30 minutes by transit under the updated VISION 2050, compared to about 4 percent under the updated FCTS. Similarly, it is projected that about 31 percent of the families in poverty and about 27 percent of families with incomes less than twice the poverty level would have potential access to at least 25,000 lower-wage jobs within 30 minutes by transit under the updated VISION 2050, compared to about 4 and 3 percent, respectively, under the updated FCTS. With respect to people with disabilities, it is projected that about 25 percent of this population would have potential access to at least 25,000 lower-wage jobs within 30 minutes under the updated VISION 2050, compared to 3 percent under the updated FCTS. Maps showing the number of lower-wage jobs that would potentially be accessible in 30 minutes under existing conditions, the updated VISION 2050, and

Map N.11

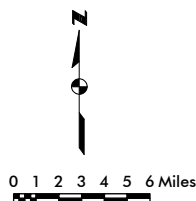
Concentrations of Families with Incomes Less Than Twice the Poverty Level: 2017-2021

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES WITH INCOMES LESS THAN TWICE THE POVERTY LEVEL EXCEEDS THE REGIONAL AVERAGE OF 20.8 PERCENT BASED ON THE 2017-2021 U.S. CENSUS AMERICAN COMMUNITY SURVEY

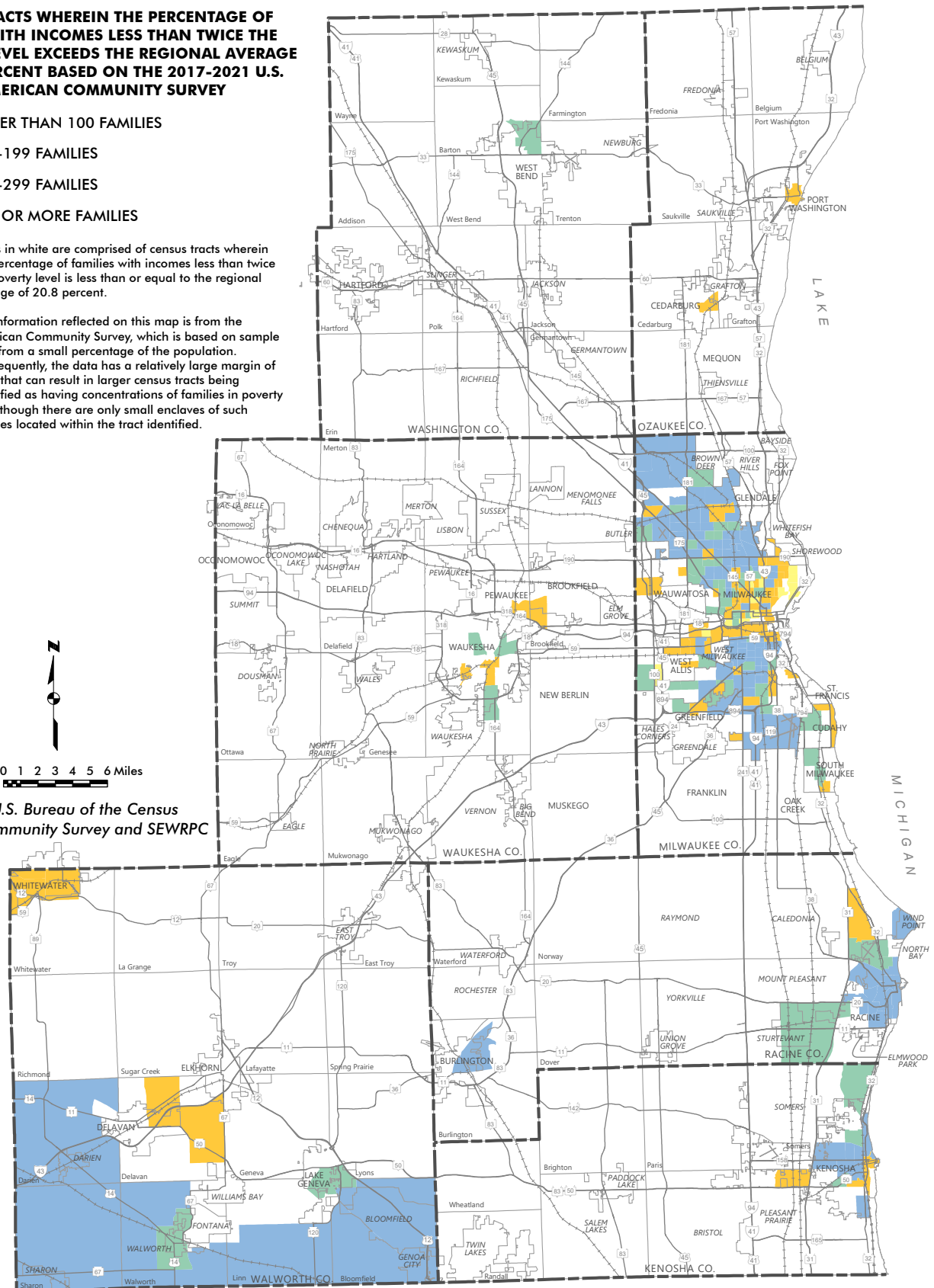
- FEWER THAN 100 FAMILIES
- 100-199 FAMILIES
- 200-299 FAMILIES
- 300 OR MORE FAMILIES

Notes: Areas in white are comprised of census tracts wherein the percentage of families with incomes less than twice the poverty level is less than or equal to the regional average of 20.8 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 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



6/2024

Map N.12

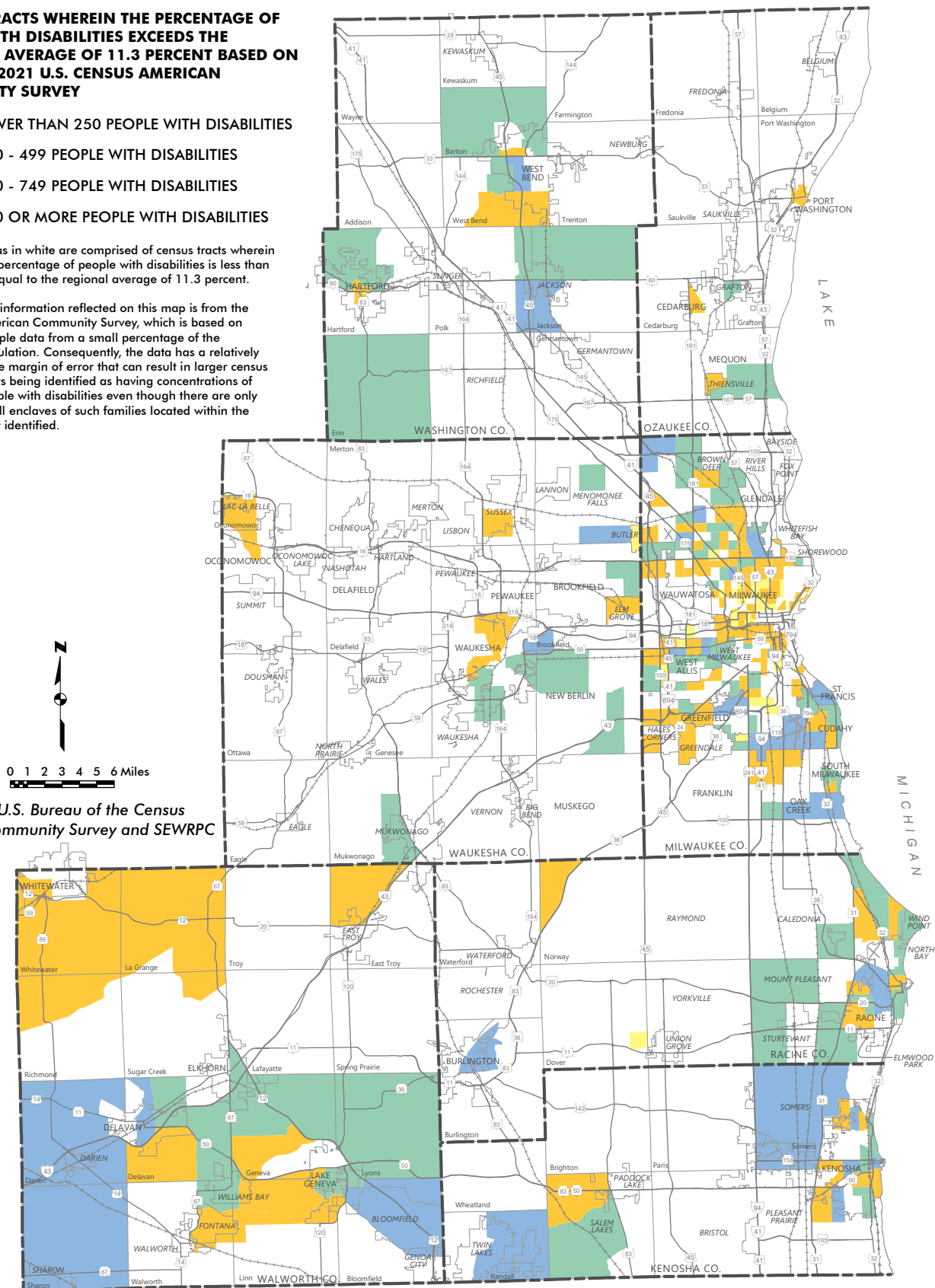
Concentrations of People with Disabilities: 2017-2021

CENSUS TRACTS WHEREIN THE PERCENTAGE OF PEOPLE WITH DISABILITIES EXCEEDS THE REGIONAL AVERAGE OF 11.3 PERCENT BASED ON THE 2017-2021 U.S. CENSUS AMERICAN COMMUNITY SURVEY

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

Notes: Areas in white are comprised of census tracts wherein the percentage of people with disabilities is less than or equal to the regional average of 11.3 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 people with disabilities 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

6/2024

Table N.13
Change in Percent Having Access to Jobs by Transit

100,000 or More Jobs

Minorities ^a				
Plan	Minority Population	Non-Minority Population		
VISION 2050	11	12		
FCTS - 2050	-1	-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
VISION 2050	10	10	9	11
FCTS - 2050	-1	0	-1	0
People with Disabilities ^a				
Plan	People with Disabilities	People Without Disabilities		
VISION 2050	10	12		
FCTS - 2050	-1	-1		
Minorities ^a				
Plan	Minority Population	Non-Minority Population		
VISION 2050	31	36		
FCTS - 2050	-20	-10		
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
VISION 2050	29	34	31	35
FCTS - 2050	-22	-12	-20	-11
People with Disabilities ^a				
Plan	People with Disabilities	People Without Disabilities		
VISION 2050	35	34		
FCTS - 2050	-14	-13		

10,000 or More Jobs

^aMinority population and non-minority population are based on the 2020 U.S. Census and families in poverty, families not in poverty, families with incomes less than twice the poverty level, families with incomes more than twice the poverty level, people with disabilities, and people without disabilities are based on the 2017-2021 American Community Survey.

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC; 6/2024

the updated FCTS can be found on the VISION 2050 website. Comparing these maps to areas of existing concentrations of minority populations (Map N.1), lower-income populations (Map N.3 for families in poverty and Map N.11 for families with incomes less than twice the poverty level), and people with disabilities (Map N.12) shows that potential access to lower-wage jobs for these populations would improve significantly due to the improvement and expansion of transit service under the updated VISION 2050.

The substantial increase in transit service under the updated VISION 2050 would provide better access than under the updated FCTS to existing grocery stores, retail centers, major parks, public technical colleges/universities, health facilities, the Milwaukee Regional Medical Center, and Milwaukee Mitchell International Airport. Table N.15 shows the existing minority populations, lower-income populations, and people with disabilities that would have reasonable access (within 30 minutes) by transit to various activity centers under existing conditions, the updated VISION 2050, and the updated FCTS. Under the updated VISION 2050, the proportion of existing minority populations, lower-income populations, and people with disabilities provided access by transit service to the activity centers analyzed would be between 8 and 44 percentage points more than under the updated FCTS.

Table N.14
Access to Lower-Wage Jobs Within 30 Minutes by Transit

Plan	Minority Population ^a						Total Minority Population
	25,000 or More Jobs		10,000 or More Jobs		5,000 or More Jobs		
	People	Percent	People	Percent	People	Percent	
Existing - 2023	38,800	5.6	151,200	21.8	321,200	46.3	693,000
VISION 2050	211,200	30.5	486,200	70.2	574,600	82.9	693,000
FCTS - 2050	30,200	4.4	87,100	12.6	195,600	28.2	693,000

Plan	Families in Poverty ^a						Total Families in Poverty
	25,000 or More Jobs		10,000 or More Jobs		5,000 or More Jobs		
	Families	Percent	Families	Percent	Families	Percent	
Existing - 2023	2,200	5.2	9,000	21.4	18,900	44.9	42,100
VISION 2050	12,900	30.6	29,500	70.1	34,600	82.2	42,100
FCTS - 2050	1,800	4.3	5,100	12.1	11,700	27.8	42,100

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 - 2023	4,200	4.0	20,400	19.3	43,500	41.2	105,500
VISION 2050	28,700	27.2	68,900	65.3	82,600	78.3	105,500
FCTS - 2050	3,200	3.0	10,900	10.3	26,100	24.7	105,500

Plan	People with Disabilities ^a						Total Population with Disabilities
	25,000 or More Jobs		10,000 or More Jobs		5,000 or More Jobs		
	People	Percent	People	Percent	People	Percent	
Existing - 2023	10,500	4.6	38,200	16.7	73,900	32.3	228,700
VISION 2050	57,700	25.2	129,000	56.4	159,000	69.5	228,700
FCTS - 2050	6,900	3.0	20,400	8.9	44,400	19.4	228,700

^a Minority population is based on the 2020 U.S. Census and families in poverty, families with incomes less than twice the poverty level, and people with disabilities are based on the 2017-2021 American Community Survey.

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC; 6/2024

As shown in Table N.16, the improvement and expansion of transit under the updated VISION 2050 would result in between 7 and 40 additional percentage points of the total minority population having reasonable access to the various activity centers compared to existing conditions. This is greater than the 6 to 26 additional percentage points of the non-minority population that would have access under the updated VISION 2050. Similarly, the improvement and expansion of transit under the updated VISION 2050 would result in between 6 and 41 additional percentage points of the total families in poverty and families with incomes less than twice the poverty level having reasonable access to the various activity centers compared to existing conditions. This is greater than the 5 to 26 additional percentage points of the total families not in poverty and families with incomes higher than twice the poverty level that would have access under the updated VISION 2050. With respect to people with disabilities, the updated VISION 2050 would result in between 6 and 31 additional percentage points of people with disabilities having reasonable access to the various activity centers compared to existing conditions. This is comparable to the 6 to 30 additional percentage points of people without disabilities having reasonable access to the various activity centers compared to existing conditions.

As shown in Table N.17, the transit service under the updated FCTS would result in between 3 and 9 fewer percentage points of the total minority population that would have reasonable access to the various activity centers compared to existing conditions. These reductions in access are slightly greater than the reductions in access for the non-minority population under the updated FCTS, which is between 1 and 5 fewer percentage points compared to existing conditions. Similarly, the transit service under the updated FCTS would result in between 2 and 8 fewer percentage points for total families in poverty and families with incomes less than twice the poverty level having reasonable access to the various activity centers compared to existing conditions. These reductions in access are slightly greater than the reductions in

Table N.15
Reasonable Access to Activity Centers by Transit^a

Minority Population ^b							
Activity Center	Existing (2023)		VISION 2050		FCTS (2050)		Total Minority Population
	People	Percent	People	Percent	People	Percent	
Retail Centers	99,700	14.4	283,300	40.9	65,000	9.4	693,000
Major Parks	60,800	8.8	166,300	24.0	42,500	6.1	693,000
Public Technical Colleges and Universities	145,500	21.0	264,700	38.2	115,000	16.6	693,000
Health Care Facilities	287,300	41.5	393,100	56.7	227,200	32.8	693,000
Grocery Stores ^c	530,300	76.5	609,800	88.0	509,400	73.5	693,000
Milwaukee Mitchell International Airport	88,000	12.7	139,000	20.1	62,600	9.0	693,000
Milwaukee Regional Medical Center	77,600	11.2	354,500	51.2	53,300	7.7	693,000

Activity Center	Families in Poverty ^b						Total Families in Poverty
	Existing (2023)		VISION 2050		FCTS (2050)		
	Families	Percent	Families	Percent	Families	Percent	
Retail Centers	5,600	13.3	15,600	37.1	3,300	7.8	42,100
Major Parks	3,500	8.3	9,900	23.5	2,400	5.7	42,100
Public Technical Colleges and Universities	8,300	19.7	15,700	37.3	6,700	15.9	42,100
Health Care Facilities	18,000	42.8	24,300	57.7	14,600	34.7	42,100
Grocery Stores ^c	32,000	76.0	35,900	85.3	30,600	72.7	42,100
Milwaukee Mitchell International Airport	5,100	12.1	7,800	18.5	3,700	8.8	42,100
Milwaukee Regional Medical Center	3,800	9.0	21,100	50.1	2,800	6.7	42,100

Families with Incomes Less Than Twice the Poverty Level ^b							
Activity Center	Existing (2023)		VISION 2050		FCTS (2050)		Total Families with Incomes Less Than Twice the Poverty Level
	Families	Percent	Families	Percent	Families	Percent	
Retail Centers	13,100	12.4	38,300	36.3	7,700	7.3	105,500
Major Parks	7,700	7.3	23,900	22.7	5,500	5.2	105,500
Public Technical Colleges and Universities	19,500	18.5	37,400	35.5	15,800	15.0	105,500
Health Care Facilities	41,500	39.3	56,500	53.6	33,300	31.6	105,500
Grocery Stores ^c	74,000	70.1	85,300	80.9	70,800	67.1	105,500
Milwaukee Mitchell International Airport	11,700	11.1	18,700	17.7	8,500	8.1	105,500
Milwaukee Regional Medical Center	9,200	8.7	47,000	44.5	6,500	6.2	105,500

People with Disabilities ^b							
Activity Center	Existing (2023)		VISION 2050		FCTS (2050)		Total Population with Disabilities
	People	Percent	People	Percent	People	Percent	
Retail Centers	31,800	13.9	88,100	38.5	20,600	9.0	228,700
Major Parks	19,000	8.3	55,600	24.3	14,200	6.2	228,700
Public Technical Colleges and Universities	41,700	18.2	77,500	33.9	33,500	14.6	228,700
Health Care Facilities	72,200	31.6	110,700	48.4	60,400	26.4	228,700
Grocery Stores ^c	128,800	56.3	163,700	71.6	124,900	54.6	228,700
Milwaukee Mitchell International Airport	19,200	8.4	32,600	14.3	14,100	6.2	228,700
Milwaukee Regional Medical Center	22,300	9.8	92,400	40.4	16,100	7.0	228,700

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

^b Minority population is based on the 2020 U.S. Census and families in poverty, families with incomes less than twice the poverty level, and people with disabilities are based on the 2017-2021 American Community Survey.

^c Grocery stores are defined as full-service supermarket locations as discussed in the SEWRPC Regional Food System Plan; their locations are adapted from 2022 data compiled for the same.

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC; 6/2024

Table N.16**Additional Percent Having Reasonable Access^a to Activity Centers by Transit: VISION 2050**

Minority Population^b				
Activity Center	Minority Population	Non-Minority Population		
Retail Centers	27	26		
Major Parks	15	17		
Public Technical Colleges and Universities	17	15		
Health Care Facilities	15	20		
Grocery Stores ^c	12	23		
Milwaukee Mitchell International Airport	7	6		
Milwaukee Regional Medical Center	40	24		

Families in Poverty and Families with Incomes Less Than Twice the Poverty Level^b				
Activity Center	Families in Poverty	Families Not in Poverty	Families with Incomes Less Than Twice the Poverty Level	Families with Incomes More Than Twice the Poverty Level
Retail Centers	24	24	24	24
Major Parks	15	16	15	17
Public Technical Colleges and Universities	18	14	17	14
Health Care Facilities	15	17	14	18
Grocery Stores ^c	9	18	11	19
Milwaukee Mitchell International Airport	6	5	7	5
Milwaukee Regional Medical Center	41	26	36	25

People with Disabilities^b		
Activity Center	People with Disabilities	People Without Disabilities
Retail Centers	25	26
Major Parks	16	17
Public Technical Colleges and Universities	16	15
Health Care Facilities	17	19
Grocery Stores ^c	15	19
Milwaukee Mitchell International Airport	6	6
Milwaukee Regional Medical Center	31	30

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

^b Minority population is based on the 2020 U.S. Census and families in poverty, families with incomes less than twice the poverty level, and people with disabilities are based on the 2017-2021 American Community Survey.

^c Grocery stores are defined as full-service supermarket locations as discussed in the SEWRPC Regional Food System Plan; their locations are adapted from 2022 data compiled for the same.

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC; 6/2024

access for total families not in poverty and families with incomes higher than twice the poverty level under the updated FCTS, which is between 1 and 4 fewer percentage points compared to existing conditions. With respect to people with disabilities, the updated FCTS would result in between 2 and 5 fewer percentage points for total people with disabilities having reasonable access to the various activity centers compared to existing conditions, which is comparable to the reduction seen in people without disabilities.

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

Table N.17
Reduced Percent Having Reasonable Access^a to Activity Centers by Transit: FCTS

Minority Population^b				
Activity Center	Minority Population	Non-Minority Population		
Retail Centers	27	26		
Major Parks	15	17		
Public Technical Colleges and Universities	17	15		
Health Care Facilities	15	20		
Grocery Stores ^c	12	23		
Milwaukee Mitchell International Airport	7	6		
Milwaukee Regional Medical Center	40	24		

Families in Poverty and Families with Incomes Less Than Twice the Poverty Level^b				
Activity Center	Families in Poverty	Families Not in Poverty	Families with Incomes Less Than Twice the Poverty Level	Families with Incomes More Than Twice the Poverty Level
Retail Centers	24	24	24	24
Major Parks	15	16	15	17
Public Technical Colleges and Universities	18	14	17	14
Health Care Facilities	15	17	14	18
Grocery Stores ^c	9	18	11	19
Milwaukee Mitchell International Airport	6	5	7	5
Milwaukee Regional Medical Center	41	26	36	25

People with Disabilities^b		
Activity Center	People with Disabilities	People Without Disabilities
Retail Centers	25	26
Major Parks	16	17
Public Technical Colleges and Universities	16	15
Health Care Facilities	17	19
Grocery Stores ^c	15	19
Milwaukee Mitchell International Airport	6	6
Milwaukee Regional Medical Center	31	30

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

^b Minority population is based on the 2020 U.S. Census and families in poverty, families with incomes less than twice the poverty level, and people with disabilities are based on the 2017-2021 American Community Survey.

^c Grocery stores are defined as full-service supermarket locations as discussed in the SEWRPC Regional Food System Plan; their locations are adapted from 2022 data compiled for the same.

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC; 6/2024

Under the updated FCTS, the analysis indicates that the highway element would result in about the same accessibility to jobs and other activities for all residents of the Region that travel by automobile—with accessibility to some activities slightly better and some slightly worse. In contrast, the expected declines in transit, along with the minimal expected expansion and improvement of transit, under the updated FCTS are expected to result in small to significant declines in the accessibility to jobs and other activities—depending on the activity—for residents utilizing transit. The impact of any decline in accessibility would likely be borne disproportionately by minority and low-income populations, as those populations are more likely to lack access to an automobile and to utilize transit.

MINORITY POPULATIONS AND LOW-INCOME POPULATIONS SERVED BY TRANSIT

An evaluation was conducted of the characteristics of the existing population located within the service area of the public transit system under existing conditions, the updated VISION 2050, and the updated FCTS. Table N.18 shows information on the existing minority populations, lower-income populations (families in poverty and families with incomes less than twice the poverty level), and people with disabilities within walking distance of transit and fixed-guideway transit (defined as rapid transit, including bus rapid transit, or commuter rail) under existing conditions, the updated VISION 2050, and the updated FCTS. Maps comparing the various population groups to transit service area can be accessed through the Equity Analysis Map Directory from the VISION 2050 website.

- **Existing Transit Service:** Most of the base year 2023 routes and service areas for the public transit systems in the Region serve the principal concentrations of existing minority populations, lower-income populations, and people with disabilities. Specifically, about 527,600 minority people (or 76 percent of the total minority population) and 481,500 non-minority people (or 36 percent of the total non-minority population) were served by public transit services provided in the year 2023. With respect to lower-income populations, 30,900 (or 73 percent of) families in poverty and 184,100 (or 39 percent of) families not in poverty were served by public transit services provided in the year 2023. Similarly, 70,800 (or 67 percent of) families with incomes less than twice the poverty level and 144,200 (or 36 percent of) families with incomes more than twice the poverty level were served by public transit services provided in the year 2023. With respect to people with disabilities, 120,200 (or 53 percent of) people with disabilities and 828,700 (or 46 percent of) people not having a disability were served by public transit services provided in the year 2023.

With respect to higher levels of transit, between 2 and 4 percent of all eight population groups had access to fixed-guideway transit in 2023. This represents an average increase of approximately 2 percent from the 2020 Update, when population groups' access was provided only through the Metra commuter rail station to Chicago in downtown Kenosha. The increase in fixed-guideway access is attributable to MCTS's 2023 launch of CONNECT 1, the first BRT line in the Region, which connects the Milwaukee Regional Medical Center at its western terminus with downtown Milwaukee to the east and utilizes features such as dedicated bus lanes, level boarding, traffic signal priority, and ticket pre-payment to provide a higher level of transit service.

- **VISION 2050:** All groups would see significant increases in the percentage of their population within the transit service area under VISION 2050. About 598,200 minority people (or about 86 percent of the total minority population) and 749,200 non-minority people (or 55 percent of the total non-minority population) would be served by transit under the updated VISION 2050.

With respect to lower-income populations, 34,400 (or 82 percent of) families in poverty and 257,100 (or 55 percent of) families not in poverty would be served by public transit under the updated VISION 2050. Similarly, 81,100 (or 77 percent of) families with incomes less than twice the poverty level and 210,300 (or 52 percent of) families with incomes more than twice the poverty level would be served by public transit under the updated VISION 2050. With respect to people with disabilities, 150,900 (or 66 percent of) people with disabilities and 1,086,800 (or 60 percent of) people not having a disability would be served by public transit under the updated VISION 2050.

The extensive expansion of fixed-guideway transit under the updated VISION 2050 would result in increased access to fixed-guideway transit from the current levels of 2.8 to 3.6 percent to about 25 to 38 percent for existing minority populations, lower-income populations, and people with disabilities. Access for non-minority populations, families not in poverty, families with incomes more than twice the poverty level, and people without disabilities would increase from the current levels of 1.5 to 2.7 percent to about 16 to 22 percent.

- **The FCTS:** While transit service under the updated FCTS is expected to decline, particularly through the elimination of express bus routes, most of the transit routes and service areas under the updated FCTS would continue to serve the principal concentrations of existing minority populations, lower-income populations, and people with disabilities. Specifically, about 519,400 minority people (or 75 percent of

Table N.18
Access to Transit and Fixed-Guideway Transit

Minority Population^a					
Plan	Total Transit Service		Fixed-Guideway Transit Service^b		Total Minority Population
	People	Percent	People	Percent	
Existing - 2023	527,600	76.1	25,100	3.6	693,000
VISION 2050	598,200	86.3	259,600	37.5	693,000
FCTS - 2050	519,400	74.9	106,400	15.4	693,000
Non-Minority Population^a					
Plan	Total Transit Service		Fixed-Guideway Transit Service^b		Total Non-Minority Population
	People	Percent	People	Percent	
Existing - 2023	481,500	35.5	32,000	2.4	1,354,900
VISION 2050	749,200	55.3	212,600	15.7	1,354,900
FCTS - 2050	474,100	35.0	56,900	4.2	1,354,900
Families in Poverty^a					
Plan	Total Transit Service		Fixed-Guideway Transit Service^b		Total Families in Poverty
	Families	Percent	Families	Percent	
Existing - 2023	30,900	73.4	1,500	3.6	42,100
VISION 2050	34,400	81.7	15,200	36.1	42,100
FCTS - 2050	30,400	72.2	6,700	15.9	42,100
Families Not in Poverty^a					
Plan	Total Transit Service		Fixed-Guideway Transit Service^b		Total Families Not in Poverty
	Families	Percent	Families	Percent	
Existing - 2023	184,100	39.3	7,600	1.6	468,900
VISION 2050	257,100	54.8	82,000	17.5	468,900
FCTS - 2050	180,000	38.4	25,300	5.4	468,900
Families with Incomes Less Than Twice the Poverty Level^a					
Plan	Total Transit Service		Fixed-Guideway Transit Service^b		Total Families with Incomes Less Than Twice the Poverty Level
	Families	Percent	Families	Percent	
Existing - 2023	70,800	67.1	3,000	2.8	105,500
VISION 2050	81,100	76.9	34,000	32.2	105,500
FCTS - 2050	69,500	65.9	14,300	13.6	105,500
Families with Incomes More Than Twice the Poverty Level^a					
Plan	Total Transit Service		Fixed-Guideway Transit Service^b		Total Families with Incomes More Than Twice the Poverty Level
	Families	Percent	Families	Percent	
Existing - 2023	144,200	35.6	6,100	1.5	405,500
VISION 2050	210,300	51.9	63,100	15.6	405,500
FCTS - 2050	140,900	34.7	17,800	4.4	405,500
People with Disabilities^a					
Plan	Total Transit Service		Fixed-Guideway Transit Service^b		Total Population with Disabilities
	People	Percent	People	Percent	
Existing - 2023	120,200	52.6	6,300	2.8	228,700
VISION 2050	150,900	66.0	57,500	25.1	228,700
FCTS - 2050	118,000	51.6	19,900	8.7	228,700
People Without Disabilities^a					
Plan	Total Transit Service		Fixed-Guideway Transit Service^b		Total Population Without Disabilities
	People	Percent	People	Percent	
Existing - 2023	828,700	45.6	48,700	2.7	1,819,100
VISION 2050	1,086,800	59.7	399,800	22.0	1,819,100
FCTS - 2050	811,000	44.6	137,700	7.6	1,819,100

^a Minority population and non-minority population are based on the 2020 U.S. Census and families in poverty, families not in poverty, families with incomes less than twice the poverty level, families with incomes more than twice the poverty level, people with disabilities, and people without disabilities are based on the 2017-2021 American Community Survey.

^b Includes rapid transit and commuter rail services.

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC; 6/2024

the total minority population) and 474,100 non-minority people (or 35 percent of the total non-minority population) would be served by public transit under the updated FCTS. With respect to lower-income populations, 30,400 (or 72 percent of) families in poverty and 180,000 (or 38 percent of) families not in poverty would be served by public transit under the updated FCTS. Similarly, 69,500 (or 66 percent of) families with incomes less than twice the poverty level and 140,900 (or 35 percent of) families with incomes more than twice the poverty level would be served by public transit under the updated FCTS. With respect to people with disabilities, 118,000 (or 52 percent of) people with disabilities and 811,000 (or 45 percent of) people not having a disability would be served by public transit under the updated FCTS.

Due to the inclusion of the planned North-South BRT line along 27th Street between Bayshore Mall and Drexel Avenue in the updated FCTS, access to fixed-guideway transit would increase for each of the eight population groups beyond the levels seen in existing transit service in year 2023. Under the updated FCTS, access to fixed-guideway transit would increase from the current levels of 2.8 to 3.6 percent to about 9 to 16 percent for existing minority populations, lower-income populations, and people with disabilities. Access for non-minority populations, families not in poverty, families with incomes more than twice the poverty level, and people without disabilities would increase from the current levels of 1.5 to 2.7 percent to about 4 to 8 percent.

TRANSIT SERVICE QUALITY FOR MINORITY POPULATIONS AND LOW-INCOME POPULATIONS

Levels of transit service quality based on the amount and speed of transit service were calculated for each traffic analysis zone (TAZ) in the Region. Transit service quality is a metric developed by Commission staff to condense several factors impacting the level of transit service into a single metric grouped into four categories: Excellent, Very Good, Good, and Basic service quality.⁸² This section analyzes the impact of transit service quality under existing conditions, the updated VISION 2050, and the updated FCTS to minority populations, low-income populations, and people with disabilities. The quality of transit service provided under existing conditions, the updated VISION 2050, and the updated FCTS is shown on Maps N.13 through N.15, respectively. Table N.19 compares transit service quality under existing conditions, the updated VISION 2050, and the updated FCTS to locations of existing minority populations, lower-income populations (families in poverty and families with incomes less than twice the poverty level), and people with disabilities in the Region.⁸³ Maps comparing these attributes spatially can be accessed through the Equity Analysis Map Directory from the VISION 2050 website.

⁸² Areas with “Excellent” transit service are areas that are typically within walking distance of at least one rapid transit station, and within walking distance of multiple frequent local or express bus services. A resident living in an area of the Region with Excellent transit service has a high likelihood of not needing to own a car.

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

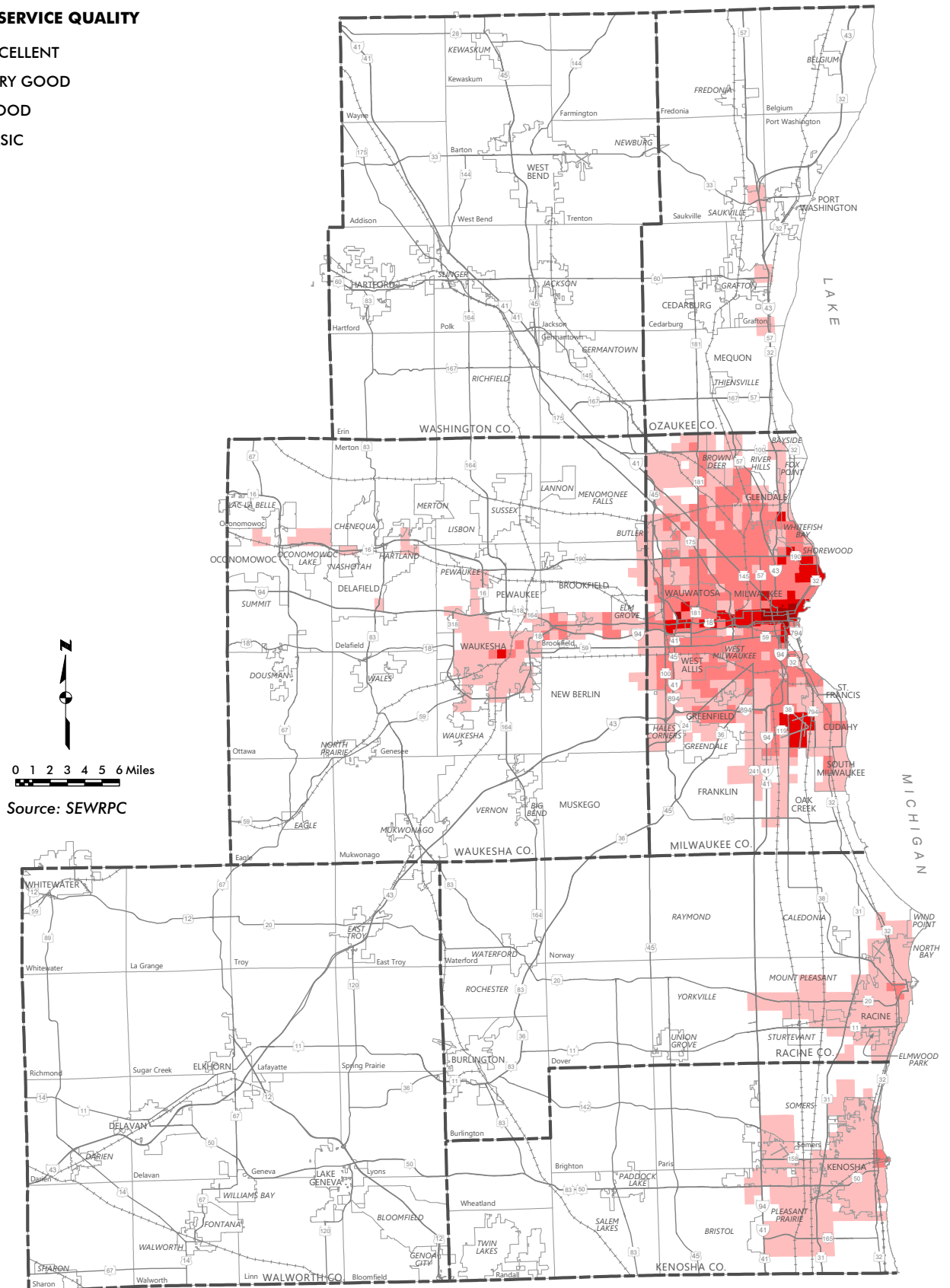
To have “Good” transit service, an area would be within walking distance of one local or express bus route that provides service at least every 15 minutes all day or may be near three or more local bus routes that do not provide frequent, all-day service. An area with Good transit service typically would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

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

⁸³ Table N.19 and maps accessible through the Equity Analysis Map Directory from the VISION 2050 website must be considered together when evaluating changes to transit service quality. The table presents the number of each population group served, and therefore enables a direct comparison of both the number of people in each group that is served under the existing, VISION 2050, and FCTS transit systems and the changes anticipated if VISION 2050 or the FCTS were implemented. The maps display the land areas served overlaid on areas where there are varying concentrations of each group. Thus, Table N.19 is most useful for evaluating the number of people potentially affected by changes in transit service levels, while the maps highlight the geographic areas where changes in transit service would be expected, providing a general, but less precise, indication of the degree to which the identified population groups may be affected. As an example, because high proportions of minority populations and lower-income populations in the Region reside in higher-density urban areas, the small area shown on maps accessible through the Equity Analysis Map Directory as being served by quality transit may actually correspond to a relatively large number of people being served with such service, as reflected in Table N.19.

Map N.13 Transit Service Quality: Existing

TRANSIT SERVICE QUALITY

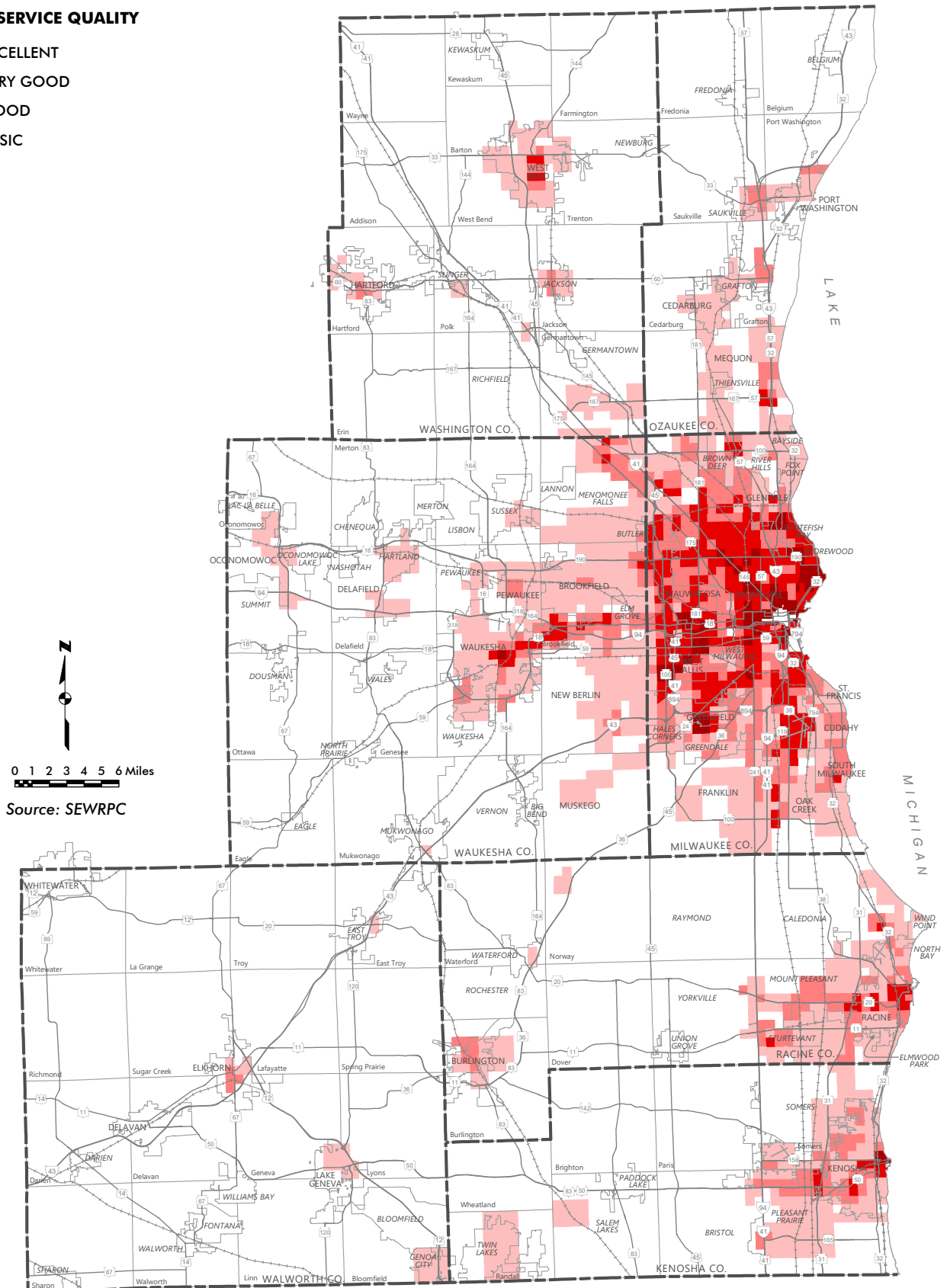


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Map N.14

Transit Service Quality: VISION 2050

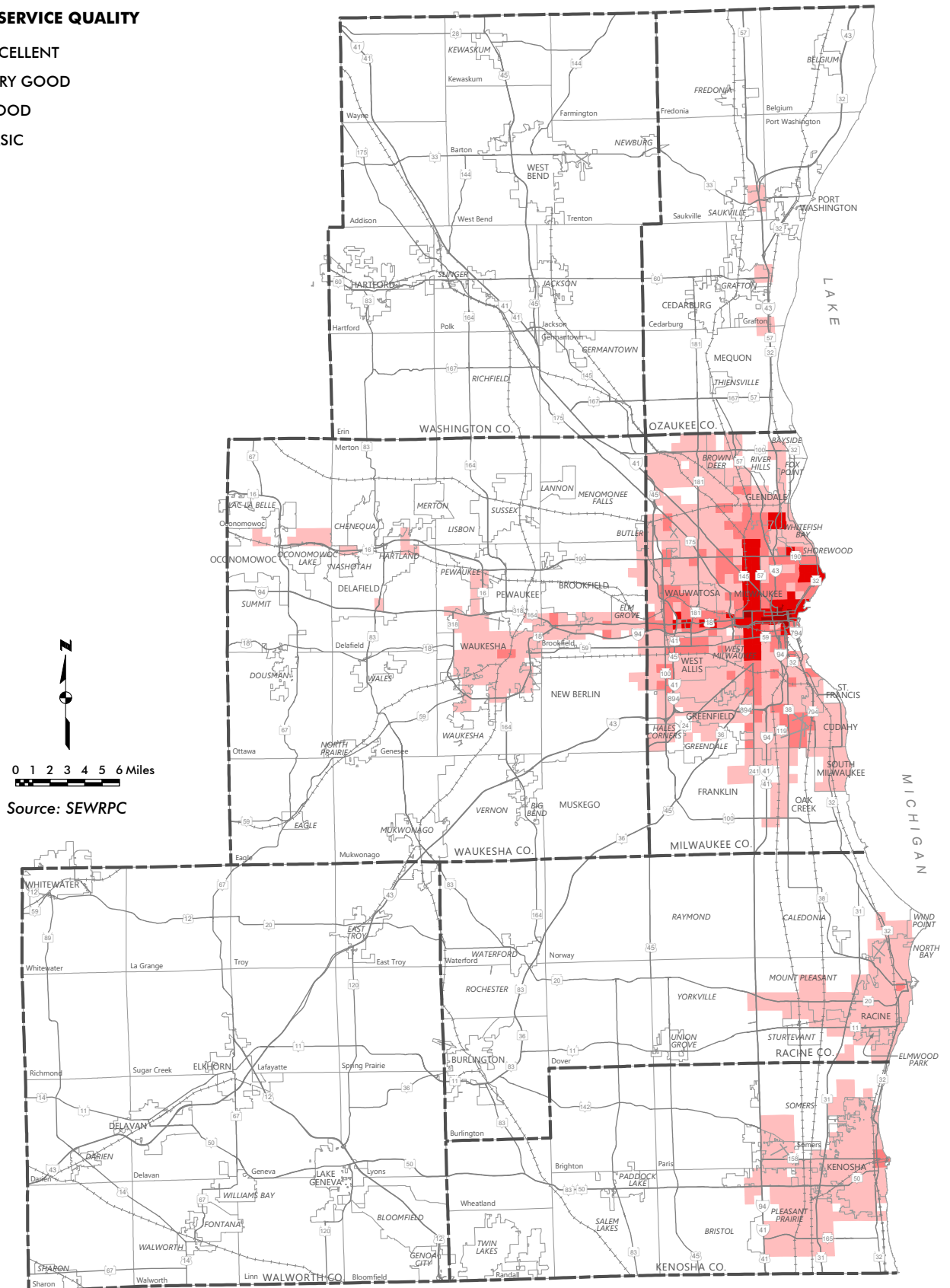
TRANSIT SERVICE QUALITY



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Map N.15 Transit Service Quality: FCTS

TRANSIT SERVICE QUALITY



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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 - 2023	7,400	1.1	25,800	3.7	284,900	41.1	243,900	35.2	693,000
VISION 2050	56,800	8.2	227,500	32.8	178,200	25.7	160,400	23.1	693,000
FCTS - 2050	6,000	0.9	75,700	10.9	119,700	17.3	360,400	52.0	693,000

Non-Minority Population^a									
Plan	Excellent		Very Good		Good		Basic		Total Non-Minority Population
	People	Percent	People	Percent	People	Percent	People	Percent	
Existing - 2023	14,900	1.1	38,000	2.8	173,800	12.8	337,100	24.9	1,354,900
VISION 2050	64,600	4.8	153,400	11.3	212,800	15.7	444,000	32.8	1,354,900
FCTS - 2050	5,800	0.4	45,100	3.3	81,600	6.0	430,700	31.8	1,354,900

Families in Poverty^a									
Plan	Excellent		Very Good		Good		Basic		Total Families in Poverty
	Families	Percent	Families	Percent	Families	Percent	Families	Percent	
Existing - 2023	200	0.5	1,700	4.0	17,800	42.3	13,900	33.0	42,100
VISION 2050	3,600	8.6	14,200	33.7	10,200	24.2	8,700	20.7	42,100
FCTS - 2050	400	1.0	4,900	11.6	6,900	16.4	21,500	51.1	42,100

Families Not in Poverty^a									
Plan	Excellent		Very Good		Good		Basic		Total Families Not in Poverty
	Families	Percent	Families	Percent	Families	Percent	Families	Percent	
Existing - 2023	1,300	0.3	9,200	2.0	86,000	18.3	121,200	25.8	468,900
VISION 2050	16,200	3.5	72,900	15.5	81,100	17.3	130,800	27.9	468,900
FCTS - 2050	1,000	0.2	14,700	3.1	36,700	7.8	165,100	35.2	468,900

Families with Incomes Less Than Twice the Poverty Level^a									
Plan	Excellent		Very Good		Good		Basic		Total Families with Incomes Less Than Twice the Poverty Level
	Families	Percent	Families	Percent	Families	Percent	Families	Percent	
Existing - 2023	300	0.3	3,400	3.2	40,700	38.6	33,400	31.7	105,500
VISION 2050	7,200	6.8	32,000	30.3	25,000	23.7	23,100	21.9	105,500
FCTS - 2050	700	0.7	9,600	9.1	16,400	15.5	51,100	48.4	105,500

Families with Incomes More Than Twice the Poverty Level^a									
Plan	Excellent		Very Good		Good		Basic		Total Families with Incomes More Than Twice the Poverty Level
	Families	Percent	Families	Percent	Families	Percent	Families	Percent	
Existing - 2023	1,100	0.3	7,500	1.8	63,100	15.6	101,700	25.1	405,500
VISION 2050	12,600	3.1	55,000	13.6	66,200	16.3	116,300	28.7	405,500
FCTS - 2050	700	0.2	9,900	2.4	27,200	6.7	135,500	33.4	405,500

People with Disabilities^a									
Plan	Excellent		Very Good		Good		Basic		Total Population with Disabilities
	People	Percent	People	Percent	People	Percent	People	Percent	
Existing - 2023	1,400	0.6	7,400	3.2	59,100	25.8	68,900	30.1	228,700
VISION 2050	15,000	6.6	48,600	21.3	46,100	20.2	59,600	26.1	228,700
FCTS - 2050	1,100	0.5	13,000	5.7	27,600	12.1	94,900	41.5	228,700

People Without Disabilities^a									
Plan	Excellent		Very Good		Good		Basic		Total Population Without Disabilities
	People	Percent	People	Percent	People	Percent	People	Percent	
Existing - 2023	20,900	1.1	56,400	3.1	399,700	22.0	512,100	28.2	1,819,100
VISION 2050	106,400	5.8	332,300	18.3	344,800	19.0	544,700	29.9	1,819,100
FCTS - 2050	10,700	0.6	107,800	5.9	173,600	9.5	696,300	38.3	1,819,100

^a Minority population and non-minority population are based on the 2020 U.S. Census and families in poverty, families not in poverty, families with incomes less than twice the poverty level, families with incomes more than twice the poverty level, people with disabilities, and people without disabilities are based on the 2017-2021 American Community Survey.

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC; 6/2024

- **Existing Transit Service:** Most of the year 2023 routes and service areas providing quality transit service in the Region serve the principal concentrations of existing minority populations, lower-income populations, and people with disabilities. Specifically, about 318,100 minority people (or 46 percent of the total minority population) and 226,700 non-minority people (or 17 percent of the total non-minority population) are served by quality transit service—Excellent, Very Good, and Good—under existing conditions. With respect to lower-income populations, 19,700 (or 47 percent of) families in poverty and 96,500 (or 21 percent of) families not in poverty are served by quality transit service under existing conditions. About 44,400 (or 42 percent of) families with incomes less than twice the poverty level and 71,700 (or 18 percent of) families with incomes more than twice the poverty level are served by quality transit service under existing conditions. With respect to people with disabilities, 67,900 (or 30 percent of) people with disabilities and 477,000 (or 26 percent of) people not having a disability are served by quality transit service under existing conditions.

With respect to high-quality transit service (Excellent or Very Good), about 33,200 minority people (or 5 percent of the total minority population) and 52,900 non-minority people (or 4 percent of the total non-minority population) are served by high-quality transit service under existing conditions. With respect to lower-income populations, 1,900 (or 5 percent of) families in poverty and 10,500 (or 2 percent of) families not in poverty are served by high-quality transit service under existing conditions. About 3,700 (or 4 percent of) families with incomes less than twice the poverty level and 8,600 (or 2 percent of) families with incomes more than twice the poverty level are served by high-quality transit service under existing conditions. With respect to people with disabilities, 8,800 (or 4 percent of) people with disabilities and 77,300 (or 4 percent of) people not having a disability are served by high-quality transit service under existing conditions.

- **VISION 2050:** The extensive improvement and expansion of transit service under the updated VISION 2050 would result in about 462,500 minority people (or 67 percent of the total minority population) and 430,800 non-minority people (or 32 percent of the total non-minority population) being served by quality transit service (Excellent, Very Good, and Good) under the updated VISION 2050. With respect to lower-income populations, 28,000 (or 67 percent of) families in poverty and 170,200 (or 36 percent of) families not in poverty and about 64,200 (or 61 percent of) families with incomes less than twice the poverty level and 133,800 (or 33 percent of) families with incomes more than twice the poverty level would be served by quality transit service under the updated VISION 2050. With respect to people with disabilities, 109,700 (or 48 percent of) people with disabilities and 783,500 (or 43 percent of) people not having a disability would be served by quality transit service under the updated VISION 2050.

It is expected that implementing the updated VISION 2050 would result in the increase in the percent of the minority population with quality transit service (21 additional percentage points) being greater than that of the non-minority population (15 additional percentage points). Similarly, the increase in the percent of families in poverty with quality transit service (20 additional percentage points) would be greater than that of families not in poverty (16 additional percentage points), and the increase in the percent of families with incomes less than twice the poverty level with quality transit service (19 additional percentage points) would be greater than that of families with incomes more than twice the poverty level (15 additional percentage points). The increase in the percent of people with disabilities with quality transit service (18 additional percentage points) would be slightly greater than that of people without disabilities (17 additional percentage points).

With respect to high-quality transit service (Excellent or Very Good), about 284,300 minority people (or 41 percent of the total minority population) and 218,000 non-minority people (or 16 percent of the total non-minority population) would be served by high-quality transit service under the updated VISION 2050. With respect to lower-income populations, 17,800 (or 42 percent of) families in poverty and 89,100 (or 19 percent of) families not in poverty and about 39,200 (or 37 percent of) families with incomes less than twice the poverty level and 67,600 (or 17 percent of) families with incomes more than twice the poverty level would be served by high-quality transit service under the updated VISION 2050. With respect to people with disabilities, 63,600 (or 28 percent of) people with disabilities and 438,700 (or 24 percent of) people without a disability would be served by high-quality transit service under VISION 2050.

It is expected that implementing the updated VISION 2050 would result in the increase in the percent of minority population with high-quality transit service (36 additional percentage points) being greater than that of the non-minority population (12 additional percentage points). Similarly, the estimated increase in the percent of families in poverty with high-quality transit service (38 additional percentage points) would be greater than that of families not in poverty (17 additional percentage points), and the increase in the percent of families with incomes less than twice the poverty level with high-quality transit service (34 additional percentage points) would be greater than that of families with incomes more than twice the poverty level (15 additional percentage points). The estimated increase in the percent of people with disabilities with high-quality transit service (24 additional percentage points) would be greater than that of people without disabilities (20 percentage points).

- **The FCTS:** Due to the expected decrease in transit service hours and shift times covered under the updated FCTS, access to Quality transit is expected to generally decline. However, the addition of the North-South BRT line to the FCTS is expected to modestly increase access to high-quality transit among minority populations, lower-income families, and people with disabilities from existing levels. The proposed BRT would operate along most of the length of Milwaukee County along 27th Street and pass through many areas with higher-than-average concentrations of minority populations, lower-income families, and populations with disabilities. Due to the North-South BRT's addition to the FCTS, the Region's ability to equitably provide quality and high-quality transit service in its fiscally constrained transit system is mixed: it reflects some increases in transit service quality relative to the existing levels of transit service. By contrast, the 2020 Update of VISION 2050 showed declines in transit service quality among every group studied from existing to FCTS transit. However, the 2024 Update still anticipates that transit service overall would decline under the updated FCTS due to insufficient revenues.

Specifically, about 201,400 minority people (or 29 percent of the total minority population) and 132,500 non-minority people (or 10 percent of the total non-minority population) would be served by quality transit service under the updated FCTS. With respect to lower-income populations, 12,200 (or 29 percent of) families in poverty and 52,400 (or 11 percent of) families not in poverty, and about 26,700 (or 25 percent of) families with incomes less than twice the poverty level and 37,800 (or 9 percent of) families with incomes more than twice the poverty level, would be served by quality transit service under the updated FCTS. With respect to people with disabilities, 41,700 (or 18 percent of) people with disabilities and 292,100 (or 16 percent of) people without disabilities would be served by quality transit service under the updated FCTS.

It is expected that implementing the updated FCTS would result in the decline in the percent of the minority population with quality transit service (17 fewer percentage points) being greater than that of the non-minority population (7 fewer percentage points). Similarly, the decline in the percent of families in poverty with quality transit service (18 fewer percentage points) would be greater than that of families not in poverty (9 fewer percentage points), and the decline in the percent of families with incomes less than twice the poverty level with quality transit service (17 fewer percentage points) would be greater than that of families with incomes more than twice the poverty level (8 fewer percentage points). The decline in the percent of people with disabilities with quality transit service (12 fewer percentage points) would be slightly greater than that of people without disabilities (10 fewer percentage points).

With respect to high-quality transit service (Excellent or Very Good), about 81,700 minority people (or 11 percent of the total minority population) and 50,900 non-minority people (or 4 percent of the total non-minority population) would be served by high-quality transit service under the updated FCTS. With respect to lower-income populations, 5,300 (or 13 percent of) families in poverty and 15,700 (or 3 percent of) families not in poverty would be served by high-quality transit service under the updated FCTS. Similarly, 10,300 (or 10 percent of) families with incomes less than twice the poverty level and 10,600 (or 3 percent of) families with incomes more than twice the poverty level would be served by high-quality transit service under the updated FCTS. With respect to people with disabilities, 14,100 (or 6 percent of) people with disabilities and 118,500 (or 7 percent of) people without a disability would be served by high-quality transit service under the updated FCTS.

It is expected that implementing the updated FCTS would result in the increase in the percent of the minority population with high-quality transit service (7 additional percentage points) being greater than

that of the non-minority population, which is expected to stay approximately the same. Similarly, the increase in the percent of families in poverty with high-quality transit service (8 additional percentage points) would be greater than that of families not in poverty (1 additional percentage point), and the increase in the percent of families with incomes less than twice the poverty level with high-quality transit service (6 additional percentage points) would be greater than that of families with incomes more than twice the poverty level (1 additional percentage point). The increase in the percent of both people with disabilities and people without disabilities with high-quality transit service would be about the same (2 additional percentage points).

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

An evaluation was conducted as to whether the existing minority populations and low-income populations within the Region would receive a disproportionate share of the impacts—both costs and benefits—of the highway improvements under the updated VISION 2050 and FCTS. Specifically, an analysis was conducted to determine the extent to which the existing minority populations and low-income populations living in these areas would receive benefits—such as improved accessibility and improved safety—from the new and widened arterials under the updated VISION 2050 and FCTS. As part of this analysis, a select link analysis was conducted to determine whether existing minority populations and low-income populations would be expected to utilize the segments of arterial streets and highways that would be improved under the updated VISION 2050 and FCTS. An analysis was also conducted to determine whether the existing minority populations and low-income populations would disproportionately bear any potential impacts from the new and widened facilities.

- **Benefits from Arterial Improvements:** While minority populations and low-income populations utilize public transit at a higher proportion relative to other modes of travel than do non-Hispanic white and higher-income populations in the Region, the automobile is by far the dominant mode of travel for minority populations and low-income populations. In Milwaukee County, about 80 to 89 percent of travel by minority populations to and from work is by automobile (depending on the race or ethnicity), compared to 87 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, compared to 89 percent for populations of higher income. More detailed data available by county from the year 2017-2021 ACS indicate a similar pattern by race and ethnic group for work trips in Southeastern Wisconsin as for all travel. However, as these data only include travel to and from work, they exclude those without employment who are more likely to be among the poorest people in the Region. Data as granular as the 2017-2021 ACS data are not available for modes of travel for non-work trips within Southeastern Wisconsin by race and ethnicity. Given that automobile travel is the dominant mode, improvements in accessibility by automobile to jobs and other activities would likely benefit a significant proportion of minority populations and low-income populations. The Region would generally be able to modestly improve accessibility via automobile with implementation of the highway improvements—new roadways and highway widenings—under both the updated VISION 2050 and FCTS. Should these improvements not be implemented, access to jobs and other activities via automobile would be expected to decline for the Region's residents, particularly residents in Milwaukee County, including for minority populations and low-income populations.

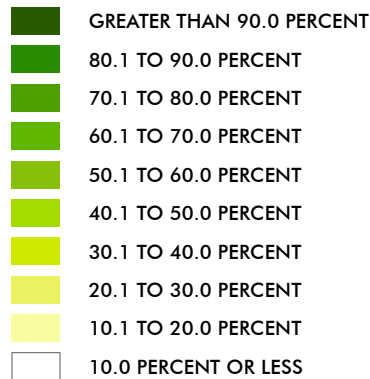
Maps N.16 and N.17 show the proportion of automobile trips within each traffic analysis zone (TAZ) that would utilize the new or widened surface arterial segments under the updated VISION 2050 and FCTS. These maps were compared to locations of current concentrations of minority populations and low-income populations (as shown on Maps N.1 and N.3). The areas that would have the greatest use of these improved arterials are largely adjacent to, or near, the new or widened surface arterials under the updated VISION 2050 and FCTS. The new and widened surface arterials would largely be located outside of existing areas of minority populations and low-income populations.

Maps N.18 and N.19 show the percentage of the automobile trips within each TAZ that would utilize the new or widened freeway segments under the updated VISION 2050 and FCTS. These maps were compared to locations of current concentrations of minority populations and low-income populations (as shown on Maps N.1 and N.3). The segments of freeway recommended to be widened under the updated VISION 2050 and FCTS would directly serve areas of minority populations and low-income population,

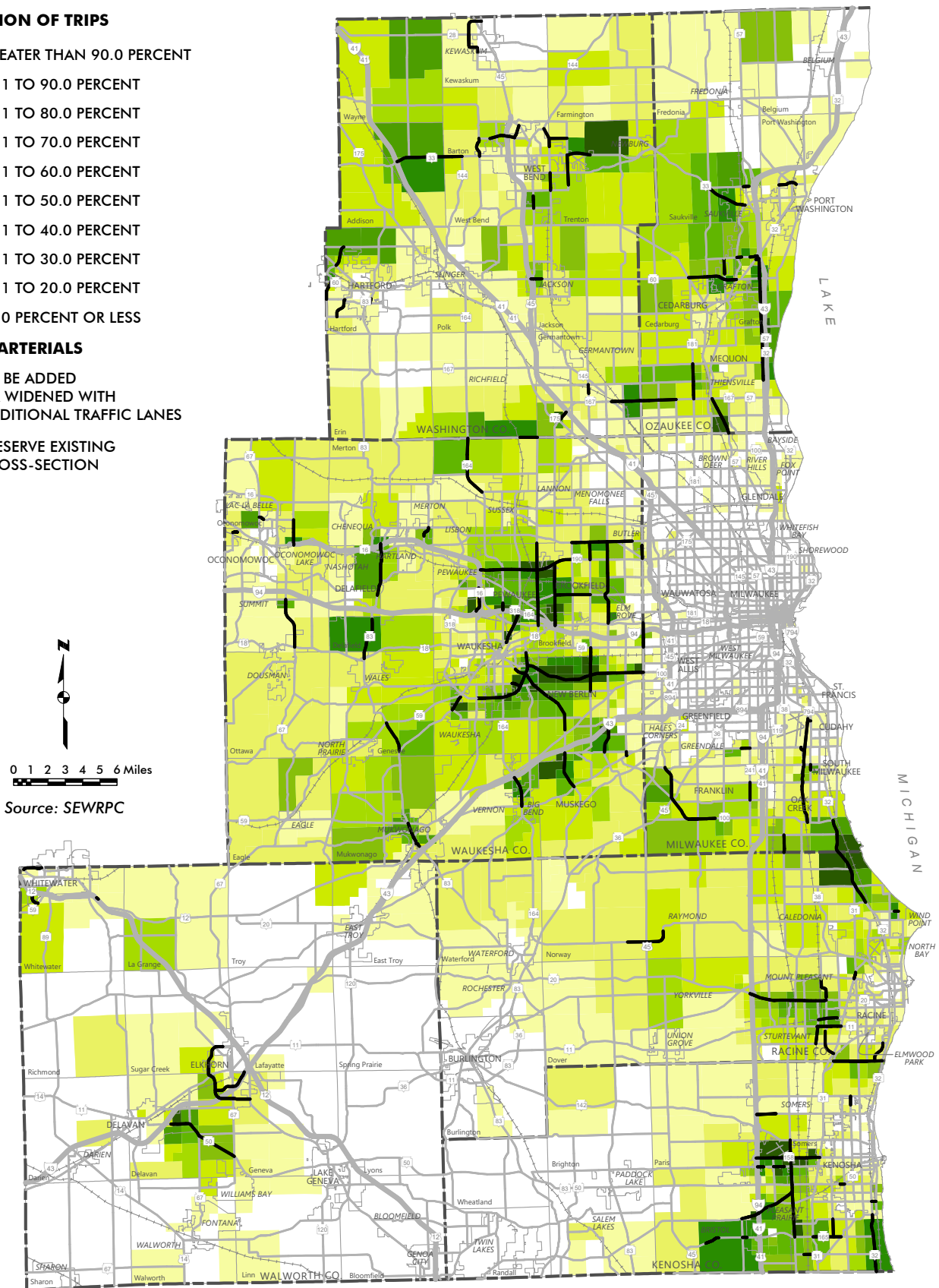
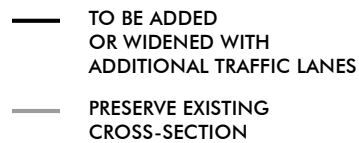
Map N.16

Proportion of Automobile Trips Using the New or Widened Surface Arterial Segments Within Each Traffic Analysis Zone: VISION 2050

PROPORTION OF TRIPS



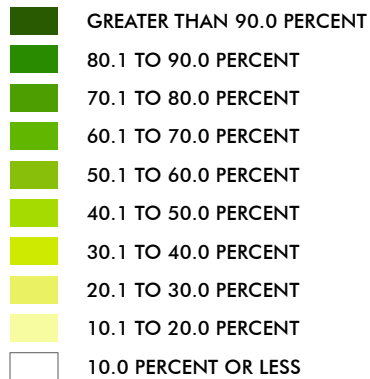
SURFACE ARTERIALS



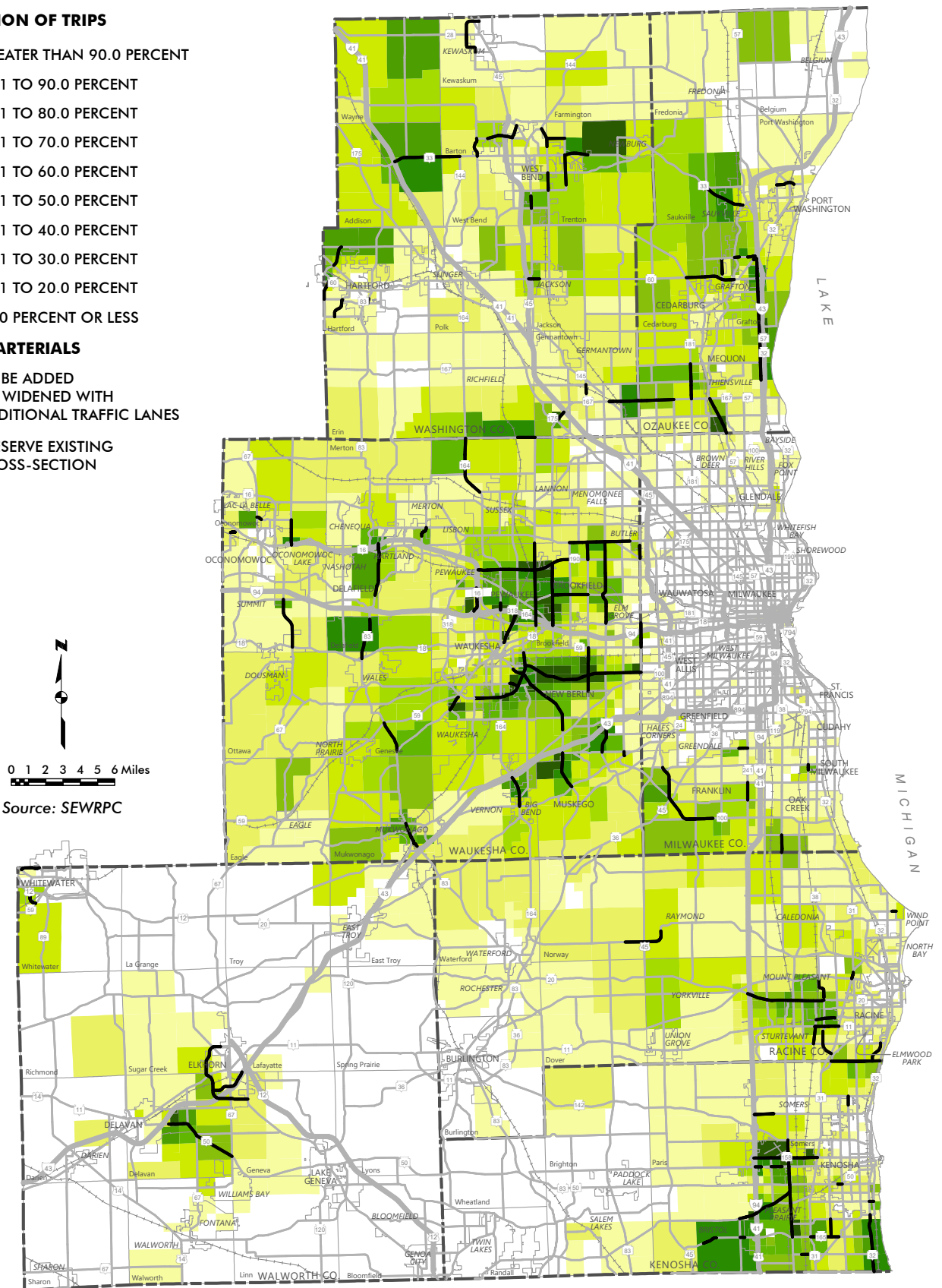
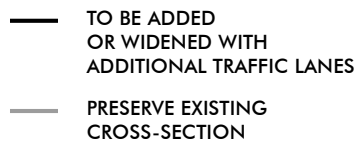
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Map N.17
Proportion of Automobile Trips Using the New or Widened
Surface Arterial Segments Within Each Traffic Analysis Zone: FCTS

PROPORTION OF TRIPS



SURFACE ARTERIALS

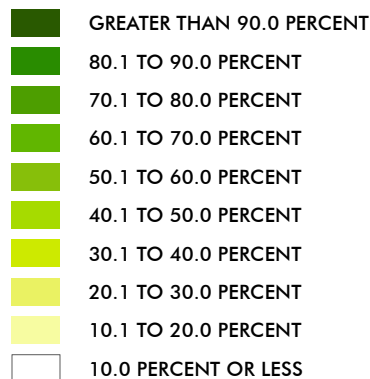


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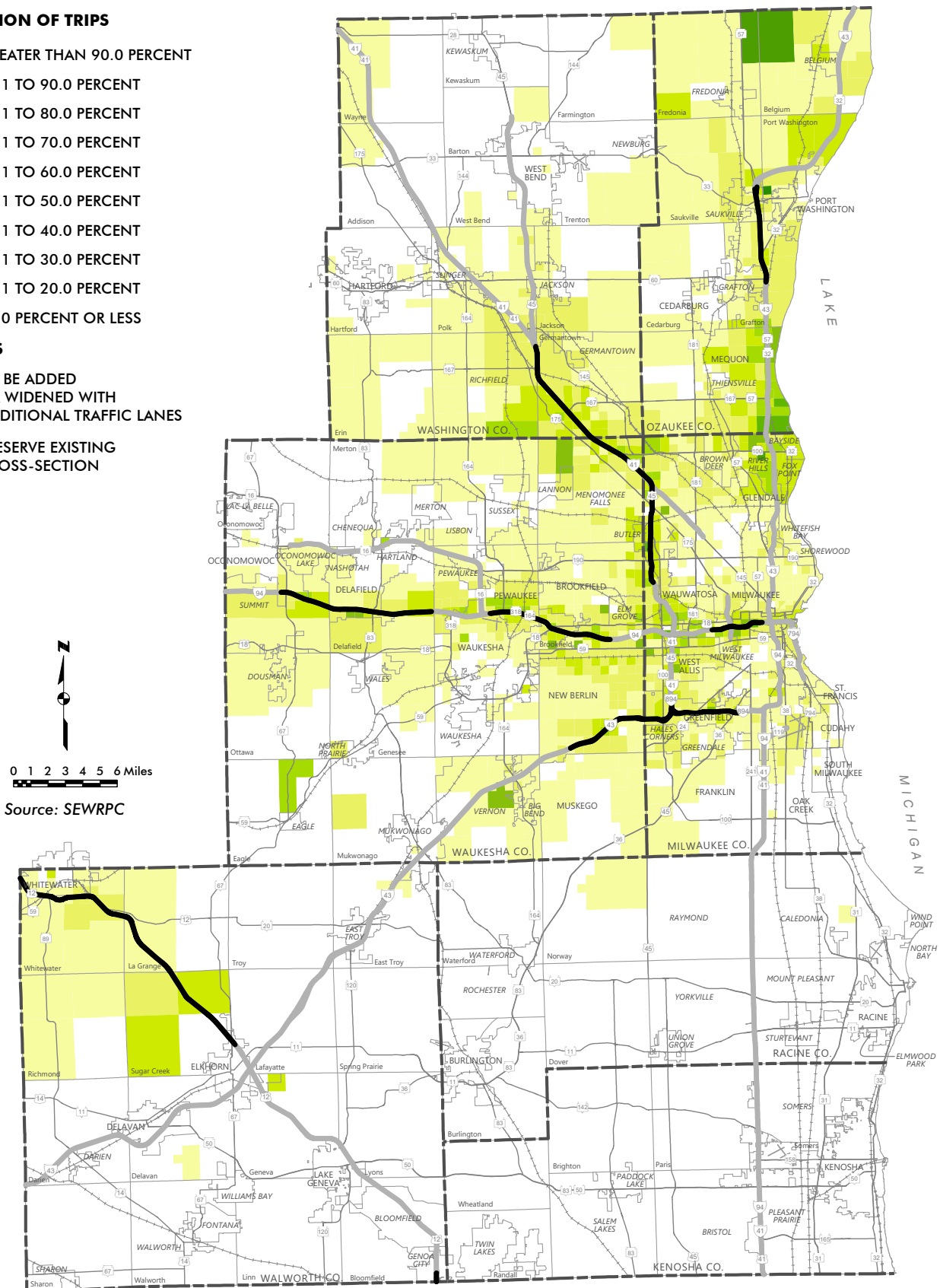
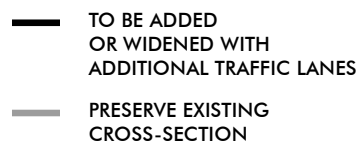
Map N.18

Proportion of Automobile Trips Using the New or Widened Freeway Segments Within Each Traffic Analysis Zone: VISION 2050

PROPORTION OF TRIPS



FREEWAYS

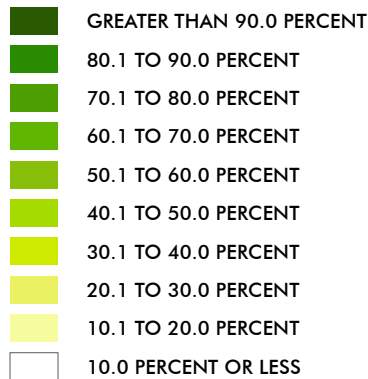


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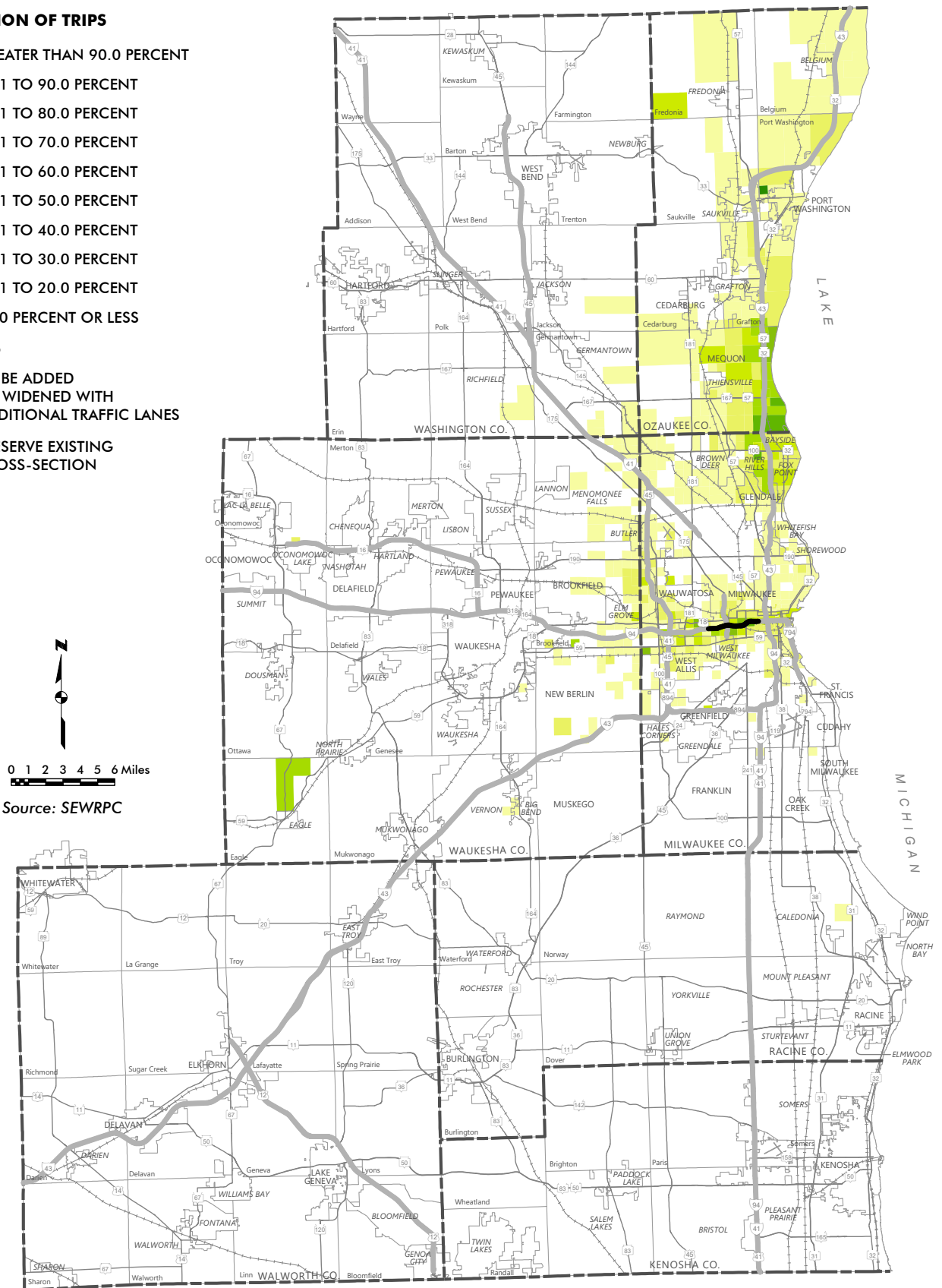
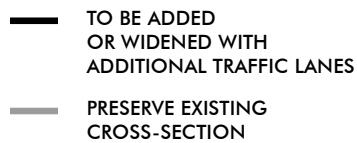
Map N.19

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

PROPORTION OF TRIPS



FREEWAYS



6/2024

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

As previously noted, even as traffic volumes increase through the year 2050, the additional arterial street and highway system capacity under the updated VISION 2050 and FCTS would modestly improve accessibility to jobs and other activity centers for minority populations and low-income populations.

With respect to safety, rear-end collision rates have historically been 5 to 20 times higher on congested freeways (with the highest rear-end crash rates on the most extremely congested freeways). By improving safety through the reduction in congestion along the freeway segments that would be widened, there would also be direct benefits to the existing minority populations and low-income populations that would use the widened freeway segments under the updated VISION 2050 and FCTS, with the freeway widening under VISION 2050 having a greater impact on freeway safety than the updated FCTS.

- **Impacts of Widenings and New Facilities:** Maps N.20 through N.25 compare the locations of the highway capacity improvements under the updated VISION 2050 and FCTS to the areas with current concentrations of minority populations and low-income populations. In general, no area of the Region, or minority or low-income community, would be expected to disproportionately bear the impact of these highway improvements. Recommended surface arterial improvements are largely located outside areas of existing minority populations and low-income populations, and therefore their widening, new construction, and subsequent operation would be expected to have minimal negative impacts on minority populations and low-income populations. With respect to the recommended freeway widenings and new construction, some segments are located adjacent to existing minority populations, but most segments are not, for the updated VISION 2050. In the updated FCTS, the only freeway widening project, IH 94 between 70th Street and 16th Street, which includes the Stadium Interchange, is adjacent to several concentrations of minority populations while bisecting an area within Milwaukee County with higher-than-average concentrations of families in poverty.
- **Impacts from Freeway Widenings:** Table N.20 shows the estimated existing minority populations and low-income populations residing in proximity (one-quarter mile to one-half mile) to freeway widenings. Under the updated VISION 2050, about 27,500 minority people and 1,800 families in poverty would reside within one-half mile of a freeway widening while 11,000 minority people and 800 families in poverty would reside within one-quarter mile. The proportion of the minority population (about 32 percent) and families in poverty (about 8 percent) residing within one-half mile or one-quarter mile would be slightly less or equal to the proportion of the Region's population that is minority (33.8 percent) and the proportion of the Region's families in poverty (8.2 percent). Maps comparing the locations of freeways that would be widened under the updated VISION 2050 and FCTS with current concentrations of minority populations and low-income populations can be accessed through the Equity Analysis Map Directory from the VISION 2050 website.

With respect to the updated VISION 2050, if it is ultimately determined that the segment of IH 43 between Howard Avenue and Silver Spring Drive is widened, then about 78,700 minority people and 5,300 families in poverty would reside within one-half mile of a freeway widening while 34,400 minorities and 2,300 families in poverty would reside within one-quarter mile. Accordingly, the proportion of the minority population (about 50 percent) and families in poverty (about 15 percent) residing within one-half mile or one-quarter mile would exceed the regional averages of 33.8 percent and 8.2 percent, respectively.

Total Minority Population to Highway Element: VISION 2050

BLOCKS WHEREIN THE PERCENTAGE OF PEOPLE, INCLUDING HISPANIC EXCEEDS THE REGIONAL AVERAGE OF 33.8 PERCENT BASED ON THE 2020 U.S. CENSUS

OR MORE MINORITY PEOPLE

TO 499 MINORITY PEOPLE

TO 199 MINORITY PEOPLE

TO 99 MINORITY PEOPLE

TO 24 MINORITY PEOPLE

9 MINORITY PEOPLE

ORITY CONCENTRATIONS ATTRIBUTABLE TO RECREATIONAL INSTITUTIONS THESE LOCATIONS

s in white are comprised of us blocks wherein the entage of minority people, including Hispanic people, is less or equal to the regional age of 33.8 percent.

TREETS AND HIGHWAYS

BE ADDED WIDENED WITH ADDITIONAL TRAFFIC LANES

ERVE EXISTING SS-SECTION

U.S. Bureau of the Census and SEWRPC

The map displays the Milwaukee metropolitan area and surrounding regions, including parts of Wisconsin, Illinois, and Indiana. It highlights specific blocks where the percentage of minority people exceeds the regional average of 33.8 percent based on the 2020 U.S. Census. The map is color-coded to show different levels of minority population concentration: yellow for 499 or more minority people, orange for 199-499, red for 99-199, and dark red for 24 or more. A legend on the left side of the map provides a detailed explanation of these color codes. The map also shows major highways, water bodies like Lake Michigan, and various cities and towns in the area. A scale bar and a north arrow are included for reference.

Comparison of Existing Concentrations of Families in Poverty to Highway Element: VISION 2050

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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Map N.22

Comparison of Concentrations of Year 2020 Race/Ethnicities to Highway Element: VISION 2050

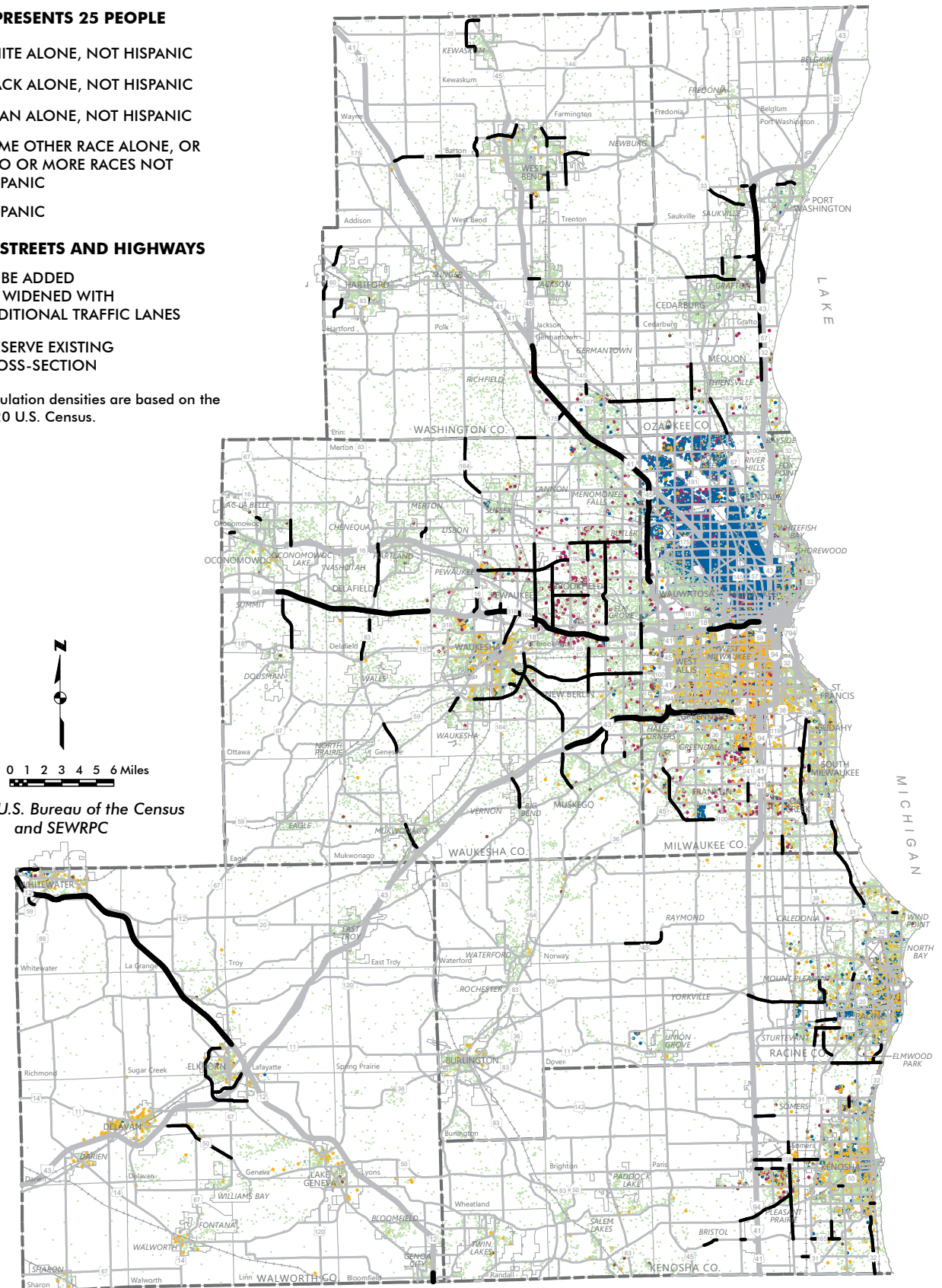
1 DOT REPRESENTS 25 PEOPLE

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

ARTERIAL STREETS AND HIGHWAYS

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

Note: Population densities are based on the 2020 U.S. Census.



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

6/2024

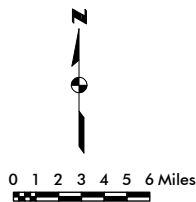
Comparison of Existing Concentrations of Total Minority Population to Highway Element: FCTS

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

Note: Areas in white are comprised of census blocks wherein the percentage of minority people, including Hispanic people, is less than or equal to the regional average of 33.8 percent.

**TO BE ADDED
OR WIDENED WITH
ADDITIONAL TRAFFIC LANES**

**PRESERVE EXISTING
CROSS-SECTION**



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Map N.24

Comparison of Existing Concentrations of Families in Poverty to Highway Element: FCTS

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES IN POVERTY EXCEEDS THE REGIONAL AVERAGE OF 8.2 PERCENT BASED ON THE 2017-2021 U.S. CENSUS AMERICAN COMMUNITY SURVEY

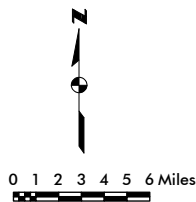
- FEWER THAN 100 FAMILIES IN POVERTY
- 100-199 FAMILIES IN POVERTY
- 200-299 FAMILIES IN POVERTY
- 300 OR MORE FAMILIES IN POVERTY

Notes: Areas in white are comprised of census tracts wherein the percentage of families in poverty is less than or equal to the regional average of 8.2 percent.

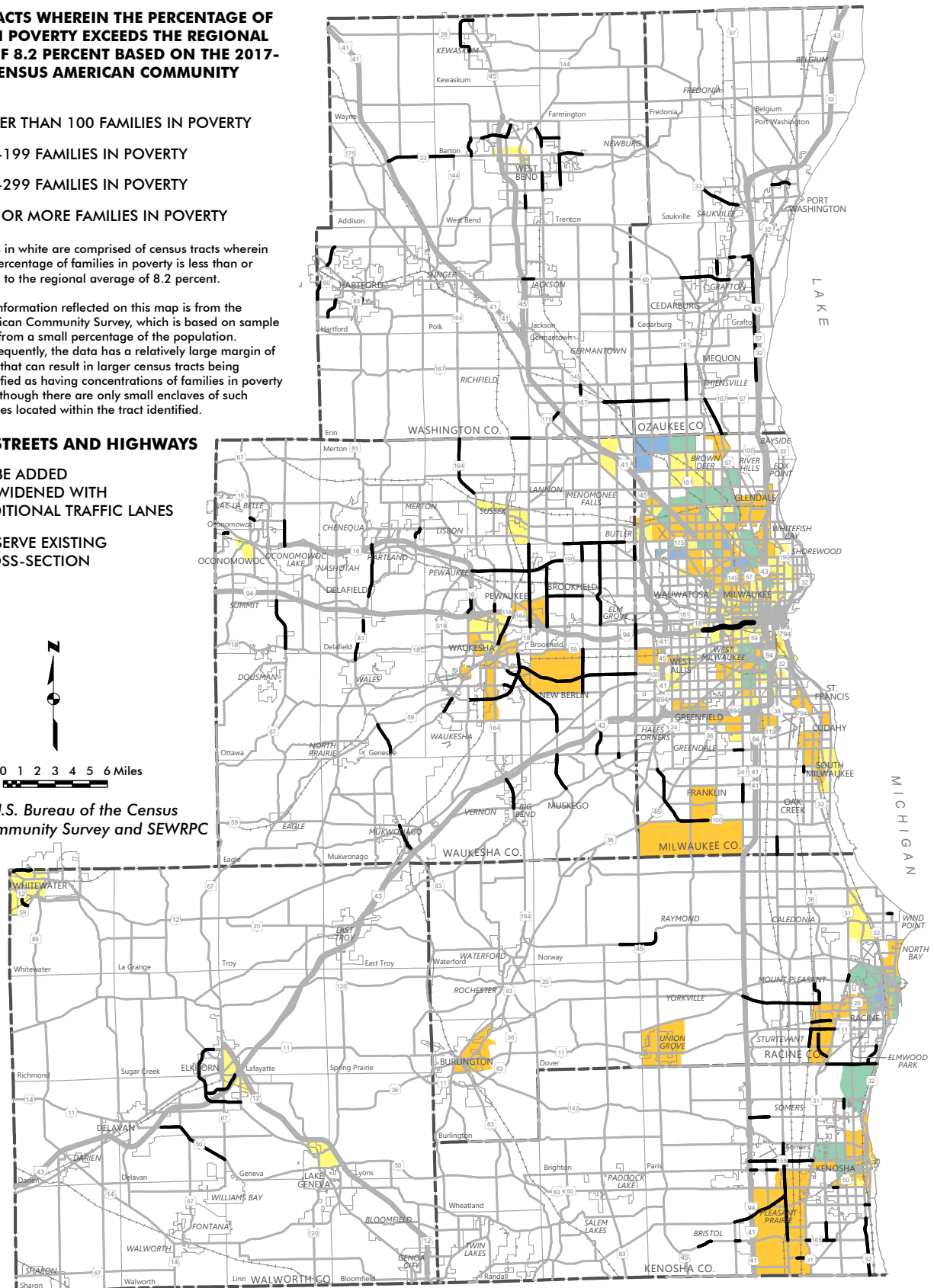
The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families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

ARTERIAL STREETS AND HIGHWAYS

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



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



6/2024

Map N.25

Comparison of Concentrations of Year 2020 Race/Ethnicities to Highway Element: FCTS

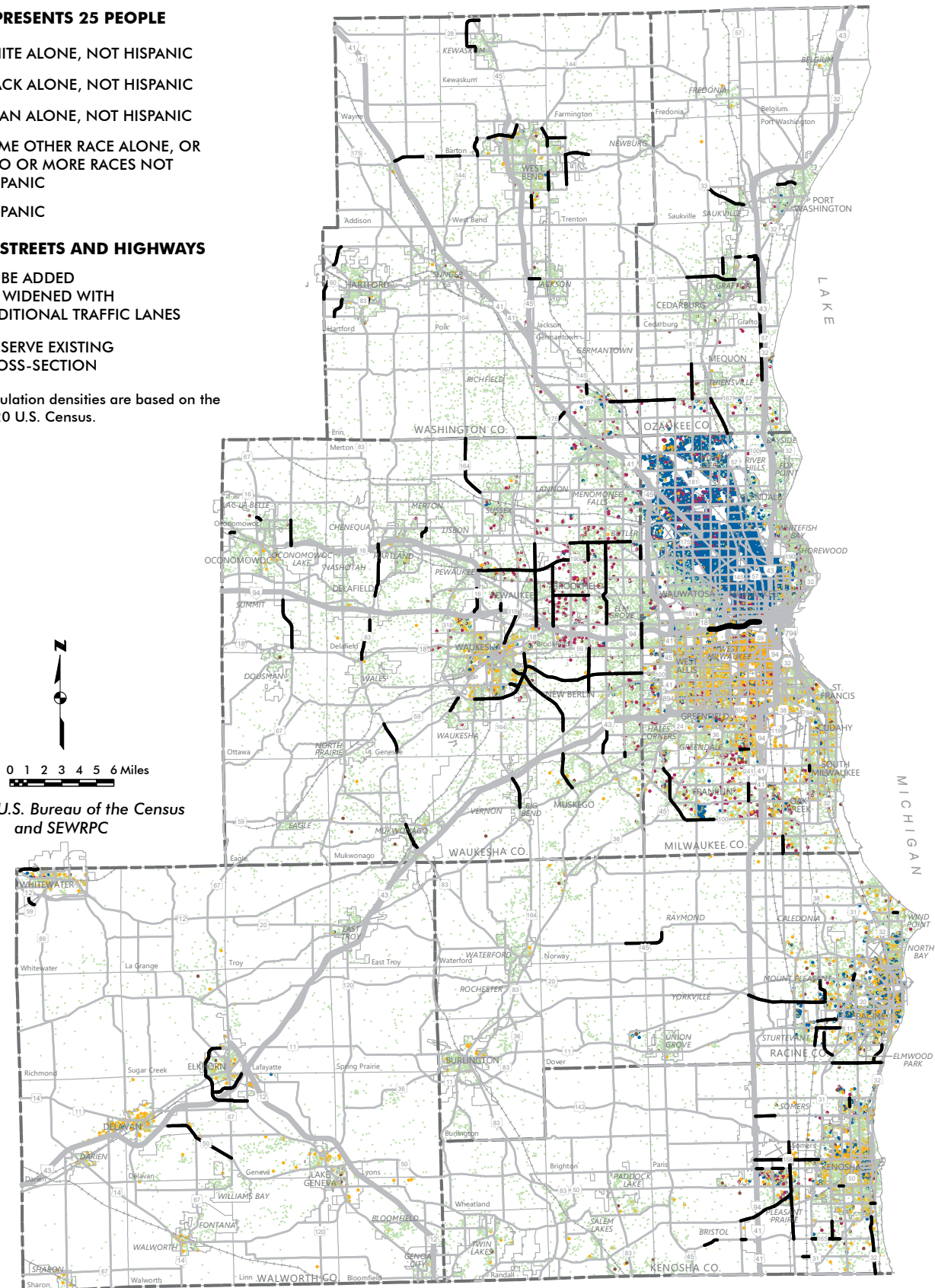
1 DOT REPRESENTS 25 PEOPLE

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

ARTERIAL STREETS AND HIGHWAYS

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

Note: Population densities are based on the 2020 U.S. Census.



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

6/2024

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

Population and Families Within One-Half Mile						
Plan	Total Population Near a Freeway Widening	Minority Population		Total Families Near a Freeway Widening	Families in Poverty	
		Near a Freeway Widening	Percent of Total		Near a Freeway Widening	Percent of Total
VISION 2050	87,000	27,500	31.6	22,500	1,800	8.0
FCTS - 2050	22,200	11,300	50.9	2,900	700	24.1

Population and Families Within One-Quarter Mile						
Plan	Total Population Near a Freeway Widening	Minority Population		Total Families Near a Freeway Widening	Families in Poverty	
		Near a Freeway Widening	Percent of Total		Near a Freeway Widening	Percent of Total
VISION 2050	34,800	11,000	31.6	10,600	800	7.5
FCTS - 2050	7,200	4,000	55.6	1,200	200	16.7

^a Total population and minority population are based on the 2020 U.S. Census and total families and families in poverty are based on the 2017-2021 American Community Survey.

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC; 6/2024

In the 2024 Review and Update, the FCTS contains one planned freeway widening project: the reconstruction of IH 94 between 70th Street and 16th Street in the City of Milwaukee. As such, while this evaluation compares the demographics of populations in proximity to the FCTS freeway widening with regional averages, a more appropriate comparison is with demographic averages for Milwaukee County. Under the updated FCTS, existing concentrations of about 11,300 minority people and 700 families in poverty would reside within one-half mile of a freeway widening while 4,000 minorities and 200 families in poverty would reside within one-quarter mile. The proportion of the population residing within one-half mile that is minority (about 51 percent) or in poverty (about 24 percent) would exceed the respective regional averages of 33.8 percent and 8.2 percent. At the county level, the proportion of the population living within one-half mile of the planned freeway widening that is minority equals the proportion of Milwaukee County that is minority (51.4 percent), while the proportion of families in poverty exceeds the proportion of Milwaukee County average (13.3 percent). The proportion of the population living within one-quarter mile of the planned freeway widening that is minority (about 56 percent) or in poverty (about 17 percent) would each exceed the respective Milwaukee County averages of 51.4 percent and 13.3 percent.

Another way of examining the relative impact of freeway widenings is to compare the proportion of minority population and families in poverty to the proportion of non-minority population and families not in poverty that reside in proximity to the freeway widenings, as shown in Table N.21. Under the updated VISION 2050, the existing minority population and families in poverty that reside within one-half mile of freeway widenings would represent about 4 percent of the total minority population and families in poverty, respectively, which is an approximately comparable percentage to the non-minority population and families not in poverty. The existing minority population and families in poverty that reside within one-quarter mile of freeway widenings would represent about 2 percent of the total minority population and families in poverty, which is also a comparable percentage to the non-minority population and families not in poverty.

Under the updated FCTS, the existing minority population and families in poverty that reside within one-half mile of freeway widenings would represent about 2 percent of the total minority population and families in poverty, which exceeds the approximately 1 percent of non-minority population and families not in poverty within that same distance. The existing minority population and families in poverty that reside within one-quarter mile of freeway widenings would represent about 0.6 and 0.5 percent of the total minority population and families in poverty, respectively, which is slightly higher than the 0.2 percent of the non-minority population and families not in poverty within that same distance.

This evaluation concludes that, under the updated FCTS, which is comprised of the proposed IH 94 reconstruction between 70th Street and 16th Street in the City of Milwaukee, the proportions of minorities who live near the project generally equal or slightly exceed the average percentage of minority people in Milwaukee County while the proportions of families in poverty who live near the project exceed the county averages.

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

Population and Families Within One-Half Mile				
Plan	Minority Population	Non-Minority Population	Families in Poverty	Families Not in Poverty
VISION 2050	4.0	4.4	4.3	4.4
FCTS - 2050	1.6	0.8	1.7	0.5

Population and Families Within One-Quarter Mile				
Plan	Minority Population	Non-Minority Population	Families in Poverty	Families Not in Poverty
VISION 2050	1.6	1.8	1.9	2.1
FCTS - 2050	0.6	0.2	0.5	0.2

^aMinority population and non-minority population are based on the 2020 U.S. Census and families in poverty and families not in poverty are based on the 2017-2021 American Community Survey.

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC; 6/2024

As part of preliminary engineering for the IH 94 reconstruction project, WisDOT recently completed a Supplemental Draft Environmental Impact Statement (SDEIS). The SDEIS includes a more robust assessment than this analysis of the impacts to minority populations and low-income populations residing in the project vicinity. The WisDOT SDEIS also includes a review of information gathered from the extensive public involvement and outreach efforts conducted as part of the project. WisDOT has indicated a robust public involvement and outreach process will continue as final plans are completed and the agency will address potential impacts of the IH 94 reconstruction project, as possible.

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

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

Due largely to Federal fuel and vehicle fuel economy standards and improved emissions controls, transportation-related air pollutant emissions in the Region have been declining. They are expected to continue to decline through the year 2050, even with the projected 25 percent increase in vehicle-miles of travel under both the updated VISION 2050 and FCTS. Table N.22 shows that both the updated VISION 2050 and FCTS would be expected to result in lower levels of transportation-related air pollutant emissions (generally about a 2 to 8 percent decrease in greenhouse gases, excepting a 12 percent increase in methane emissions, and up to 71 percent decrease in other transportation-related air pollutants under the updated FCTS compared to existing conditions in 2022). Reducing exposure to these pollutants is expected to benefit the entire Region, including the minority populations and low-income populations.

Even with significant reductions in transportation-related air pollutants, residents of the Region, including minority populations and families in poverty, living in proximity to roads with higher traffic volumes, such as freeways, may still be exposed to higher levels of these pollutants than those who live further from them. The following is an assessment of whether there would be a disproportionate impact on, or over-representation of, existing minority populations and low-income populations residing along the planned freeway systems under both the updated VISION 2050 and FCTS. The results are intended to determine whether minority and low-income populations would disproportionately bear the burden of freeway proximity-related air pollutants under either VISION 2050 or the FCTS.

- **Evaluation Results:** Tables N.23 and N.24 show the existing total and minority population and the existing total number of families and families in poverty that reside in proximity to the freeway system under the updated VISION 2050 and FCTS. The percentages of the total population located in proximity

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

Pollutant Name	Type	Average Annual Emissions from Transportation Sources (tons)		
		Existing (2022)	VISION 2050	FCTS (2050)
Carbon Dioxide (CO ₂)	GHG	8,579,400	8,453,500	8,546,000
Methane (CH ₄) (in CO ₂ equivalents)	GHG	12,900	14,400	14,600
Nitrous Oxide (N ₂ O) (in CO ₂ equivalents)	GHG	34,600	31,800	32,300
Carbon Monoxide (CO)	Criteria	60,500	34,200	34,500
Fine Particulate Matter (PM _{2.5})	Criteria	303	253	256
Sulfur Dioxide (SO ₂)	Criteria and precursor for PM _{2.5}	50	49	50
Nitrogen Oxides (NO _x)	Precursor for Ozone/PM _{2.5}	7,020	3,250	3,280
Volatile Organic Compounds (VOC)	Precursor for Ozone/PM _{2.5}	3,540	2,030	2,050
Acetaldehyde (C ₂ H ₄ O)	Air toxic	29	12	12
Acrolein (C ₃ H ₄ O)	Air toxic	3	1	1
Ammonia (NH ₃)	Air toxic	462	527	532
Benzene (C ₆ H ₆)	Air toxic	58	26	26
Butadiene (C ₄ H ₆)	Air toxic	7	2	2
Formaldehyde (CH ₂ O)	Air toxic	37	11	11

Source: SEWRPC, 6/2024

to the freeway system under the updated VISION 2050 and FCTS that are of minority populations or of low-income populations are generally similar (equal or within several percentage points lower or higher) relative to the percentage of the total minority population and low-income population residing within each county. At the regional level, about 40 to 41 percent of the existing population residing within one-half mile or one-quarter mile of a freeway are minority residents, compared to about 34 percent of the total population of the Region that are minority residents. With regards to existing low-income populations, about 11 percent of the families residing within one-half mile or one-quarter mile of a freeway are in poverty, compared to 8 percent of the total families in the Region.

As shown in Table N.25, at the regional level, about 19 to 20 percent each of minorities and of families in poverty are located within one-half mile of a freeway, while about 9 to 10 percent are located within one-quarter mile, compared to about 14 to 15 percent of existing non-minorities and of families not in poverty that reside within one-half mile of a freeway and about 7 percent of those same categories within one-quarter mile of a freeway. Within each county, the percentages of existing total minority populations and non-minority populations, and the percentages of existing families in poverty and families not in poverty, that reside within one-half mile or one-quarter mile of a freeway are generally equal or within several percentage points lower or higher. Maps comparing the freeway system, including freeway segments to be widened under the updated VISION 2050 and FCTS to locations of current concentrations of minority populations and low-income populations can be accessed through the Equity Analysis Map Directory from the VISION 2050 website.

SUMMARY AND CONCLUSIONS

This section summarizes the conclusions of the evaluation conducted to determine whether minority populations, lower-income populations, or people with disabilities in Southeastern Wisconsin receive a disproportionate share of the estimated impacts—both costs and benefits—of the updated VISION 2050 and FCTS.

Based on comparisons of the location of the freeway and surface arterial street and highway capacity improvements under the updated VISION 2050 and FCTS to areas of the Region with concentrations of minority populations and low-income populations, it was concluded that generally, no area of the Region, including minority populations and low-income populations, would disproportionately bear the impact of the planned freeway and surface arterial capacity improvements. As the segments of freeway to be widened under either the updated VISION 2050 or the updated FCTS tended to serve areas of minority populations and low-income populations, these populations would benefit from the expected modest improvement in highway accessibility to employment associated with the freeway widenings, with the improvement under the updated VISION 2050 being greater than the updated FCTS. Similarly, the anticipated improvements in safety that could occur from

Table N.23

Total and Minority Populations Residing in Proximity to a Freeway^a

County	Population Within One-Half Mile			Population Within One-Half Mile of Freeways		
	Total and Minority Populations in the Region			Total and Minority Populations Within One-Half Mile of Freeways		
	Total Population	Minority Population		Total Population	Minority Population	
		Population	Percent of Total		Population	Percent of Total
Kenosha	169,151	47,215	27.9	2,030	520	25.6
Milwaukee	939,489	482,969	51.4	226,650	115,310	50.9
Ozaukee	91,503	10,093	11.0	10,580	1300	12.3
Racine	197,727	62,394	31.6	1120	190	17.0
Walworth	106,478	18,374	17.3	17,250	3,230	18.7
Washington	136,761	12,906	9.4	16,470	1700	10.3
Waukesha	406,978	59,056	14.5	49,090	7,460	15.2
Region	2,048,087	693,007	33.8	323,190	129,710	40.1

Population Within One-Quarter Mile						
County	Total and Minority Populations in the Region			Total and Minority Populations Within One-Quarter Mile of Freeways		
	Total and Minority Populations in the Region			Total and Minority Populations Within One-Quarter Mile of Freeways		
	Total Population	Minority Population		Total Population	Minority Population	
		Population	Percent of Total		Population	Percent of Total
Kenosha	169,151	47,215	27.9	660	170	25.8
Milwaukee	939,489	482,969	51.4	106,440	54,780	51.5
Ozaukee	91,503	10,093	11.0	4,050	530	13.1
Racine	197,727	62,394	31.6	520	100	19.2
Walworth	106,478	18,374	17.3	7,160	1,260	17.6
Washington	136,761	12,906	9.4	7,760	860	11.1
Waukesha	406,978	59,056	14.5	22,270	3,370	15.1
Region	2,048,087	693,007	33.8	148,870	61,080	41.0

County	Population Within One-Half Mile			Population Within One-Half Mile of Freeways		
	Total and Minority Populations in the Region			Total and Minority Populations Within One-Half Mile of Freeways		
	Total Population	Minority Population		Total Population	Minority Population	
		Population	Percent of Total		Population	Percent of Total
Kenosha	169,151	47,215	27.9	2030	520	25.6
Milwaukee	939,489	482,969	51.4	226,650	115,310	50.9
Ozaukee	91,503	10,093	11.0	10,580	1300	12.3
Racine	197,727	62,394	31.6	1120	190	17.0
Walworth	106,478	18,374	17.3	14,330	2,740	19.1
Washington	136,761	12,906	9.4	16,470	1700	10.3
Waukesha	406,978	59,056	14.5	49,090	7,460	15.2
Region	2,048,087	693,007	33.8	320,270	129,220	40.3

County	Population Within One-Quarter Mile			Population Within One-Quarter Mile of Freeways		
	Total and Minority Populations in the Region			Total and Minority Populations Within One-Quarter Mile of Freeways		
	Total Population	Minority Population		Total Population	Minority Population	
		Population	Percent of Total		Population	Percent of Total
Kenosha	169,151	47,215	27.9	660	170	25.8
Milwaukee	939,489	482,969	51.4	106,440	54,780	51.5
Ozaukee	91,503	10,093	11.0	4,050	530	13.1
Racine	197,727	62,394	31.6	520	100	19.2
Walworth	106,478	18,374	17.3	5,980	1,080	18.1
Washington	136,761	12,906	9.4	7,760	860	11.1
Waukesha	406,978	59,056	14.5	22,270	3,370	15.1
Region	2,048,087	693,007	33.8	147,690	60,900	41.2

^a Total population and minority population are based on the 2020 U.S. Census.

Source: U.S. Bureau of the Census and SEWRPC, 6/2024

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

Families Within One-Half Mile							
VISION 2050	Total Families and Families in Poverty in the Region			Total Families and Families in Poverty Within One-Half Mile of Freeways			
	County	Total Families	Families in Poverty		Total Families	Families in Poverty	
			Families	Percent of Total		Families	Percent of Total
	Kenosha	43,499	3,540	8.1	1,060	40	3.8
	Milwaukee	211,143	28,028	13.3	48,650	7,260	14.9
	Ozaukee	25,165	614	2.4	3,170	90	2.8
	Racine	52,204	4,230	8.1	630	30	4.8
	Walworth	27,298	1,164	4.3	5,100	280	5.5
	Washington	38,883	1,047	2.7	4,750	180	3.8
	Waukesha	113,296	3,550	3.1	15,250	460	3.0
	Region	511,488	42,173	8.2	78,610	8,340	10.6
Families Within One-Quarter Mile							
Fiscally Constrained Transportation System	Total Families and Families in Poverty in the Region			Total Families and Families in Poverty Within One-Quarter Mile of Freeways			
	County	Total Families	Families in Poverty		Total Families	Families in Poverty	
			Families	Percent of Total		Families	Percent of Total
	Kenosha	43,499	3,540	8.1	540	20	3.7
	Milwaukee	211,143	28,028	13.3	23,480	3,600	15.3
	Ozaukee	25,165	614	2.4	1,560	40	2.6
	Racine	52,204	4,230	8.1	320	20	6.3
	Walworth	27,298	1,164	4.3	2,690	150	5.6
	Washington	38,883	1,047	2.7	2,350	90	3.8
	Waukesha	113,296	3,550	3.1	7,670	230	3.0
	Region	511,488	42,173	8.2	38,610	4,150	10.7
Families Within One-Half Mile							
Fiscally Constrained Transportation System	Total Families and Families in Poverty in the Region			Total Families and Families in Poverty Within One-Half Mile of Freeways			
	County	Total Families	Families in Poverty		Total Families	Families in Poverty	
			Families	Percent of Total		Families	Percent of Total
	Kenosha	43,499	3,540	8.1	1,060	40	3.8
	Milwaukee	211,143	28,028	13.3	48,650	7,260	14.9
	Ozaukee	25,165	614	2.4	3,170	90	2.8
	Racine	52,204	4,230	8.1	630	30	4.8
	Walworth	27,298	1,164	4.3	4,210	230	5.5
	Washington	38,883	1,047	2.7	4,750	180	3.8
	Waukesha	113,296	3,550	3.1	15,250	460	3.0
	Region	511,488	42,173	8.2	77,710	8,290	10.7
Families Within One-Quarter Mile							
Fiscally Constrained Transportation System	Total Families and Families in Poverty in the Region			Total Families and Families in Poverty Within One-Quarter Mile of Freeways			
	County	Total Families	Families in Poverty		Total Families	Families in Poverty	
			Families	Percent of Total		Families	Percent of Total
	Kenosha	43,499	3,540	8.1	540	20	3.7
	Milwaukee	211,143	28,028	13.3	23,480	3,600	15.3
	Ozaukee	25,165	614	2.4	1,560	40	2.6
	Racine	52,204	4,230	8.1	320	20	6.3
	Walworth	27,298	1,164	4.3	2,200	120	5.5
	Washington	38,883	1,047	2.7	2,350	90	3.8
	Waukesha	113,296	3,550	3.1	7,670	230	3.0
	Region	511,488	42,173	8.2	38,120	4,120	10.8

^a Total families and families in poverty are based on the 2017-2021 American Community Survey.

Source: U.S. Bureau of the Census American Community Survey and SEWRPC, 6/2024

Table N.25

**Minority/Non-Minority Populations and Families in Poverty/Families
Not in Poverty Residing in Proximity to a Freeway^a**

VISION 2050	Population and Families Within One-Half Mile			
	Percent of Population Within One-Half Mile of Freeways		Percent of Families Within One-Half Mile of Freeways	
	County	Minority Population	Non-Minority Population	Families in Poverty Families Not in Poverty
	Kenosha	1.1	1.2	1.1 2.6
	Milwaukee	23.9	24.4	25.9 22.6
	Ozaukee	12.9	11.4	14.7 12.5
	Racine	0.3	0.7	0.7 1.3
	Walworth	17.6	15.9	24.1 18.4
	Washington	13.2	11.9	17.2 12.1
	Waukesha	12.6	12.0	13.0 13.5
	Region	18.7	14.3	19.8 15.0
VISION 2050	Population and Families Within One-Quarter Mile			
	Percent of Population Within One-Quarter Mile of Freeways		Percent of Families Within One-Quarter Mile of Freeways	
	County	Minority Population	Non-Minority Population	Families in Poverty Families Not in Poverty
	Kenosha	0.4	0.4	0.6 1.3
	Milwaukee	11.3	11.3	12.8 10.9
	Ozaukee	5.3	4.3	6.5 6.2
	Racine	0.2	0.3	0.5 0.6
	Walworth	6.9	6.7	12.9 9.7
	Washington	6.7	5.6	8.6 6.0
	Waukesha	5.7	5.4	6.5 6.8
	Region	8.8	6.5	9.8 7.3
Fiscally Constrained Transportation System	Population and Families Within One-Half Mile			
	Percent of Population Within One-Half Mile of Freeways		Percent of Families Within One-Half Mile of Freeways	
	County	Minority Population	Non-Minority Population	Families in Poverty Families Not in Poverty
	Kenosha	1.1	1.2	1.1 2.6
	Milwaukee	23.9	24.4	25.9 22.6
	Ozaukee	12.9	11.4	14.7 12.5
	Racine	0.3	0.7	0.7 1.3
	Walworth	14.9	13.2	19.8 15.2
	Washington	13.2	11.9	17.2 12.1
	Waukesha	12.6	12.0	13.0 13.5
	Region	18.6	14.1	19.7 14.8
Fiscally Constrained Transportation System	Population and Families Within One-Quarter Mile			
	Percent of Population Within One-Quarter Mile of Freeways		Percent of Families Within One-Quarter Mile of Freeways	
	County	Minority Population	Non-Minority Population	Families in Poverty Families Not in Poverty
	Kenosha	0.4	0.4	0.6 1.3
	Milwaukee	11.3	11.3	12.8 10.9
	Ozaukee	5.3	4.3	6.5 6.2
	Racine	0.2	0.3	0.5 0.6
	Walworth	5.9	5.6	10.3 8.0
	Washington	6.7	5.6	8.6 6.0
	Waukesha	5.7	5.4	6.5 6.8
	Region	8.8	6.4	9.8 7.2

^a Minority population and non-minority population are based on the 2020 U.S. Census and families in poverty and families not in poverty are based on the 2017-2021 American Community Survey.

Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC; 6/2024

a reduction in congestion would directly benefit minority populations and low-income populations by widening freeway segments under the updated VISION 2050 and FCTS. This analysis found an over-representation of low-income populations near the planned IH 94 freeway widening under the updated FCTS relative to regional and county averages. However, it acknowledges WisDOT has conducted more robust public involvement and examination of the project's impacts in their Supplemental Draft Environmental Impact Statement (SDEIS) for the IH 94 reconstruction project.

With respect to public transit, the more than doubling of transit service recommended under the updated VISION 2050 is projected to significantly improve the transit access of minority populations, low-income populations, and people with disabilities to jobs, healthcare, education, and other activities. While the number of additional members of minority populations and low-income populations and of people with disabilities with access to transit service would only modestly increase under the updated VISION 2050, the number of such populations with access to higher-quality transit, including fixed-guideway transit service, would significantly increase.

Even with the addition of some higher-quality transit routes such as the North-South BRT in the FCTS, the projected 30 percent reduction in transit service under the updated FCTS would result in decreased access to jobs, healthcare, education, and other daily needs, and an overall reduction in transit service quality when compared to both VISION 2050 and the transit system that exists in 2023. For the 1 in 10 households in the Region without access to an automobile, which that are more likely to be minority or low income than their overall proportion of the Region's population, mobility and access to jobs and activities within the Region would be limited by these reductions. Even for households remaining within transit service areas, many of the Region's jobs would be functionally inaccessible without an automobile due to excessive transit travel times. This inaccessibility to employment may be even more limited than indicated in this analysis, as it is difficult to account for the potential reduction in job access due to reduced hours of the day in which transit service is available or to the potential elimination of weekend service. Any reduction in transit accessibility to employment disproportionately impacts the Region's minority populations, low-income populations, and people with disabilities, who utilize public transit at a higher rate than other population groups.

Therefore, should the reasonably available and expected funding for implementing the public transit element of VISION 2050 continue as estimated under the FCTS, a disparate impact on the Region's minority populations, low-income populations, and people with disabilities is likely to occur. Given current limitations at the State level on both local government revenue generation and on the Wisconsin Department of Transportation's ability to allocate funds between different programs, the ability for the Region to avoid such a disparate impact is dependent on the State Legislature and Governor providing additional State funding for transit services or allowing local units of government and transit operators to generate such funds on their own.