

Attachment 6

Appendix G (Revised)

ASSESSMENT OF THE IMPACTS OF THE REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM ON MINORITY AND LOW-INCOME POPULATIONS IN SOUTHEASTERN WISCONSIN

The regional transportation improvement program (TIP) lists the public transit, transportation systems and demand management, and arterial street and highway projects which each level and unit of government—State, county, and municipal—has programmed for implementation in Southeastern Wisconsin in the years 2011 through 2014.

Estimates of the magnitude and location of the minority and low-income populations in the Region may be obtained from data available from the most recent year 2000 decennial U.S. Census of Population. Based upon the year 2000 Census, the magnitude and location of minority populations in the Region are shown in Maps G-1 through G-6 and in Table G-1. The magnitude and location of the low-income population within Southeastern Wisconsin, based upon the year 2000 census, is shown on Map G-7 and summarized in Table G-2. The low-income population was defined as families with income below federally-defined poverty levels.

The minority population utilizes public transit more than the white population of the Region, although the automobile is by far the dominant mode of travel for the minority population. Table G-3 shows the mode of travel reported in the year 2000 U.S. Census for travel to and from work for minority and white populations of the Region. In Milwaukee County, between 5 and 19 percent of the minority population uses public transit to travel to and from work, with the highest proportion—19 percent—by the African-American population. Only 3 percent of the white population uses public transit for work travel. However, in Milwaukee County, minority populations use the automobile for 75 to 84 percent of their travel to and from work. This compares to 90 percent of the white population. Data is not available for mode of travel for trips other than work within Southeastern Wisconsin by race and ethnicity. Data for all urban areas in the State of Wisconsin is available from the 2009 National Household travel survey and shows a similar pattern as for work trips in Southeastern Wisconsin. The Wisconsin urban area minority population utilizes public transit for more of its travel across all types of trips--8 percent--compared to the Wisconsin urban area white population--less than one percent. Automobile travel is the dominant mode of travel for all trips by both the Wisconsin urban area minority population--76 percent--and white population--86 percent, as is the case for Southeastern Wisconsin travel for work purposes. The minority population represents a greater proportion of total transit ridership than it does of total population, as shown in Table G-4.

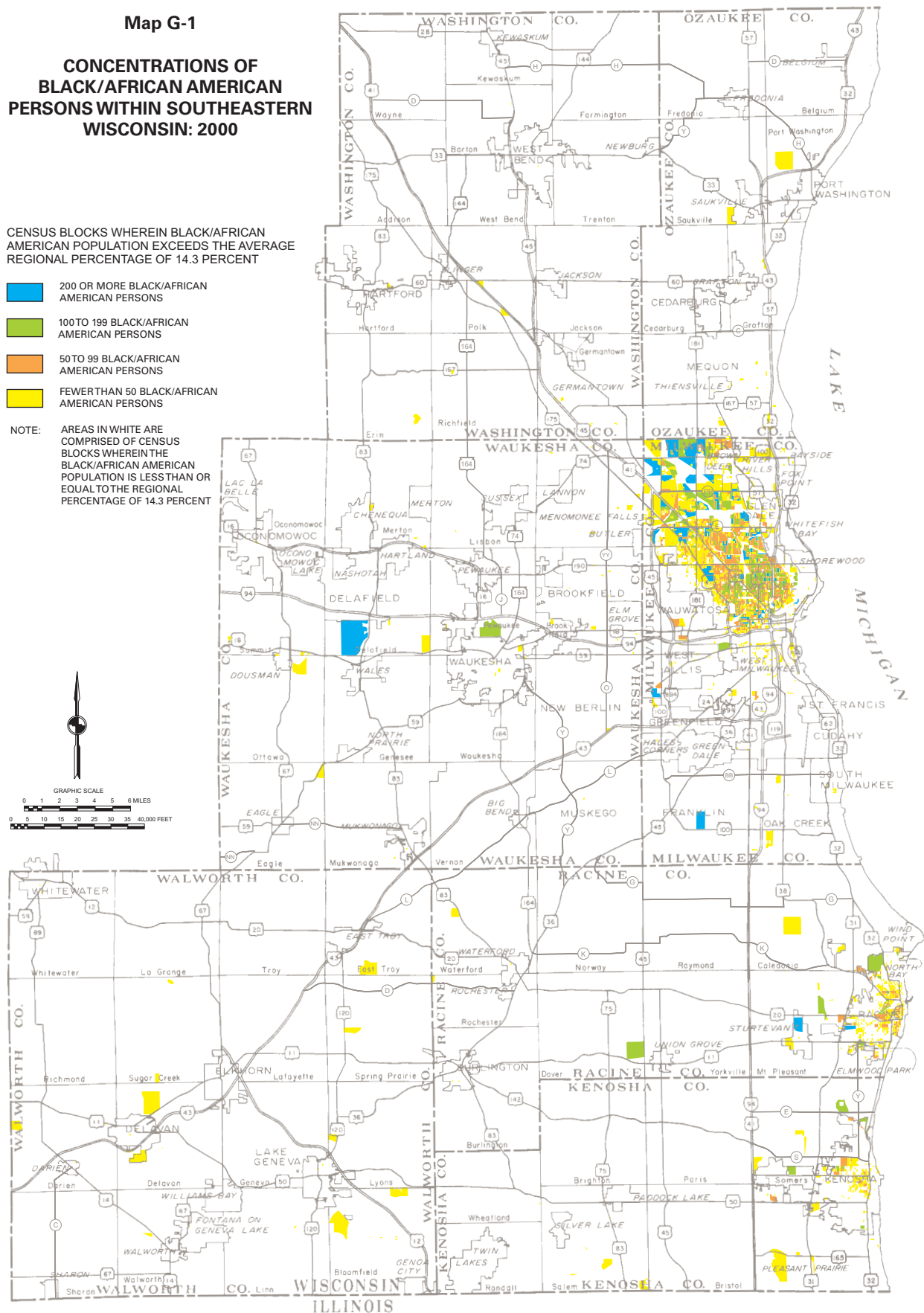
Map G-1

CONCENTRATIONS OF BLACK/AFRICAN AMERICAN PERSONS WITHIN SOUTHEASTERN WISCONSIN: 2000

CENSUS BLOCKS WHEREIN BLACK/AFRICAN AMERICAN POPULATION EXCEEDS THE AVERAGE REGIONAL PERCENTAGE OF 14.3 PERCENT

- 200 OR MORE BLACK/AFRICAN AMERICAN PERSONS
- 100 TO 199 BLACK/AFRICAN AMERICAN PERSONS
- 50 TO 99 BLACK/AFRICAN AMERICAN PERSONS
- FEWER THAN 50 BLACK/AFRICAN AMERICAN PERSONS

NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS BLOCKS WHEREIN THE BLACK/AFRICAN AMERICAN POPULATION IS LESS THAN OR EQUAL TO THE REGIONAL PERCENTAGE OF 14.3 PERCENT



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

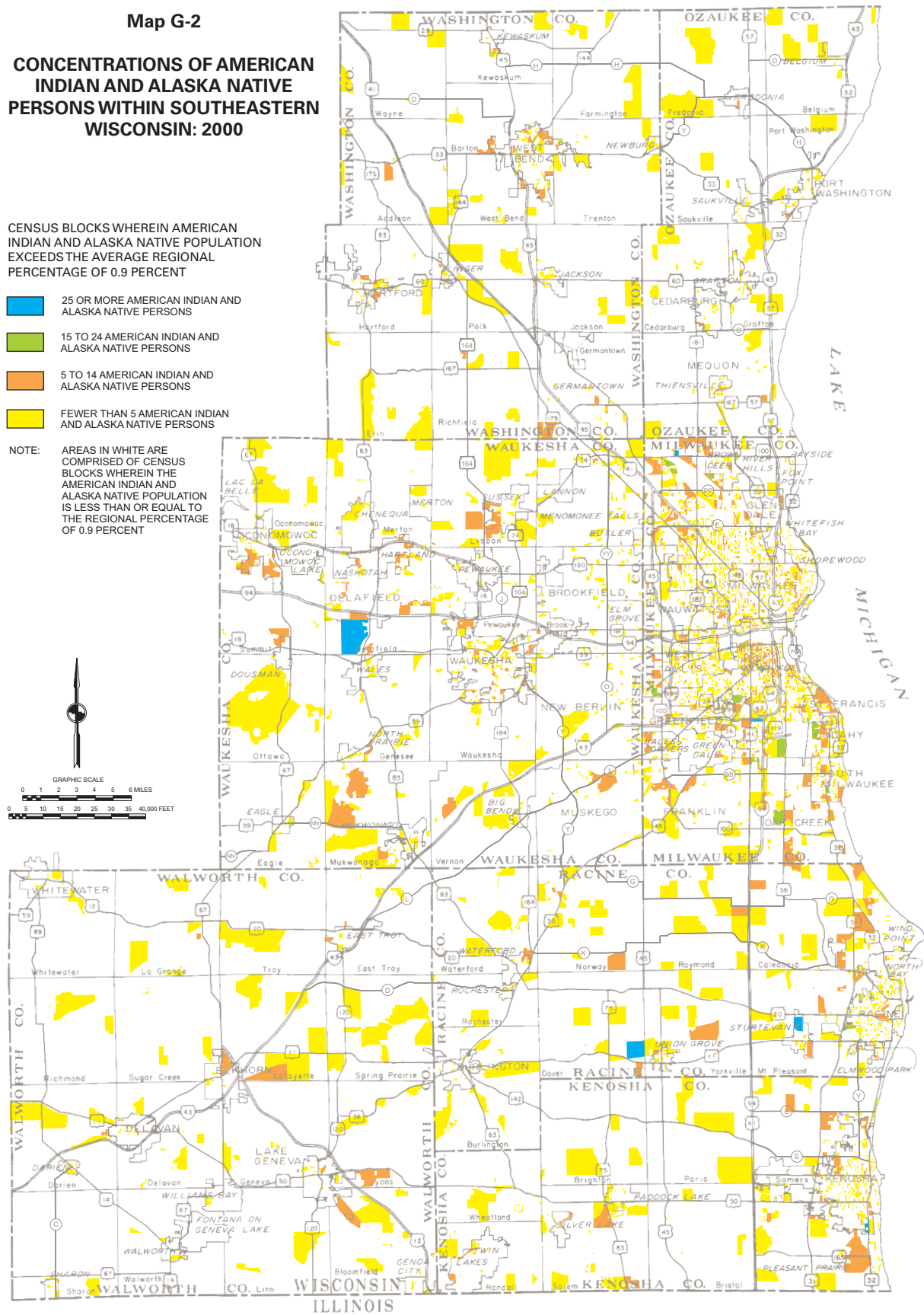
Map G-2

CONCENTRATIONS OF AMERICAN INDIAN AND ALASKA NATIVE PERSONS WITHIN SOUTHEASTERN WISCONSIN: 2000

CENSUS BLOCKS WHEREIN AMERICAN INDIAN AND ALASKA NATIVE POPULATION EXCEEDS THE AVERAGE REGIONAL PERCENTAGE OF 0.9 PERCENT

- 25 OR MORE AMERICAN INDIAN AND ALASKA NATIVE PERSONS
- 15 TO 24 AMERICAN INDIAN AND ALASKA NATIVE PERSONS
- 5 TO 14 AMERICAN INDIAN AND ALASKA NATIVE PERSONS
- FEWER THAN 5 AMERICAN INDIAN AND ALASKA NATIVE PERSONS

NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS BLOCKS WHEREIN THE AMERICAN INDIAN AND ALASKA NATIVE POPULATION IS LESS THAN OR EQUAL TO THE REGIONAL PERCENTAGE OF 0.9 PERCENT



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

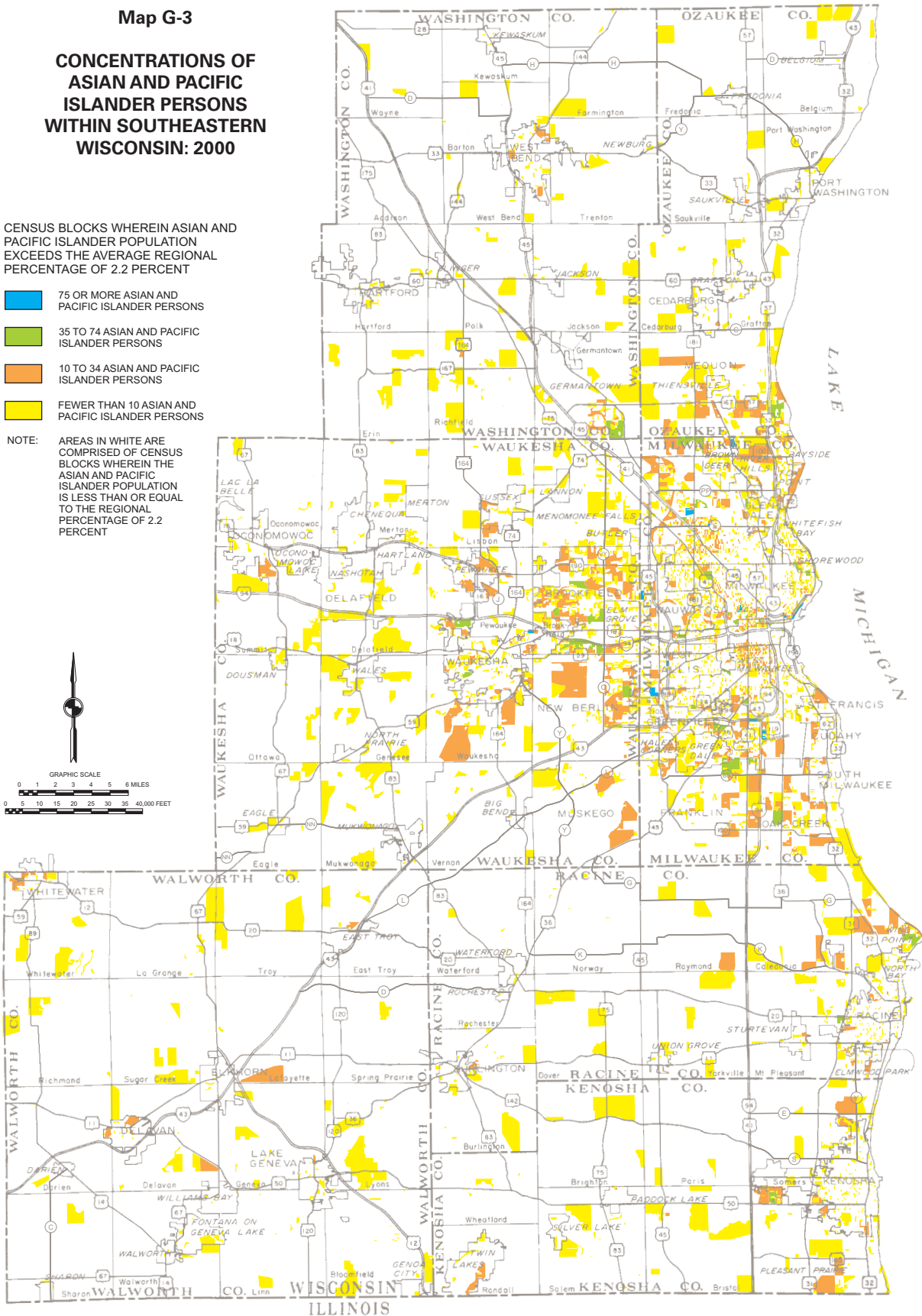
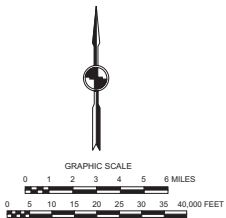
Map G-3

**CONCENTRATIONS OF
ASIAN AND PACIFIC
ISLANDER PERSONS
WITHIN SOUTHEASTERN
WISCONSIN: 2000**

CENSUS BLOCKS WHEREIN ASIAN AND
PACIFIC ISLANDER POPULATION
EXCEEDS THE AVERAGE REGIONAL
PERCENTAGE OF 2.2 PERCENT

- 75 OR MORE ASIAN AND
PACIFIC ISLANDER PERSONS
- 35 TO 74 ASIAN AND PACIFIC
ISLANDER PERSONS
- 10 TO 34 ASIAN AND PACIFIC
ISLANDER PERSONS
- FEWER THAN 10 ASIAN AND
PACIFIC ISLANDER PERSONS

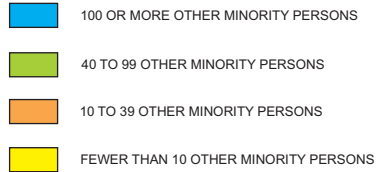
NOTE: AREAS IN WHITE ARE
COMPRISED OF CENSUS
BLOCKS WHEREIN THE
ASIAN AND PACIFIC
ISLANDER POPULATION
IS LESS THAN OR EQUAL
TO THE REGIONAL
PERCENTAGE OF 2.2
PERCENT



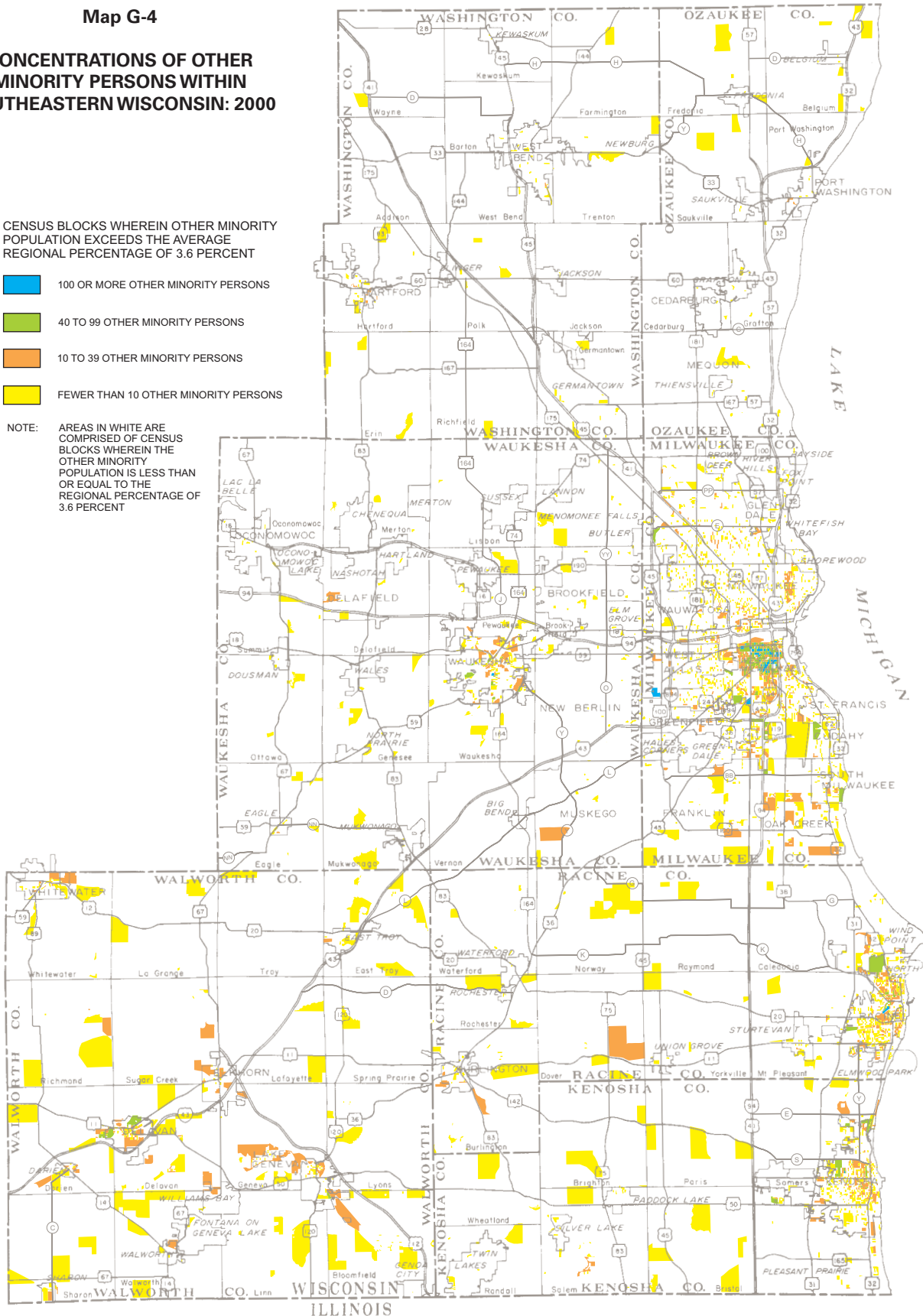
Source: U.S. Bureau of the Census and SEWRPC.

Map G-4
CONCENTRATIONS OF OTHER
MINORITY PERSONS WITHIN
SOUTHEASTERN WISCONSIN: 2000

CENSUS BLOCKS WHEREIN OTHER MINORITY
 POPULATION EXCEEDS THE AVERAGE
 REGIONAL PERCENTAGE OF 3.6 PERCENT



NOTE: AREAS IN WHITE ARE
 COMPRISED OF CENSUS
 BLOCKS WHEREIN THE
 OTHER MINORITY
 POPULATION IS LESS THAN
 OR EQUAL TO THE
 REGIONAL PERCENTAGE OF
 3.6 PERCENT



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

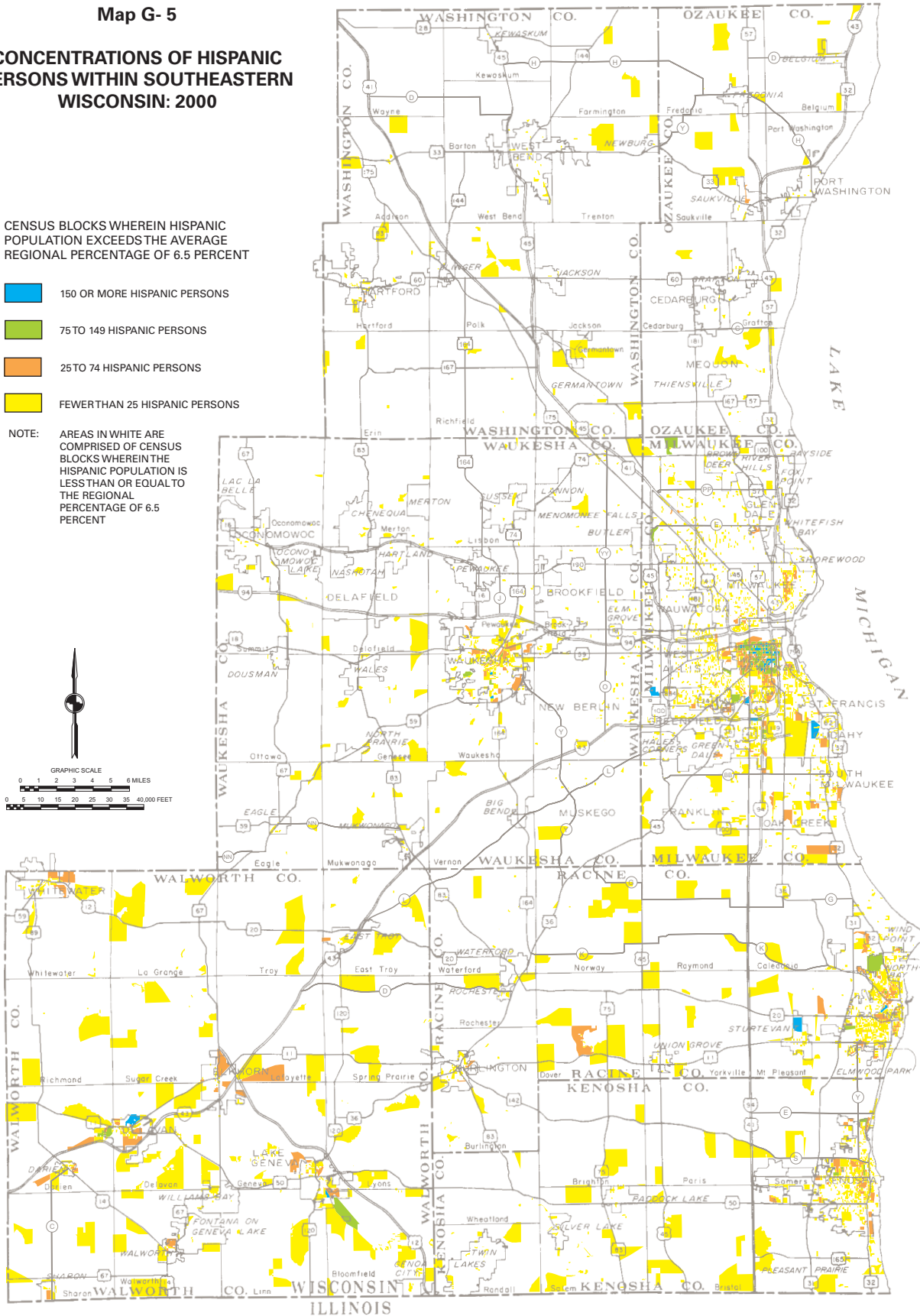
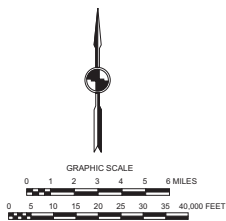
Map G-5

CONCENTRATIONS OF HISPANIC PERSONS WITHIN SOUTHEASTERN WISCONSIN: 2000

CENSUS BLOCKS WHEREIN HISPANIC POPULATION EXCEEDS THE AVERAGE REGIONAL PERCENTAGE OF 6.5 PERCENT

- 150 OR MORE HISPANIC PERSONS
- 75 TO 149 HISPANIC PERSONS
- 25 TO 74 HISPANIC PERSONS
- FEWER THAN 25 HISPANIC PERSONS

NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS BLOCKS WHEREIN THE HISPANIC POPULATION IS LESS THAN OR EQUAL TO THE REGIONAL PERCENTAGE OF 6.5 PERCENT



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

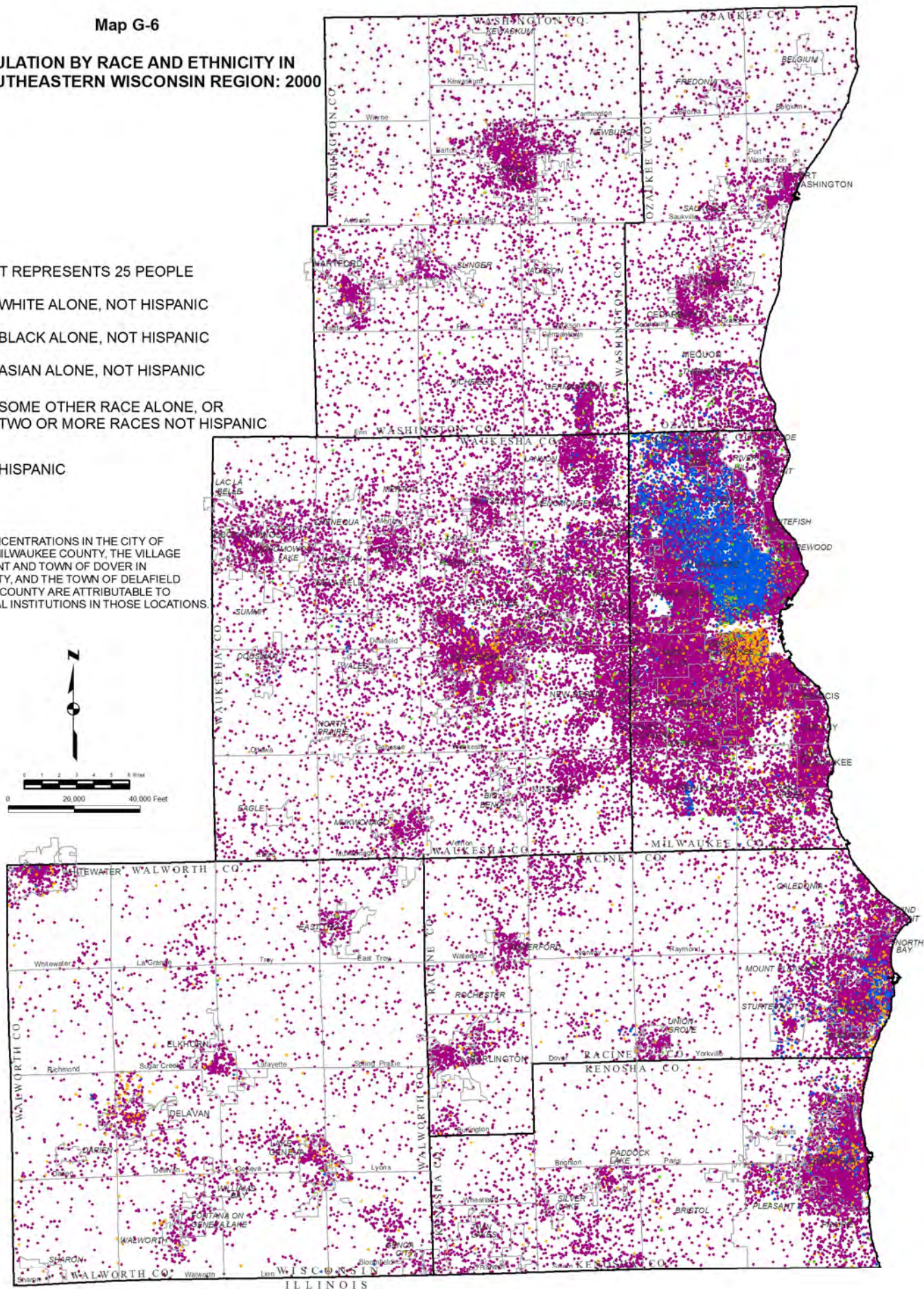
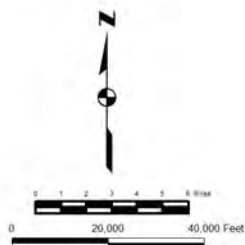
Map G-6

POPULATION BY RACE AND ETHNICITY IN THE SOUTHEASTERN WISCONSIN REGION: 2000

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: MINORITY CONCENTRATIONS IN THE CITY OF FRANKLIN IN MILWAUKEE COUNTY, THE VILLAGE OF STURTEVANT AND TOWN OF DOVER IN RACINE COUNTY, AND THE TOWN OF DELAFIELD IN WAUKESHA COUNTY ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THOSE LOCATIONS.



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

Table G-1

POPULATION BY RACE AND HISPANIC ETHNICITY IN THE REGION BY COUNTY: 2000

County	White alone, Non-Hispanic		Minority										Total Population
			Black/ African American		American Indian and Alaska Native		Asian and Pacific Islander		Other Race		Hispanic		
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	
Kenosha	127,287	85.1	8,629	5.8	1,314	0.9	1,930	1.3	5,990	4.0	10,757	7.2	149,577
Milwaukee	583,481	62.1	240,113	25.5	11,907	1.3	28,930	3.1	48,227	5.1	82,406	8.8	940,164
Ozaukee	78,894	95.8	917	1.1	335	0.4	1,131	1.4	382	0.5	1,073	1.3	82,317
Racine	150,238	79.6	21,100	11.2	1,448	0.8	1,885	1.0	8,168	4.3	14,990	7.9	188,831
Walworth	85,428	91.1	983	1.0	495	0.5	859	0.9	2,946	3.1	6,136	6.5	93,759
Washington	113,870	96.9	641	0.5	587	0.5	938	0.8	659	0.6	1,529	1.3	117,493
Waukesha	339,905	94.2	3,480	1.0	1,733	0.5	6,497	1.8	4,013	1.1	9,503	2.6	360,767
Region	1,479,103	76.5	275,863	14.3	17,819	0.9	42,170	2.2	70,385	3.6	126,394	6.5	1,932,908

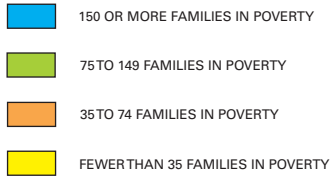
NOTE: As part of the 2000 Federal census, individuals could be reported as being of more than one race. In addition, persons of Hispanic ethnicity can be of any race or combination of races. The figures on this table indicate the number of persons reported as being white alone and non-Hispanic (non-minority) and those of a given minority race or Hispanic ethnicity (as indicated by the column heading), including those who were reported as that race exclusively and those who were reported as that race and one or more other races. Accordingly, the population figures by race and Hispanic ethnicity sum to more than the total population for each County and the Region.

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

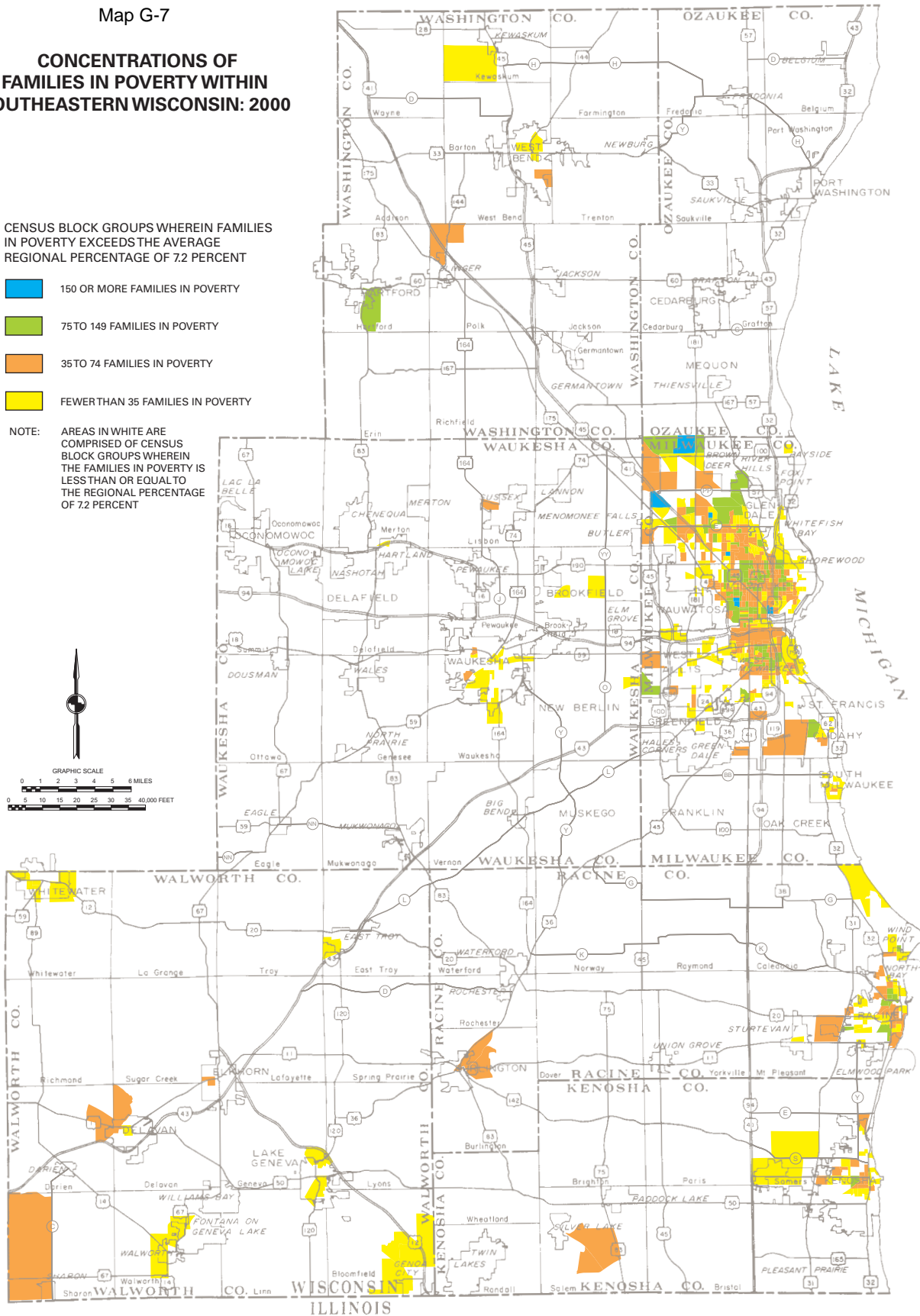
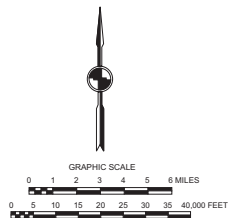
Map G-7

CONCENTRATIONS OF FAMILIES IN POVERTY WITHIN SOUTHEASTERN WISCONSIN: 2000

CENSUS BLOCK GROUPS WHEREIN FAMILIES
IN POVERTY EXCEEDS THE AVERAGE
REGIONAL PERCENTAGE OF 7.2 PERCENT



NOTE: AREAS IN WHITE ARE
COMPRISED OF CENSUS
BLOCK GROUPS WHEREIN
THE FAMILIES IN POVERTY IS
LESS THAN OR EQUAL TO
THE REGIONAL PERCENTAGE
OF 7.2 PERCENT



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

Table G-1

**FAMILIES WITH INCOME BELOW THE POVERTY
LEVEL IN THE REGION BY COUNTY: 2000**

County	Total Families	Families With Income Below the Poverty Level	
		Number	Percent of Total Families
Kenosha	38,671	2,094	5.4
Milwaukee	226,685	26,454	11.7
Ozaukee	23,153	391	1.7
Racine	50,052	2,908	5.8
Walworth	23,388	1,078	4.6
Washington	32,953	867	2.6
Waukesha	101,008	1,674	1.7
Region	495,910	35,466	7.2

NOTE: The U.S. Census Bureau uses a set of money income thresholds that vary by family size and composition to determine poverty status. If a family's total income is less than that family's threshold, then that family, and every individual in it, is considered to be below poverty. Poverty is not defined for people in military barracks, institutional group quarters, or for unrelated individuals under age 15, such as foster children.

**POVERTY THRESHOLDS BY SIZE OF FAMILY AND NUMBER OF RELATED
CHILDREN UNDER 18 YEARS OF AGE FOR PURPOSES OF THE 2000 CENSUS**

Size of family unit	Weighted Average Thresholds	Related Children Under 18 Years								
		None	One	Two	Three	Four	Five	Six	Seven	Eight or more
One person (unrelated individual).....	\$8,501	--	--	--	--	--	--	--	--	--
Under 65 years	8,667	\$8,667	--	--	--	--	--	--	--	--
65 years and over.....	7,990	7,990	--	--	--	--	--	--	--	--
Two persons.....	10,869	--	--	--	--	--	--	--	--	--
Householder under 65 years	11,214	11,156	\$11,483	--	--	--	--	--	--	--
Householder 65 years and over	10,075	10,070	11,440	--	--	--	--	--	--	--
Three persons.....	13,290	13,032	13,410	\$13,423	--	--	--	--	--	--
Four persons.....	17,029	17,184	17,465	16,895	\$16,954	--	--	--	--	--
Five persons	20,127	20,723	21,024	20,380	19,882	\$19,578	--	--	--	--
Six persons.....	22,727	23,835	23,930	23,436	22,964	22,261	\$21,845	--	--	--
Seven persons.....	25,912	27,425	27,596	27,006	26,595	25,828	24,934	\$23,953	--	--
Eight persons.....	28,967	30,673	30,944	30,387	29,899	29,206	28,327	27,412	\$27,180	--
Nine persons or more.....	34,417	36,897	37,076	36,583	36,169	35,489	34,554	33,708	33,499	\$32,208

Source: U.S. Census Bureau and SEWRPC.

Table G-3

DISTRIBUTION OF EMPLOYED PERSONS BY COUNTY OF RESIDENCE, RACE, AND MODE OF TRAVEL: 2000

Race	Mode of Travel	County of Residence						
		Kenosha	Milwaukee	Ozaukee	Racine	Walworth	Washington	Waukesha
White alone, NonHispanic	Drive alone	84.2	80.3	85.1	86.0	81.3	85.7	87.4
	Carpool	9.9	9.2	7.4	8.4	8.4	8.4	6.8
	Bus	0.5	3.5	0.3	0.7	0.3	0.4	0.6
	Other	3.1	4.7	3.5	2.4	5.7	2.2	2.0
	Worked at home	2.4	2.3	3.7	2.4	4.2	3.3	3.2
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Black or African American alone	Drive alone	67.7	59.9	83.4	65.1	64.3	85.4	83.4
	Carpool	15.6	15.6	12.4	18.1	18.9	14.6	12.5
	Bus	5.6	18.8	0.0	8.8	0.0	0.0	0.9
	Other	9.5	3.7	2.2	6.4	16.8	0.0	2.5
	Worked at home	1.6	1.9	2.0	1.6	0.0	0.0	0.8
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Asian alone	Drive alone	81.2	69.6	67.4	73.4	73.8	87.1	79.7
	Carpool	10.9	14.0	25.1	24.2	11.3	10.2	14.4
	Bus	0.0	5.2	0.0	1.2	0.0	0.0	1.3
	Other	5.9	9.5	1.8	1.1	14.5	2.7	1.4
	Worked at home	2.1	1.7	5.7	0.2	0.4	0.0	3.2
	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	72.7	60.2	70.7	71.9	63.4	74.7	76.7
	Carpool	19.0	22.9	18.4	19.5	25.4	20.7	16.7
	Bus	0.9	10.1	1.1	3.7	1.1	0.0	1.7
	Other	5.5	5.8	5.6	4.3	7.0	0.0	3.5
	Worked at home	1.9	1.0	4.3	0.6	3.0	4.6	1.3
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Hispanic	Drive alone	71.3	58.6	70.4	68.8	64.4	81.4	75.4
	Carpool	20.7	24.4	15.9	21.5	22.4	14.8	15.6
	Bus	1.2	10.3	1.1	3.7	1.2	0.0	1.0
	Other	5.1	5.8	8.7	5.3	9.7	2.0	5.9
	Worked at home	1.6	0.9	3.9	0.8	2.3	1.7	2.1
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0

Source: U.S. Census Bureau and SEWRPC.

Table G-4

**COMPARISON OF THE PERCENTAGES OF MINORITY POPULATIONS
AND MINORITY POPULATION TRANSIT RIDERSHIP IN MILWAUKEE AND
WAUKESHA COUNTIES, AND THE CITIES OF KENOSHA, RACINE, AND WAUKESHA**

	Minority Proportion of Total Population and Transit System Ridership				
	Milwaukee County	Waukesha County	City of Kenosha	City of Racine	City of Waukesha
Year 2000 Population (U.S. Census)	38 percent	6 percent	21 percent	37 percent	13 percent
Year 2001 Transit System Ridership (SEWRPC and Transit Operator Survey)	59 percent	12 percent	30 percent	52 percent	22 percent

The County-to-County commuting patterns of the minority and white populations in the Region are very similar, as shown in Table G-5.

Figure G-1 displays the expenditures in the first year of the TIP by project category:

- Highway Preservation: Resurfacing, reconstruction, and other projects which result in little or no increase in the traffic-carrying capacity of the existing street system, but which are necessary to maintain existing capacity and structural adequacy of the arterial facility for which the project is proposed.
- Highway Improvement: Projects which increase the capacity of the existing arterial highway system, typically through the addition of traffic lanes.
- Highway Expansion: Projects which increase the capacity of the arterial highway system through development of new arterial streets or highways.
- Transit Preservation: Projects which are necessary to maintain the current quality and level of service on the existing transit system.
- Transit Improvement: Projects which improve the quality and level of service on the existing transit system.
- Transit Expansion: Projects which either expand the existing transit system or create new transit systems or subsystems.
- Highway Safety: Projects designed to improve or eliminate existing unsafe conditions, and are candidates for special federal safety program funding.
- Environmental Enhancement: Projects which do not affect highway system operation or capacity, and have the objective of encouraging alternative modes of travel, and reducing air, noise, or visual pollution.
- Highway Off-System: Projects on streets or highways which are not on the arterial street and highway system and are candidates for special federal funding.

Map G-8 shows the existing public transit system and programmed improvements for the years 2011 to 2014. Comparison of the existing and programmed transit system improvements to the locations of minority and low-income populations indicates that the existing and programmed transit services serve the principal concentrations of minority and low-income populations of Southeastern Wisconsin.

Map G-9 shows the arterial street and highway system preservation, improvement, and expansion projects programmed for the years 2011 through 2014. Comparison of the programmed projects to the locations of minority and low-income populations indicates that there is a balance of programmed highway projects, located within and outside areas of minority and low-income populations. Also, projects which would

Table G-5

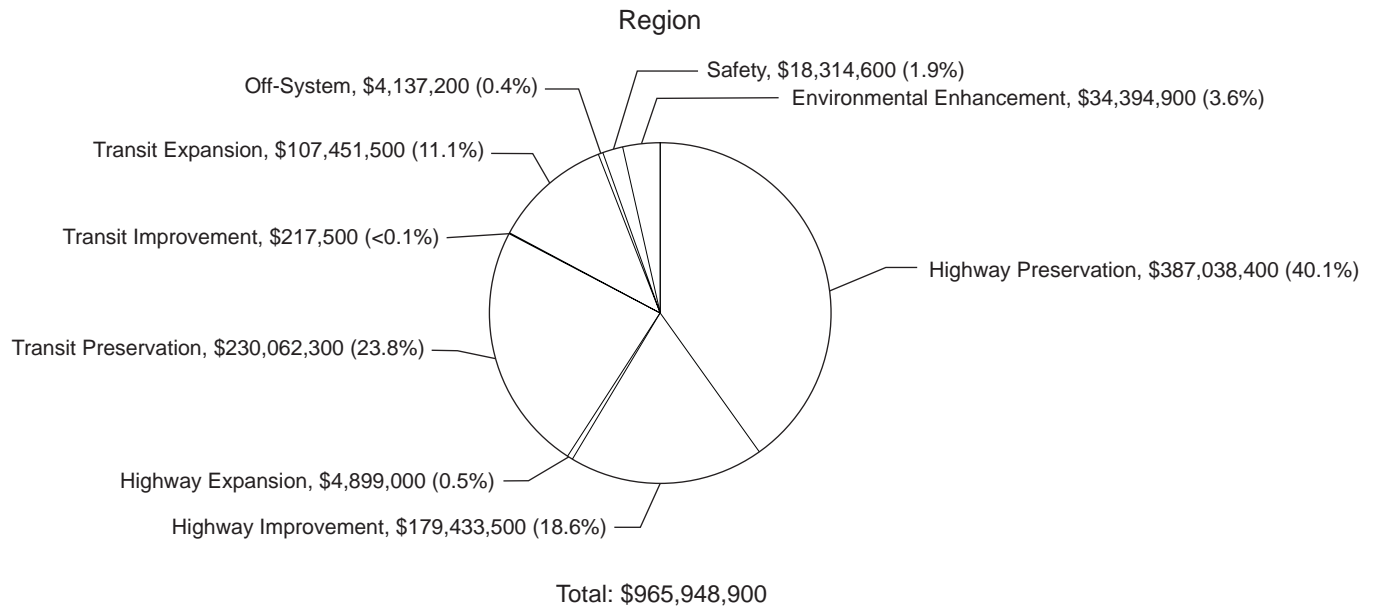
**PERCENTAGE DISTRIBUTION OF EMPLOYED REGION RESIDENTS
BY COUNTY OF RESIDENCE, COUNTY OF WORK, AND RACE: YEAR 2000**

Race	County of Residence	County of Work								Total
		Kenosha	Milwaukee	Ozaukee	Racine	Walworth	Washington	Waukesha	Other	
Total Minority	Kenosha	80.6	6.5	--	11.3	--	--	1.6	--	100.0
	Milwaukee	0.3	85.5	1.8	0.6	0.3	1.1	9.9	0.5	100.0
	Ozaukee	--	35.7	50.0	--	--	7.1	7.1	0.1	100.0
	Racine	5.9	7.6	0.8	82.4	0.8	--	1.7	0.8	100.0
	Walworth	--	3.6	--	3.6	82.1	--	3.6	7.1	100.0
	Washington	--	23.5	5.9	--	--	47.1	17.6	5.9	100.0
	Waukesha	--	30.8	--	1.1	--	1.1	65.9	1.1	100.0
White	Kenosha	79.2	4.2	0.2	12.9	1.3	--	1.6	0.6	100.0
	Milwaukee	0.4	79.7	1.7	1.4	0.2	1.0	14.9	0.7	100.0
	Ozaukee	--	34.7	52.2	0.2	0.2	4.5	5.5	2.7	100.0
	Racine	6.8	16.1	0.5	68.7	2.1	0.3	5.2	0.3	100.0
	Walworth	2.0	5.6	--	5.6	71.6	0.3	7.6	7.3	100.0
	Washington	0.2	22.6	7.3	0.2	0.2	50.8	15.6	3.1	100.0
	Waukesha	0.2	32.0	0.7	0.7	0.7	1.6	62.4	1.7	100.0

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

Figure G-1

**DISTRIBUTION OF EXPENDITURES IN 2011 OF THE
2011 THROUGH 2014 TRANSPORTATION IMPROVEMENT PROGRAM BY PROJECT CATEGORY**



Source: SEWRPC.

EXISTING PUBLIC TRANSIT SERVICE WITHIN THE SOUTHEASTERN WISCONSIN REGION: 2010

TRANSIT IMPROVEMENT AND EXPANSION PROJECTS PROGRAMMED FOR THE YEARS 2011 THROUGH 2014

KENOSHA COUNTY

ENGINEERING AND DESIGN FOR THE EXPANSION OF STREETCAR SERVICE IN THE CITY OF KENOSHA - \$2,500,000

EXPANSION OF ELECTRIC STREETCAR SERVICE IN THE CITY OF KENOSHA - \$17,624,700

RECONSTRUCTION AND EXPANSION OF THE METRA TRAIN STATION PLATFORM IN THE CITY OF KENOSHA - \$30,000

EXPANSION OF ELECTRIC STREETCAR SYSTEM IN THE CITY OF KENOSHA-DOWNTOWN LINE EXTENSION - \$10,329,100

MILWAUKEE COUNTY

PLANNING, AND PRELIMINARY AND FINAL ENGINEERING OF COMMUTER PASSENGER TRAIN SERVICE IN THE MILWAUKEE-RACINE-KENOSHA CORRIDOR - \$7,500,000

SUPPORT OF SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION TRANSIT PLANNING PROGRAM - \$750,000

IMPLEMENTATION OF A BUS RAPID TRANSIT LINE BY THE MILWAUKEE COUNTY TRANSIT SYSTEM ALONG FOND DU LAC AND NATIONAL AVENUES (12.0 MILES) - \$48,000,000

IMPLEMENTATION OF THE MILWAUKEE DOWNTOWN CONNECTOR STREETCAR BETWEEN THE MILWAUKEE INTERMODAL STATION AND AN AREA NORTH OF THE CENTRAL BUSINESS DISTRICT - \$61,100,000

WAUKESHA COUNTY

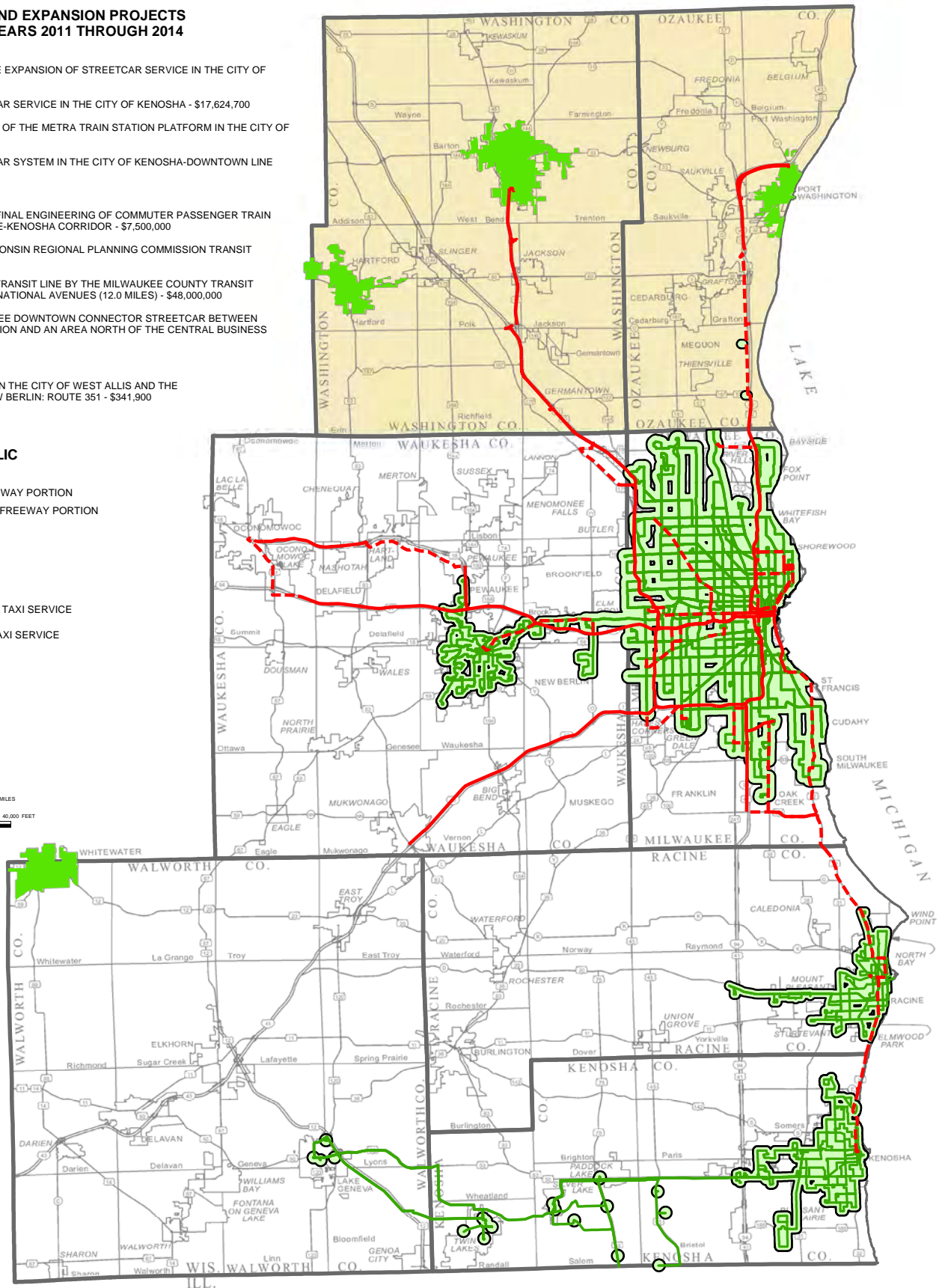
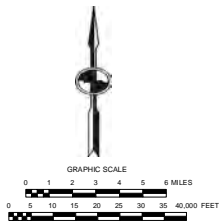
INITIATE TRANSIT SERVICE BETWEEN THE CITY OF WEST ALLIS AND THE WESTRIDGE BUSINESS PARK IN NEW BERLIN: ROUTE 351 - \$341,900

LOCAL FIXED-ROUTE PUBLIC TRANSIT SERVICE

- RAPID BUS ROUTE - FREEWAY PORTION
- - - RAPID BUS ROUTE - NON-FREEWAY PORTION
- LOCAL BUS ROUTE
- TRANSIT SERVICE AREA

LOCAL DEMAND-RESPONSIVE PUBLIC TRANSIT SERVICE

- MUNICIPAL SHARED-RIDE TAXI SERVICE
- COUNTY SHARED-RIDE TAXI SERVICE



COMPARISON OF LOCATION OF CONCENTRATIONS OF TOTAL MINORITY PERSONS WITHIN SOUTHEASTERN WISCONSIN TO THE HIGHWAY PRESERVATION, IMPROVEMENT, AND EXPANSION PROJECTS PROGRAMMED FOR THE YEARS 2011 THROUGH 2014

**CENSUS BLOCKS WHEREIN MINORITY
POPULATION EXCEEDS THE AVERAGE
REGIONAL PERCENTAGE OF 23.5 PERCENT**

- 200 OR MORE MINORITY PERSONS
- 100 TO 199 MINORITY PERSONS
- 50 TO 99 MINORITY PERSONS
- FEWER THAN 50 MINORITY PERSONS

NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS
BLOCKS WHEREIN THE MINORITY POPULATION IS
LESS THAN OR EQUAL TO THE AVERAGE REGIONAL
PERCENTAGE OF 23.5 PERCENT

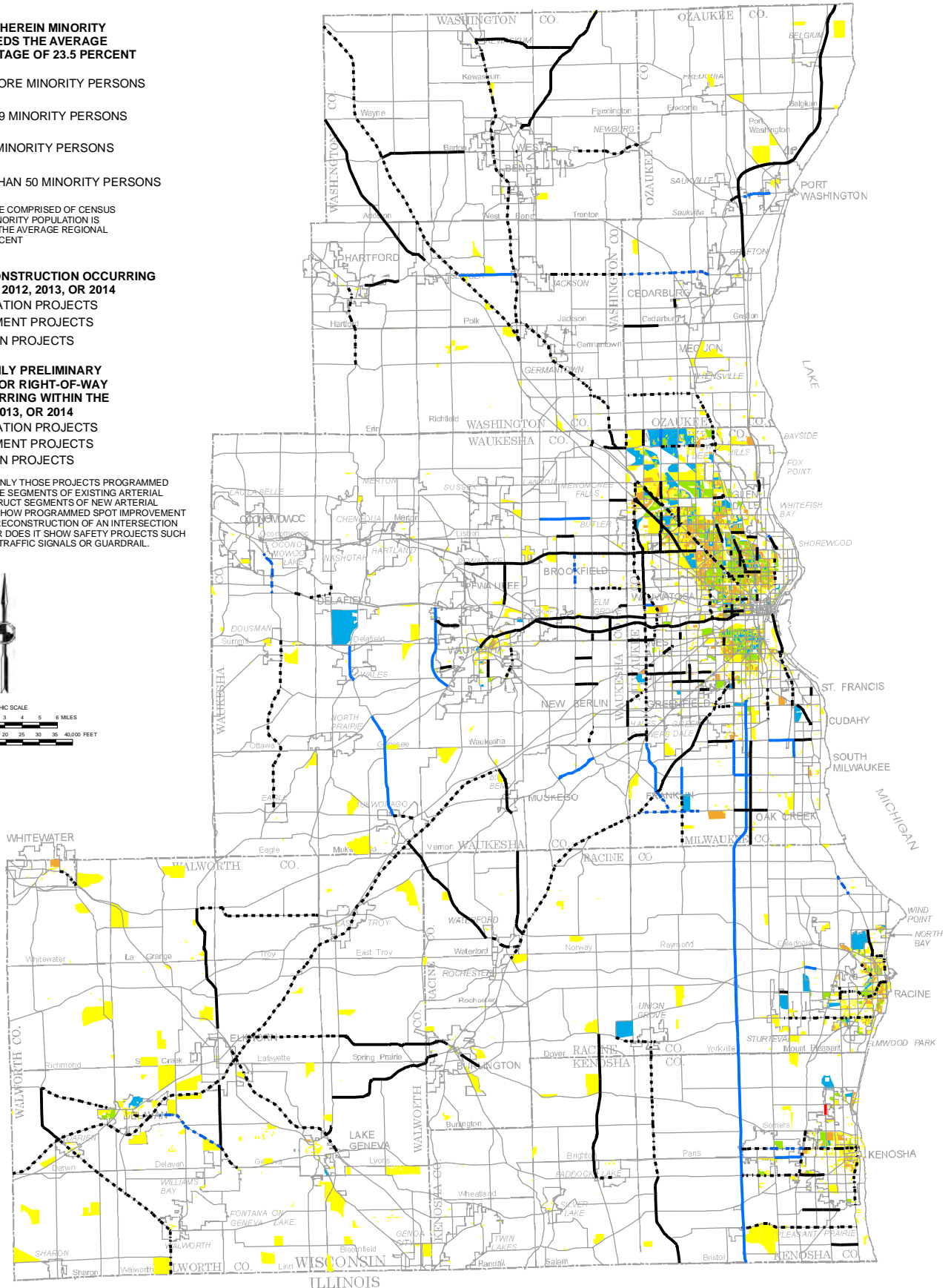
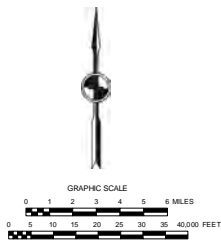
**PROJECTS WITH CONSTRUCTION OCCURRING
IN THE YEARS 2011, 2012, 2013, OR 2014**

- PRESERVATION PROJECTS
- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS

**PROJECTS WITH ONLY PRELIMINARY
ENGINEERING AND/OR RIGHT-OF-WAY
ACQUISITION OCCURRING WITHIN THE
YEARS 2011, 2012, 2013, OR 2014**

- PRESERVATION PROJECTS
- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS

NOTE: THIS MAP SHOWS ONLY THOSE PROJECTS PROGRAMMED
TO PRESERVE OR IMPROVE SEGMENTS OF EXISTING ARTERIAL
FACILITIES, OR TO CONSTRUCT SEGMENTS OF NEW ARTERIAL
FACILITIES. IT DOES NOT SHOW PROGRAMMED SPOT IMPROVEMENT
PROJECTS SUCH AS THE RECONSTRUCTION OF AN INTERSECTION
OR AN INTERCHANGE, NOR DOES IT SHOW SAFETY PROJECTS SUCH
AS THE INSTALLATION OF TRAFFIC SIGNALS OR GUARDRAIL.



significantly improve and expand arterial system capacity are not predominately located in areas of minority and low-income populations.

Map G-10 shows the bicycle and pedestrian facility projects programmed for the years 2011 through 2014. Review of the programmed projects indicates that there is a balance of projects located within and outside areas of minority and low-income population.

Of the total \$966 million in programmed expenditures in the year 2011 by local and State government, approximately \$571 million or 59 percent are for arterial street and highway system projects and \$338 million or 35 percent are for the public transit system.

The bulk of the arterial highway system expenditures--68 percent--are for highway preservation (resurfacing and reconstruction). Less than one percent or \$5 million is for construction of new arterials, and the remaining 31 percent or \$179 million is for arterial reconstruction projects which include additional traffic lanes. About 46 percent or \$83 million of the programmed expenditures for arterial projects with the addition of traffic lanes is for the reconstruction of IH94 in Kenosha, Racine, and Milwaukee Counties from the Wisconsin-Illinois stateline to the Mitchell Interchange in Milwaukee County. Only about 10 to 15 percent of the costs of this reconstruction project are due to its widening from six to eight lanes as part of the reconstruction.

The bulk of the public transit expenditures, \$230 million or 68 percent, are for system preservation, or maintaining existing services. The remainder of public transit expenditures—\$107 million or 32 percent—is for transit system expansion (principally the Milwaukee County bus rapid transit project and the City of Milwaukee streetcar project).

The programmed highway system expenditures of \$571 million include capital projects. Arterial system annual operating and maintenance costs would represent an additional \$64 million. Public transit programmed expenditures of \$338 million include both capital and annual operating (and maintenance) costs. The programmed expenditures on public transit represent about 35 percent of total combined highway and transit expenditures when arterial system operating costs are included with capital costs. The 35 percent expenditure on public transit substantially exceeds the percentage of travel—two percent—in the Region made on public transit, as well as the percentage of travel in the Region made by minority populations on public transit.

The year 2035 regional transportation plan was completed in 2006. A review of the plan, including an assessment of its implementation to date, was completed in 2010. This assessment reviewed plan implementation over the first four years, or 14 percent, of the plan's 29 year planning period. The

**COMPARISON OF LOCATION OF CONCENTRATIONS OF TOTAL MINORITY PERSONS
WITHIN SOUTHEASTERN WISCONSIN TO THE BICYCLE AND PEDESTRIAN PRESERVATION,
IMPROVEMENT, AND EXPANSION PROJECTS PROGRAMMED FOR THE YEARS 2011 THROUGH 2014**

**CENSUS BLOCKS WHEREIN MINORITY
POPULATION EXCEEDS THE AVERAGE
REGIONAL PERCENTAGE OF 23.5 PERCENT**

- 200 OR MORE MINORITY PERSONS
- 100 TO 199 MINORITY PERSONS
- 50 TO 99 MINORITY PERSONS
- FEWER THAN 50 MINORITY PERSONS

NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS
BLOCKS WHEREIN THE MINORITY POPULATION IS
LESS THAN OR EQUAL TO THE AVERAGE REGIONAL
PERCENTAGE OF 23.5 PERCENT

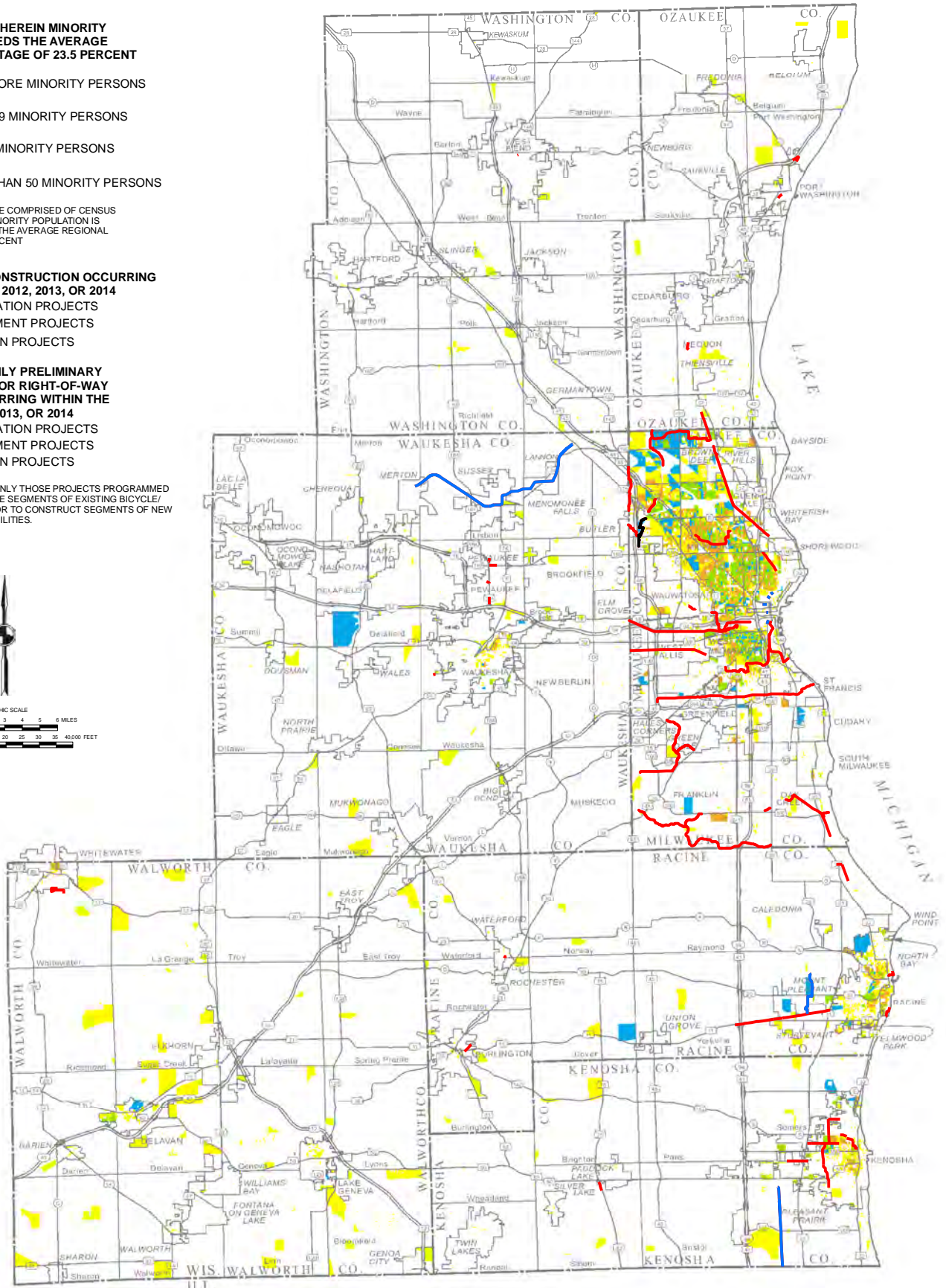
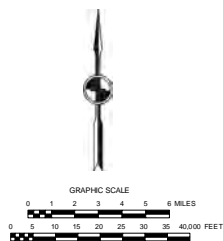
**PROJECTS WITH CONSTRUCTION OCCURRING
IN THE YEARS 2011, 2012, 2013, OR 2014**

- PRESERVATION PROJECTS
- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS

**PROJECTS WITH ONLY PRELIMINARY
ENGINEERING AND/OR RIGHT-OF-WAY
ACQUISITION OCCURRING WITHIN THE
YEARS 2011, 2012, 2013, OR 2014**

- PRESERVATION PROJECTS
- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS

NOTE: THIS MAP SHOWS ONLY THOSE PROJECTS PROGRAMMED
TO PRESERVE OR IMPROVE SEGMENTS OF EXISTING BICYCLE/
PEDESTRIAN FACILITIES, OR TO CONSTRUCT SEGMENTS OF NEW
BICYCLE/PEDESTRIAN FACILITIES.



assessment concluded that implementation was lagging somewhat across all modes, but some implementation had taken place with respect to each mode. Funding availability could be a factor which has affected implementation. With respect to public transit, State legislation for dedicated local funding was recently considered by the State Legislature and Governor, but was not enacted. When implementation lags, the implications for highways differs from transit as highway expenditures are largely capital expenditures and transit expenditures are largely operating expenditures. The effect on highways is a deferral or delay in capital projects. Public transit capital projects may be also deferred and delayed, but the principal effect is a lack of transit improvement and expansion, and reductions in transit service and passenger fare increases beyond the rate of inflation.

The period from 2006 to 2010 represented about 14 percent of the 2035 plan's total plan design period, and between 2006 and 2010 about 5 percent of the plan recommended arterial street and highway capacity improvement and expansion was implemented and about 9 percent of the plan recommended off-street bicycle and path system expansion was implemented. With respect to public transit, about a 7.5 percent expansion of public transit was proposed by 2010, and a decline of about 9 percent in fixed route transit service had occurred along with a 25 percent increase in demand-responsive transit service. In addition, three public transit fixed guideway projects were proceeding to implementation. The City of Milwaukee downtown streetcar line which had received \$54.9 million in Federal Highway Administration (FHWA) Interstate Cost Estimate (ICE) funds was in preliminary engineering, the Milwaukee bus rapid transit line which had received \$36.6 million in FHWA ICE funds was nearing implementation, and the Kenosha-Racine-Milwaukee commuter rail line was seeking Federal approval to initiate preliminary engineering.

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