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.⁷³ 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. Specifically, an equitable access evaluation was conducted on the VISION 2050 alternative plans,74 the Preliminary Recommended Plan,75 and the original Fiscally Constrained Transportation Plan (FCTP)⁷⁶ 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 impacts on minority populations and low-income populations. An updated equitable access evaluation was conducted as part of the second amendment to VISION 2050, which was completed in December 2018. This amendment incorporated land use changes to accommodate additional residents and jobs associated with, and transportation improvements to serve, the Foxconn development area. The amendment also reviewed and revised the FCTP based on changes in funding for transportation projects

⁷³ These disparities are documented in SEWRPC Memorandum No. 221, A Comparison of the Milwaukee Metropolitan Area to Its Peers, which was updated as part of the 2020 Review and Update of VISION 2050.

⁷⁴The equitable access evaluation of the VISION 2050 alternative plans is documented in Appendix F of Volume II of the VISION 2050 plan report.

⁷⁵ 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.

⁷⁶ 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.

in the 2017-2019 State budget, particularly with respect to reconstructing freeways in the Region.⁷⁷

This appendix documents the equitable access evaluation conducted when VISION 2050 was reviewed and updated in 2020 and includes analysis for both the recommended and fiscally constrained transportation components. It is important to note that in this Second Edition of Volume III, the title of the funded portion of the recommended system, previously referred to as the "Fiscally Constrained Transportation Plan (FCTP)," has been changed to the "Fiscally Constrained Transportation System (FCTS)." Staff changed the title to better make the importation distinction that the portion of the recommended transportation system that can be implemented with reasonably expected revenues does not represent a desired "plan." Rather, it represents the "system" expected to occur without sufficient funding levels to maintain and improve the transportation system as recommended in VISION 2050.

Based on the results of this evaluation, it was concluded 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. As the segments of freeway to be widened under either VISION 2050 or the FCTS would directly 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 VISION 2050 being greater than under the FCTS. With respect to public transit, implementing the more than doubling of transit service recommended under 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.

However, the 35 percent reduction in transit service and minimal addition of higher-quality transit service under the 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 VISION 2050 are included in the 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. Not addressing this funding shortage limits access to jobs, education, and other opportunities for households without, or with limited access to, an automobile, perpetuating the Region's

⁷⁷ 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.

racial and economic segregation and the long-standing disparities that are at least partially attributed to that segregation.⁷⁸

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

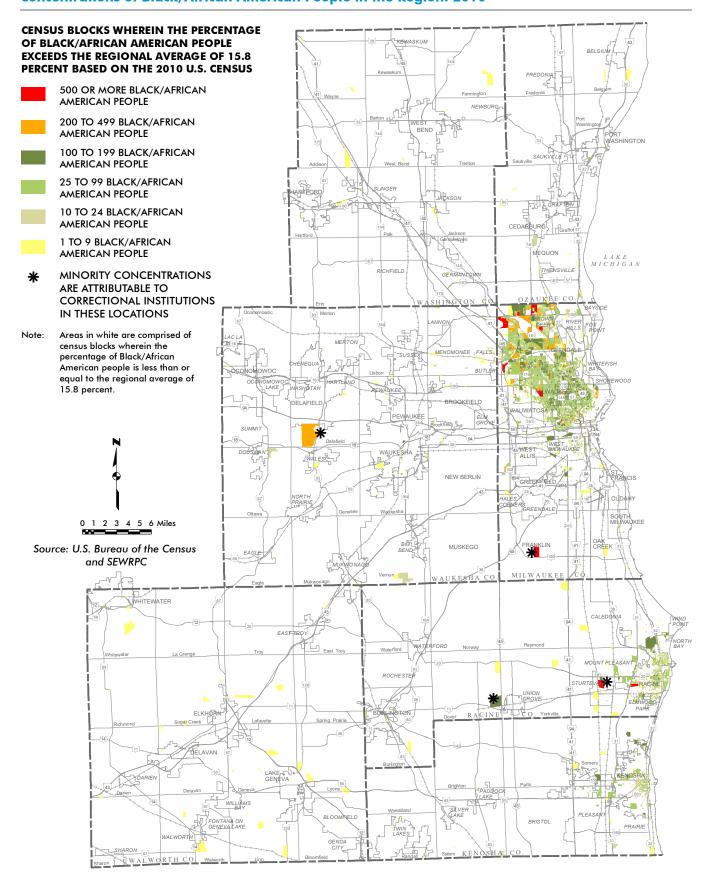
Maps N.1 through N.7 and Table N.1 show the magnitude and location of the minority populations in the Region estimated from data available from the most recent decennial U.S. Census of population, which was conducted in 2010. The magnitude and location of the low-income populations within Southeastern Wisconsin, based upon the 2014-2018 U.S. Census American Community Survey (ACS), are summarized in Table N.2 and shown on Map N.8. The low-income population was defined as families with incomes below 2018 federally defined poverty levels, shown in Table N.3.

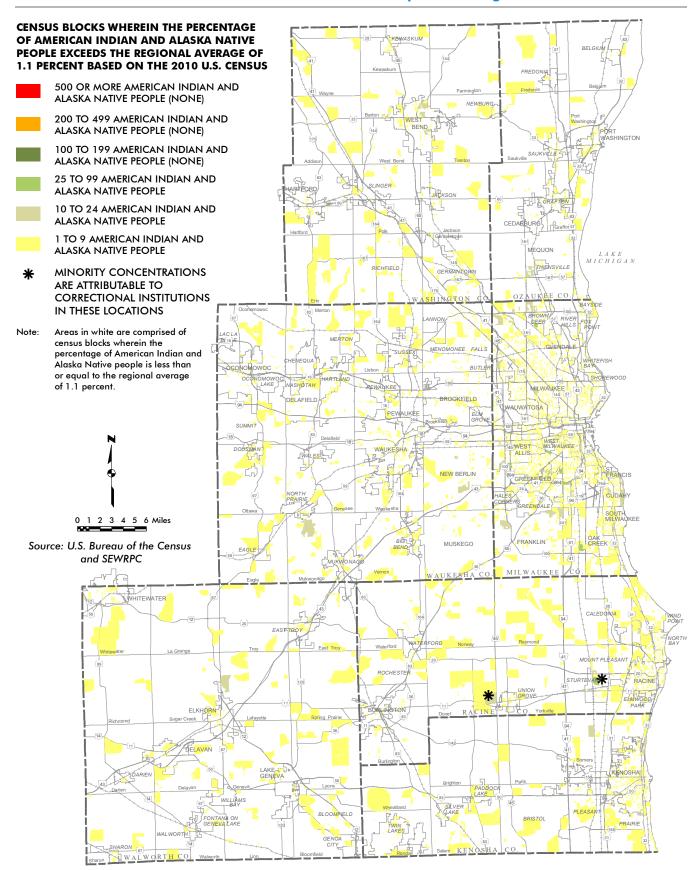
Although the automobile is the dominant mode of travel for the Region's minority population, minority residents utilize public transit at a higher percentage relative to other modes of travel than the white population. Based on data from the 2017 National Household Travel Survey (NHTS), the Region's 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 robust and detailed data available by county from the year 2014-2018 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 4 and 13 percent of the minority population uses public transit to travel to and from work, with the highest proportion (13 percent) by the African-American population. Only about 3 percent of the white population 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 89 percent of their travel to and from work. This compares to 87 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. Data as robust as the 2014-2018 ACS data are not available for modes of travel for non-work trips within Southeastern Wisconsin by race and ethnicity.

⁷⁸ A summary of the adverse effects of segregation on minority populations and lowincome 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).

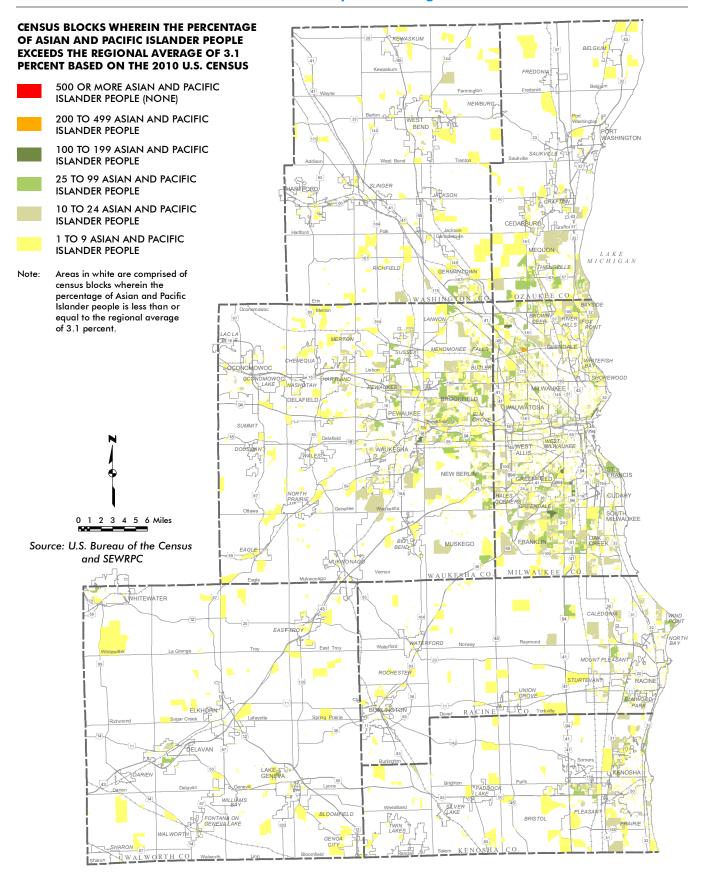
Map N.1 Concentrations of Black/African American People in the Region: 2010

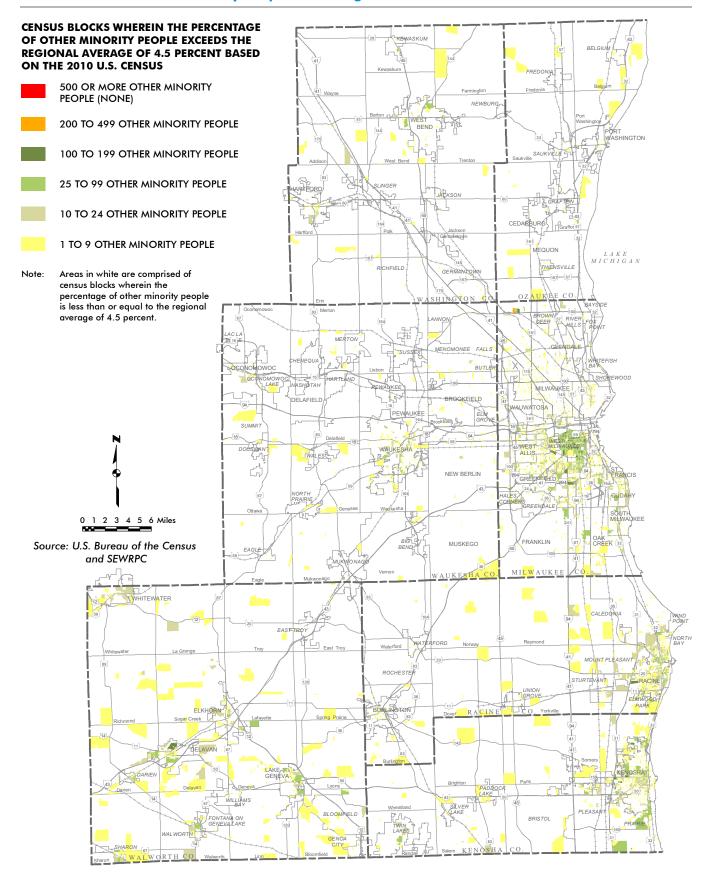




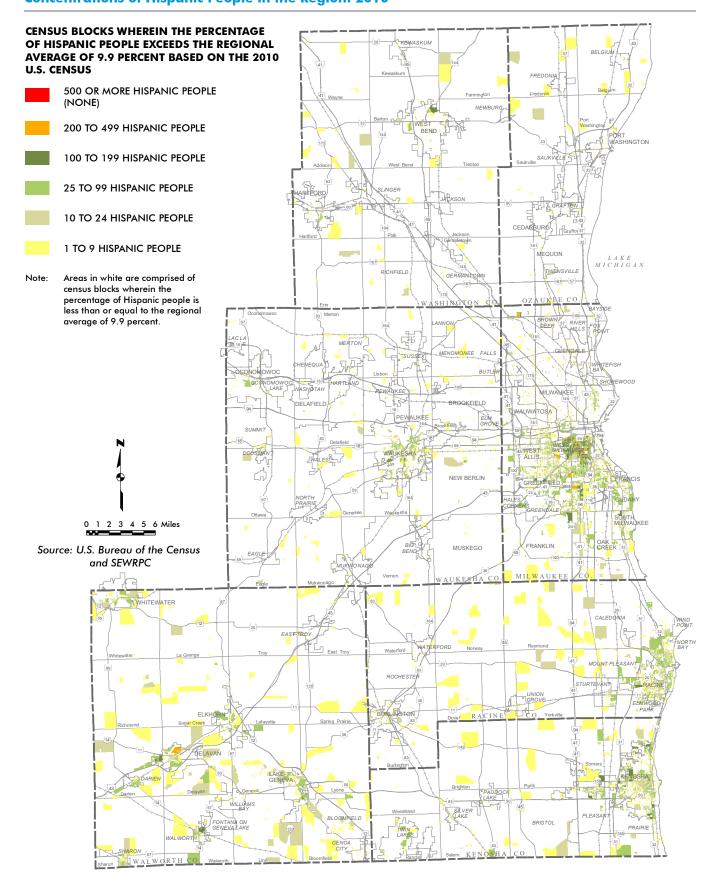
Map N.3

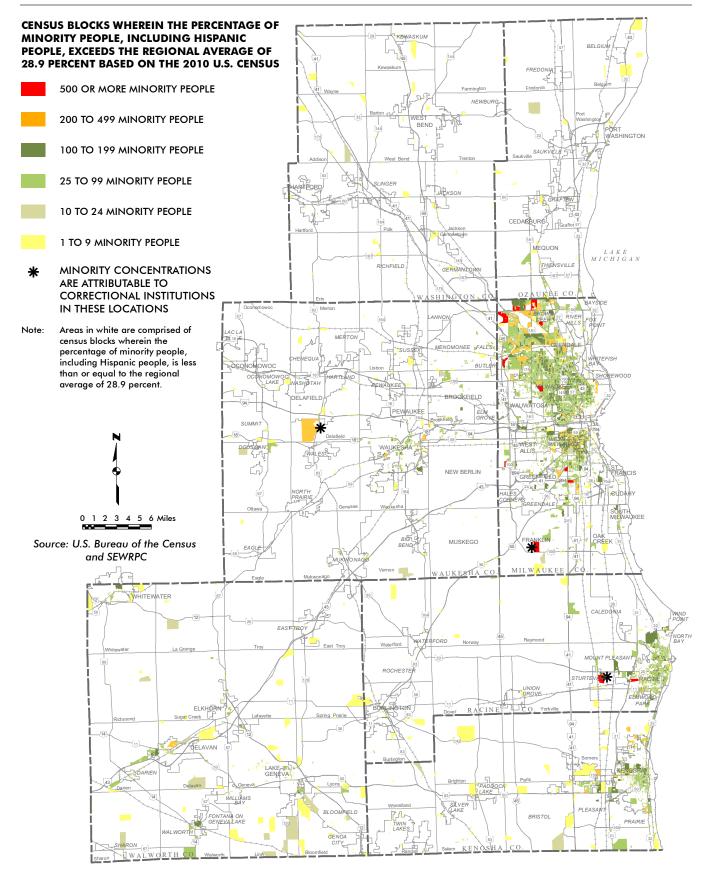
Concentrations of Asian and Pacific Islander People in the Region: 2010





Map N.5 **Concentrations of Hispanic People in the Region: 2010**





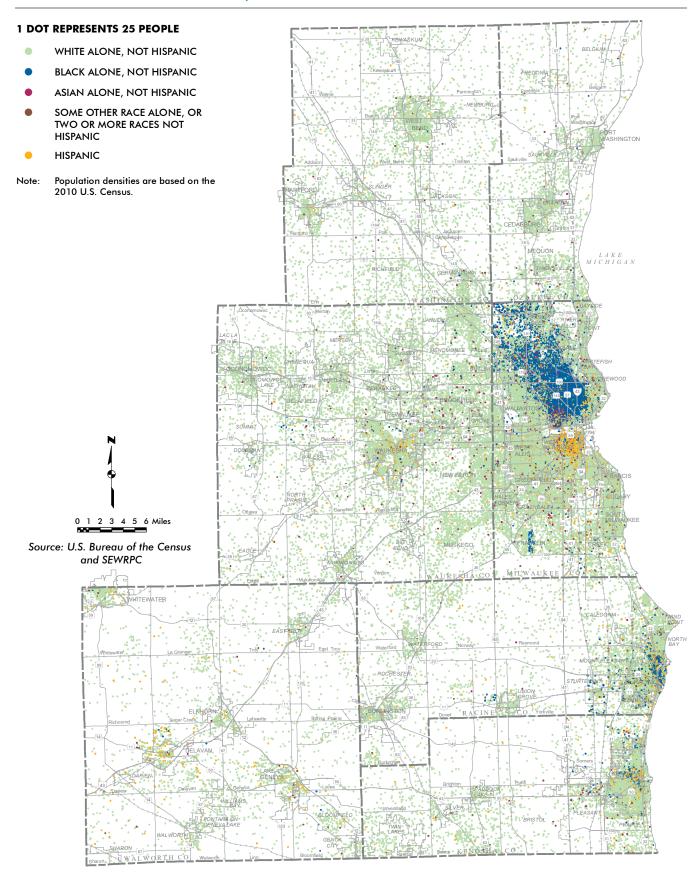


Table N.1 Population by Race and Hispanic Ethnicity in the Region by County: 2010

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

Note: As part of the 2010 Federal census, individuals could be reported as being of more than one race. In addition, 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

Table N.2 **Families with Incomes Below the Poverty Level** in the Region by County: 2014-2018

	Families with Incomes Below the Poverty Level						
County	Total Families	Number	Percent of Families				
Kenosha	41,876	4,027	9.6				
Milwaukee	215,024	32,691	15.2				
Ozaukee	25,144	866	3.4				
Racine	52,243	4,559	8.7				
Walworth	26,787	1,801	6.7				
Washington	38,089	1,178	3.1				
Waukesha	110,394	3,454	3.1				
Region	509,557	48,576	9.5				

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

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.⁷⁹ 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

⁷⁹The 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.

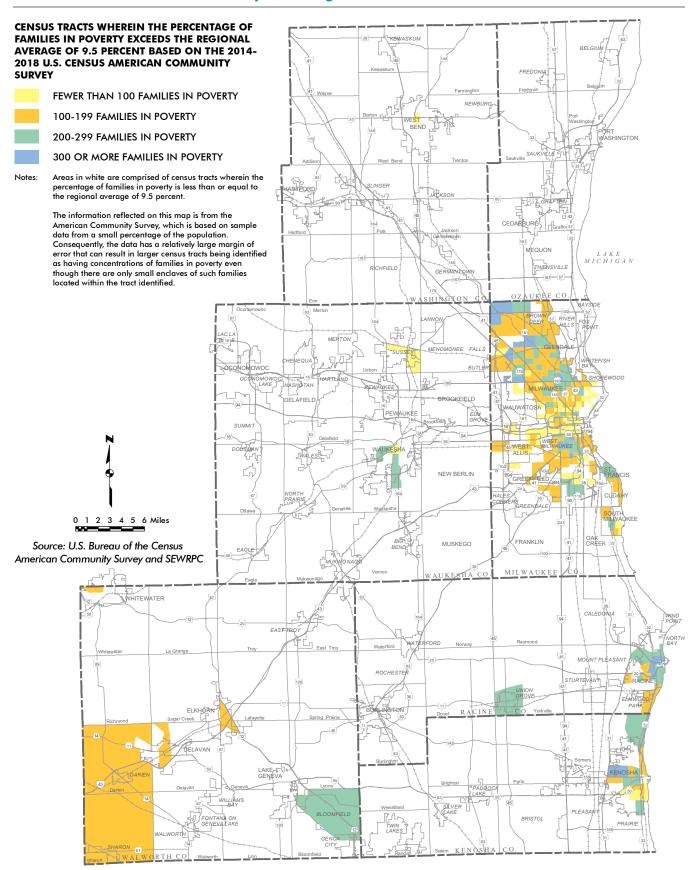


Table N.3 Poverty Thresholds by Size of Family and Number of Children Under 18 Years of Age: 2018 Average

	Related Children Under 18 Years									
Size of Family Unit	None	One	Two	Three	Four	Five	Six	Seven	Eight or More	
One Person (Unrelated Individual)										
Under 65 Years	\$13,064									
65 Years and Over	12,043									
Two People										
Under 65 Years	16,815	\$17,308								
65 Years and Over	15,178	17,242								
Three People	19,642	20,212	\$20,231							
Four People	25,900	26,324	25,465	\$25,554						
Five People	31,234	31,689	30,718	29,967	\$29,509					
Six People	35,925	36,068	35,324	34,612	33,553	\$32,925				
Seven People	41,336	41,594	40,705	40,085	38,929	37,581	\$36,102			
Eight People	46,231	46,640	45,800	45,064	44,021	42,696	41,317	\$40,967		
Nine People or More	55,613	55,883	55,140	54,516	53,491	52,082	50,807	50,491	\$48,546	

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

Table N.4 Distribution of Employed People by County of Residence, Race, and Mode of Travel to Work: 2014-2018

	Mode of	County of Residence									
Race	Travel	Kenosha	Milwaukee	Ozaukee	Racine	Walworth	Washington	Waukesha			
White Alone,	Drive Alone	85.8	80.4	85.6	86.4	82.4	86.7	87.5			
Non-	Carpool	7.3	6.8	5.3	6.4	7.2	6.1	5.4			
Hispanic	Bus	0.9	3.0	0.7	0.7	0.5	0.6	0.5			
	Other	2.7	5.5	2.7	2.5	4.9	2.9	1.8			
	Work at Home	3.3	4.3	5.7	4.0	5.0	3.7	4.8			
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0			
Black or African American Alone	Drive Alone	74.3	70.7	94.2	71.4	65.3	68.9	67.6			
	Carpool	13.4	9.5	5.3	10.3	16.5	13.0	18.1			
	Bus	3.6	12.5	0.5	8.6	2.2	0.0	3.3			
	Other	7.2	3.8	0.0	6.4	16.0	15.1	3.2			
	Work at Home	1.5	3.5	0.0	3.3	0.0	3.0	7.8			
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0			
Asian Alone	Drive Alone	84.2	72.9	78.7	82.9	56.3	75.7	77.6			
	Carpool	14.4	13.2	11.0	5.5	35.5	19.8	16.0			
	Bus	0.0	4.4	0.0	1.2	0.0	0.0	1.4			
	Other	0.0	6.1	3.1	7.2	6.9	2.8	1.3			
	Work at Home	1.4	3.4	7.2	3.2	1.3	1.7	3.7			
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0			
Other Race	Drive Alone	81.1	70.1	73.0	74.0	80.2	86.2	82.4			
Alone or	Carpool	11.7	16.9	21.1	17.3	11.4	9.4	12.4			
Two or More Races	Bus	1.8	5.8	0.0	1.1	0.0	0.5	0.8			
More Races	Other	2.1	5.0	2.3	6.3	7.3	1.5	2.2			
	Work at Home	3.3	2.2	3.6	1.3	1.1	2.4	2.2			
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0			
Hispanic	Drive Alone	82.5	71.9	78.0	76.7	71.6	85.5	77.8			
	Carpool	12.7	17.5	13.7	15.7	19.0	5.8	13.8			
	Bus	0.7	4.7	0.0	1.8	0.7	0.0	1.5			
	Other	3.0	4.0	7.3	3.6	5.2	6.2	4.2			
	Work at Home	1.1	1.9	1.0	2.2	3.5	2.5	2.7			
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0			

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

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

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

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

engage these partner organizations, and added Renew Environmental Public Health Advocates as a ninth partner. During outreach for the 2020 Review and Update of VISION 2050, staff engaged its now nine community partners once again, including holding multiple meetings with the partners during both rounds of meetings for the general public.

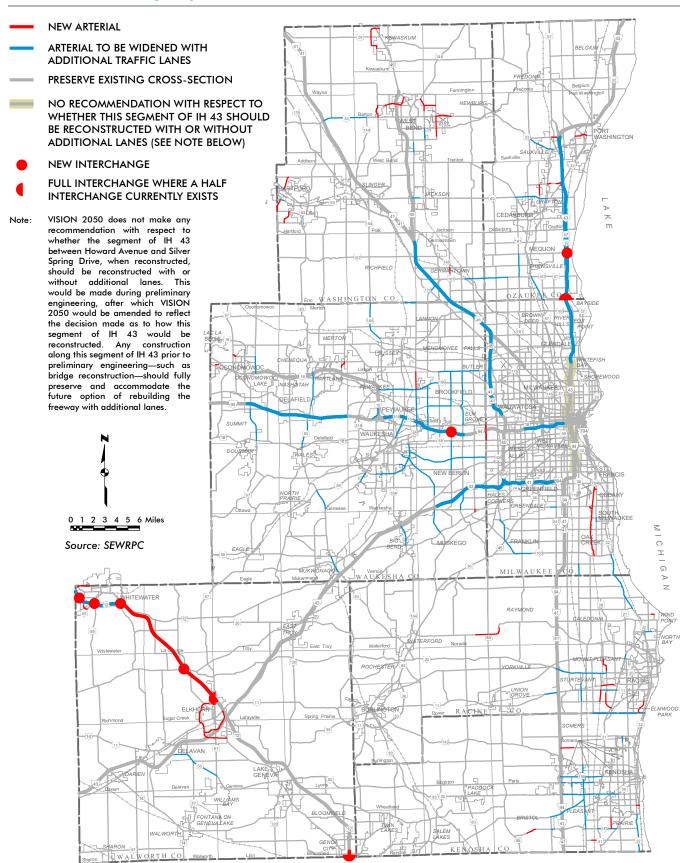
The transportation needs identified by participants at the workshops held by the eight community organization partners during the initial VISION 2050 process included expanded and integrated public and private transportation modes; better connections by transit to jobs and other activity centers (including 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 Review and Update of VISION 2050 generally affirmed the needs identified during the initial VISION 2050 process, in particular needs associated with improving public transit services. Notable additional needs identified during the 2020 Update 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.

ARTERIAL STREETS AND HIGHWAYS ELEMENT **OF VISION 2050 AND THE FCTS**

VISION 2050

The arterial street and highway capacity improvements under VISION 2050 are shown on Map N.9. These improvements were modestly updated as part of the 2020 Update to include removal of a planned new arterial⁸⁰ and to reflect implementation that had occurred following the original adoption

⁸⁰ Based on a request by the Washington County Board of Supervisors to remove the planned northern reliever route from VISION 2050, the previously planned realignment of Arthur Road between a point west of Bramble Wood Drive and Kettle Moraine Road was removed as part of the 2020 Review and Update of VISION 2050.



of VISION 2050. The planned arterial street and highway system under VISION 2050 totals 3,669 miles. Approximately 92 percent, or 3,371 of these miles, are recommended to be resurfaced and reconstructed to their existing traffic carrying capacity. Approximately 6 percent, or 233 of these miles, are recommended for capacity expansion through widening to provide additional through traffic lanes. Approximately 2 percent, or 65 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.

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 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 a number of 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.

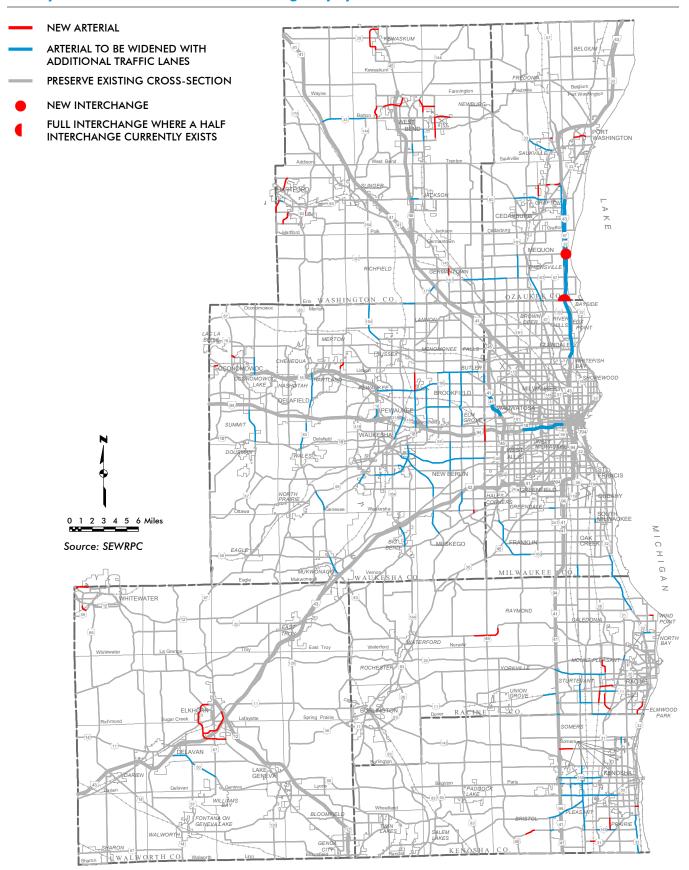
FCTS

The arterial street and highway capacity improvements under the FCTS are shown on Map N.10. The FCTS does not include reconstructing the remaining portions of the freeway system recommended in VISION 2050, with the exception of the reconstructions of IH 94 between 70th Street and 16th Street, the north leg of the Zoo Interchange, and IH 43 between Silver Spring Drive and STH 60. Thus, the FCTS does not include the reconstruction of IH 43 between Silver Spring Avenue and Howard Avenue, in addition to many other segments of the freeway system. In addition, the FCTS does not include the planned extension of the USH 12 freeway between the Cities of Elkhorn and Whitewater.

With respect to surface arterials under the 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 FCTS includes all of the surface arterial capacity expansion recommended in VISION 2050, with the exception of 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.

Map N.10

Fiscally Constrained Arterial Street and Highway System



Approximately 94 percent, or 3,426 of the total 3,650 miles, of the expected year 2050 arterial street and highway system would be resurfaced or reconstructed to their same capacity under the FCTS. Approximately 179 miles, or 5 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 VISION 2050

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 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.

PUBLIC TRANSIT ELEMENT OF VISION 2050 AND THE FCTS

VISION 2050

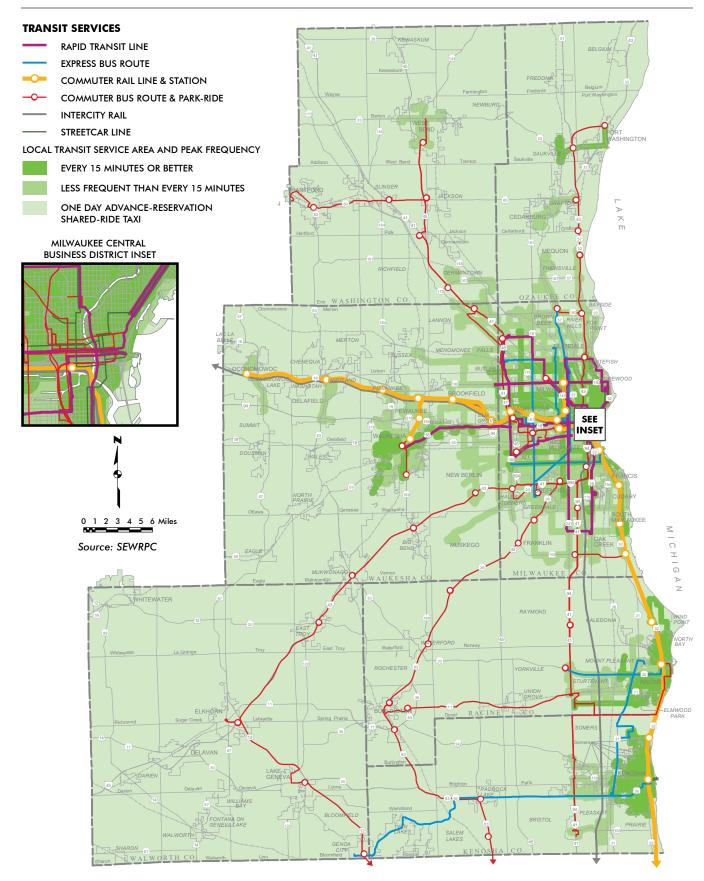
The transit system under VISION 2050 is shown on Map N.11. The public transit element of VISION 2050 recommends a significant improvement and expansion of public transit in Southeastern Wisconsin, including eight rapid transit lines; four commuter rail lines; and significantly expanded local bus, express 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 4,870 revenue vehiclehours of service on an average weekday in 2018 to 10,350 vehicle-hours of service in 2050.

FCTS

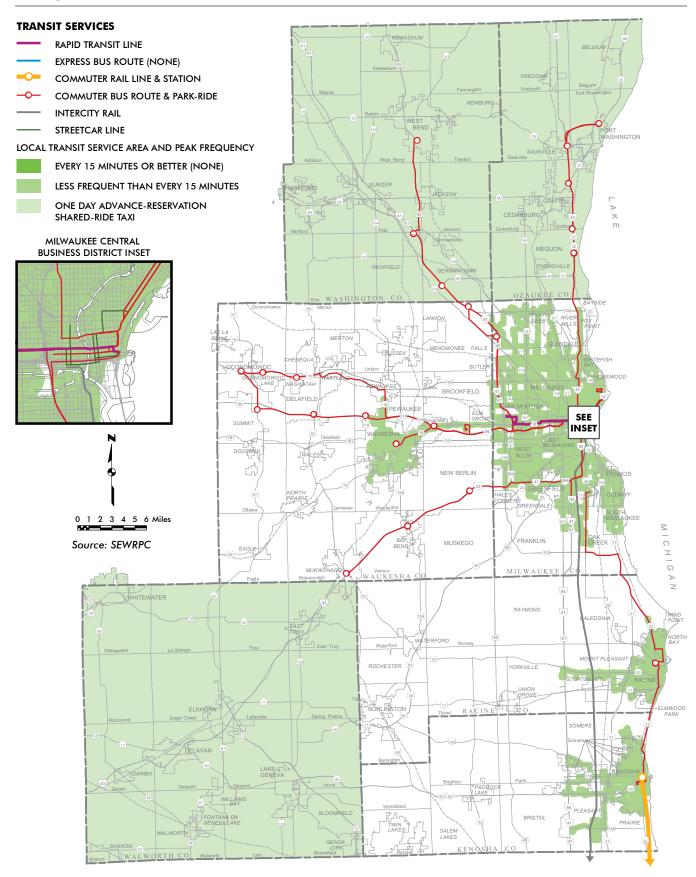
Due to the expected funding gap between the costs of constructing and operating the transit system recommended under VISION 2050 and the existing and reasonably expected available revenues (including an increase in transit fares at the rate of inflation) to implement the plan, transit service under the FCTS would be expected to decline in the Region by about 35 percent, from 4,870 revenue vehicle-hours of service on an average weekday in 2018 to 3,190 vehicle-hours of service in 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 FCTS is the East-West Bus Rapid Transit (BRT) project between downtown Milwaukee and the Regional Medical Center and the lakefront and 4th Street extensions of the Milwaukee Streetcar. The transit system expected under the FCTS is shown on Map N.12.

Potential Funding Sources for VISION 2050

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 could secure funding outside of traditional revenue streams for public transit, similar to the initial Milwaukee Streetcar lines. Should any



Fiscally Constrained Transit Services



additional transit capital and operating funding become available, the FCTS would be amended to include the resulting increased level of transit service.

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

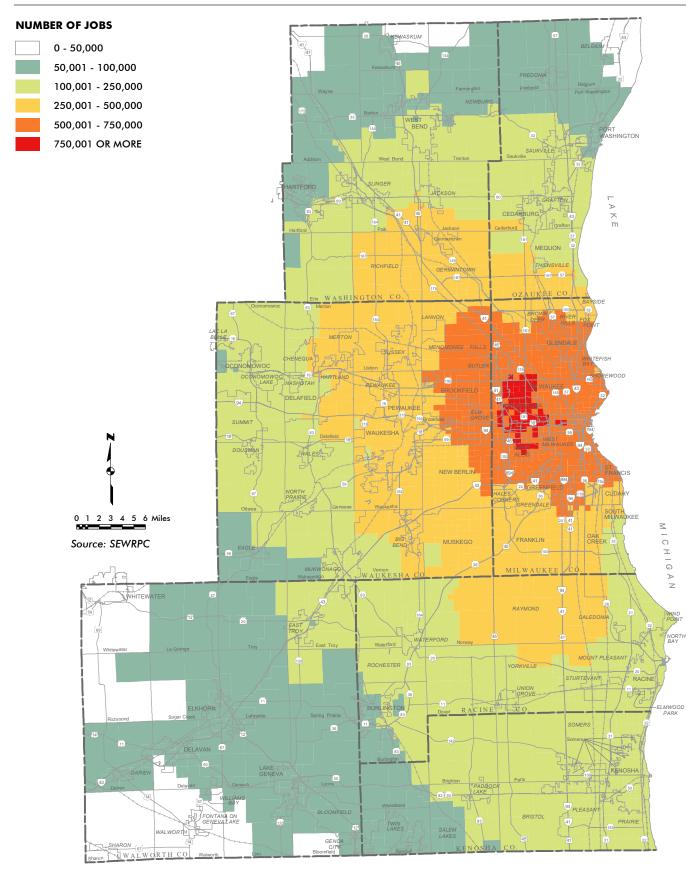
VISION 2050 and the FCTS were evaluated based on their ability for existing minority populations and low-income⁸¹ populations to reach jobs and other activity centers, such as retail centers, major parks, public technical colleges/ universities, health care facilities, grocery stores, the Milwaukee Regional 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 VISION 2050 and the 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 robust and detailed data available by county from the year 2014-2018 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 robust as the 2014-2018 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 lowincome 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 VISION 2050 and the 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.

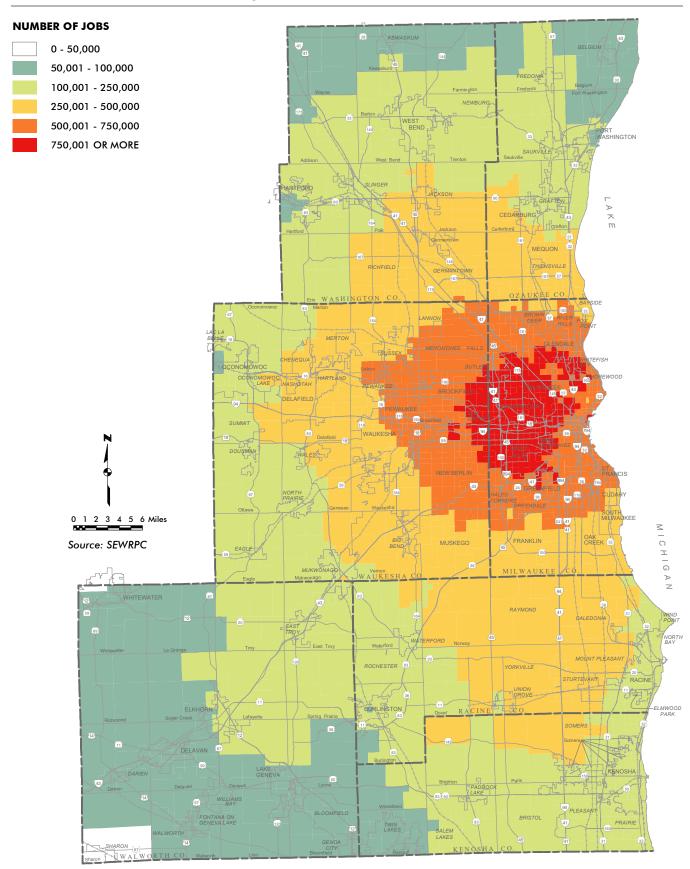
The number of jobs accessible within 30 minutes by automobile under existing conditions, VISION 2050, and the FCTS are shown on Maps N.13 through N.15. These maps were compared to areas of existing concentrations of minority populations and low-income populations (as shown on Maps N.6 and N.8). The highway improvements under

⁸¹ For purposes of this evaluation, a low-income person is defined as a person residina in a household with an income level at or below the poverty level (about \$25,701 for a family of four in 2010).

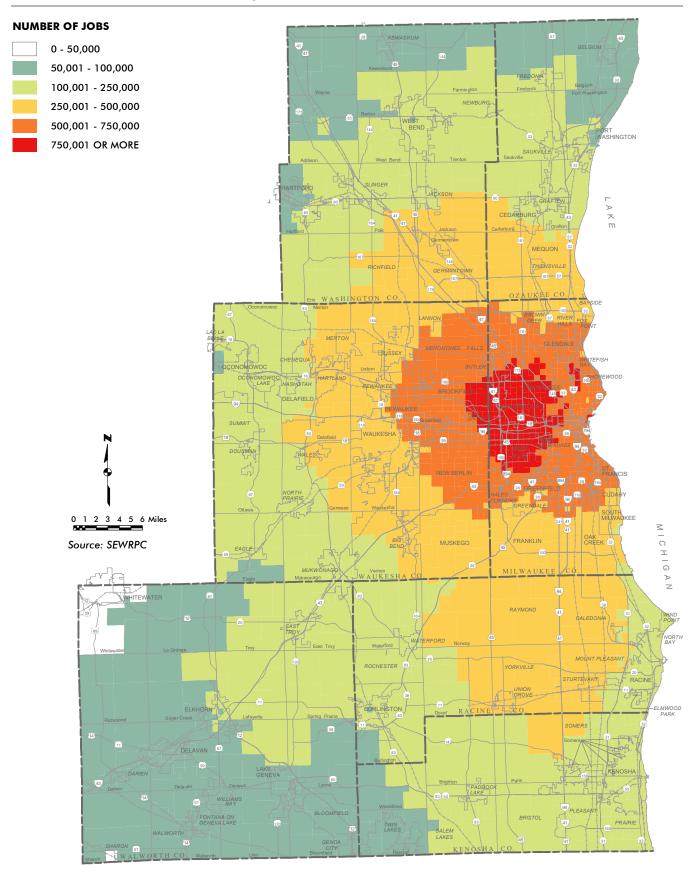
Map N.13 Jobs Accessible Within 30 Minutes by Automobile: Existing



Map N.14 Jobs Accessible Within 30 Minutes by Automobile: VISION 2050



Map N.15 Jobs Accessible Within 30 Minutes by Automobile: FCTS



VISION 2050 and the FCTS would modestly improve access to jobs by automobile for areas of 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 70 percent to about 74 and 72 percent under VISION 2050 and the FCTS, respectively, with VISION 2050 providing access for slightly more minority people (429,800 people) than the FCTS (418,100 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 and 65 percent under VISION 2050 and the FCTS, respectively, with VISION 2050 providing access for slightly more families in poverty (32,200 families) than the FCTS (31,500 families). Under both VISION 2050 and the 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.

The number of lower-wage jobs accessible within 30 minutes by automobile under existing conditions, VISION 2050, and the FCTS are shown on Maps N.16 through N.18. Lower-wage jobs are estimated to represent about 32 percent of total jobs. These maps were compared to areas of existing concentrations of minority populations and low-income populations (as shown on Maps N.6 and N.8). The highway improvements under VISION 2050 and the FCTS would improve access to jobs for areas of existing concentrations of minority populations and low-income populations. 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 70 percent to about 74 and 72 percent under VISION 2050 and the FCTS, respectively, with VISION 2050 providing access for slightly more minorities (430,200 people) than the FCTS (418,200 people). Similarly, the existing families in poverty with access to at least 200,000 lower-wage jobs by automobile would increase from about 63 percent to about 67 and 65 percent under VISION 2050 and the FCTS, respectively, with VISION 2050 providing access for slightly more families in poverty (32,300 families) than the FCTS (31,500 families). Under both VISION 2050 and the 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.

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 VISION 2050 and the FCTS, with the FCTS providing slightly less access than 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 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

Table N.6 Access to Jobs Within 30 Minutes by Automobile

Minority Populat

	500,000 or	More Jobs	250,000 or	More Jobs	100,000 or	Total Minority	
Plan	People	Percent	People	Percent	People	Percent	Population
Existing - 2010	407,700	69.9	467,500	80.2	562,900	96.6	582,900
VISION 2050	429,800	73.7	479,500	82.3	569,400	97.7	582,900
FCTS - 2050	418,100	71.7	475,700	81.6	568,300	97.5	582,900

Non-Minority Population^a

Plan	500,000 or More Jobs		250,000 or	More Jobs	100,000 or	Total Non-Minority				
	People	Percent	People	Percent	People	Percent	Population			
Existing - 2010	454,700	31.6	824,700	57.4	1,266,900	88.1	1,437,500			
VISION 2050	581,100	40.4	935,600	65.1	1,332,100	92.7	1,437,500			
FCTS - 2050	529,500	36.8	897,200	62.4	1,319,200	91.8	1,437,500			

Families in Poverty^a

	500,000 or	More Jobs	250,000 or	More Jobs	100,000 or	Total Families	
Plan	Families	Percent	Families	Percent	Families	Percent	in Poverty
Existing - 2010	30,500	62.9	35,400	73.0	45,700	94.2	48,500
VISION 2050	32,200	66.4	37,100	76.5	46,600	96.1	48,500
FCTS - 2050	31,500	64.9	36,600	75.5	46,400	95.7	48,500

Families Not in Poverty

	500,000 or	More Jobs	250,000 or	250,000 or More Jobs		100,000 or More Jobs		
Plan	Families	Percent	Families	Percent	Families	Percent	Families Not in Poverty	
Existing - 2010	164,800	35.8	277,400	60.2	411,800	89.4	460,600	
VISION 2050	202,800	44.0	310,500	67.4	431,000	93.6	460,600	
FCTS - 2050	186,800	40.6	299,000	64.9	427,400	92.8	460,600	

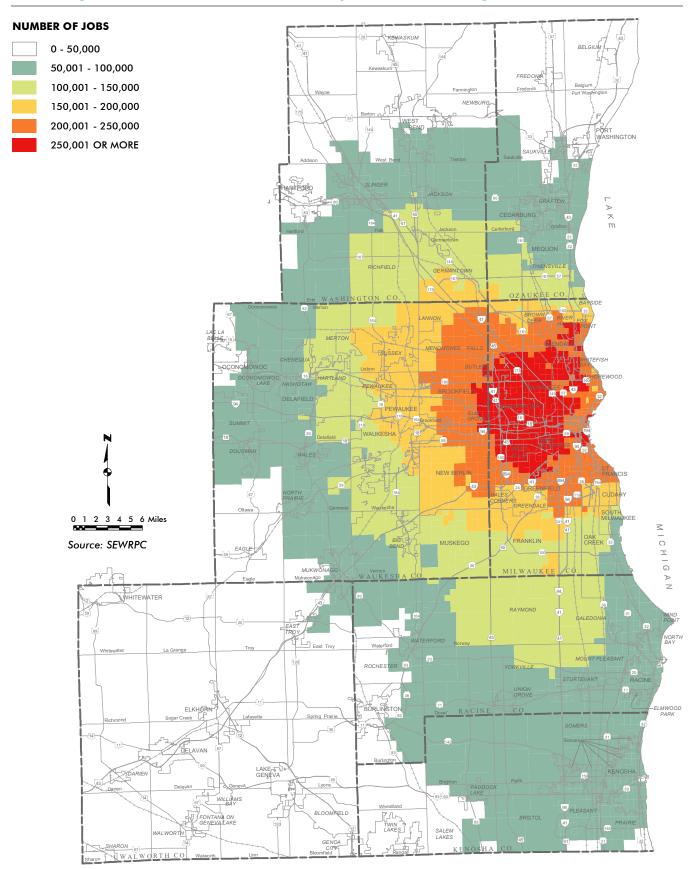
a Minority and non-minority population are based on the 2010 U.S. Census and families in poverty and families not in poverty are based on the 2014-2018 American Community Survey.

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

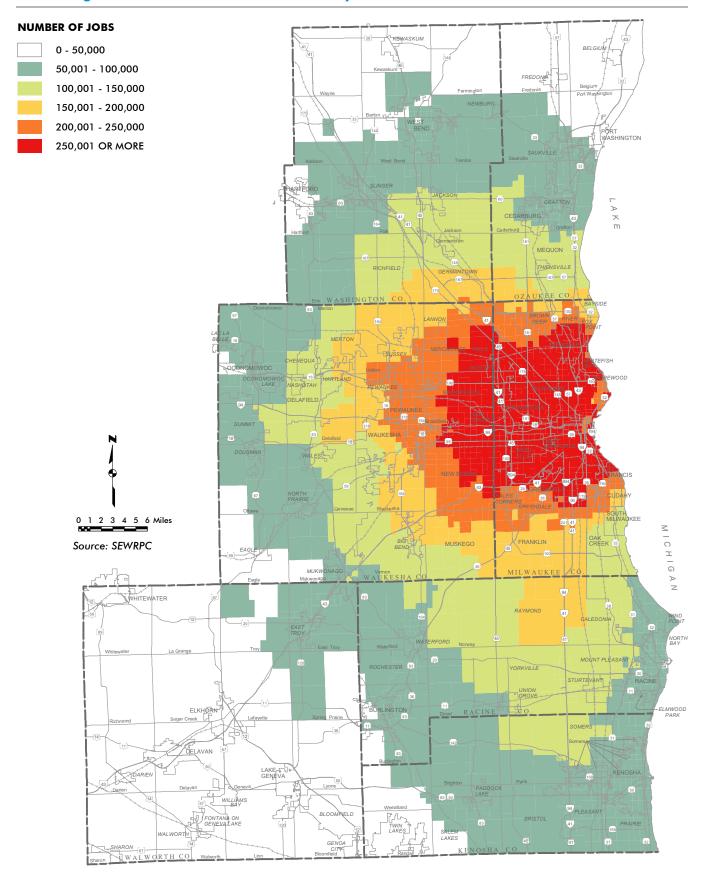
transit for more of its travel (6 percent) than the white population (less than 1 percent). In addition, based on the transit travel survey conducted as part of the Commission's 2011 travel survey for Southeastern Wisconsin, the minority population represents a greater proportion of total transit ridership than it does of total population. More robust and detailed data available by county from the year 2014-2018 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 4 and 13 percent of the minority population uses public transit to travel to and from work, with the highest proportion (13 percent) by the African-American population. Only about 3 percent of the white population 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 a number of minority populations are particularly dependent upon

Map N.16 Lower-Wage Jobs Accessible Within 30 Minutes by Automobile: Existing



Map N.17 Lower-Wage Jobs Accessible Within 30 Minutes by Automobile: VISION 2050



Map N.18 Lower-Wage Jobs Accessible Within 30 Minutes by Automobile: FCTS

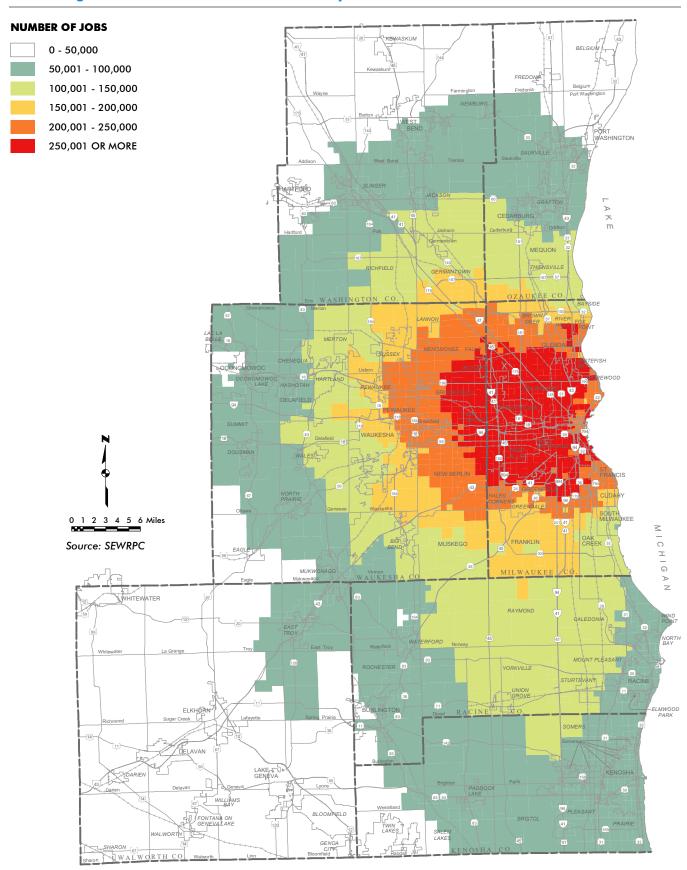


Table N.7 Access to Lower-Wage Jobs Within 30 Minutes by Automobile

Minority	v Popu	lationa
	,	

	200,000 or More Jobs		100,000 or	More Jobs	50,000 or	Total Minority	
Plan	People	Percent	People	Percent	People	Percent	Population
Existing - 2010	407,400	69.9	468,700	80.4	558,300	95.8	582,900
VISION 2050	430,200	73.8	478,300	82.1	564,600	96.9	582,900
FCTS - 2050	418,200	71.7	475,900	81.6	563,400	96.7	582,900

Non-Minority Population^a

	200,000 or	More Jobs	100,000 or	More Jobs	50,000 or More Jobs		Total Non-Minority	
Plan	People	Percent	People	Percent	People	Percent	Population	
Existing - 2010	455,600	31.7	833,800	58.0	1,207,200	84.0	1,437,500	
VISION 2050	585,100	40.7	928,200	64.6	1,286,500	89.5	1,437,500	
FCTS - 2050	534,400	37.2	899,400	62.6	1,266,300	88.1	1,437,500	

Families in Poverty^a

	200,000 or	More Jobs	100,000 or	More Jobs	50,000 or More Jobs		Total Families	
Plan	Families	Percent	Families	Percent	Families	Percent	in Poverty	
Existing - 2010	30,500	62.9	35,600	73.4	45,000	92.8	48,500	
VISION 2050	32,300	66.6	36,900	76.1	46,000	94.8	48,500	
FCTS - 2050	31,500	64.9	36,700	75.7	45,700	94.2	48,500	

Families Not in Poverty

	200,000 or	More Jobs	100,000 or More Jobs 50,000 or More Jobs				Total Families Not	
Plan	Families	Percent	Families	Percent	Families	Percent	in Poverty	
Existing - 2010	165,800	36.0	280,100	60.8	395,000	85.8	460,600	
VISION 2050	204,000	44.3	308,200	66.9	417,600	90.7	460,600	
FCTS - 2050	188,100	40.8	299,500	65.0	412,000	89.4	460,600	

a Minority and non-minority population are based on the 2010 U.S. Census and families in poverty and families not in poverty are based on the 2014-2018 American Community Survey.

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

transit, as a significant proportion of these populations have no private vehicle available for travel. For example, in Milwaukee County, about 74 percent of Black/African-American households indicated they had an automobile available for travel, compared to about 92 percent of non-minority 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 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.

Maps N.19 through N.21 show those areas of the Region with the highest job densities that would be directly served by transit under existing conditions, VISION 2050, and the FCTS. As shown on these maps, the transit service areas under VISION 2050 and the FCTS would principally serve the areas of the Region with the highest density of jobs. However, the expected decrease in transit service hours and

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

Minority Population^b

	Existing	(2010)	VISIO	N 2050	FCTS (2050)	Total Minority
Activity Center	People	Percent	People	Percent	People	Percent	Population
Retail Centers	565,400	97.0	564,500	96.8	563,900	96.7	582,900
Major Parks	582,900	100.0	582,900	100.0	582,900	100.0	582,900
Public Technical Colleges and Universities	582,800	100.0	582,700	100.0	582,700	100.0	582,900
Health Care Facilities	581,800	99.8	582,900	100.0	581,400	99.7	582,900
Grocery Stores	582,900	100.0	582,900	100.0	582,900	100.0	582,900
Milwaukee Mitchell International Airport	571,500	98.0	571,100	98.0	568,200	97.5	582,900
Milwaukee Regional Medical Center	531,000	91.1	542,300	93.0	519,900	89.2	582,900

Families in Poverty^b

	Existing	(2010)	VISIO	N 2050	FCTS ((2050)	Total Families
Activity Center	Families	Percent	Families	Percent	People	Percent	in Poverty
Retail Centers	46,000	94.8	45,900	94.6	45,700	94.2	48,500
Major Parks	48,500	100.0	48,500	100.0	48,500	100.0	48,500
Public Technical Colleges and Universities	48,500	100.0	48,500	100.0	48,400	99.8	48,500
Health Care Facilities	48,300	99.6	48,500	100.0	48,200	99.4	48,500
Grocery Stores	48,500	100.0	48,500	100.0	48,500	100.0	48,500
Milwaukee Mitchell International Airport	46,600	96.1	46,700	96.3	46,200	95.3	48,500
Milwaukee Regional Medical Center	42,900	88.5	43,800	90.3	42,000	86.6	48,500

^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.

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

shift times covered under the FCTS would result in access to fewer jobs than the existing transit system, and far fewer jobs than VISION 2050. Specifically, implementing 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 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 VISION 2050 and the FCTS is in part due to the increase in jobs in the Region projected under the land use component of 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 FCTS means that fewer jobs are likely to be accessible than under the existing system.

Maps N.22 through N.24 show the number of jobs that could be accessible within 30 minutes by transit under existing conditions, VISION 2050, and the FCTS. Comparing these maps to areas of existing concentrations of minority populations (Map N.6), lowerincome populations (Map N.8 for families in poverty and Map N.25 for families with incomes less than twice the poverty level), and people with disabilities (Map N.26) indicates that access to jobs for these populations would improve significantly due to the improvement and expansion of transit service under VISION 2050. As shown in Table N.12, VISION 2050's recommended transit improvement and expansion would provide access to at least 100,000 jobs within 30 minutes by transit to a significantly higher proportion of the existing minority population (18.6 percent), families in poverty (16.3 percent), families with incomes less than twice the poverty level (14.1 percent),

^b Minority population is based on the 2010 U.S. Census and families in poverty are based on the 2014-2018 American Community Survey.

Table N.9 Households by Number of Vehicles Available and Race/Ethnicity of Householder: 2014-2018

		Kenosna Coun	Ty				
	House	eholds .	Race/Ethnicity Group Household Vehicle Availab				
			One or More	No Vehicle	Available		
Race/Ethnicity	Total	Percent	Vehicles Available	Households	Percent		
White (Non-Hispanic)	51,150	79.3	48,574	2,576	5.0		
Black/African American	3,955	6.1	3,270	685	17.3		
American Indian and Alaskan Native	1,416	2.2	531	885	62.5		
Asian and Pacific Islander	913	1.4	913		0.0		
Other Minority	870	1.4	870		0.0		
Hispanic	6,195	9.6	6,195		0.0		
County Total	62,950	100.0	58,804	4,146	6.6		

Milwaukee County							
	House	holds	Race/Ethnicity Gro	up Household Veh	icle Availability		
			One or More	No Vehicle	Available		
Race/Ethnicity	Total	Percent	Vehicles Available	Households	Percent		
White (Non-Hispanic)	229,536	55.4	210,389	19,147	8.3		
Black/African American	101,768	24.6	75,832	25,936	25.5		
American Indian and Alaskan Native	3,897	0.9	3,373	524	13.4		
Asian and Pacific Islander	13,838	3.3	12,773	1,065	7.7		
Other Minority	21,651	5.2	19,246	2,405	11.1		
Hispanic	43,993	10.6	39,534	4,459	10.1		
County Total	384,280	100.0	334,200	50,080	13.0		

Ozaukee and Washington Counties						
	House	Households Race/Ethnicity Group Household Vehicl			icle Availability	
			One or More	No Vehicle	Available	
Race/Ethnicity	Total	Percent	Vehicles Available	Households	Percent	
White (Non-Hispanic)	86,832	94.1	84,516	2,316	2.7	
Black/African American	1,593	1.7	1,593	18	0.0	
American Indian and Alaskan Native	146	0.2	146		0.0	
Asian and Pacific Islander	1,259	1.4	1,229	30	2.4	
Other Minority	309	0.3	309		0.0	
Hispanic	2,120	2.3	2,120		0.0	
County Total	91,750	100.0	89,404	2,346	2.6	

		Racine Count	у		
	House	eholds	Race/Ethnicity Gro	up Household Veh	icle Availability
			One or More	No Vehicle	Available
Race/Ethnicity	Total	Percent	Vehicles Available	Households	Percent
White (Non-Hispanic)	60,627	77.8	57,776	2,851	4.7
Black/African American	9,153	11.7	6,608	2,545	27.8
American Indian and Alaskan Native	349	0.4	349		0.0
Asian and Pacific Islander	1,373	1.8	1,373		0.0
Other Minority	230	0.3	99	131	57.0
Hispanic	6,215	8.0	6,215		0.0
County Total	76,808	100.0	71,412	5,396	7.0

Walworth County							
	House	eholds	Race/Ethnicity Gro	up Household Veh	icle Availability		
			One or More	No Vehicle	Available		
Race/Ethnicity	Total	Percent	Vehicles Available	Households	Percent		
White (Non-Hispanic)	37,976	90.2	36,311	1,665	4.4		
Black/African American	218	0.5	218		0.0		
American Indian and Alaskan Native	332	0.8	332		0.0		
Asian and Pacific Islander	730	1.7	730		0.0		
Other Minority	574	1.4	574		0.0		
Hispanic	2,270	5.4	2,270		0.0		
County Total	40,865	100.0	39,200	1,665	4.1		

Table continued on next page.

Table N.9 (Continued)

Wan	kocha	County
wau	kesna	County

	House	holds	Race/Ethnicity Group Household Vehicle Availability			
			One or More	No Vehicle	Available	
Race/Ethnicity	Total	Percent	Vehicles Available	Households	Percent	
White (Non-Hispanic)	144,633	90.2	138,847	5,786	4.0	
Black/African American	4,033	2.5	4,033		0.0	
American Indian and Alaskan Native	570	0.4	570		0.0	
Asian and Pacific Islander	4,665	2.9	4,541	124	2.7	
Other Minority	347	0.2	347		0.0	
Hispanic	6,167	3.8	6,167		0.0	
County Total	158,369	100.0	152,459	5,910	3.7	

Region

	Households		Race/Ethnicity Group Household Vehicle Availability			
			One or More	No Vehicle	Available	
Race/Ethnicity	Total	Percent	Vehicles Available	Households	Percent	
White (Non-Hispanic)	610,754	71.7	576,413	34,341	5.6	
Black/African American	120,720	14.2	91,554	29,166	24.2	
American Indian and Alaskan Native	6,710	0.8	5,301	1,409	21.0	
Asian and Pacific Islander	22,778	2.7	21,559	1,219	5.4	
Other Minority	23,981	2.8	21,445	2,536	10.6	
Hispanic	66,960	7.8	62,501	4,459	6.7	
Region Total	815,022	100.0	745,479	69,543	8.5	

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

and people with disabilities (14.6 percent). Regarding the FCTS, the expected decrease in transit service hours would slightly reduce the percent of the minority population, families in poverty, and families with incomes less than twice the poverty level that have potential access to 100,000 or more jobs within 30 minutes by transit. For people with disabilities, the FCTS would provide a slight increase to the percent of those that have potential access to 100,000 or more jobs.

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 15 percentage points more under 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 13 percentage points more and families with incomes less than twice the poverty level would be about 12 percentage points more, compared to about 11 percentage points more for families not in poverty and incomes higher than twice the poverty level. With respect to people with disabilities, potential access to 100,000 jobs would be about 12 percentage points more compared to about 13 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 35 percentage points more under VISION 2050, compared to about 42 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 37 percentage points more and families with incomes less than twice the poverty level would be about 39 percentage points more, compared to about 42 percentage points more for both families not in poverty and for families with incomes higher than twice the poverty level. With respect to people with disabilities, potential access to 10,000 jobs by transit would be about

Table N.10 Households by Number of Vehicles Available and Minority Householders: 2014-2018

	Minority Ho	usehold Vehicle A	Availability	Non-Minority Household Vehicle Availability			
County	One or More Vehicles Available	No Vehicle Available		One or More	No Vehicle Available		
		Households	Percent	Vehicles Available	Households	Percent	
Kenosha County	11,779	1,570	11.8	48,574	2,576	5.0	
Milwaukee County	150,758	34,389	18.6	210,389	19,147	8.3	
Ozaukee and Washington Counties	5,397	30	0.6	84,516	2,316	2.7	
Racine County	14,644	2,676	15.5	57,776	2,851	4.7	
Walworth County	4,124		0.0	36,311	1,665	4.4	
Waukesha County	15,658	124	0.8	138,847	5,786	4.0	
Region	202,360	38,789	16.1	576,413	34,341	5.6	

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

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	No Vehicle Available	
		Families	Percent	Available	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

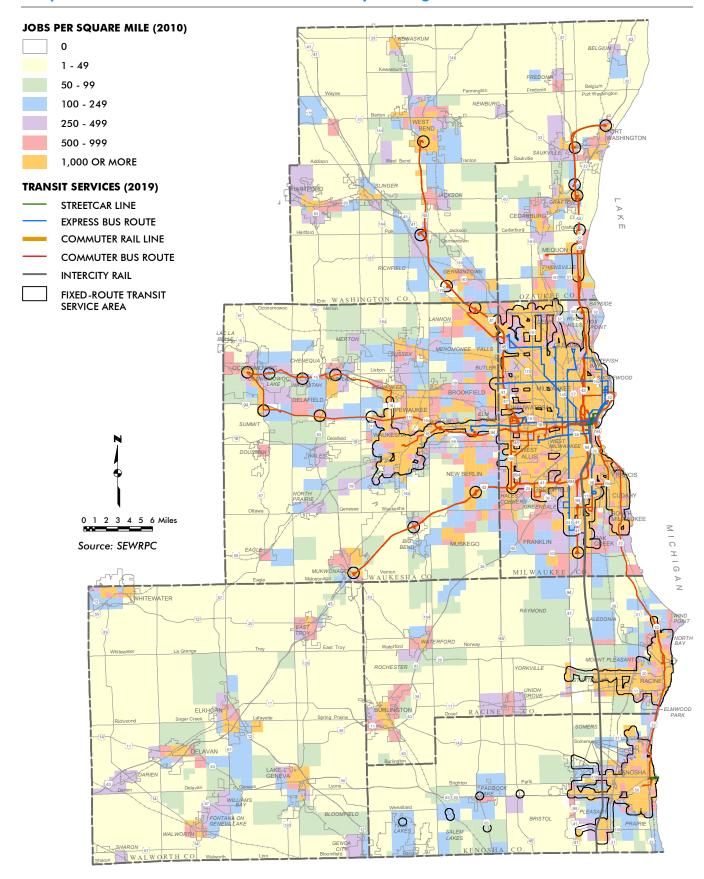
Source: U.S. Census Transportation Planning Products and SEWRPC

41 percentage points more for people with disabilities compared to about 40 percentage points more for people without disabilities.

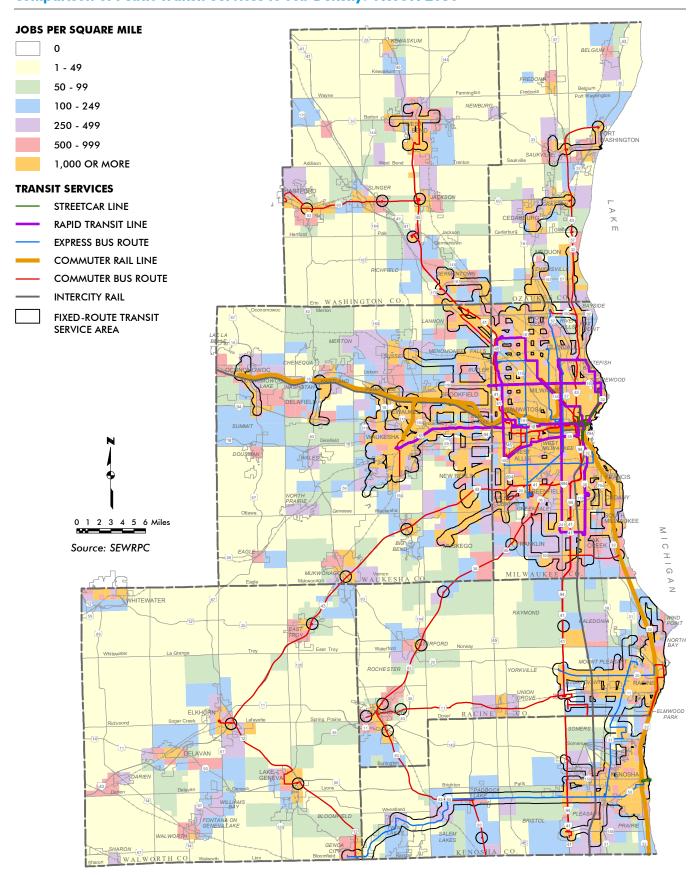
As shown in Table N.13, the existing percent of all populations with potential access to at least 100,000 jobs by transit would remain essentially the same under the FCTS.

For all populations, the existing percentage of people with potential access to at least 10,000 jobs by transit would decrease significantly under the 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 23 percentage points less under the FCTS, compared to about 8 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 20 and 19 percentage points less under the FCTS, respectively, compared to about 11 and 9 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 FCTS, compared to about 12 percentage points less for people without disabilities.

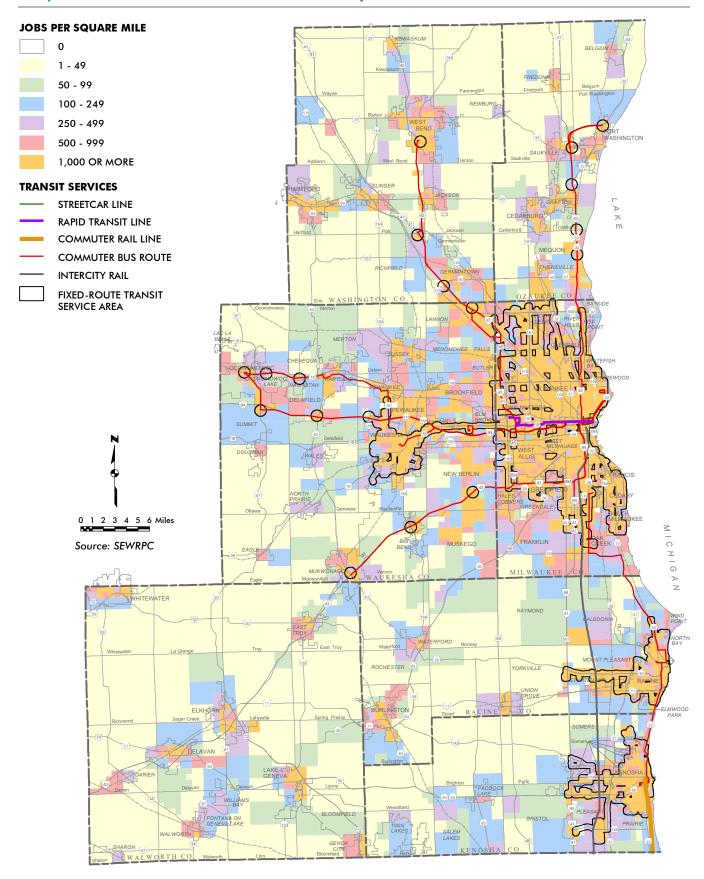
Map N.19 Comparison of Public Transit Services to Job Density: Existing



Map N.20 Comparison of Public Transit Services to Job Density: VISION 2050

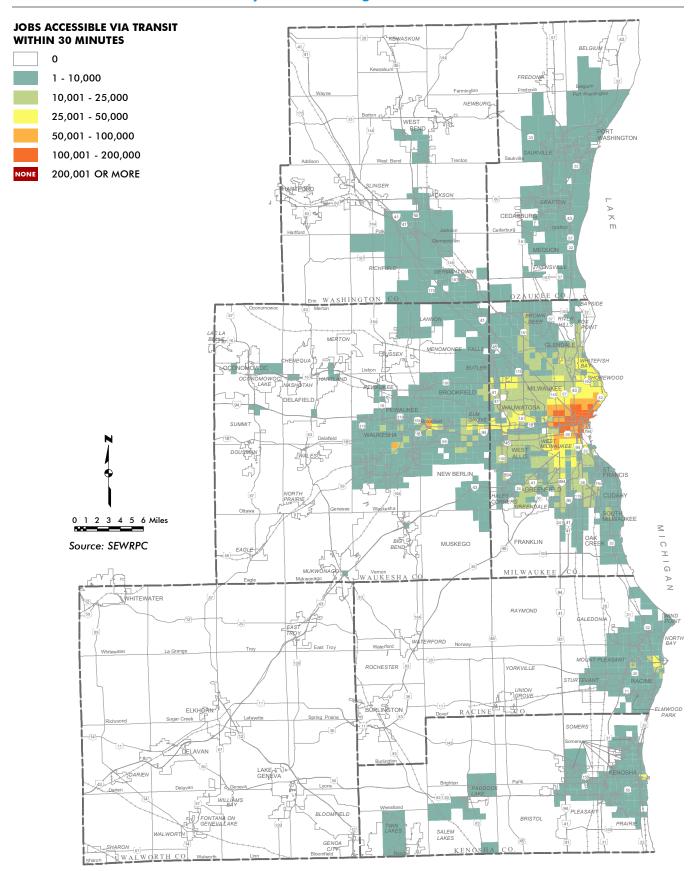


Map N.21 Comparison of Public Transit Services to Job Density: FCTS

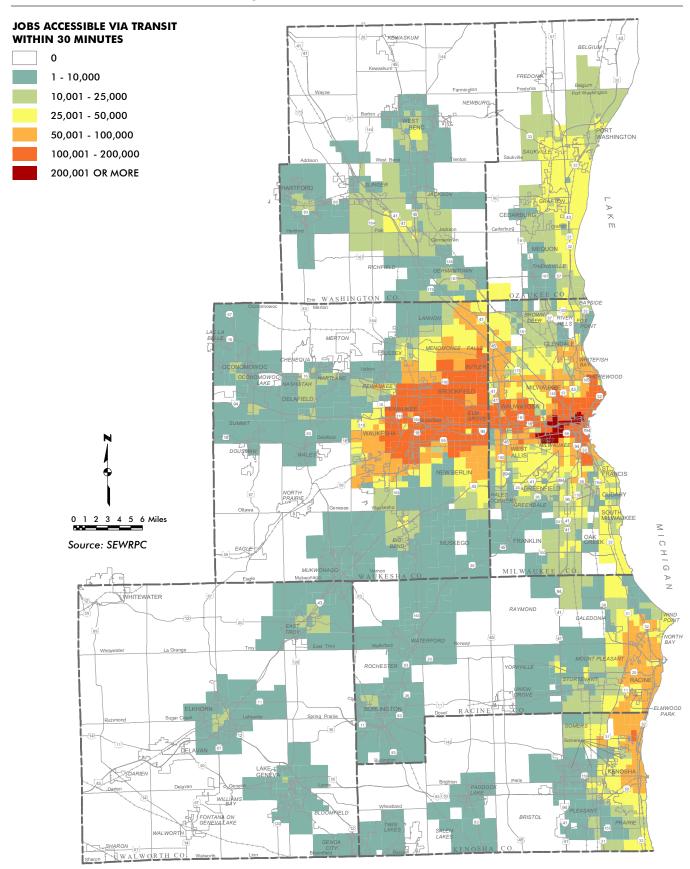


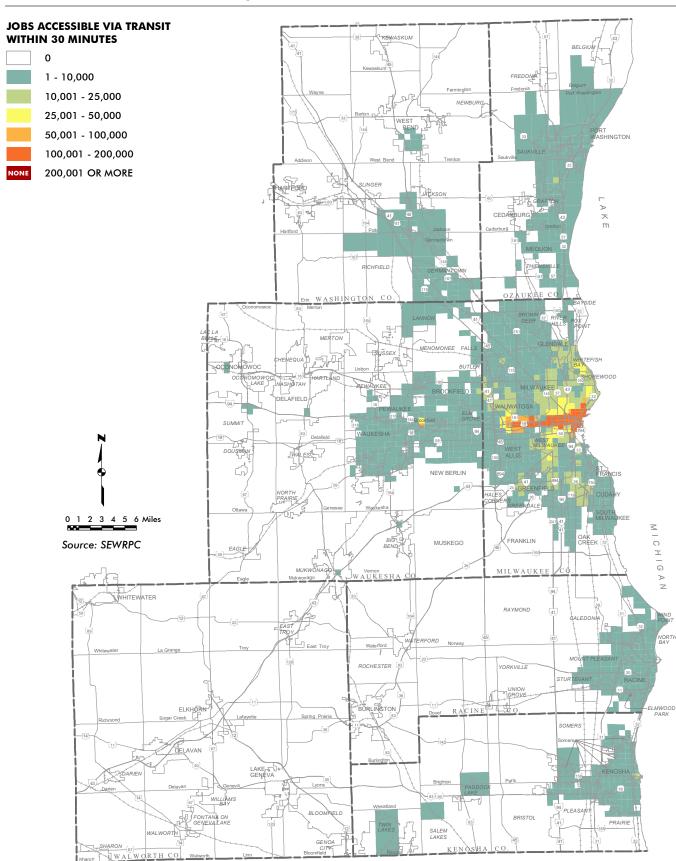
Map N.22

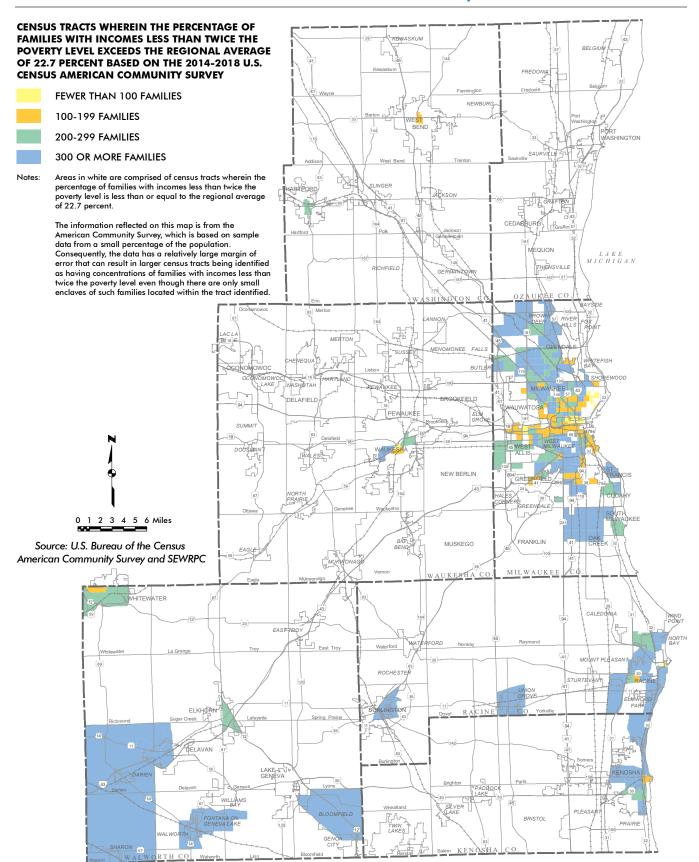
Jobs Accessible Within 30 Minutes by Transit: Existing

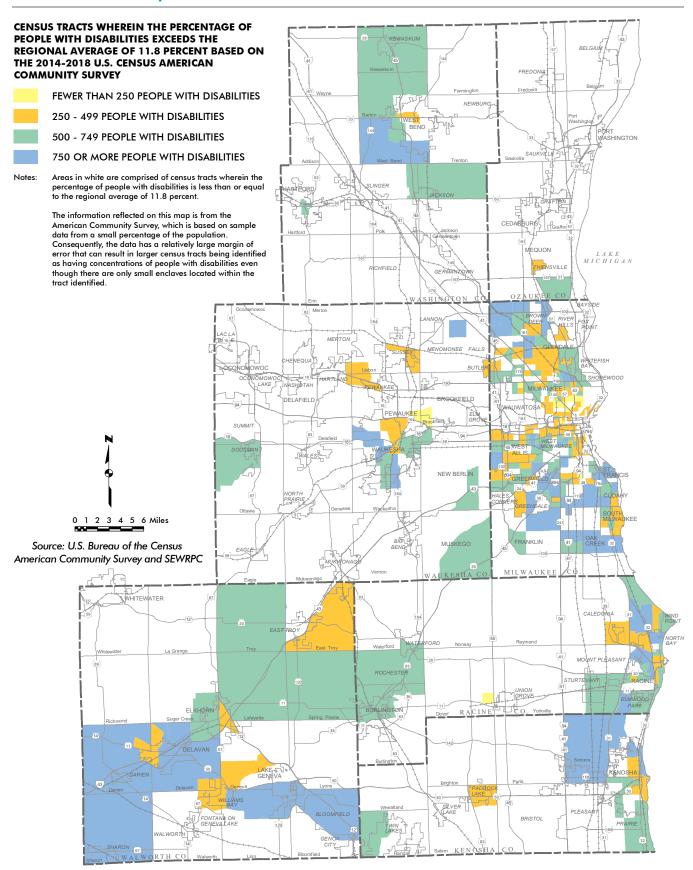


Map N.23 Jobs Accessible Within 30 Minutes by Transit: VISION 2050









			Minority	r Population ^a			
	100,000 or	More Jobs	50,000 or	More Jobs	10,000 or	More Jobs	Total Minority
Plan	People	Percent	People	Percent	People	Percent	Population
Existing - 2017	21,800	3.7	74,000	12.7	312,800	53.7	582,900
VISION 2050	108,600	18.6	295,600	50.7	518,100	88.9	582,900
FCTS - 2050	19,900	3.4	21,700	3.7	179,100	30.7	582,900
			Non-Mino	rity Population	1 ^a		
	100,000 or	More Jobs	50,000 or	More Jobs	10,000 or	More Jobs	Total Non-Minori
Plan	People	Percent	People	Percent	People	Percent	Population
Existing - 2017	24,800	1.7	42,300	2.9	266,900	18.6	1,437,500
VISION 2050	191,700	13.3	393,900	27.4	876,500	61.0	1,437,500
FCTS - 2050	32,600	2.3	42,200	2.9	150,100	10.4	1,437,500
			Familie	s in Povertyª			
		More Jobs	50,000 or	More Jobs	•	More Jobs	Total Families
Plan	Families	Percent	Families	Percent	Families	Percent	in Poverty
Existing - 2017	1,500	3.1	5,200	10.7	23,300	48.0	48,500
VISION 2050	7,900	16.3	22,700	46.8	41,100	84.7	48,500
FCTS - 2050	1,400	2.9	1,700	3.5	13,500	27.8	48,500
			Families I	Not in Poverty	a		
	100,000 or	More Jobs	50,000 or	50,000 or More Jobs 10,000 or More Job		More Jobs	Total Families
Plan	Families	Percent	Families	Percent	Families	Percent	Not in Poverty
Existing - 2017	4,300	0.9	13,100	2.8	101,200	22.0	460,600
VISION 2050	54,600	11.9	133,800	29.0	293,800	63.8	460,600
FCTS - 2050	5,500	1.2	7,600	1.7	52,400	11.4	460,600
		Families wit	h Incomes Les	s Than Twice t	he Poverty Lev	el ^a	
	100.000		50.000		10.000		Total Families
-	100,000 or	More Jobs	50,000 or	More Jobs	10,000 or	More Jobs	with Incomes Less Than Twice
Plan	Families	Percent	Families	Percent	Families	Percent	the Poverty Leve
Existing - 2017	2,500	2.2	9,200	8.0	47,800	41.3	115,600
VISION 2050	16,300	14.1	48,700	42.1	92,900	80.4	115,600
FCTS - 2050	2,400	2.1	3,000	2.6	26,200	22.7	115,600
		Families wit	h Incomes Mor	e Than Twice	the Poverty Lev	rel ^a	
					_		Total Families
	100,000 or	More Jobs	50,000 or	More Jobs	10,000 or	More Jobs	with Incomes More Than Twice
Plan	Families	Percent	Families	Percent	Families	Percent	the Poverty Leve
Existing - 2017	3,400	0.9	9,000	2.3	76,700	19.5	393,500
VISION 2050	46,300	11.8	107,800	27.4	241,900	61.5	393,500
FCTS - 2050	4,500	1.1	6,300	1.6	39,700	10.1	393,500
			People wi	th Disabilities	a		
	100,000 or	More Jobs		More Jobs	_	More Jobs	Total Population
Plan	People	Percent	People	Percent	People	Percent	with Disabilities
Existing - 2017	5,500	2.3	14,700	6.2	75,300	31.7	237,700
VISION 2050	34,600	14.6	86,400	36.3	172,900	72.7	237,700
FCTS - 2050	6,100	2.6	7,200	3.0	41,700	17.5	237,700

People Without Disabilities ^a								
	100,000 or More Jobs		•	50,000 or More Jobs		More Jobs	Total Population	
Plan	People	Percent	People	Percent	People	Percent	Without Disabilities	
Existing - 2017	41,200	2.3	101,700	5.7	504,400	28.3	1,782,600	
VISION 2050	265,800	14.9	603,100	33.8	1,221,700	68.5	1,782,600	
FCTS - 2050	46,300	2.6	56,800	3.2	287,500	16.1	1,782,600	

^a Minority population is based on the 2010 U.S. Census and families in poverty, families with incomes less than twice the poverty level, and people with disabilities are based on the 2014-2018 American Community Survey.

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

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

Minorities ^a							
Plan	Minority Population	Non-Minority Population					
VISION 2050	15	12					
FCTS - 2050	0	1					

	Families in Pover	ty and with Incomes Less	Than Twice the Poverty Leve	e 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	13	11	12	11
FCTS - 2050	0	0	0	0

People with Disabilitiesa

Plan	People with Disabilities	People Without Disabilities
VISION 2050	12	13
FCTS - 2050	0	0

Minoritiesa

Plan	Minority Population	Non-Minority Population					
VISION 2050	35	42					
FCTS - 2050	-23	-8					

			Than Twice the Poverty Level Families with Incomes	Families with Income
	Families	Families	Less Than Twice the	More Than Twice the
Plan	in Poverty	Not in Poverty	Poverty Level	Poverty Level
VISION 2050	37	42	39	42
FCTS - 2050	-20	-11	-19	-9

People with Disabilities^a

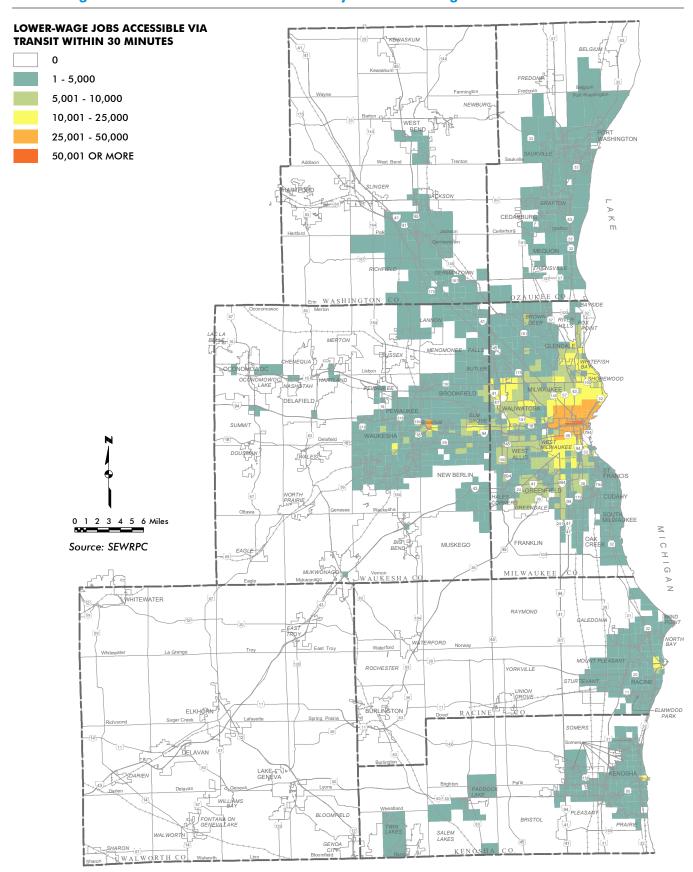
Plan	People with Disabilities	People Without Disabilities
VISION 2050	41	40
FCTS - 2050	-14	-12

a Minority population and non-minority population are based on the 2010 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 2014-2018 American Community Survey.

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

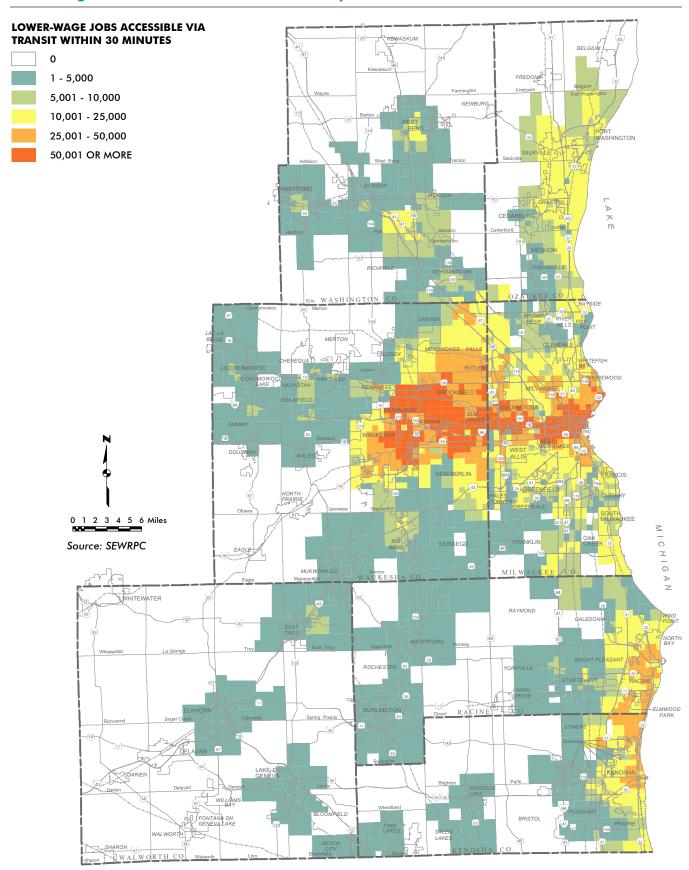
Maps N.27 through N.29 show the number of lower-wage jobs that would potentially be accessible in 30 minutes under existing conditions, VISION 2050, and the FCTS. Lower-wage jobs are estimated to represent about 32 percent of total jobs in the Region. Comparing these maps to areas of existing concentrations of minority populations (Map N.6), lower-income populations (Map N.8 for families in poverty and Map N.25 for families with incomes less than twice the poverty level), and people with disabilities (Map N.26) shows that potential access to lowerwage jobs for these populations would improve significantly due to the improvement and expansion of transit service under VISION 2050. As shown in Table N.14, it is projected that about 38 percent of the existing minority population would have potential access to at least 25,000 lower-wage jobs within 30 minutes by transit under VISION 2050, compared to about 4 percent under the FCTS. Similarly, it is projected that about 36 percent of the families in poverty and about 31 percent

Map N.27 Lower-Wage Jobs Accessible Within 30 Minutes by Transit: Existing



Map N.28

Lower-Wage Jobs Accessible Within 30 Minutes by Transit: VISION 2050



Map N.29 Lower-Wage Jobs Accessible Within 30 Minutes by Transit: FCTS

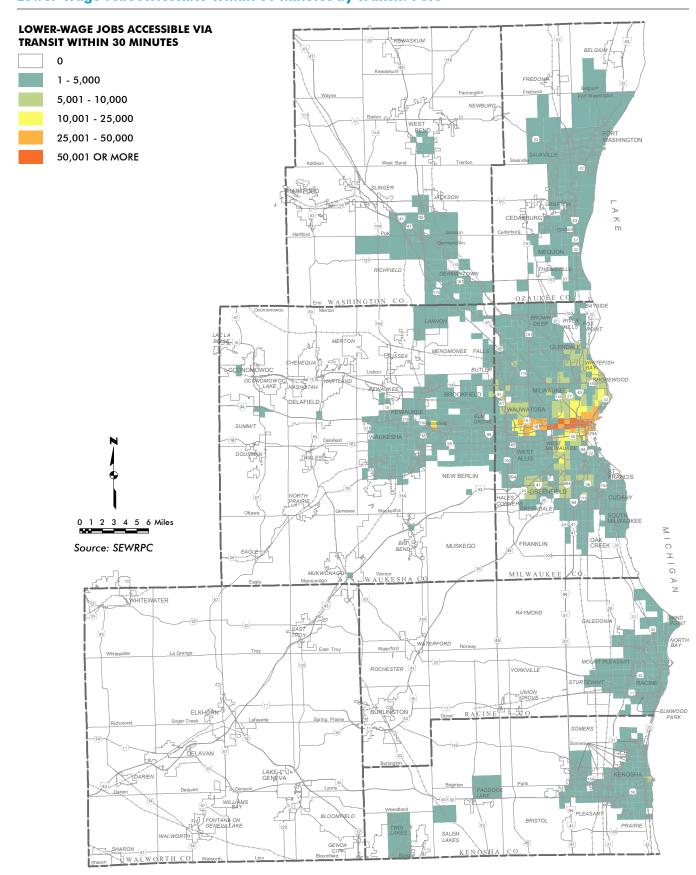


Table N.14 Access to Lower-Wage Jobs Within 30 Minutes by Transit

Minority Population"								
Plan	25,000 or	More Jobs	10,000 or More Jobs		5,000 or More Jobs		Total Minority	
	People	Percent	People	Percent	People	Percent	Population ´	
Existing - 2017	49,900	8.6	165,800	28.4	282,700	48.5	582,900	
VISION 2050	222,000	38.1	446,100	76.5	511,600	87.8	582,900	
FCTS - 2050	20,200	3.5	59,000	10.1	144,200	24.7	582,900	

			Families	in Poverty ^a			
25,000 or More Job			10,000 or	More Jobs	5,000 or More Jobs		Total Families
Plan	Families	Percent	Families	Percent	Families	Percent	in Poverty
Existing - 2017	3,600	7.4	12,500	25.8	21,000	43.3	48,500
VISION 2050	17,200	35.5	34,900	72.0	40,500	83.5	48,500
FCTS - 2050	1,500	3.1	4,300	8.9	11,100	22.9	48,500

Families with Incomes Less Than Twice the Poverty Level ^a								
	25,000 or	More Jobs	More Jobs 10,000 or More Jobs		5,000 or More Jobs		Total Families with Incomes Less Than Twice the	
Plan	Families	Percent	Families	Percent	Families	Percent	Poverty Level	
Existing - 2017	6,100	5.3	23,600	20.4	42,800	37.0	115,600	
VISION 2050	36,300	31.4	77,400	67.0	91,300	79.0	115,600	
FCTS - 2050	2,700	2.3	8,000	6.9	21,500	18.6	115,600	

People with Disabilities ^a							
	25,000 or	25,000 or More Jobs		10,000 or More Jobs		More Jobs	Total Population
Plan	People	Percent	People	Percent	People	Percent	with Disabilities
Existing - 2017	10,900	4.6	34,700	14.6	68,600	28.9	237,700
VISION 2050	65,400	27.5	140,800	59.2	169,100	71.1	237,700
FCTS - 2050	6,600	2.8	13,900	5.8	34,500	14.5	237,700

a Minority population is based on the 2010 U.S. Census and families in poverty, families with incomes less than twice the poverty level, and people with disabilities are based on the 2014-2018 American Community Survey.

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

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 VISION 2050, compared to about 3 and 2 percent, respectively, under the FCTS. With respect to people with disabilities, it is projected that about 28 percent of this population would have potential access to at least 25,000 lower-wage jobs within 30 minutes under VISION 2050, compared to 3 percent under the FCTS.

The substantial increase in transit service under VISION 2050 would provide better access than under the FCTS to existing retail centers, major parks, public technical colleges/universities, health facilities, grocery stores, 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, VISION 2050, and the FCTS. Under 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 11 and 36 percentage points more than under the FCTS.

As shown in Table N.16, the improvement and expansion of transit under VISION 2050 would result in between 9 and 35 additional percentage points of the total minority population having reasonable

Table N.15 Reasonable Access to Activity Centers by Transita

Min	ority	Donu	lation	b

	Existing	(2017)	VISION	l 2050	FCTS (2050)	Total Minority
Activity Center	People	Percent	People	Percent	People	Percent	Population
Retail Centers	108,300	18.6	265,700	45.6	58,800	10.1	582,900
Major Parks	41,600	7.1	150,200	25.8	25,200	4.3	582,900
Public Technical Colleges and Universities	141,900	24.3	244,800	42.0	107,900	18.5	582,900
Health Care Facilities	265,000	45.5	353,400	60.6	214,500	36.8	582,900
Grocery Stores	470,100	80.6	523,700	89.8	439,500	75.4	582,900
Milwaukee Mitchell International Airport	71,200	12.2	121,600	20.9	39,900	6.8	582,900
Milwaukee Regional Medical Center	128,800	22.1	331,900	56.9	120,800	20.7	582,900

Families in Poverty^b

	Existing	(2017)	VISION	N 2050	FCTS (2050)	Total Families
Activity Center	Families	Percent	Families	Percent	Families	Percent	in Poverty
Retail Centers	7,400	15.3	20,300	41.9	4,400	9.1	48,500
Major Parks	3,400	7.0	12,100	24.9	1,800	3.7	48,500
Public Technical Colleges and Universities	10,700	22.1	19,400	40.0	8,200	16.9	48,500
Health Care Facilities	21,300	43.9	28,500	58.8	17,100	35.3	48,500
Grocery Stores	35,500	73.2	40,200	82.9	33,400	68.9	48,500
Milwaukee Mitchell International Airport	5,500	11.3	10,100	20.8	3,200	6.6	48,500
Milwaukee Regional Medical Center	9,500	19.6	25,200	52.0	9,000	18.6	48,500

Families with Incomes Less Than Twice the Poverty Level^b

	Existing	ı (2017)	VISIO	N 2050	FCTS (2050)	Total Families with Incomes Less Than
Activity Center	Families	Percent	Families	Percent	Families	Percent	Twice the Poverty Level
Retail Centers	16,100	13.9	48,200	41.7	9,500	8.2	115,600
Major Parks	7,100	6.1	27,600	23.9	4,000	3.5	115,600
Public Technical Colleges and Universities	23,200	20.1	44,200	38.2	17,600	15.2	115,600
Health Care Facilities	45,400	39.3	64,400	55.7	36,000	31.1	115,600
Grocery Stores	77,300	66.9	90,800	78.5	72,300	62.5	115,600
Milwaukee Mitchell International Airport	11,500	9.9	21,500	18.6	7,100	6.1	115,600
Milwaukee Regional Medical Center	20,100	17.4	54,900	47.5	18,800	16.3	115,600

People with Disabilities^b

	Existing	(2017)	VISION	N 2050	FCTS (2050)	Total Population with
Activity Center	People	Percent	People	Percent	People	Percent	Disabilities
Retail Centers	37,000	15.6	100,300	42.2	24,100	10.1	237,700
Major Parks	17,800	7.5	59,400	25.0	11,500	4.8	237,700
Public Technical Colleges and Universities	41,300	17.4	84,400	35.5	31,100	13.1	237,700
Health Care Facilities	74,200	31.2	120,600	50.7	58,700	24.7	237,700
Grocery Stores	129,000	54.3	166,800	70.2	119,400	50.2	237,700
Milwaukee Mitchell International Airport	19,400	8.2	38,000	16.0	11,900	5.0	237,700
Milwaukee Regional Medical Center	37,600	15.8	102,700	43.2	33,900	14.3	237,700

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.

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

^b Minority population is based on the 2010 U.S. Census and families in poverty, families with incomes less than twice the poverty level, and people with disabilities are based on the 2014-2018 American Community Survey.

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

Minority Population ^b					
Activity Center	Minority Population	Non-Minority Population			
Retail Centers	27	25			
Major Parks	19	16			
Public Technical Colleges and Universities	18	17			
Health Care Facilities	15	22			
Grocery Stores	9	21			
Milwaukee Mitchell International Airport	9	6			
Milwaukee Regional Medical Center	35	22			

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	27	25	28	24
Major Parks	18	16	18	16
Public Technical Colleges and Universities	18	17	18	16
Health Care Facilities	15	21	16	22
Grocery Stores	10	19	12	20
Milwaukee Mitchell International Airport	10	6	9	6
Milwaukee Regional Medical Center	32	24	30	24

People with Disabilities^b

Activity Center	People with Disabilities	People Without Disabilities
Retail Centers	27	26
Major Parks	18	16
Public Technical Colleges and Universities	18	17
Health Care Facilities	20	20
Grocery Stores	16	17
Milwaukee Mitchell International Airport	8	7
Milwaukee Regional Medical Center	27	26

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.

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

access to the various activity centers compared to existing conditions. This is greater than the 6 to 25 additional percentage points of the non-minority population that would have access under VISION 2050. Similarly, the improvement and expansion of transit under VISION 2050 would result in between 9 and 32 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 6 to 25 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 VISION 2050. With respect to people with disabilities, VISION 2050 would result in between 8 and 27 additional percentage points of people with disabilities having reasonable access to the various activity centers compared to existing conditions. This is slightly greater than the 7 to 26 additional percentage points of people without disabilities having reasonable access to the various activity centers compared to existing conditions.

^b Minority population is based on the 2010 U.S. Census and families in poverty, families with incomes less than twice the poverty level, and people with disabilities are based on the 2014-2018 American Community Survey.

As shown in Table N.17, the transit service under the FCTS would result in between 1 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 FCTS, which is between 2 and 4 fewer percentage points compared to existing conditions. Similarly, the transit service under the FCTS would result in between 1 and 9 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 access for total families not in poverty and families with incomes higher than twice the poverty level under the FCTS, which is between 2 and 5 fewer percentage points compared to existing conditions. With respect to people with disabilities, the FCTS would result in between 2 and 7 fewer percentage points for total people with disabilities having reasonable access to the various activity centers compared to existing conditions, which is a slightly greater change than for people without disabilities, with retail centers again being an exception.

Comparing Accessibility for Transit and Driving: A comparison of the improvements in accessibility under the transit element of VISION 2050 to the highway element of 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 the majority of 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 be able to reach jobs and other activities.

Under the 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 FCTS are expected to generally 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 greater on minority populations and low-income populations, as those populations are more likely to not have 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, VISION 2050, and the FCTS. Table N.18 and Maps N.30 through N.44 show 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 (either rapid transit or commuter rail) under existing conditions, VISION 2050, and the FCTS.

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	-9	-4		
Major Parks	-3	-3		
Public Technical Colleges and Universities	-6	-3		
Health Care Facilities	-9	-4		
Grocery Stores	-5	-3		
Milwaukee Mitchell International Airport	-5	-2		
Milwaukee Regional Medical Center	-1	-2		

Families in Poverty and Families with Incomes Less Than Twice the Poverty Levelb

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	-6	-5	-6	-5
Major Parks	-3	-2	-3	-2
Public Technical Colleges and Universities	-5	-3	-5	-3
Health Care Facilities	-9	-5	-8	-4
Grocery Stores	-4	-3	-4	-3
Milwaukee Mitchell International Airport	-5	-2	-4	-2
Milwaukee Regional Medical Center	-1	-2	-1	-2

People with Disabilities^b

Activity Center	People with Disabilities	People Without Disabilities
Retail Centers	-6	-6
Major Parks	-3	-3
Public Technical Colleges and Universities	-4	-4
Health Care Facilities	-7	-5
Grocery Stores	-4	-3
Milwaukee Mitchell International Airport	-3	-3
Milwaukee Regional Medical Center	-2	-2

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.

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

• Existing Transit Service: Most of the base year 2019 routes and service areas for the public transit systems in the Region serve the principal concentrations of existing minority populations, lowerincome populations, and people with disabilities. Specifically, about 487,440 minority people (or 84 percent of the total minority population) and 590,900 non-minority people (or 41 percent of the total non-minority population) were served by public transit services provided in the year 2019. With respect to lower-income populations, 37,200 (or 76 percent of) families in poverty and 197,200 (or 43 percent of) families not in poverty were served by public transit services provided in the year 2019. Similarly, 80,800 (or 69 percent of) families with incomes less than twice the poverty level and 153,600 (or 39 percent of) families with incomes more than twice the poverty level were served by public transit services provided in the year 2019. With respect to people with disabilities, 135,300 (or 57 percent of) people with disabilities and 894,900 (or

^b Minority population is based on the 2010 U.S. Census and families in poverty, families with incomes less than twice the poverty level, and people with disabilities are based on the 2014-2018 American Community Survey.

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

Plan	Total Tran	sit Service	Fixed-Guideway Transit Service ^b		Total Minority
	People	Percent	People	Percent	Population [*]
Existing - 2019	487,440	83.6	3,200	0.5	582,900
VISION 2050	522,200	89.6	242,800	41.7	582,900
FCTS - 2050	470,100	80.6	22,500	3.9	582,900

Non-Minority Population^a

Plan	Total Tran	sit Service	Fixed-Guideway Transit Serviceb		Total Non-Minority	
	People	Percent	People	Percent	Population	
Existing - 2019	590,900	41.1	2,200	0.2	1,437,100	
VISION 2050	826,100	57.5	240,900	16.8	1,437,100	
FCTS - 2050	556,400	38.7	32,900	2.3	1,437,100	

Families in Poverty^a

				<i>,</i>				
Plan	Total Transit Service		Fixed-Guideway Transit Serviceb		Total Families			
	Families	Percent	Families	Percent	in Poverty			
Existing - 2019	37,200	75.8	300	0.6	49,100			
VISION 2050	40,100	81.7	18,300	37.3	49,100			
FCTS - 2050	35,800	72.9	1,700	3.5	49,100			

Families Not in Poverty^a

	Total Tran	sit Service	Fixed-Guideway Transit Service ^b		Total Families
Plan	Families	Percent	Families	Percent	Not in Poverty
Existing - 2019	197,200	42.7	700	0.2	461,600
VISION 2050	258,700	56.0	83,500	18.1	461,600
FCTS - 2050	182,500	39.5	7,400	1.6	461,600

Families with Incomes Less Than Twice the Poverty Level^a

	Total Tran	sit Service	Fixed-Guideway	Total Families with Incomes	
Plan	Families	Percent	Families	Percent	Less Than Twice the Poverty Level
Existing - 2019	80,800	69.3	500	0.4	116,600
VISION 2050	89,800	77.0	37,600	32.2	116,600
FCTS - 2050	77,300	66.3	3,200	2.7	116,600

Families with Incomes More Than Twice the Poverty Levela

	Total Tran	sit Service	Fixed-Guideway	Total Families with Incomes	
Plan	Families	Percent	Families	Percent	More Than Twice the Poverty Level
Existing - 2019	153,600	39.0	400	0.1	394,100
VISION 2050	209,100	53.0	64,000	16.2	394,100
FCTS - 2050	141,100	35.8	5,900	1.5	394,100

People with Disabilities^a

	Total Tran	sit Service	Fixed-Guideway Transit Serviceb		Total Population
Plan	People	Percent	People	Percent	with Disabilities
Existing - 2019	135,300	56.7	800	0.3	238,800
VISION 2050	161,100	67.5	62,000	26.0	238,800
FCTS - 2050	127,400	53.4	6,800	2.8	238,800

People Without Disabilities^a

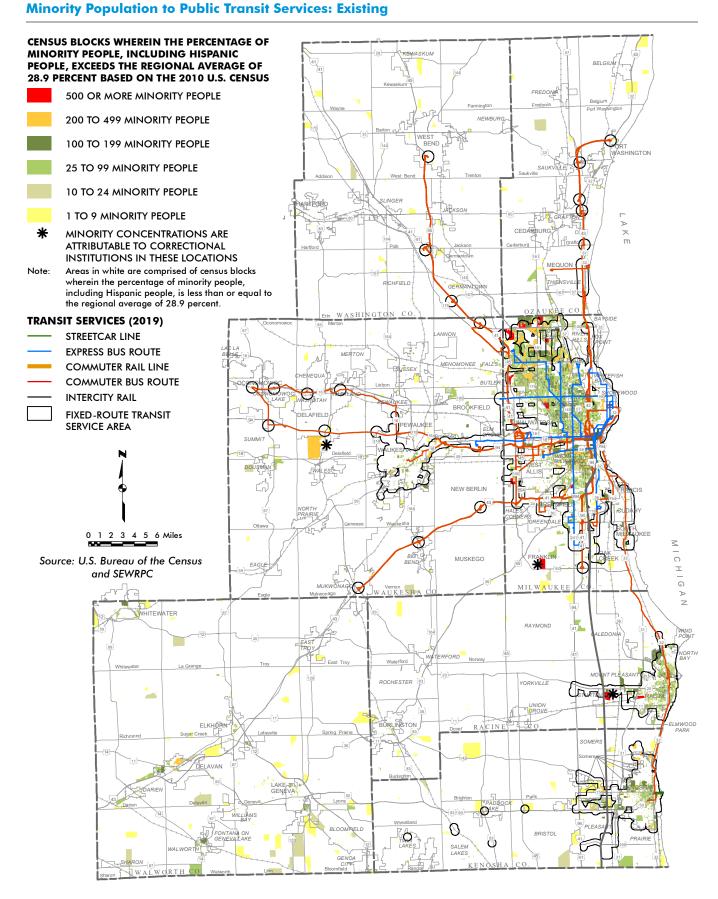
	Total Trans	sit Service	Fixed-Guideway Transit Service ^b To		Total Population
Plan	People	Percent	People	Percent	Without Disabilities
Existing - 2019	894,900	50.0	3,800	0.2	1,788,200
VISION 2050	1,108,400	62.0	413,700	23.1	1,788,200
FCTS - 2050	838,100	46.9	49,000	2.7	1,788,200

a Minority population and non-minority population are based on the 2010 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 2014-2018 American Community Survey.

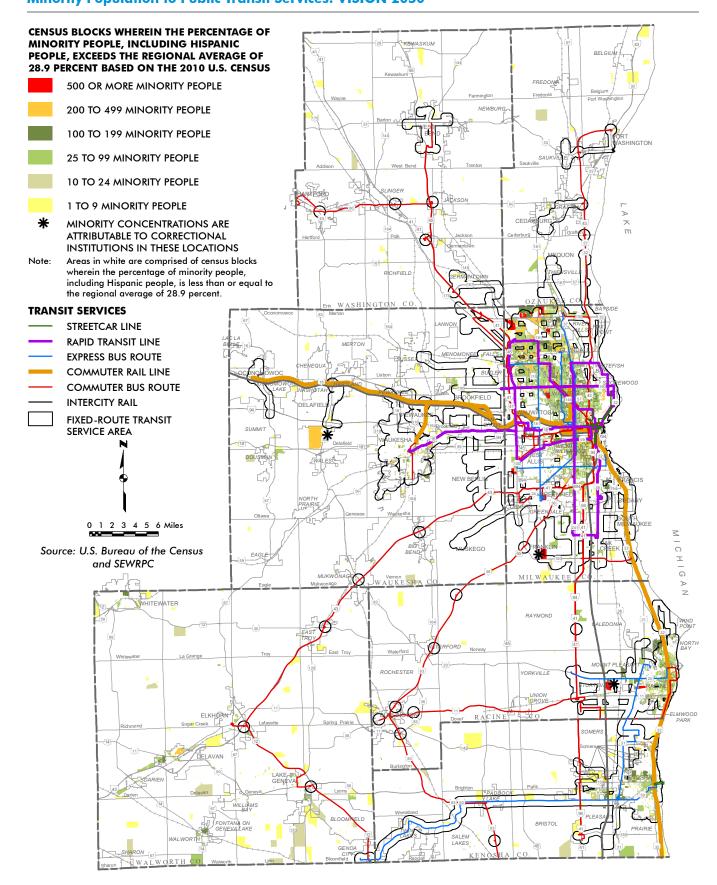
Source: U.S. Bureau of the Census, U.S. Census and American Community Survey; and SEWRPC

 $^{^{\}rm b}$ Includes rapid transit and commuter rail services.

Map N.30 Comparison of Existing Concentrations of Total

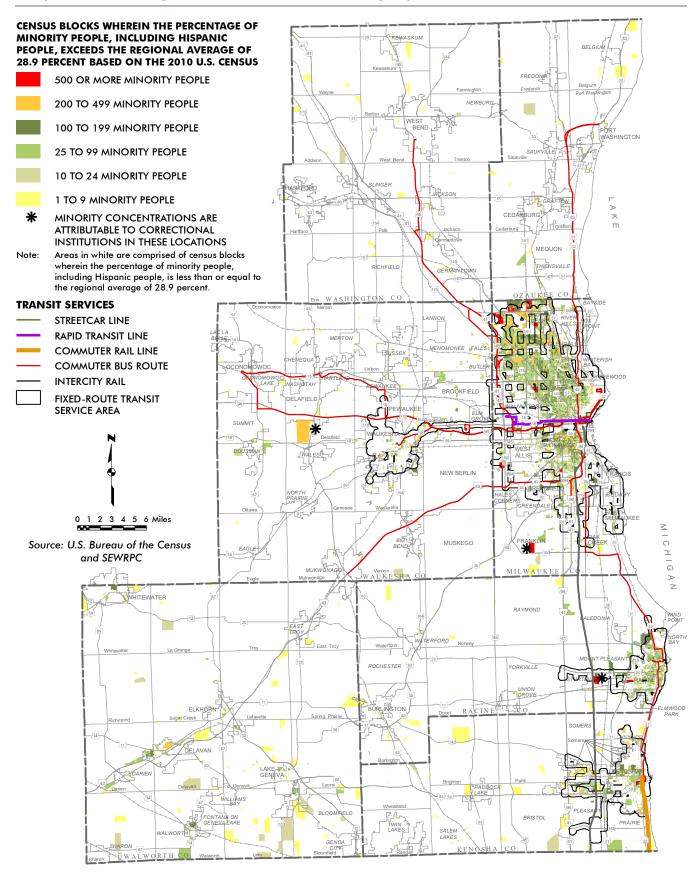


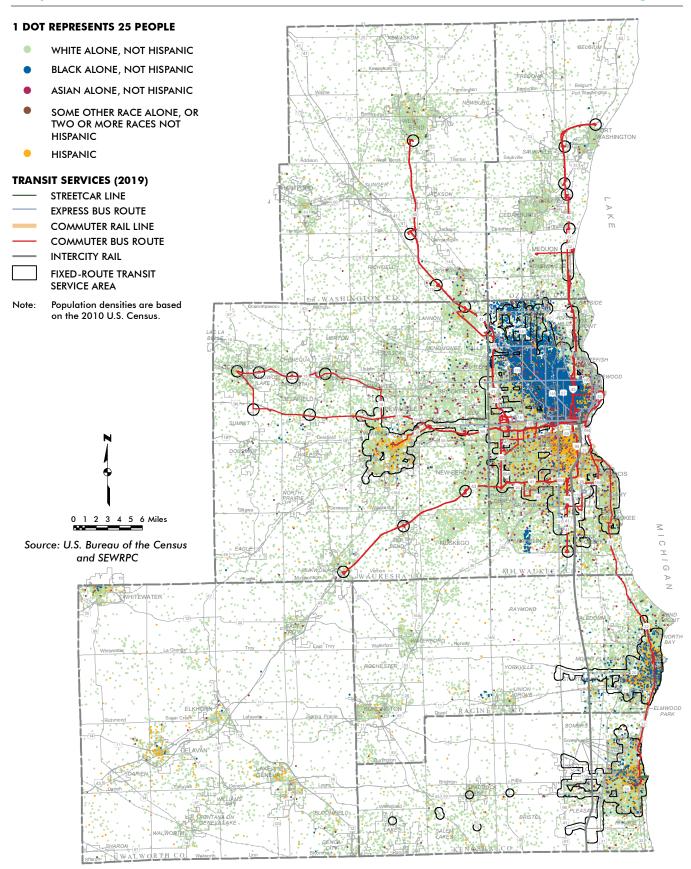
Map N.31 Comparison of Existing Concentrations of Total Minority Population to Public Transit Services: VISION 2050



Map N.32

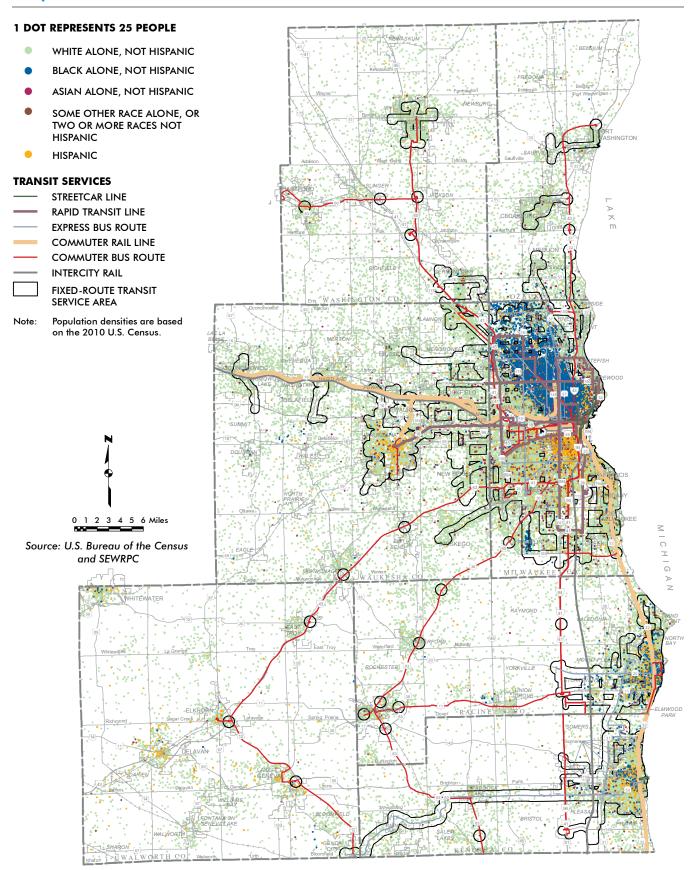
Comparison of Existing Concentrations of Total Minority Population to Public Transit Element: FCTS

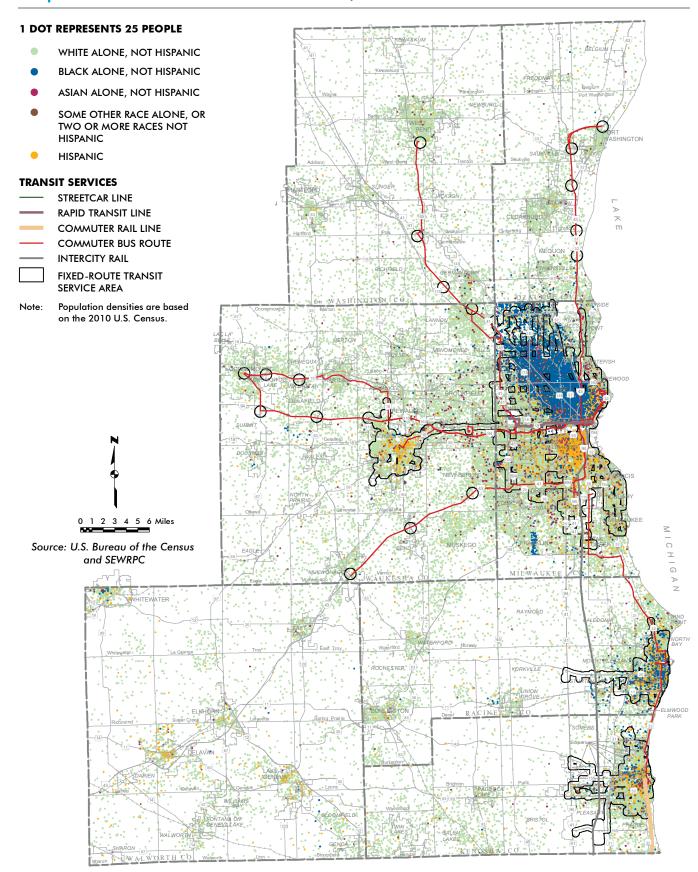


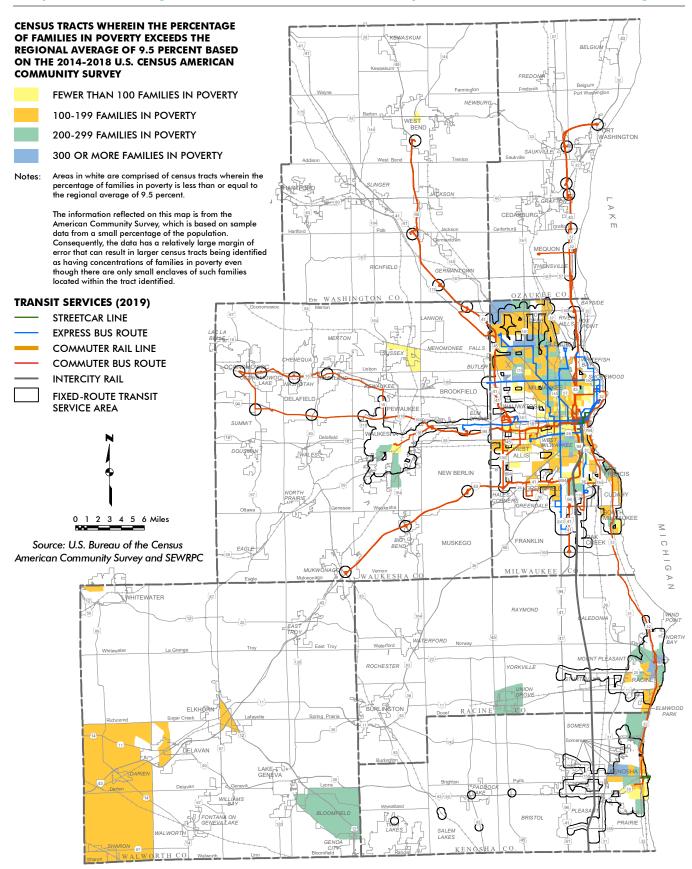


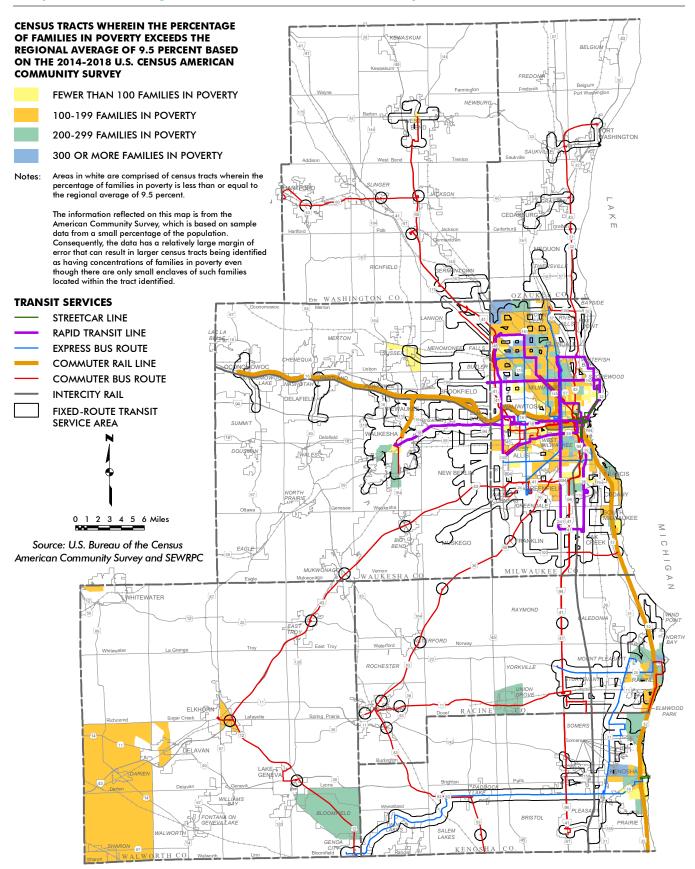
Map N.34

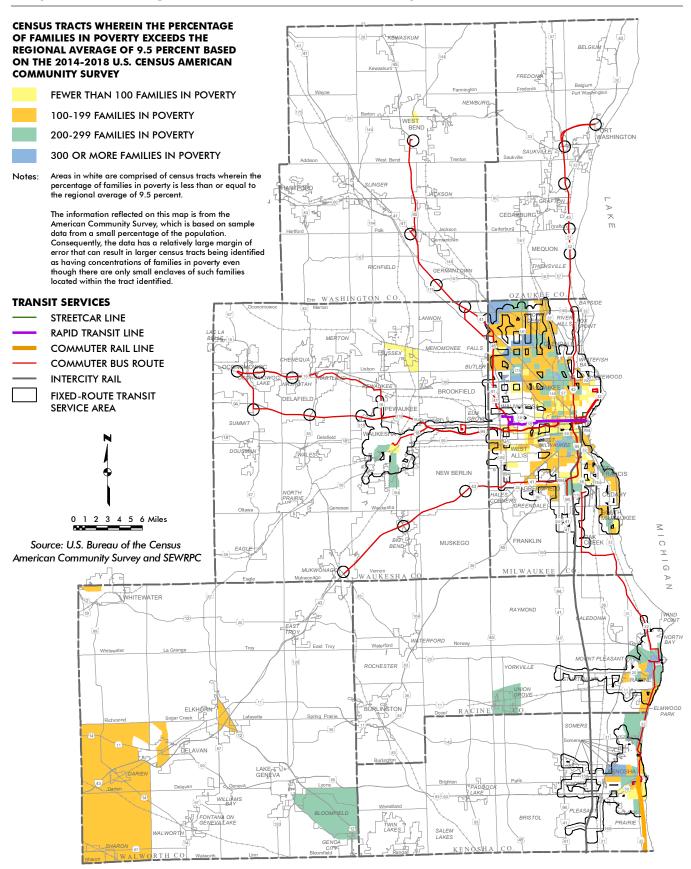
Comparison of Concentrations of Year 2010 Races/Ethnicities to Public Transit Element: VISION 2050



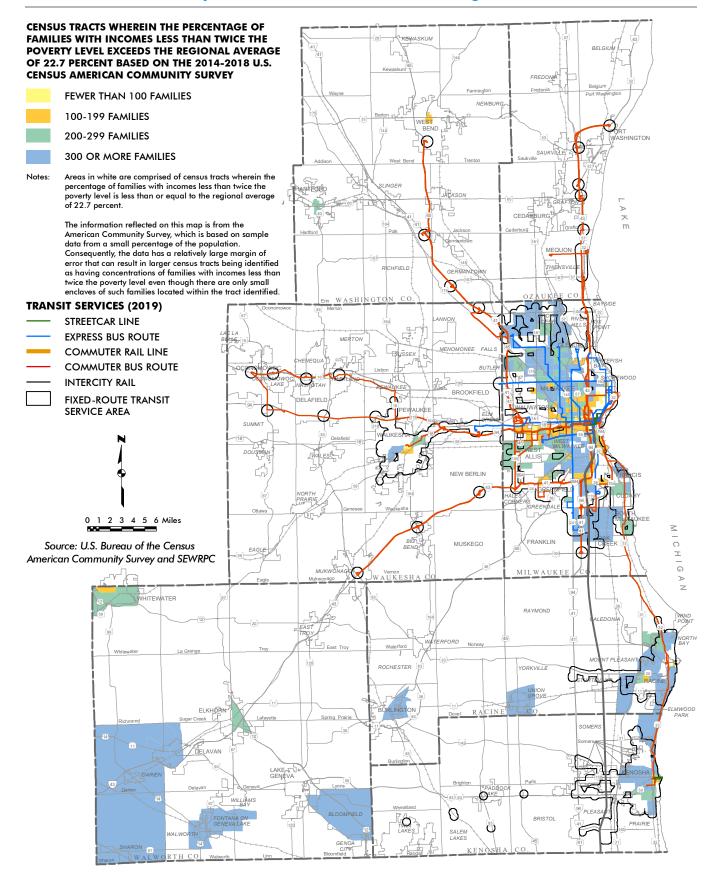






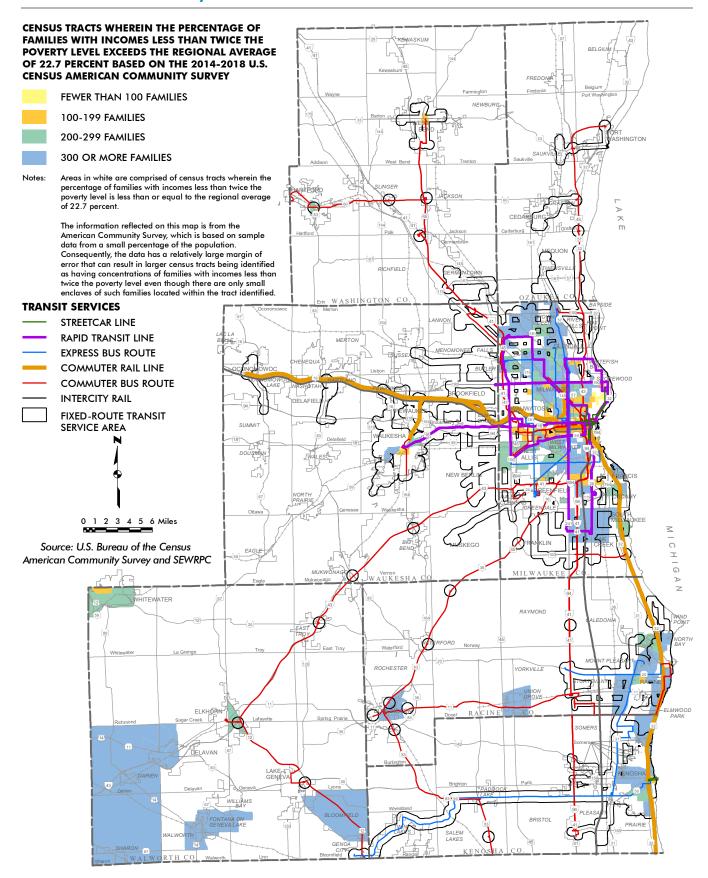


Comparison of Existing Concentrations of Families with Incomes Less Than Twice the Poverty Level to Public Transit Services: Existing



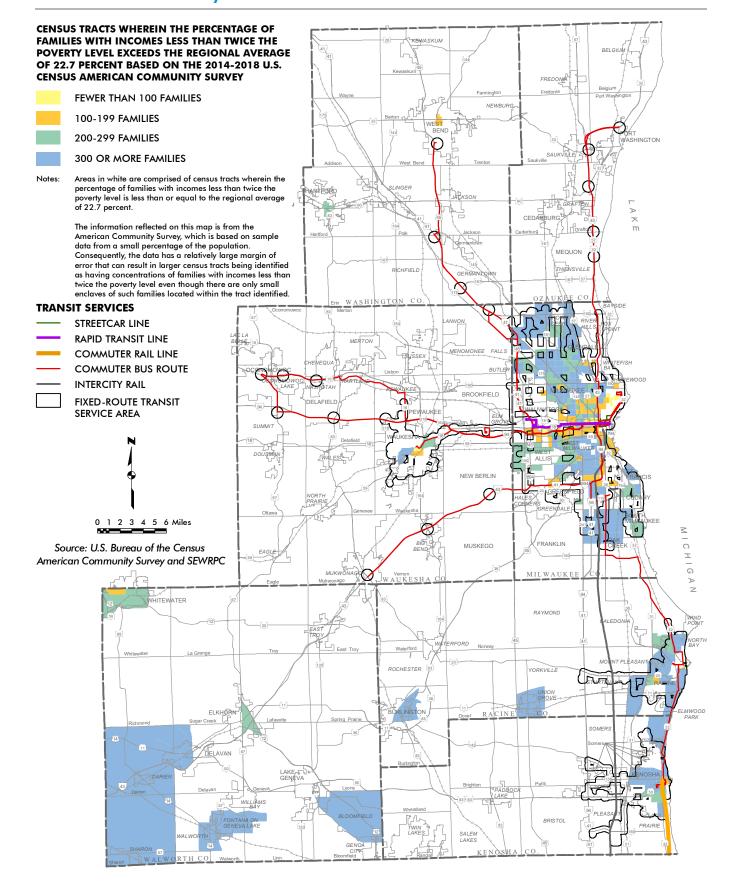
Map N.40

Comparison of Existing Concentrations of Families with Incomes Less Than Twice the Poverty Level to Public Transit Services: VISION 2050



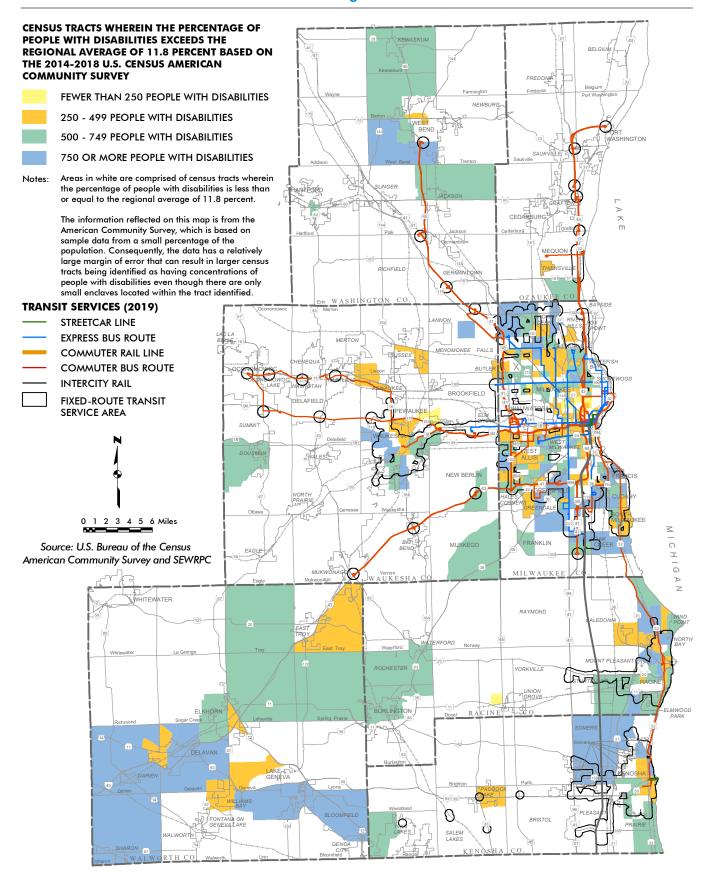
Map N.41

Comparison of Existing Concentrations of Families with Incomes Less Than Twice the Poverty Level to Public Transit Services: FCTS

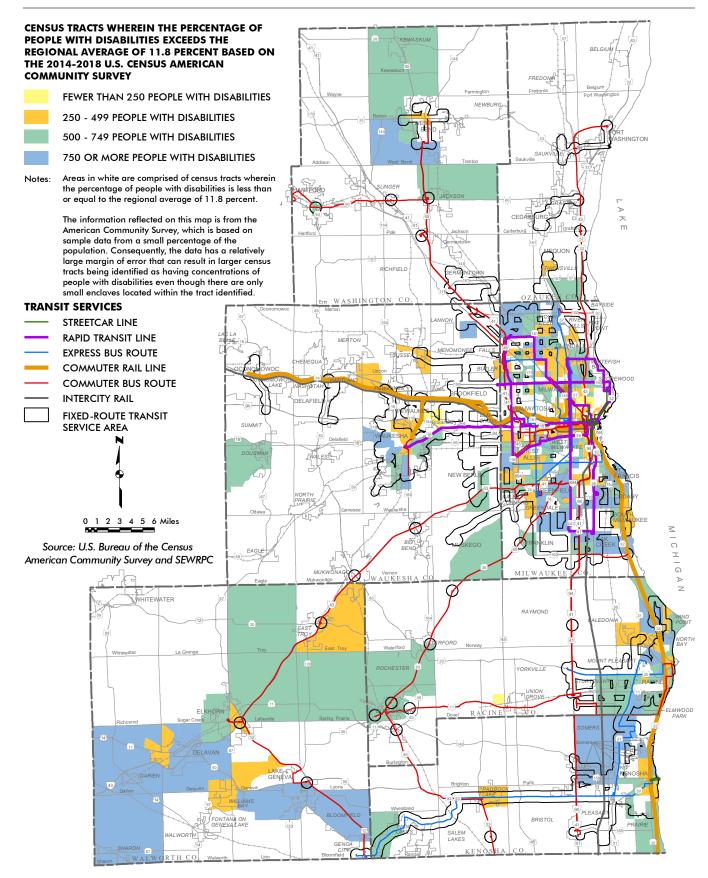


Map N.42

Comparison of Existing Concentrations of People with Disabilities to Public Transit Services: Existing

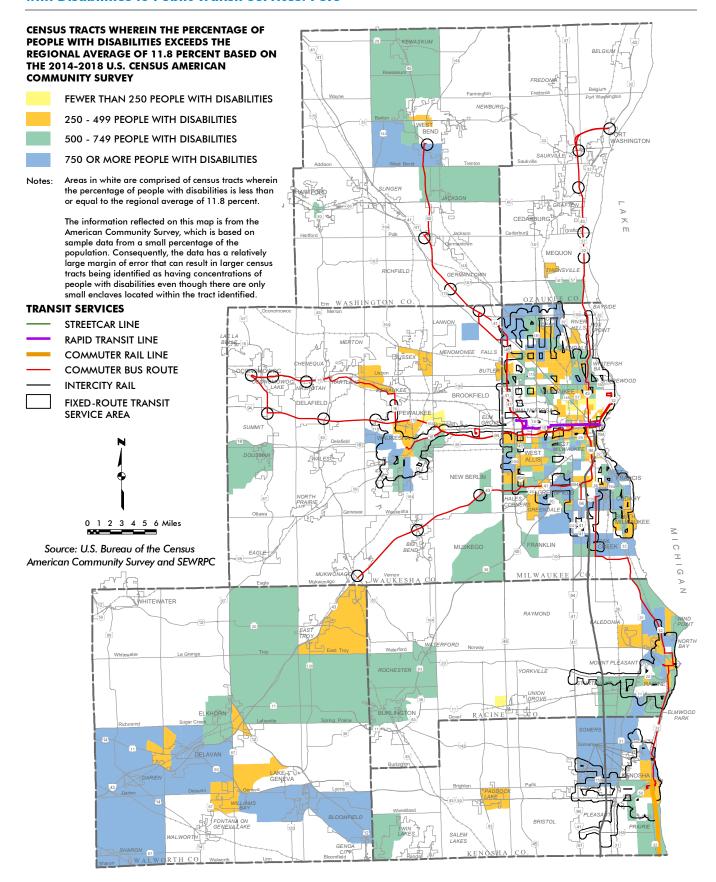


Comparison of Existing Concentrations of People with Disabilities to Public Transit Services: VISION 2050



Map N.44

Comparison of Existing Concentrations of People with Disabilities to Public Transit Services: FCTS



50 percent of) people not having a disability were served by public transit services provided in the year 2019.

With respect to higher levels of transit, less than 1 percent of all eight population groups had access to fixed-guideway transit in 2019 (a limited commuter rail service was provided to Kenosha from northeastern Illinois on Metra's Union Pacific North Line).

• VISION 2050: About 522,200 minority people (or about 90 percent of the total minority population) and 826,100 non-minority people (or 58 percent of the total non-minority population) would be served by public transit under VISION 2050. With respect to lowerincome populations, 40,100 (or 82 percent of) families in poverty and 258,700 (or 56 percent of) families not in poverty would be served by public transit under VISION 2050. Similarly, 89,800 (or 77 percent of) families with incomes less than twice the poverty level and 209,100 (or 53 percent of) families with incomes more than twice the poverty level would be served by public transit under VISION 2050. With respect to people with disabilities, 161,100 (or 68 percent of) people with disabilities and 1,108,400 (or 62 percent of) people not having a disability would be served by public transit under VISION 2050.

The extensive expansion of fixed-guideway transit under VISION 2050 would result in increased access to fixed-guideway transit from the current levels of 0.2 to 0.6 percent to about 27 to 42 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 0.1 to 0.3 percent to about 16 to 23 percent.

• FCTS: While the overall extent of transit service under the FCTS would be expected to decline, most of the transit routes and service areas under the FCTS would continue to serve the principal concentrations of existing minority populations, lower-income populations, and people with disabilities. Specifically, about 470,100 minority people (or 81 percent of the total minority population) and 556,400 non-minority people (or 39 percent of the total nonminority population) would be served by public transit under the FCTS. With respect to lower-income populations, 35,800 (or 73 percent of) families in poverty and 182,500 (or 40 percent of) families not in poverty would be served by public transit under the FCTS. Similarly, 77,300 (or 66 percent of) families with incomes less than twice the poverty level and 141,100 (or 36 percent of) families with incomes more than twice the poverty level would be served by public transit under the FCTS. With respect to people with disabilities, 127,400 (or 53 percent of) people with disabilities and 838,100 (or 47 percent of) people not having a disability would be served by public transit under the FCTS.

Due to the planned bus rapid transit line between downtown Milwaukee and the Milwaukee Regional Medical Center, access to fixed-guideway transit would modestly increase for each of the eight population groups. Under the FCTS, access to fixed-guideway transit would increase from the current levels of 0.2 to 0.6 percent to about 3 to 4 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 0.1 to 0.2 percent to about 2 to 3 percent.

TRANSIT SERVICE QUALITY FOR MINORITY POPULATIONS AND LOW-INCOME POPULATIONS

Based on the amount and speed of transit service, levels of transit service quality—Excellent, Very Good, Good, and Basic82—that would be provided under existing conditions, VISION 2050, and the FCTS to existing minority populations, low-income populations, and people with disabilities were determined. Based on this analysis, the quality of transit service provided under existing conditions, VISION 2050, and the FCTS is shown on Maps N.45 through N.47, respectively. Table N.19 and Maps N.48 through N.59 compare transit service quality under existing conditions, VISION 2050, and the 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

Existing Transit Service: Most of the year 2017 routes and service areas providing quality transit service in the Region serve the principal concentrations of existing minority populations, lowerincome populations, and people with disabilities. Specifically, about 286,600 minority people (or 49 percent of the total minority

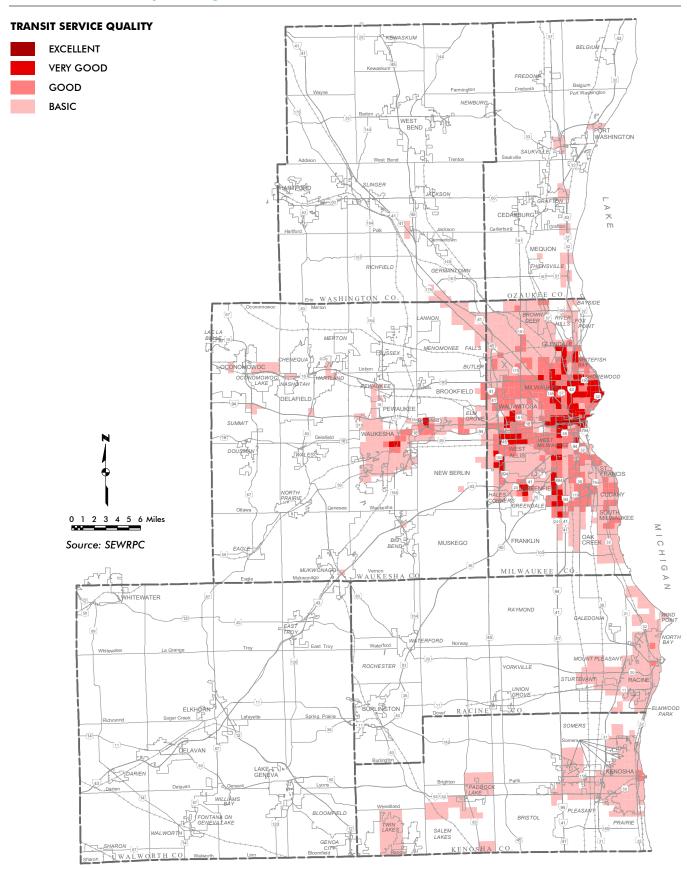
82 Areas with "Excellent" transit service are areas that are typically within walking distance of at least one rapid transit station, and also within walking distance of multiple frequent local or express bus services. A resident living in an area of the Region with Excellent transit service has a high 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.

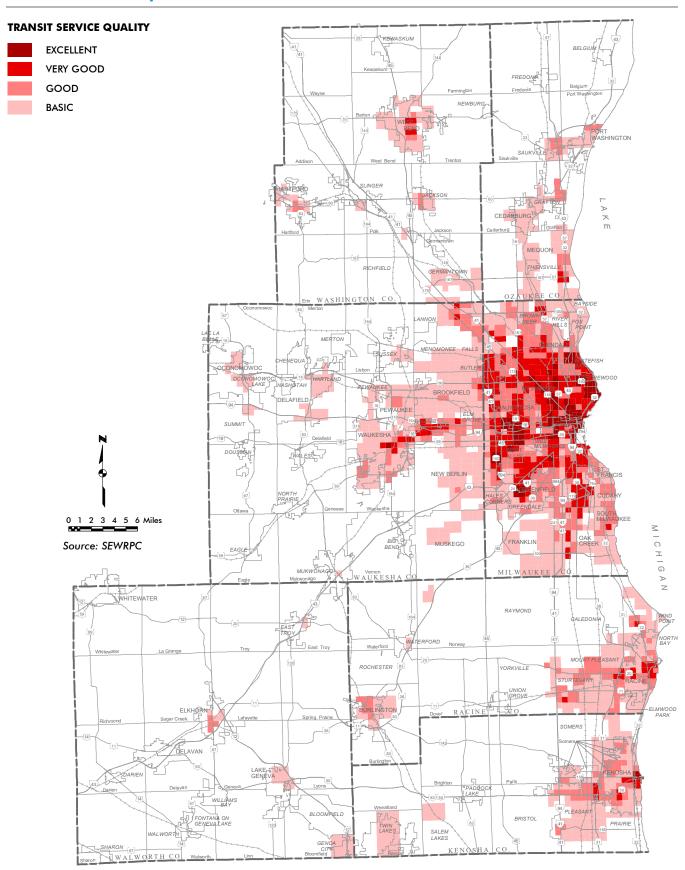
If a part of the Region is served by "Basic" transit service, it is within walking distance of at least one local bus route, but generally not more than two routes. The routes are not likely to have service better than every 15 minutes all day.

83 Table N.19 and Maps N.48 through N.59 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 a given group that are 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 overlain 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 Maps N.48 through N.59 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 N.48 through N.59 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.46

Transit Service Quality: VISION 2050



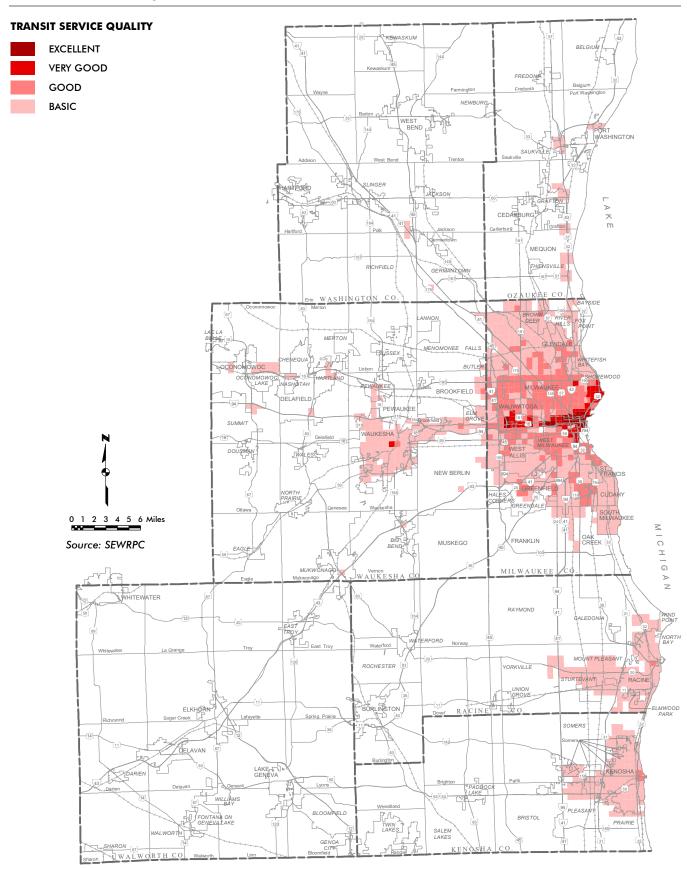


Table N.19 **Transit Service Quality**

Minority	Popu	lationa
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	Excellent		ent Very Good		Good		Basic		Total Minority
Plan	People	Percent	People	Percent	People	Percent	People	Percent	Population
Existing - 2017	1,300	0.2	61,000	10.5	224,300	38.5	224,600	38.5	582,900
VISION 2050	69,900	12.0	205,100	35.2	149,000	25.6	113,000	19.4	582,900
FCTS - 2050	5,500	0.9	13,800	2.4	94,300	16.2	394,300	67.6	582,900

Non-Minority Population^a

	Exce	llent	ent Very Good		Go	Good		sic	Total Non-Minority
Plan	People	Percent	People	Percent	People	Percent	People	Percent	Population
Existing - 2017	2,300	0.2	58,700	4.1	177,600	12.4	396,400	27.6	1,437,500
VISION 2050	65,800	4.6	180,400	12.5	223,100	15.5	402,400	28.0	1,437,500
FCTS - 2050	9,800	0.7	20,300	1.4	50,400	3.5	522,300	36.3	1,437,500

Families in Poverty^a

	Exce	llent	Very	Very Good		Good		sic	Total Families		
Plan	Families	Percent	Families	Percent	Families	Percent	Families	Percent	in Poverty		
Existing - 2017	100	0.2	5,200	10.7	16,200	33.4	17,800	36.7	48,500		
VISION 2050	5,300	10.9	15,400	31.8	11,600	23.9	9,200	19.0	48,500		
FCTS - 2050	300	0.6	1,200	2.5	7,000	14.4	30,500	62.9	48,500		

Families Not in Poverty^a

	Exce	llent	Very	Very Good		Good		sic	Total Families
Plan	Families	Percent	Families	Percent	Families	Percent	Families	Percent	Not in Poverty
Existing - 2017	200	0.0	16,500	3.6	73,000	15.8	135,700	29.5	460,600
VISION 2050	19,000	4.1	71,700	15.6	78,500	17.0	126,200	27.4	460,600
FCTS - 2050	1,000	0.2	3,900	0.8	23,200	5.0	188,100	40.8	460,600

Families with Incomes Less Than Twice the Poverty Level^a

	Excellent		Very	Good	Go	od	od Basic		Total Families with Incomes	
Plan	Families	Percent	Families	Percent	Families	Percent	Families	Percent	Less Than Twice the Poverty Level	
Existing - 2017	100	0.1	9,600	8.3	33,900	29.3	43,000	37.2	115,600	
VISION 2050	9,900	8.6	32,900	28.5	26,800	23.2	25,000	21.6	115,600	
FCTS - 2050	400	0.3	1,900	1.6	13,900	12.0	69,200	59.9	115,600	

Families with Incomes More Than Twice the Poverty Levela

	Exce	llent	Very	Good	Go	Good Basic		sic	Total Families with Incomes
Plan	Families	Percent	Families	Percent	Families	Percent	Families	Percent	More Than Twice the Poverty Level
Existing - 2017	200	0.1	12,100	3.1	55,300	14.1	110,500	28.1	393,500
VISION 2050	14,400	3.7	54,300	13.8	63,400	16.1	110,400	28.1	393,500
FCTS - 2050	900	0.2	3,100	0.8	16,400	4.2	149,400	38.0	393,500

People with Disabilities^a

	Exce	llent	Very	Very Good		Good		sic	Total Population
Plan	People	Percent	People	Percent	People	Percent	People	Percent	with Disabilities
Existing - 2017	300	0.1	15,800	6.6	53,800	22.6	79,900	33.6	237,700
VISION 2050	18,000	7.6	50,000	21.0	48,000	20.2	59,900	25.2	237,700
FCTS - 2050	1,400	0.6	4,400	1.9	20,800	8.8	119,400	50.2	237,700

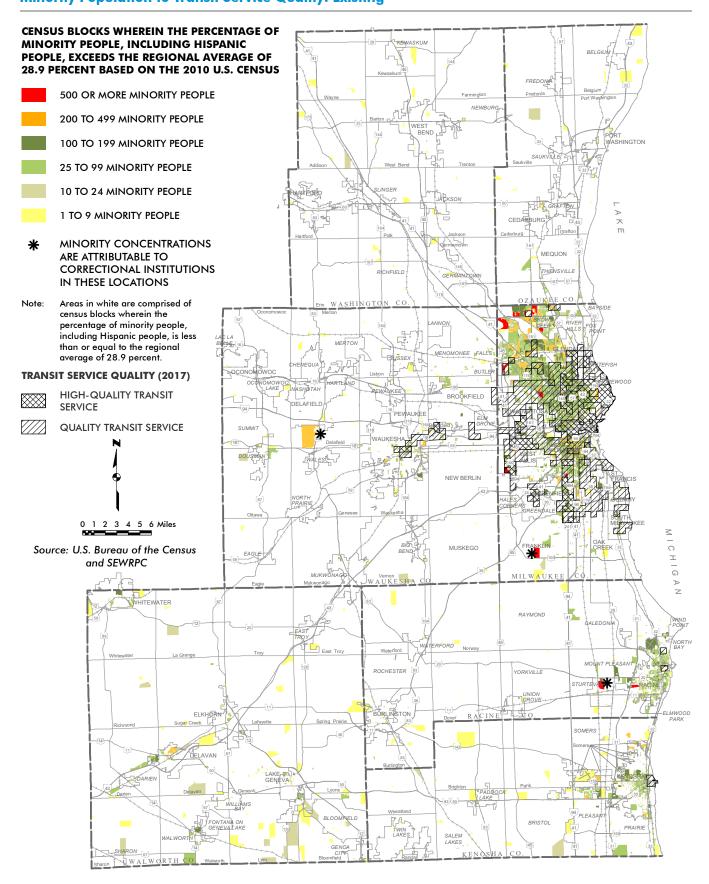
People Without Disabilities^a

	Exce	llent	Very Good		Good		Basic		Total Population Without
Plan	People	Percent	People	Percent	People	Percent	People	Percent	Disabilities
Existing - 2017	3,200	0.2	103,900	5.8	348,200	19.5	541,100	30.4	1,782,600
VISION 2050	117,700	6.6	335,600	18.8	324,100	18.2	455,500	25.6	1,782,600
FCTS - 2050	14,000	0.8	29,700	1.7	123,900	7.0	797,300	44.7	1,782,600

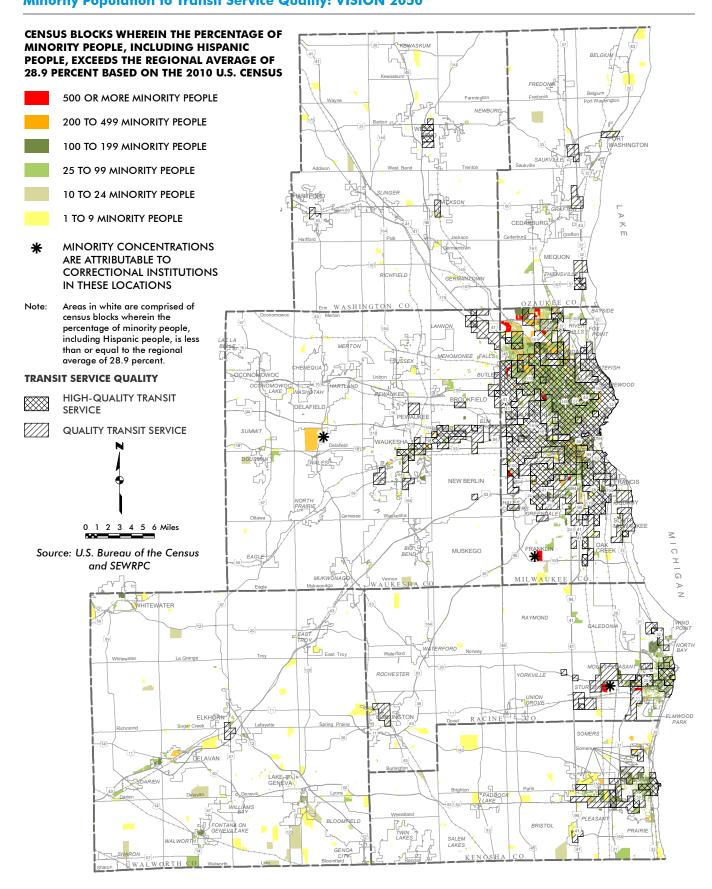
^a Minority population and non-minority population are based on the 2010 U.S. Census and families in poverty, families not in poverty, families with incomes less than twice the poverty level, families with incomes more than twice the poverty level, people with disabilities, and people without disabilities are based on the 2014-2018 American Community Survey.

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

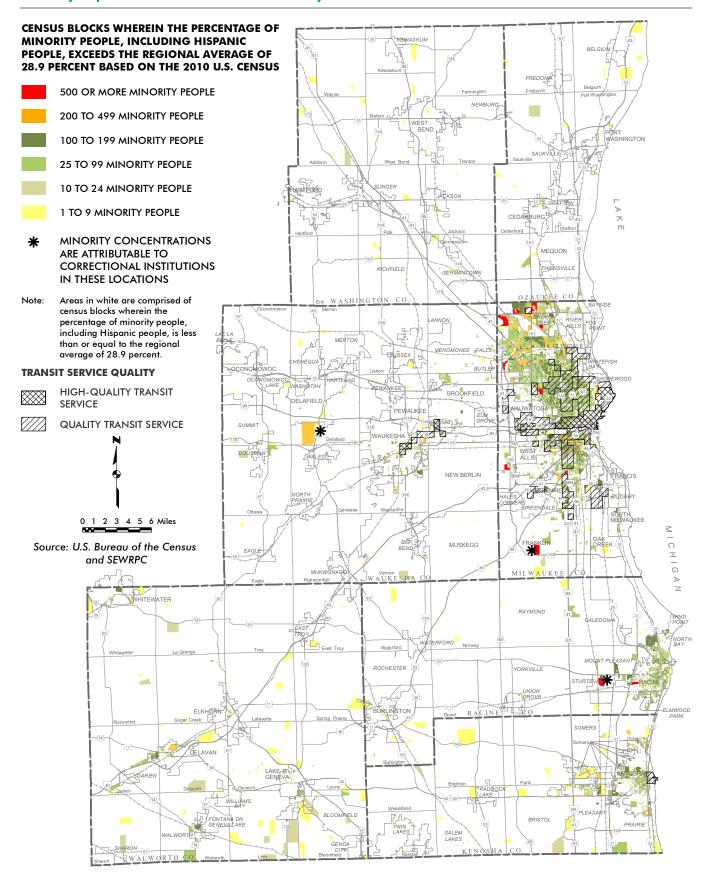
Map N.48 Comparison of Existing Concentrations of Total Minority Population to Transit Service Quality: Existing



Map N.49 Comparison of Existing Concentrations of Total Minority Population to Transit Service Quality: VISION 2050

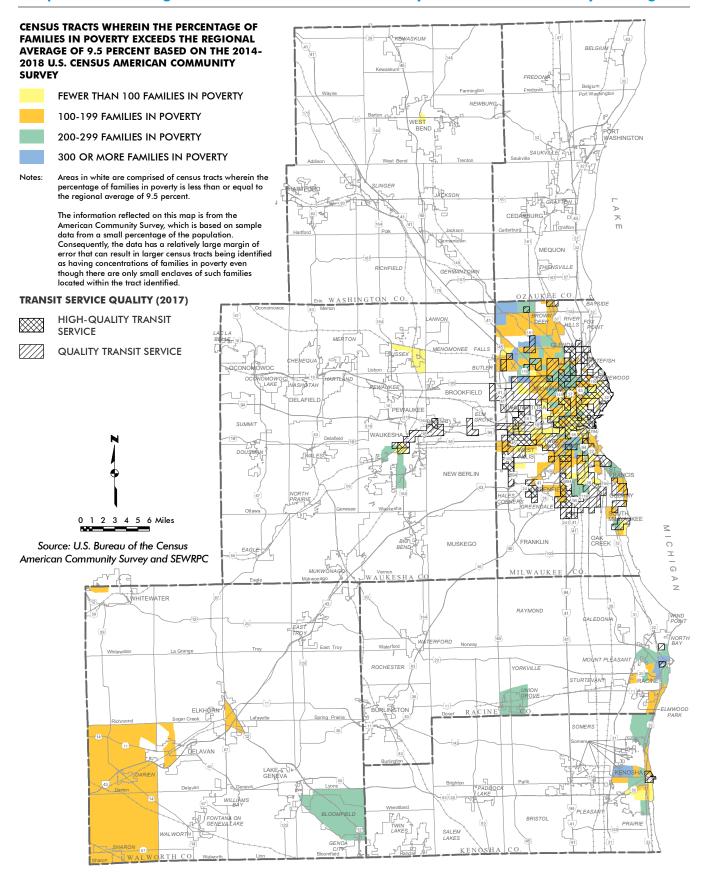


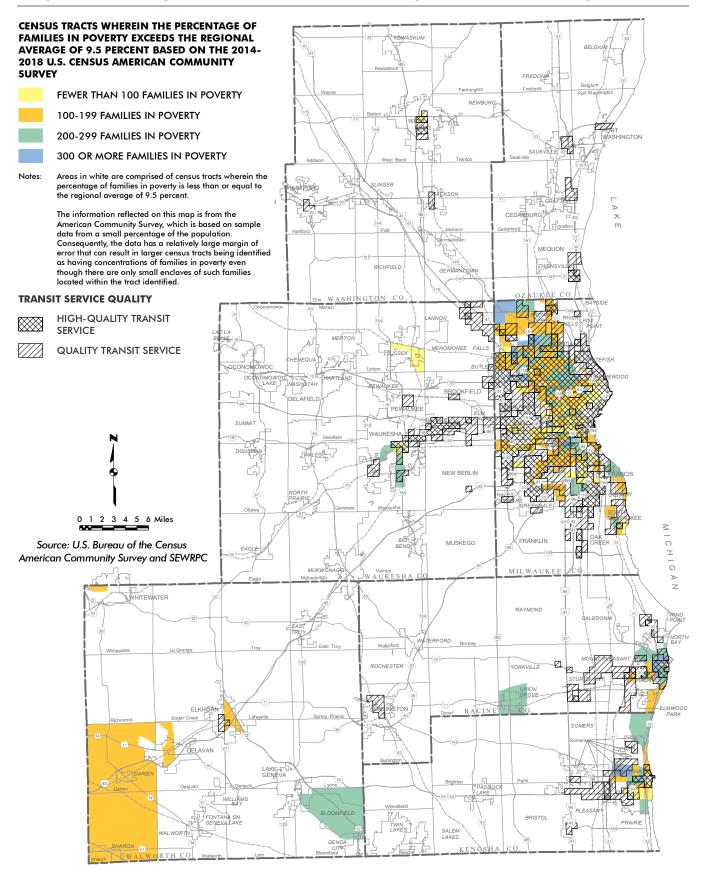
Map N.50 Comparison of Existing Concentrations of Total Minority Population to Transit Service Quality: FCTS

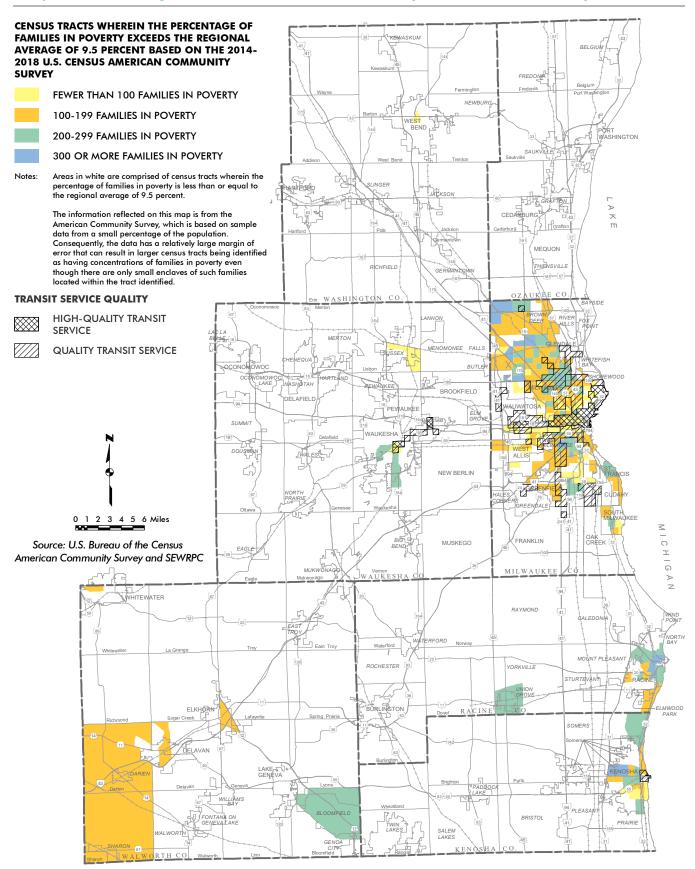


Map N.51

Comparison of Existing Concentrations of Families in Poverty to Transit Service Quality: Existing

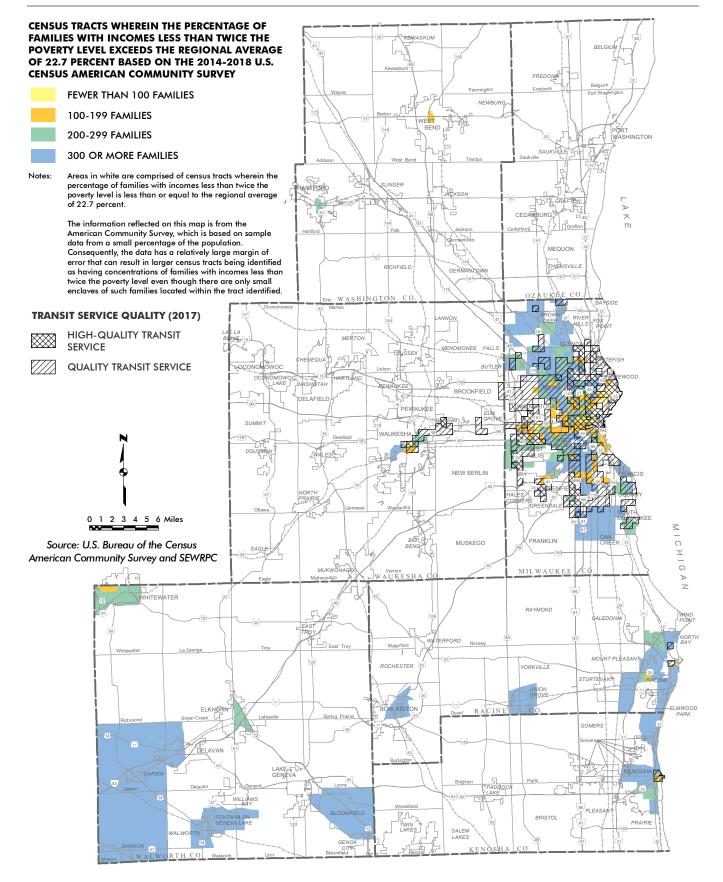






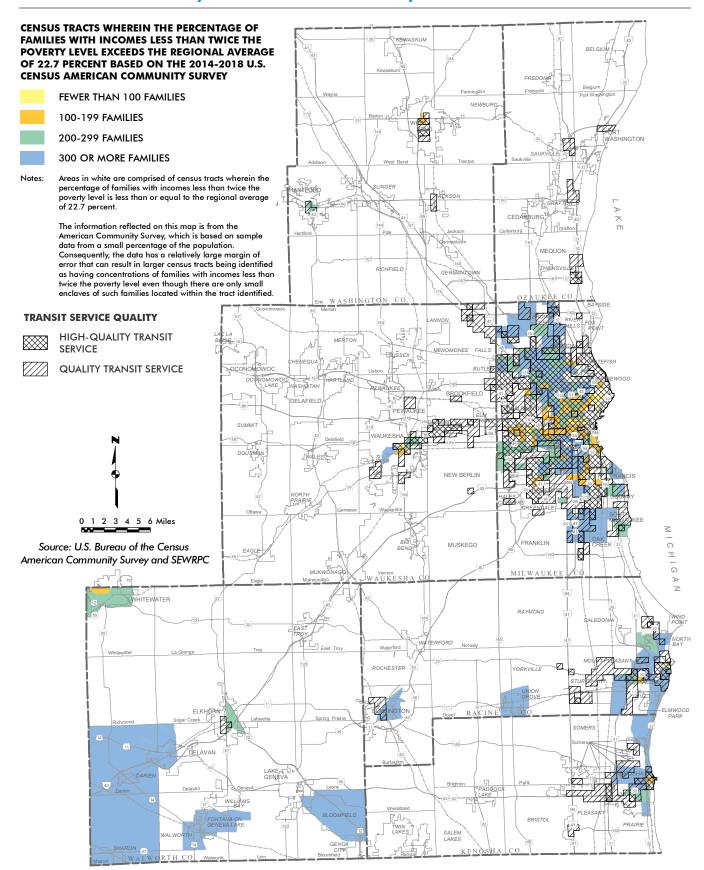
Map N.54

Comparison of Existing Concentrations of Families with Incomes Less Than Twice the Poverty Level to Transit Service Quality: Existing

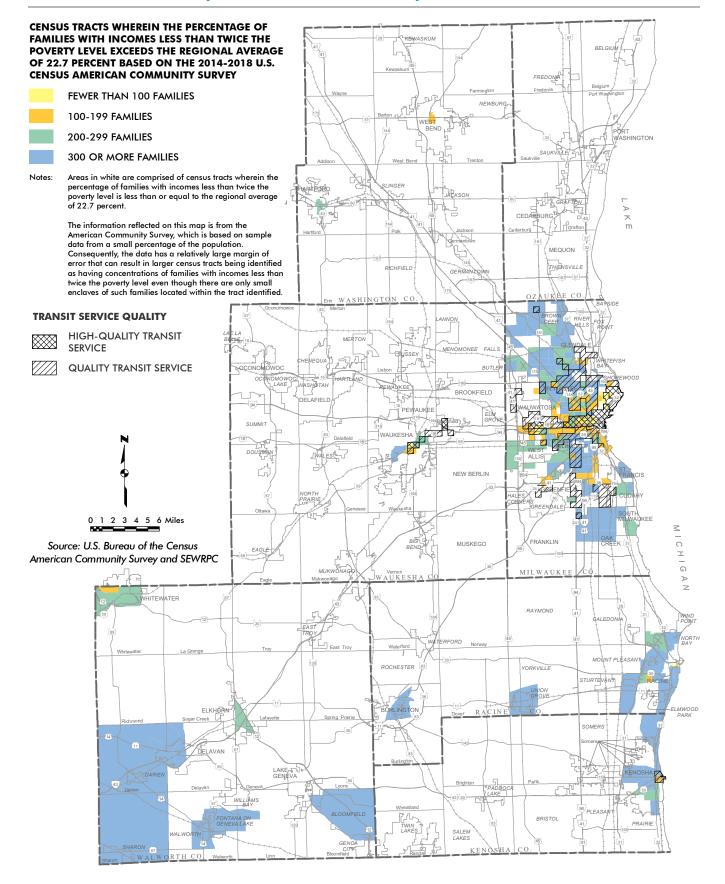


Map N.55 Comparison of Existing Concentrations of Families with Incomes

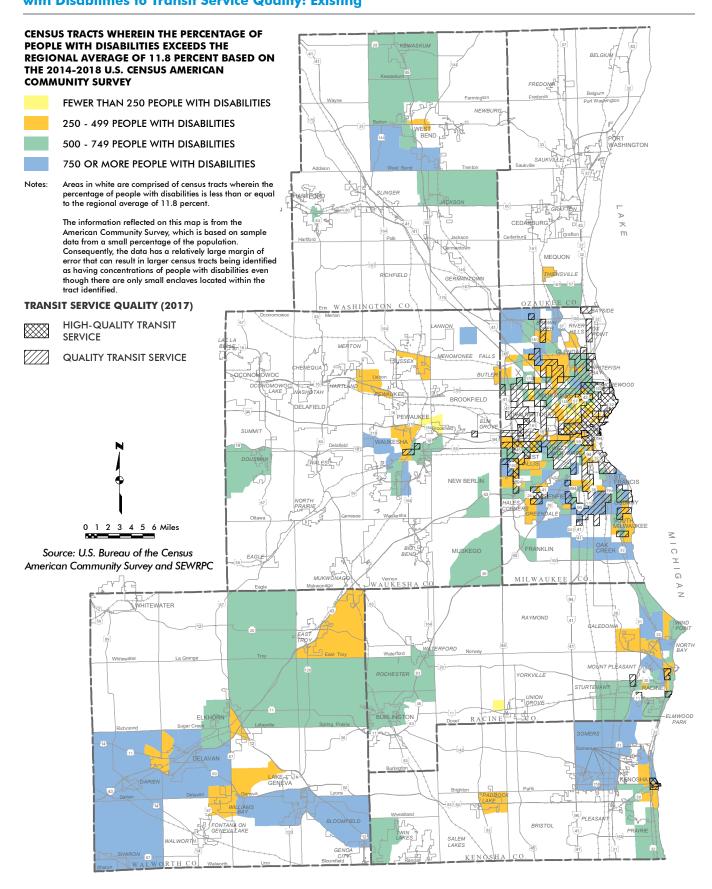
Less Than Twice the Poverty Level to Transit Service Quality: VISION 2050



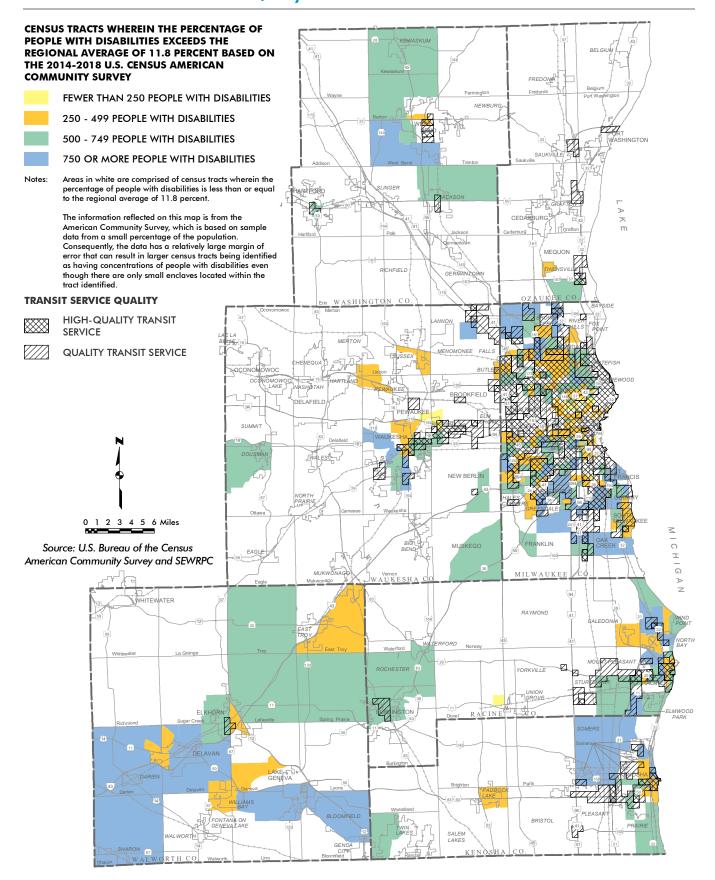
Comparison of Existing Concentrations of Families with Incomes Less Than Twice the Poverty Level to transit Service Quality: FCTS



Map N.57 Comparison of Existing Concentrations of People with Disabilities to Transit Service Quality: Existing

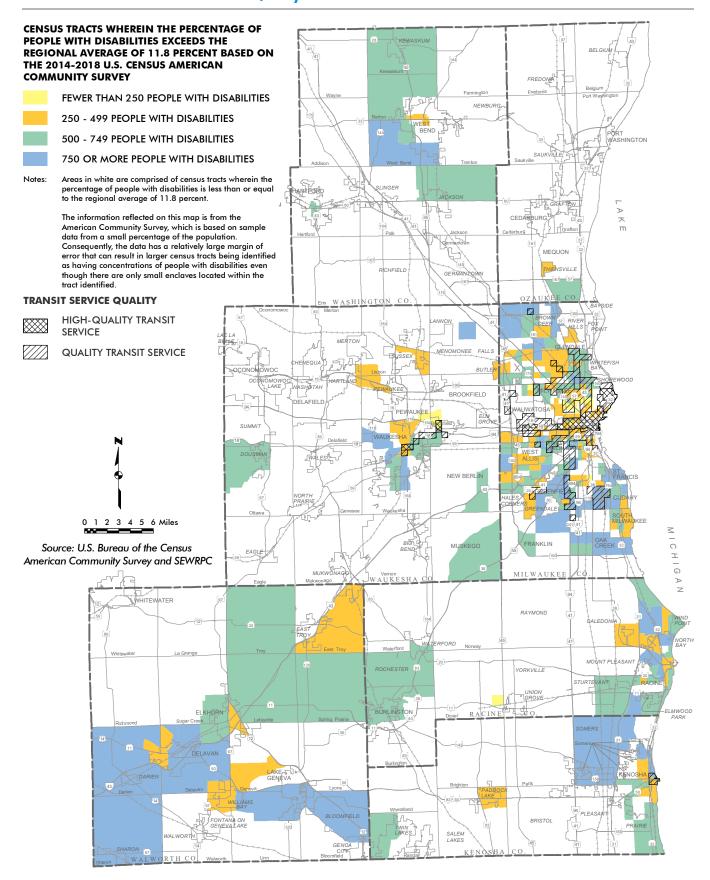


Comparison of Existing Concentrations of People with Disabilities to Transit Service Quality: VISION 2050



Map N.59

Comparison of Existing Concentrations of People with Disabilities to Transit Service Quality: FCTS



population) and 238,600 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, 21,500 (or 44 percent of) families in poverty and 89,700 (or 20 percent of) families not in poverty are served by quality transit service under existing conditions. About 43,600 (or 38 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 are served by quality transit service under existing conditions. With respect to people with disabilities, 69,600 (or 29 percent of) people with disabilities and 455,300 (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 62,300 minority people (or 11 percent of the total minority population) and 61,000 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, 5,300 (or 11 percent of) families in poverty and 16,700 (or 4 percent of) families not in poverty are served by high-quality transit service under existing conditions. About 9,700 (or 8 percent of) families with incomes less than twice the poverty level and 12,300 (or 3 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, 16,100 (or 7 percent of) people with disabilities and 107,100 (or 6 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 VISION 2050 would result in about 424,000 minority people (or 73 percent of the total minority population) and 469,300 non-minority people (or 33 percent of the total nonminority population) being served by quality transit service (Excellent, Very Good, and Good) under VISION 2050. With respect to lowerincome populations, 32,300 (or 67 percent of) families in poverty and 169,200 (or 37 percent of) families not in poverty and about 69,600 (or 60 percent of) families with incomes less than twice the poverty level and 132,100 (or 34 percent of) families with incomes more than twice the poverty level would be served by quality transit service under VISION 2050. With respect to people with disabilities, 116,000 (or 49 percent of) people with disabilities and 777,400 (or 44 percent of) people not having a disability would be served by quality transit service under VISION 2050.

It is expected that implementing VISION 2050 would result in the increase in the percent of the minority population with quality transit service (24 additional percentage points) being greater than that of the non-minority population (16 additional percentage points). Similarly, the increase in the percent of families in poverty with quality transit service (22 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 quality transit service (23 additional percentage points) would be greater than that of families with incomes more than twice the poverty level (16 additional percentage points). The increase in the percent of people with disabilities with quality transit service (20

additional percentage points) would be greater than that of people without disabilities (18 additional percentage points).

With respect to high-quality transit service (Excellent or Very Good), about 275,000 minority people (or 47 percent of the total minority population) and 246,200 non-minority people (or 17 percent of the total non-minority population) would be served by high-quality transit service under VISION 2050. With respect to lower-income populations, 20,700 (or 43 percent of) families in poverty and 90,700 (or 20 percent of) families not in poverty and about 42,800 (or 37 percent of) families with incomes less than twice the poverty level and 68,700 (or 18 percent of) families with incomes more than twice the poverty level would be served by high-quality transit service under VISION 2050. With respect to people with disabilities, 68,000 (or 29 percent of) people with disabilities and 453,300 (or 25 percent of) people not having a disability would be served by high-quality transit service under VISION 2050.

It is expected that implementing VISION 2050 would result in the increase in the percent of minority population with high-quality transit service (37 additional percentage points) being greater than that of the non-minority population (13 additional percentage points). Similarly, the estimated increase in the percent of families in poverty with high-quality transit service (32 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 high-quality transit service (29 additional percentage points) would be greater than that of families with incomes more than twice the poverty level (14 additional percentage points). The estimated increase in the percent of people with disabilities with high-quality transit service (22 additional percentage points) would be greater than that of people without disabilities (19 percentage points).

FCTS: With the expected decrease in transit service hours and shift times covered under the FCTS, overall transit quality is expected to decline. Additionally, the service areas providing quality transit service (Excellent, Very Good, and Good) under the FCTS would serve a smaller proportion of existing minority populations, lowerincome populations, and people with disabilities, including in areas where these populations are concentrated. Specifically, about 113,600 minority people (or 20 percent of the total minority population) and 80,500 non-minority people (or 6 percent of the total non-minority population) would be served by quality transit service under the FCTS. With respect to lower-income populations, 8,500 (or 18 percent of) families in poverty and 28,100 (or 6 percent of) families not in poverty, and about 16,200 (or 14 percent of) families with incomes less than twice the poverty level and 20,400 (or 5 percent of) families with incomes more than twice the poverty level, would be served by quality transit service under the FCTS. With respect to people with disabilities, 26,600 (or 11 percent of) people with disabilities and 167,600 (or 10 percent of) people without disabilities would be served by quality transit service under the FCTS.

It is expected that implementing the FCTS would result in the decline in the percent of the minority population with quality transit service (30 fewer percentage points) being greater than that of the non-minority

population (11 fewer percentage points). Similarly, the decline in the percent of families in poverty with quality transit service (27 fewer percentage points) would be greater than that of families not in poverty (13 fewer percentage points), and the decline in the percent of families with incomes less than twice the poverty level with quality transit service (24 fewer percentage points) would be greater than that of families with incomes more than twice the poverty level (12 fewer percentage points). The decline in the percent of people with disabilities with quality transit service (18 fewer percentage points) would be slightly greater than that of people without disabilities (16 fewer percentage points).

With respect to high-quality transit service (Excellent or Very Good), about 19,300 minority people (or 3 percent of the total minority population) and 30,100 non-minority people (or 2 percent of the total non-minority population) would be served by high-quality transit service under the FCTS. With respect to lower-income populations, 1,500 (or 3 percent of) families in poverty and 4,900 (or 1 percent of) families not in poverty would be served by high-quality transit service under the FCTS. Similarly, 2,300 (or 2 percent of) families with incomes less than twice the poverty level and 4,000 (or 1 percent of) families with incomes more than twice the poverty level would be served by high-quality transit service under the FCTS. With respect to people with disabilities, 5,800 (or 3 percent of) people with disabilities and 43,700 (or 3 percent of) people without a disability would be served by high-quality transit service under the FCTS.

It is expected that implementing the FCTS would result in the decline in the percent of the minority population with high-quality transit service (7 fewer percentage points) being greater than that of the nonminority population (2 fewer percentage points). Similarly, the decline in the percent of families in poverty with high-quality transit service (8 fewer percentage points) would be greater than that of families not in poverty (3 fewer percentage points), and the decline in the percent of families with incomes less than twice the poverty level with highquality transit service (7 fewer percentage points) would be greater than that of families with incomes more than twice the poverty level (2 fewer percentage points). The decline in the percent of both people with disabilities and people without disabilities with high-quality transit service would be about the same (4 fewer 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 VISION 2050 and the 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 VISION 2050 and the 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 VISION 2050 and the FCTS. An analysis was also conducted to

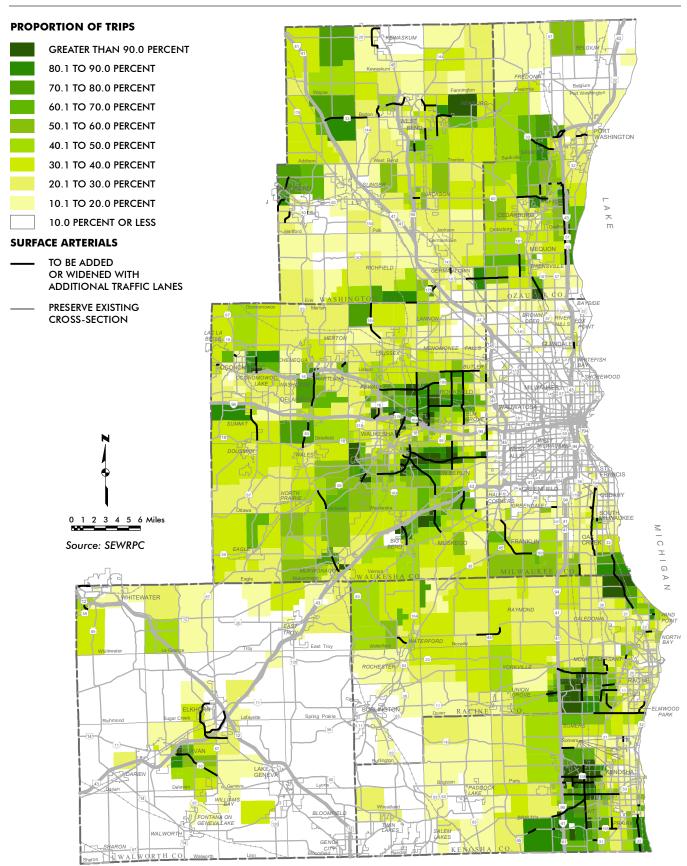
determine whether the existing minority populations and low-income populations would disproportionately bear any potential impacts from the new and widened facilities.

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 robust and detailed data available by county from the year 2014-2018 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 robust as the 2014-2018 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 lowincome 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 VISION 2050 and the 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.

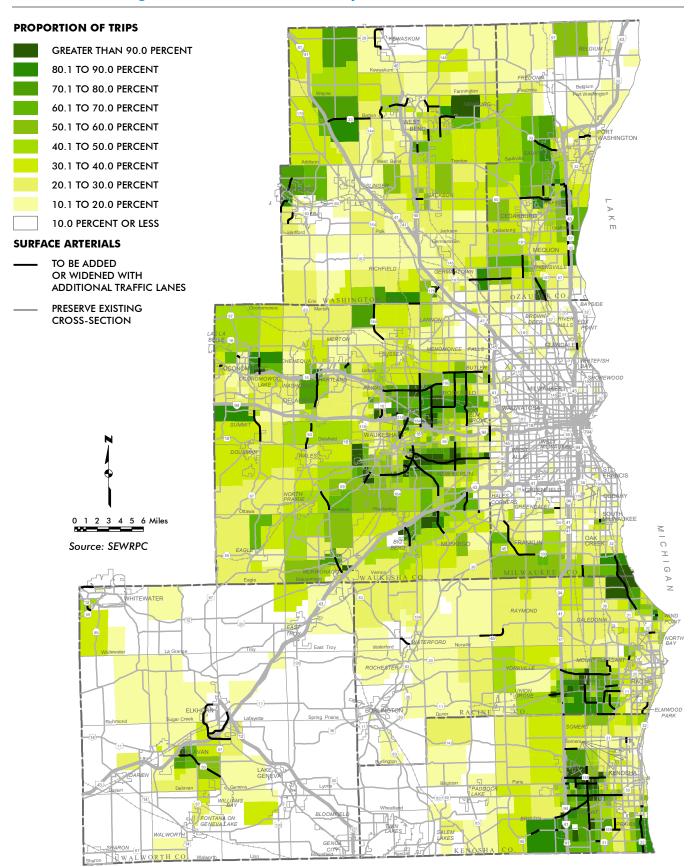
Maps N.60 and N.61 show the proportion of automobile trips within each traffic analysis zone (TAZ) that would utilize the new or widened surface arterial segments under VISION 2050 and the FCTS. These maps were compared to locations of current concentrations of minority populations and low-income populations (as shown on Maps N.6 and N.8). 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 VISION 2050 and the FCTS. The new and widened surface arterials would largely be located outside of existing areas of minority populations and low-income populations.

Maps N.62 and N.63 show the percentage of the automobile trips within each TAZ that would utilize the new or widened freeway segments under VISION 2050 and the FCTS. These maps were compared to locations of current concentrations of minority populations and low-income populations (as shown on Maps N.6 and N.8). The segments of freeway recommended to be widened under VISION 2050 and the FCTS would directly serve areas of minority populations and low-income population, 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

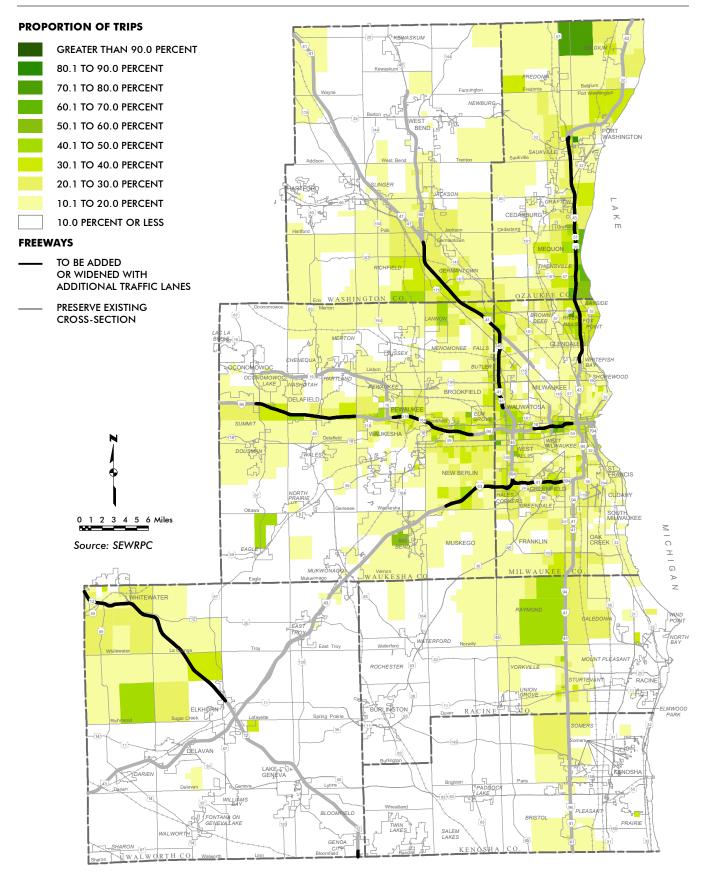
Map N.60 Proportion of Automobile Trips Using the New or Widened Surface Arterial Segments Within Each Traffic Analysis Zone: VISION 2050



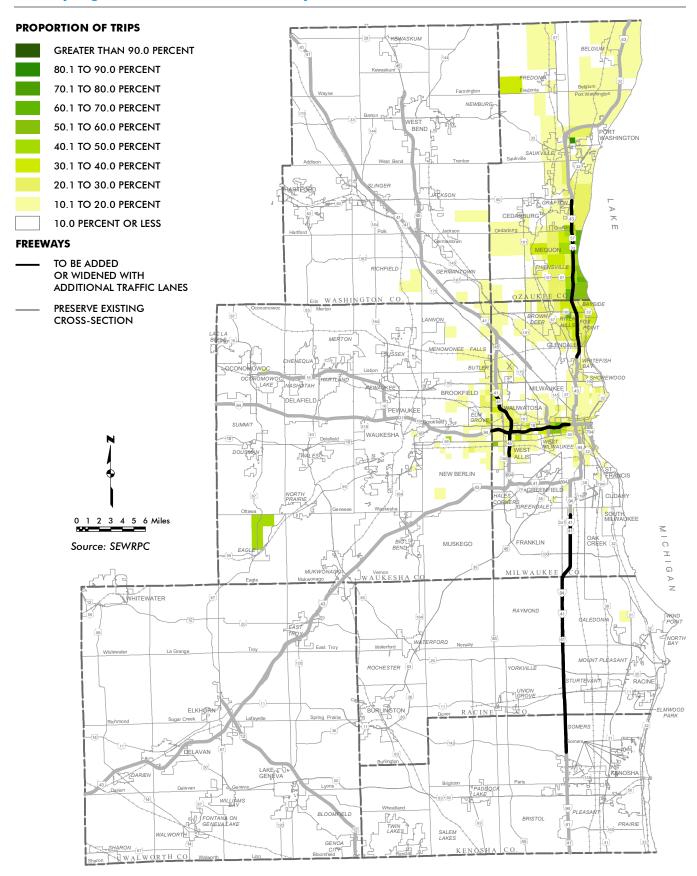
Map N.61 Proportion of Automobile Trips Using the New or Widened Surface Arterial Segments Within Each Traffic Analysis Zone: FCTS



Map N.62 Proportion of Automobile Trips Using the New or Widened Freeway Segments Within Each Traffic Analysis Zone: VISION 2050



Map N.63 Proportion of Automobile Trips Using the New or Widened Freeway Segments Within Each Traffic Analysis Zone: FCTS



from the expected improvement in accessibility associated with the widenings. 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 seament 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 FCTS.

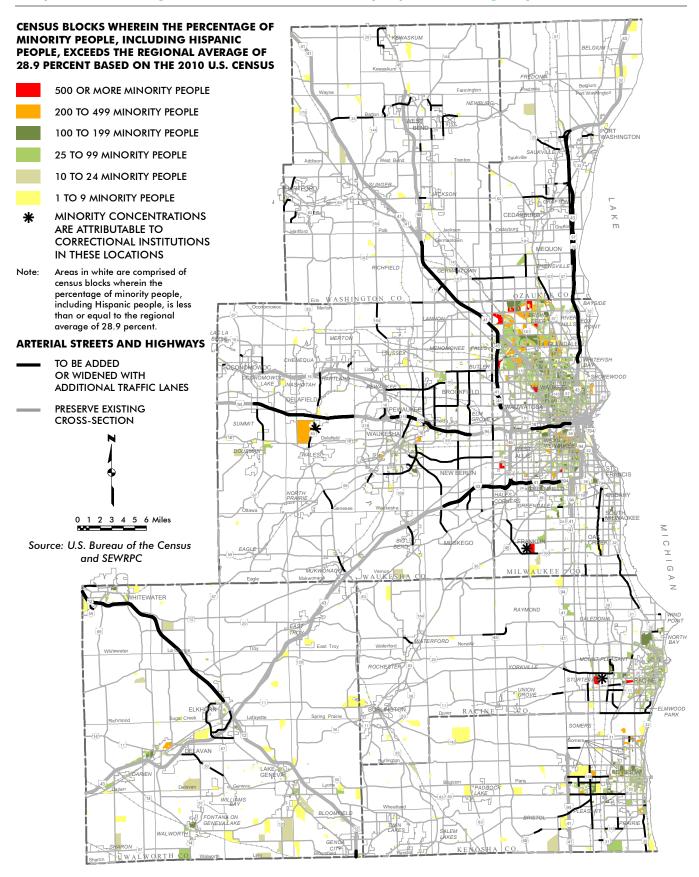
As previously noted, even as traffic volumes increase through the year 2050, the additional arterial street and highway system capacity under VISION 2050 and the FCTS would modestly improve accessibility to jobs and other activity centers for minority populations and lowincome populations.

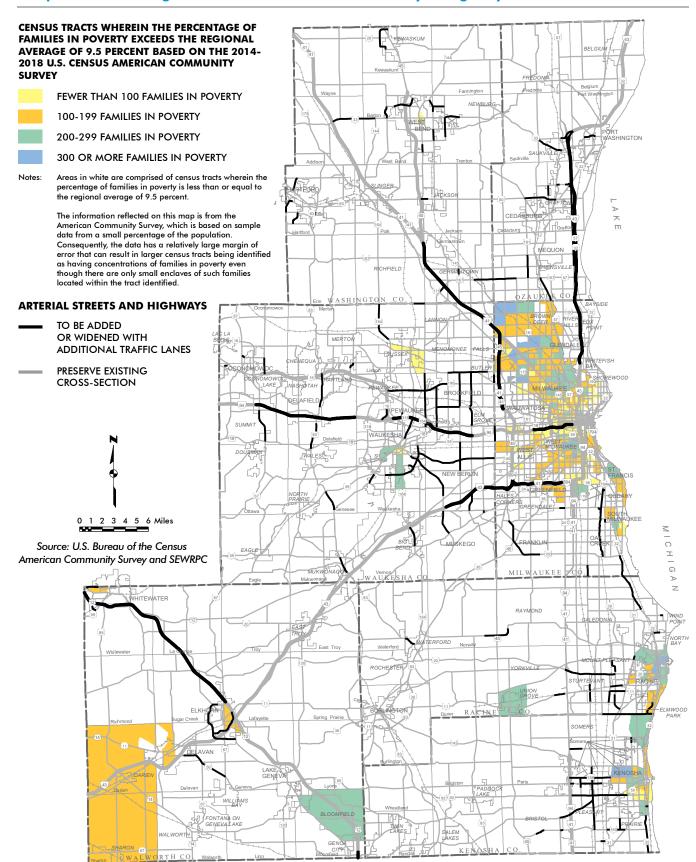
With respect to safety, rear-end collision rates have historically been 5 to 20 times higher on congested freeways (with the highest rear-end crash rates on the most extremely congested freeways). By improving safety through the reduction in congestion along the freeway segments that would be widened,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

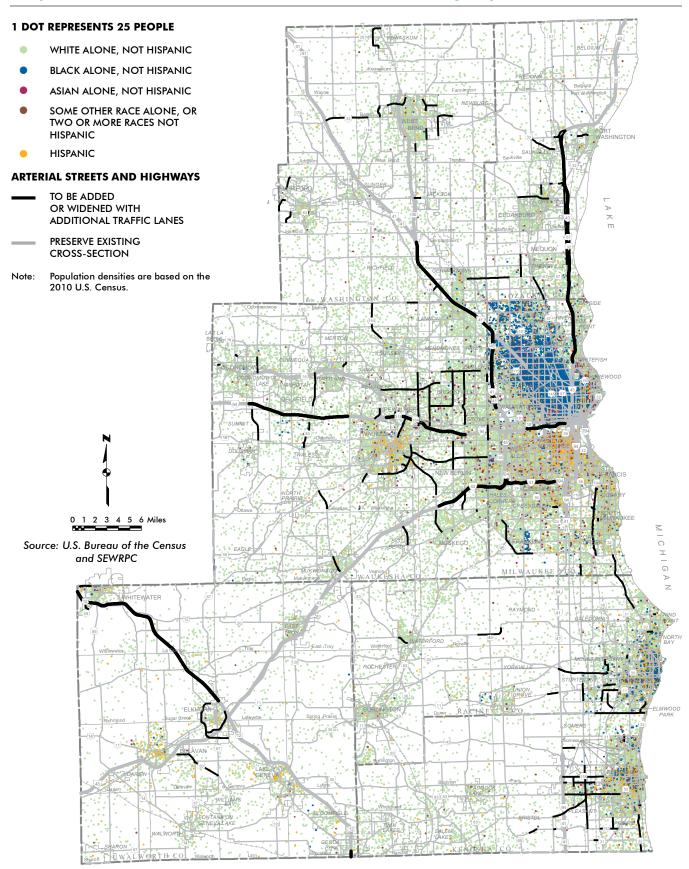
- Impacts of Widenings and New Facilities: Maps N.64 through N.69 compare the locations of the highway capacity improvements under VISION 2050 and the FCTS to the areas with current concentrations of minority populations and low-income populations. In general, no area of the Region, or minority or low-income 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 both VISION 2050 and the FCTS.
- Impacts from Freeway Widenings: Maps N.70 through N.73 show the locations of freeways that would be widened under VISION 2050 and the FCTS compared to the areas with current concentrations of minority populations and low-income populations. 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 VISION 2050, about 23,500 minority people and 2,300 families in poverty would reside within one-half mile of a freeway widening while 10,200 minority people

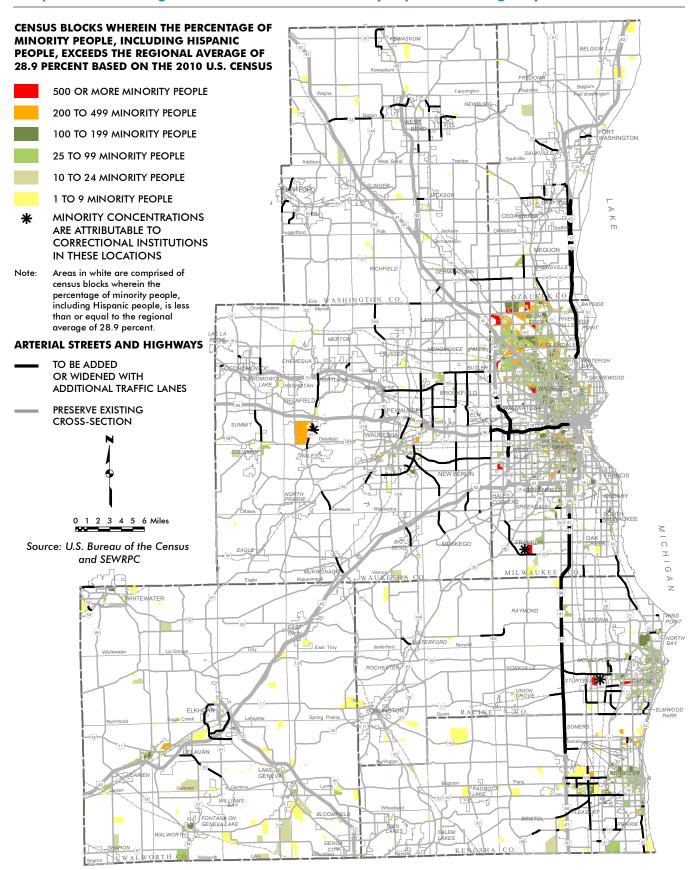
Map N.64

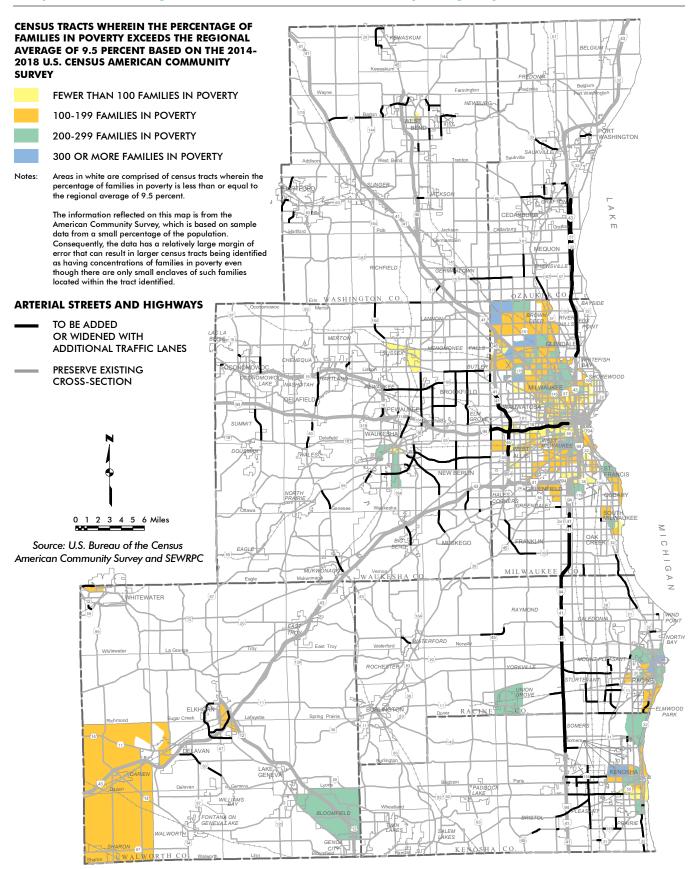
Comparison of Existing Concentrations of Total Minority Population to Highway Element: VISION 2050

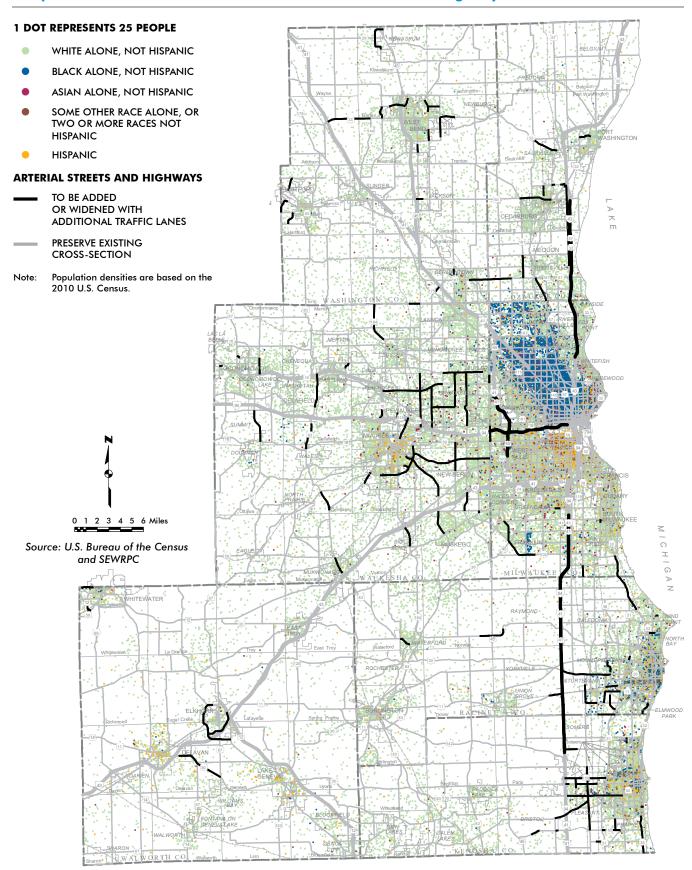


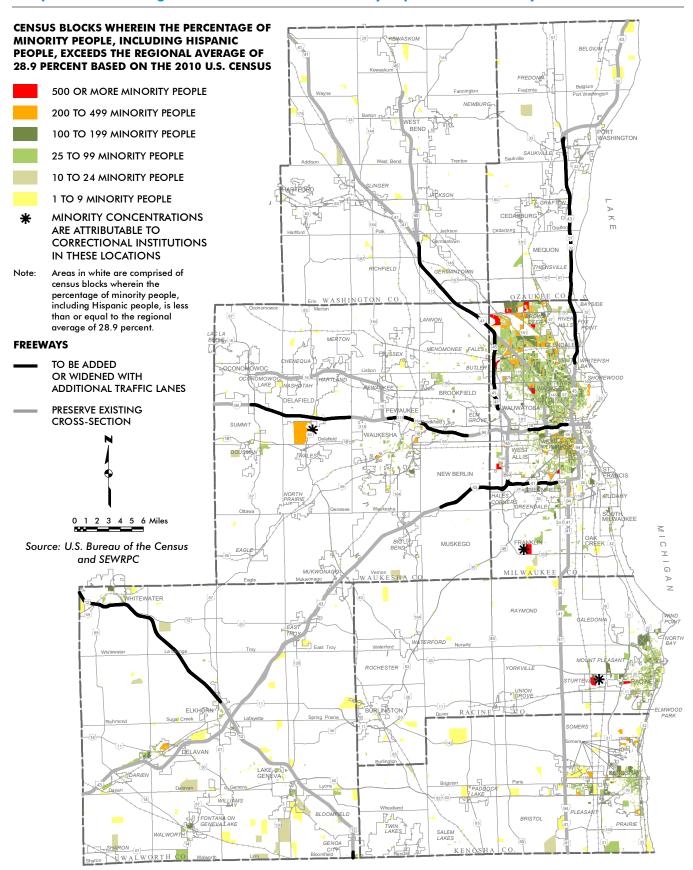


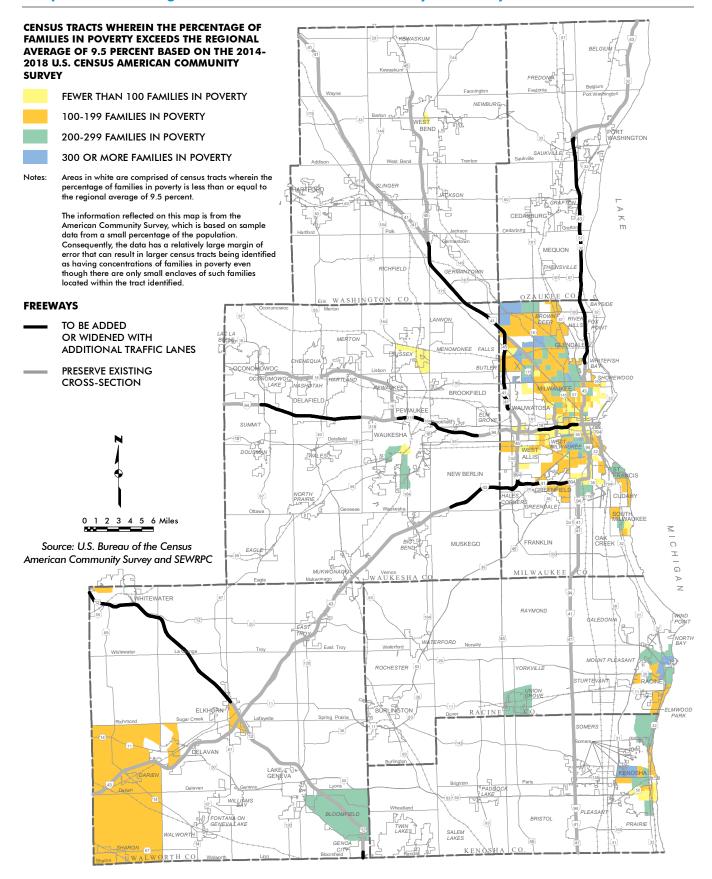






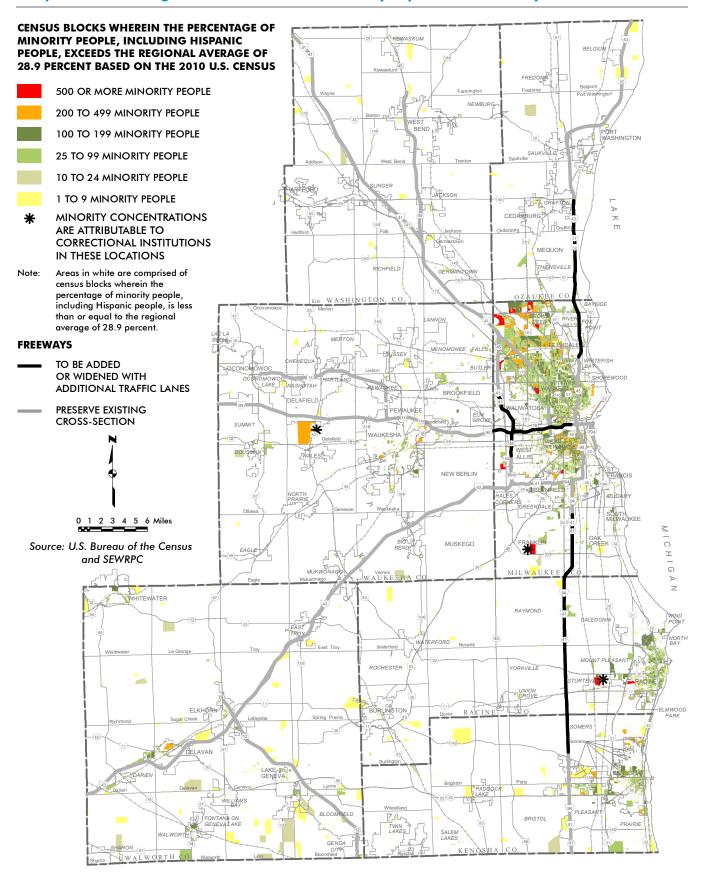






Map N.72

Comparison of Existing Concentrations of Total Minority Population to Freeways: FCTS



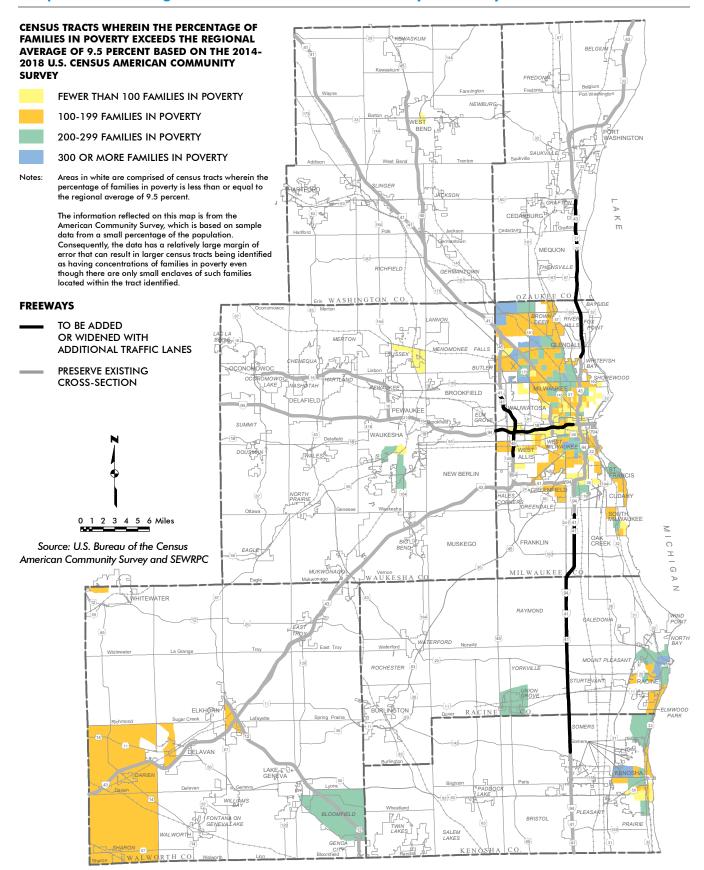


Table N.20 Minority Population and Families in Poverty Residing in Proximity to a Freeway Wideninga

		Population and	Families With	n One-Hait Mile			
	Total Population	Minority Po	pulation	Total Families	Families in Poverty		
Plan	Near a Freeway Widening	Near a Freeway Widening	Percent of Total	Near a Freeway Widening	Near a Freeway Widening	Percent of Total	
VISION 2050	106,500	23,500	22.1	28,400	2,300	8.1	
FCTS - 2050	47,400	13,300	28.1	9,500	1,200	12.6	

Population and Families Within One-Quarter Mile

	Total Population	Minority Po	pulation	Total Families	Families in	Poverty
	Near a Freeway	Near a Freeway	Percent	Near a Freeway	Near a Freeway	Percent
Plan	Widening	Widening	of Total	Widening	Widening	of Total
VISION 2050	44,200	10,200	23.1	13,500	1,100	8.1
FCTS - 2050	18,300	5,500	30.1	4,400	540	12.3

^a Total population and minority population are based on the 2010 U.S. Census and total families and families in poverty are based on the 2014-2018 American Community Survey.

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

and 1,100 families in poverty would reside within one-quarter mile. The proportion of the minority population (about 22 percent) and families in poverty (about 8 percent) residing within one-half mile or one-quarter mile would be below the proportion of the regional population that is minority (about 23 percent) and the proportion of the Region's families in poverty (about 8 percent).

With respect to VISION 2050, if it is ultimately determined that the segment of IH 43 between Howard Avenue and Silver Spring Drive is widened, then about 81,800 minority people and 4,100 families in poverty would reside within one-half mile of a freeway widening while 38,300 minorities and 1,800 families in poverty would reside within one-quarter mile. Accordingly, the proportion of the minority population (about 40 percent) and families in poverty (about 12 percent) residing within one-half mile or one-quarter mile would exceed the regional averages of 28.9 percent and 9.5 percent, respectively.

Under the FCTS, about 13,300 minority people and 1,200 families in poverty would reside within one-half mile of a freeway widening while 5,500 minorities and 540 families in poverty would reside within one-quarter mile. The proportion of the minority population (about 28 percent) and families in poverty (about 13 percent) residing within one-half mile or one-quarter mile would be at or slightly above the regional averages of 28.9 percent and 9.5 percent. The reconstruction of the segment of IH 43 between Howard Avenue and Silver Spring Drive is not included in the FCTS as it is not expected to be completed by the year 2050 given the expected available funding.

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 VISION 2050, the existing minority population and families in poverty that reside within one-half mile of freeway widenings would represent about 4 and 5 percent of the total minority population and families in poverty, respectively, compared to about 6 percent of the non-minority population and families not in poverty. The existing minority population and families in poverty that reside

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	6	5	6
FCTS - 2050	2	2	2	2

Population and Families Within One-Quarter Mile

Plan	Minority Population	Non-Minority Population	Families in Poverty	Families Not in Poverty
VISION 2050	2	3	2	3
FCTS - 2050	1	1	1	1

^a Minority population and non-minority population are based on the 2010 U.S. Census and families in poverty and families not in poverty are based on the 2014-2018 American Community Survey.

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

within one-quarter mile of freeway widenings would represent about 2 percent of the total minority population and families in poverty, compared to about 3 percent of the non-minority population and families not in poverty.

Under the 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 is about the same as 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 1 percent of the total minority population and families in poverty, which is about the same as the non-minority population and families not in poverty.

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. Individuals living in proximity to the Region's freeways may be exposed to higher levels of transportation-related air pollutants.

Due in large part to past, current, and future Federal fuel and vehicle fuel economy standards and improved emissions controls, transportation-related air pollutant emissions in the Region have been declining and are expected to continue to decline in the future. This decline is expected to continue through the year 2050, even with the projected approximately 27 percent increase in vehicle-miles of travel under both VISION 2050 and the FCTS. Table N.22 shows that both VISION 2050 and the FCTS would be expected to result in lower levels of transportation-related air pollutant emissions (generally about a 20 to 38 percent decrease in greenhouse gases and up to 88 percent decrease in other transportation-related air pollutants compared to existing conditions), thereby reducing exposure of residents of the Region to these pollutants, including minority populations and low-income populations.

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

		Aver from Tra		
Pollutant Name	Туре	Existing (2017)	VISION 2050	FCTS (2050)
Carbon Dioxide (CO ₂)	GHG	9,878,000	7,866,000	7,910,000
Methane (CH ₄) (in CO ₂ equivalents)	GHG	9,700	7,600	7,700
Nitrous Oxide (N ₂ O) (in CO ₂ equivalents)	GHG	57,300	35,600	35,900
Carbon Monoxide (CO)	Criteria	108,500	31,500	36,000
Fine Particulate Matter (PM _{2.5})	Criteria	752	228	273
Sulfur Dioxide (SO ₂)	Criteria and precursor for PM _{2.5}	70	57	117
Nitrogen Oxides (NO _x)	Precursor for Ozone/PM _{2.5}	14,150	3,250	3,430
Volatile Organic Compounds (VOC)	Precursor for Ozone/PM _{2.5}	8,120	2,280	2,240
Acetaldehyde (C ₂ H ₄ O)	Air toxic	92	27	21
Acrolein (C ₃ H ₄ O)	Air toxic	9	3	3
Ammonia (NH ₃)	Air toxic	485	480	482
Benzene (C ₆ H ₆)	Air toxic	173	32	53
Butadiene (C ₄ H ₆)	Air toxic	26	3	4
Formaldehyde (CH ₂ O)	Air toxic	139	57	55

Source: SEWRPC

Even with the expected significant reductions in transportation-related air pollutant emissions, residents of the Region, including minority populations and families in poverty, living in proximity to roads with higher traffic volumes, such as freeways, may be exposed to higher levels of transportation-related air pollutants. The following is an assessment of whether there would be an expected disproportionate impact on, or over-representation of, existing minority populations and low-income populations residing along the planned freeway systems under both VISION 2050 and 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 VISION 2050 and the FCTS. Maps N.70 through N.73 show the freeway system, including those freeway segments to be widened, under VISION 2050 and the FCTS compared to locations of current concentrations of minority populations and low-income populations. The percentages of the total population located in proximity to the freeway system under VISION 2050 and the 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 36 percent of the existing population residing within one-half mile or one-quarter mile of a freeway are minority residents, compared to about 29 percent of the total population of the Region that are minority residents. With regards to existing lowincome populations, about 12 to 14 percent of the families residing within one-half mile or one-quarter mile of a freeway are in poverty, compared to 10 percent of the total families in the Region.

As shown in Table N.25, at the regional level, about 20 to 24 percent each of existing 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 15 percent each of existing non-minorities and of families not in poverty that reside within one-half mile of a freeway and about 8 percent of those same

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

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

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

		nd Minority Pop in the Region	ulations	Total and Minority Populations Within One-Half Mile of Freeways		
	Total	Minority	Population	Total	Minority	Population
County	Population	Population	Percent of Total	Population	Population	Percent of Tota
Kenosha	166,426	36,534	22.0	1,550	230	14.8
Milwaukee	947,735	432,777	45.7	239,200	110,400	46.2
Ozaukee	86,395	5,706	6.6	9,500	800	8.4
Racine	195,408	49,994	25.6	1,200	90	7.5
Walworth	102,228	13,538	13.2	13,300	2,000	15.0
Washington	131,887	7,539	5.7	15,200	840	5.5
Waukesha	389,891	36,777	9.4	46,300	4,400	9.5
Region	2,019,970	582,865	28.9	329,550	119,160	36.2

		Populatio	on Within One-Qua	rter Mile		
Total and Minority Populations in the Region			Total and Minority Populations Within One-Quarter Mile of Freeways			
	Total	Minority	Population	Total	Minority	Population
County	Population	Population	Percent of Total	Population	Population	Percent of Tota
Kenosha	166,426	36,534	22.0	520	35	6.7
Milwaukee	947,735	432,777	45.7	109,700	49,900	45.5
Ozaukee	86,395	5,706	6.6	3,400	310	9.1
Racine	195,408	49,994	25.6	530	45	8.5
Walworth	102,228	13,538	13.2	5,100	650	12.7
Washington	131,887	7,539	5.7	7,100	370	5.2
Waukesha	389,891	36,777	9.4	21,300	2,200	10.3
Region	2,019,970	582,865	28.9	148,650	53,640	36.1

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

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

Table N.24 Families in Poverty Residing in Proximity to a Freewaya

Eamilia	s Within	 ᅜᆔ	AA:Ia

	Total Families and Families in Poverty in the Region			Total Families and Families in Poverty Within One-Half Mile of Freeways			
		Familie	s in Poverty		Familie	s in Poverty	
County	Total Families	Families	Percent of Total	Total Families	Families	Percent of Total	
Kenosha	41,876	4,027	9.6	1,000	30	3.0	
Milwaukee	215,024	32,691	15.2	52,700	9,200	17.5	
Ozaukee	25,144	866	3.4	3,200	110	3.4	
Racine	53,393	5,049	9.4	630	20	3.2	
Walworth	26,787	1,801	6.7	4,900	380	7.8	
Washington	38,089	1,178	3.1	4,400	150	3.4	
Waukesha	110,394	3,454	3.1	14,800	440	3.0	
Region	510,707	49,066	9.6	81,630	11,510	14.1	

VISION 2050

Families Within One-Quarter Mile

	Total Families and Families in Poverty in the Region			Total Families and Families in Poverty Within One-Quarter Mile of Freeways		
		Familie	s in Poverty		Families in Poverty	
County	Total Families	Families	Percent of Total	Total Families	Families	Percent of Total
Kenosha	41,876	4,027	9.6	510	20	3.9
Milwaukee	215,024	32,691	15.2	25,500	4,400	17.3
Ozaukee	25,144	866	3.4	1,600	50	3.1
Racine	53,393	5,049	9.4	320	10	3.1
Walworth	26,787	1,801	6.7	2,600	200	7.7
Washington	38,089	1,178	3.1	2,200	70	3.2
Waukesha	110,394	3,454	3.1	7,500	220	2.9
Region	510,707	49,066	9.6	40,230	4,970	12.4

Families	Within	One-Half	Mile
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	Total Families and Families in Poverty in the Region			Total Families and Families in Poverty Within One-Half Mile of Freeways		
		Familie	s in Poverty		Familie	s in Poverty
County	Total Families	Families	Percent of Total	Total Families	Families	Percent of Total
Kenosha	41,876	4,027	9.6	1,000	30	3.0
Milwaukee	215,024	32,691	15.2	52,700	9,200	17.5
Ozaukee	25,144	866	3.4	3,200	110	3.4
Racine	53,393	5,049	9.4	630	20	3.2
Walworth	26,787	1,801	6.7	3,800	310	8.2
Washington	38,089	1,178	3.1	4,400	150	3.4
Waukesha	110,394	3,454	3.1	14,800	440	3.0
Region	510,707	49,066	9.6	80,530	10,260	12.7

Families Within O	ne-Quarter Mile
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Kenosha	41,876	4,027	9.6	1,000	30	3.0	
Milwaukee	215,024	32,691	15.2	52,700	9,200	17.5	
Ozaukee	25,144	866	3.4	3,200	110	3.4	
Racine	53,393	5,049	9.4	630	20	3.2	
Walworth	26,787	1,801	6.7	3,800	310	8.2	
Washington	38,089	1,178	3.1	4,400	150	3.4	
Waukesha	110,394	3,454	3.1	14,800	440	3.0	
Region	510,707	49,066	9.6	80,530	10,260	12.7	
	Families Within One-Quart Total Families and Families in Poverty in the Region			Total Families and Families in Poverty Within One-Quarter Mile of Freeways			
		Families in Poverty		One-Q	Families in Poverty		
County	Total Families	Families	Percent of Total	Total Families	Families	Percent of Total	
Kenosha	41,876	4,027	9.6	510	20	3.9	
Milwaukee	215,024	32,691	15.2	25,500	4,400	17.3	
Ozaukee	25,144	866	3.4	1,600	50	3.1	
Racine	53,393	5,049	9.4	320	10	3.1	
Walworth	26,787	1,801	6.7	2,000	170	8.5	
Washington	38,089	1,178	3.1	2,200	70	3.2	
Waukesha	110,394	3,454	3.1	7,500	220	2.9	
Region	510,707	49,066	9.6	39,630	4,940	12.5	

^a Total families and families in poverty are based on the 2014-2018 American Community Survey.

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

Table N.25 Minority/Non-Minority Populations and Families in Poverty/ Families Not in Poverty Residing in Proximity to a Freewaya

Population and Families Within One-Half Mile Percent of Population Within Percent of Families Within One-Half Mile of Freeways One-Half Mile of Freeways Families Non-Minority Minority **Families** County Population **Population** in Poverty Not in Poverty Kenosha 0.6 1.0 0.7 2.6 28.1 25.5 25.0 23.9 Milwaukee Ozaukee 10.8 12.7 12.7 14.0 Racine 0.2 0.8 0.4 1.3 Walworth 17.7 21.1 18.1 16.0 Washington 11.1 11.5 12.7 11.5 VISION 2050 Waukesha 12.0 11.9 12.7 13.4 Region 20.4 14.6 23.5 15.2

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_	Population and Families Within One-Quarter Mile
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	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	0.1	0.4	0.5	1.3
Milwaukee	11.5	11.6	13.5	11.6
Ozaukee	5.4	3.8	5.8	6.4
Racine	0.1	0.3	0.2	0.6
Walworth	5.8	6.0	11.1	9.6
Washington	4.9	5.4	5.9	5.8
Waukesha	6.0	5.4	6.4	6.8
Region	9.2	6.6	10.1	7.6

Population and Families Within One-Half Mile

		pulation Within le 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	0.6	1.0	0.7	2.6
Milwaukee	25.5	25.0	28.1	23.9
Ozaukee	14.0	10.8	12.7	12.7
Racine	0.2	0.8	0.4	1.3
Valworth	14.8	12.7	17.2	14.0
Vashington	11.1	11.5	12.7	11.5
Vaukesha	12.0	11.9	12.7	13.4
Region	20.4	14.6	20.9	15.2
	Population	n 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
(enosha	0.1	0.4	0.5	1.3
Milwaukee	11.5	11.6	13.5	11.6
Ozaukee	5.4	3.8	5.8	6.4

	Population and Families Within One-Quarter Mile				
		oulation Within Aile 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	0.1	0.4	0.5	1.3	
Milwaukee	11.5	11.6	13.5	11.6	
Ozaukee	5.4	3.8	5.8	6.4	
Racine	0.1	0.3	0.2	0.6	
Walworth	4.8	5.0	9.4	7.3	
Washington	4.9	5.4	5.9	5.8	
Waukesha	6.0	5.4	6.4	6.8	
Region	9.2	6.6	10.1	7.5	

a Minority population and non-minority population are based on the 2010 U.S. Census and families in poverty and families not in poverty are based on the 2014-2018 American Community Survey.

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

categories who are 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 percent lower or higher.

SUMMARY AND CONCLUSIONS

This section summarizes the conclusions of the evaluation conducted to determine whether the minority populations or low-income populations within Southeastern Wisconsin receive a disproportionate share of the estimated impacts—both costs and benefits—of VISION 2050 and the FCTS.

Based on comparisons of the location of the freeway and surface arterial street and highway capacity improvements under VISION 2050 and the FCTS to areas of the Region with concentrations of minority populations and low-income populations, it was concluded that 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 VISION 2050 or the FCTS would directly 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 VISION 2050 being greater than the FCTS. Similarly, the anticipated improved safety that would potentially occur from a reduction in congestion would directly benefit minority populations and lowincome populations that would be served by the widened freeway segments under VISION 2050 and the FCTS.

With respect to public transit, implementing the more than doubling of transit service recommended under 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. 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 VISION 2050, the number of such populations with access to higher-quality transit, including fixed-guideway transit service, would significantly increase.

The 35 percent reduction in transit service and minimal addition of higherquality transit service expected under the 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 their overall proportion of the Region's population, mobility and access to jobs and activities within the Region would be limited. In addition, a large number of the Region's jobs would be inaccessible to those households without an automobile due to excessive transit travel times. This inaccessibility to jobs for households 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 due to the potential elimination of service on weekends. This inaccessibility to jobs via transit particularly impacts minority populations, low-income populations, and people with disabilities, who utilize public transit at a rate proportionately higher than other population groups.

Therefore, should the reasonably available and expected funding 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.