

MEMORANDUM

Date: August 25, 2016

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Dobra Payant/WisDOT

From: Charlie Webb/CH2M
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Subject: **Updated Demographic Data for I-94 East-West Corridor**

INTRODUCTION

Based on comments received from the public on the I-94 East-West Corridor Final Environmental Impact Statement (EIS), the project team reviewed and updated the demographic and income data presented in the document. Sections 3.8.1.1 and 3.9.2.1 of the Final EIS provided information regarding the number and percentages of minority population and Sections 3.8.1.3 and 3.9.2.2 provided information regarding low-income populations in the I-94 East-West Corridor. In the Draft and Final EIS for the I-94 East-West Corridor, WisDOT uses 2010 U.S. Census data for race and ethnicity categories and 2007-2011 American Community Survey (ACS) 5-year estimates for income data. In October 2015, the study team compared the data presented in the Final EIS to the most recent data at the time (2009-2013 ACS 5-year estimates) to evaluate if the 2010 Census data was still accurate (see *Demographic Data Sources: Comparison of Census Data on the CD at the back of the Final EIS*). The analysis indicated that the data presented in the Final EIS did not differ greatly from the updated data. The information presented in this memo reviews and updates the methodology for calculating minority population as well as the October 2015 memo using the most recent data available.

MINORITY POPULATION IN THE I-94 EAST-WEST CORRIDOR USING 2010 DATA

In determining the minority population percentages in the Final EIS, the project team used the U.S. Census "race" category. This does not provide a specific category for Hispanics/Latinos and many Hispanic or Latinos identified themselves as "white" or "some other race." Thus, the "white" category was overstated. To accurately account for the minority population of the various study corridors (1,000-foot, 0.5-mile, 1-mile, etc.) the study team should have used the "Hispanic or Latino and Race" data provided by the U.S. Census. Using the "Not Hispanic or Latino, White Alone" category allows for a more accurate representation of the population in the project study corridors. Thus, the study team reassessed the minority population percentage for the various study corridors using the "Hispanic or Latino and Race" data. This data comes from the 2010 Census Summary File 1: Table P5, Hispanic or Latino Origin by Race.

While reviewing demographic data, it was determined that the buffers used for the 1-mile, 0.5-mile, and 1,000-foot corridors for minority population analysis used 25th Street as the eastern terminus and not 16th Street as intended. The eastern terminus of the project corridor was extended from 25th to 16th Street in June 2013. The updated calculations using "Hispanic or Latino and Race" data also includes the appropriate, expanded buffers, using 16th Street as the eastern terminus. Table 1 shows how the minority population percentages in 2010 changed for the various municipalities and corridors using the updated methodology.

TABLE 1

I-94 East-West Corridor Minority Population Percentages

Location	2010 Minority Population Percentage	
	Using Race data, as shown in the Final EIS	Using Hispanic or Latino and Race and other minority data
City of Milwaukee	55.2	63.0
City of West Allis	13.3	18.0

Study Area	47.4	58.7
1-Mile Corridor	42.5	40.8
.5 Mile Corridor	38.5	40.1
1,000 Foot Corridor	36.5	46.3

When using the “Hispanic or Latino and Race” data and the appropriate study area terminus, the minority population percentage generally increases. The minority population percentage increases by 11.3 percent for the study area and 9.8 percent for the 1,000-foot corridor. This leads to a conclusion that there is a sizable percentage of Hispanics living in the 1,000-foot corridor and the study area. The minority population percentage for the one-mile corridor decreased by 1.7 percent using the updated methodology. The City of West Allis had a minority population percentage of 18 percent in 2010 (4.7 percent greater than reported in the EIS) and the City of Milwaukee had a minority population percentage of 63 percent in 2010 (7.8 percent greater than reported in the EIS).

In order to understand how the two variables (changing the project terminus and the methodology) individually affect the total and minority population in the corridor, the study team calculated the minority population using 2010 Census Data with the 16th Street terminus and the “Race” data as presented in the Final EIS. The results are presented in Table 2. Going from the first column (25th Street terminus using “Race” data) to the second column (16th Street terminus using “Race” data) shows the change in population due to shifting the eastern terminus only. The total population and total minority population increased, however the percent minority generally decreased.

Comparing the second column to the third column (16th Street terminus using “Hispanic or Latino and Race” data) indicates the change in methodology to calculate minority population, as described above. The total population remains the same, however the minority population increases as it accounts for the entire Hispanic or Latino population within the corridors. There was a greater increase in total minority population when extending the termini to 16th Street than when the methodology changed.

Table 2
Comparing 2010 Census Data by termini and methodology

Location	25th Street Terminus			16th Street Terminus			16th Street Terminus		
	Using "Race" data, as shown in the Final EIS			Using "Race" data (same methodology as Final EIS)			Using "Hispanic or Latino and Race data		
	Total Population	Minority Population	Percent Minority	Total Population	Minority Population	Percent Minority	Total Population	Minority Population	Percent Minority
Study Area ¹	121,173	57,451	47.4	121,173	57,451	47.4	121,173	71,151	58.7
1-mile	20,670	8,778	42.5	30,045	10,835	36.1	30,045	12,248	40.8
.5 mile	8,910	3,432	38.5	13,102	4,573	34.9	13,102	5,255	40.1
1000 Foot	3,565	1,303	36.5	4,475	1,776	39.7	4,475	2,070	46.3

¹The Study Area boundary always went to 16th Street

2014 MINORITY POPULATION PERCENTAGE DATA

The demographic data used in the Draft and Final EISs was from the 2010 U.S. Census. As the Record of Decision for the I-94 East-West Corridor study was prepared in 2016, the study team reviewed the most recent demographic information provided by the U.S. Census Bureau. The most recent data available for race and ethnicity is the 2010-2014 American Community Survey (ACS) 5-year estimates.

For the 1-mile corridor, 0.5-mile corridor, and 1,000-foot corridor, a direct comparison of minority population percentages between 2010 U.S Census data and 2010-2014 ACS 5-year Estimate data is not possible because the ACS is available only in census block groups, and those block groups extend well beyond the 1,000 foot, 0.5 mile and 1-mile corridors. The 2010 Census data is available at the block level, which does conform to the 1,000 foot, 0.5 mile and 1-mile corridors. Therefore, the study team uses the

2010 Census data for the 1,000-foot, 0.5-mile, and 1-mile corridors while using the 2014 data for the study area and cities of Milwaukee and West Allis. See Table 3 for a comparison of the minority population percentages as reported in the Final EIS and the 2010/2014 minority population percentages using the “Hispanic or Latino and Race” data and 16th Street as the eastern terminus. Table 3 was used for further analysis because it represents the most recent data applicable to the various study corridors. Based on the information presented in this memo, updating the data to the 2010-2014 ACS had less influence over the change in minority population compared to changing the project limits or changing the methodology for calculating minority population.

TABLE 3
I-94 East-West Corridor Minority Population Percentages 2010/2014

Location	2010/2014 Minority Population Percentage	
	Using Race data, as shown in the Final EIS	Using Hispanic or Latino and Race data, 2014 ACS, and 16 th Street east limit
City of Milwaukee	55.2	63.4 (2014 ACS)
City of West Allis	13.3	19.9 (2014 ACS)
Study Area	47.4	60.2 (2014 ACS)
1-Mile Corridor	42.5	40.8 (2010 census)
.5 Mile Corridor	38.5	40.1 (2010 census)
1,000 Foot Corridor	36.5	46.3 (2010 census)

The following figures compare census blocks versus block groups for the 1-mile, 0.5-mile, and 1,000-foot corridors.

FIGURE 1
Census Blocks versus Block Groups for 1-mile Corridor

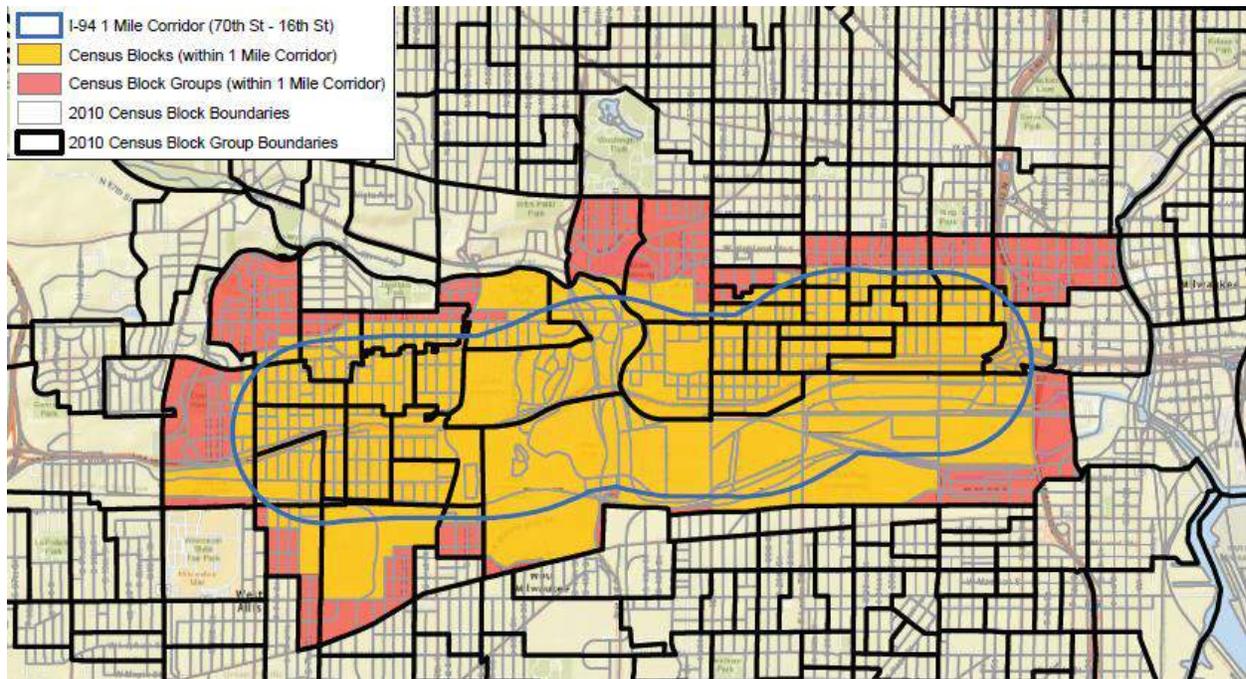


FIGURE 2
Census Blocks versus Block Groups for 0.5-mile Corridor

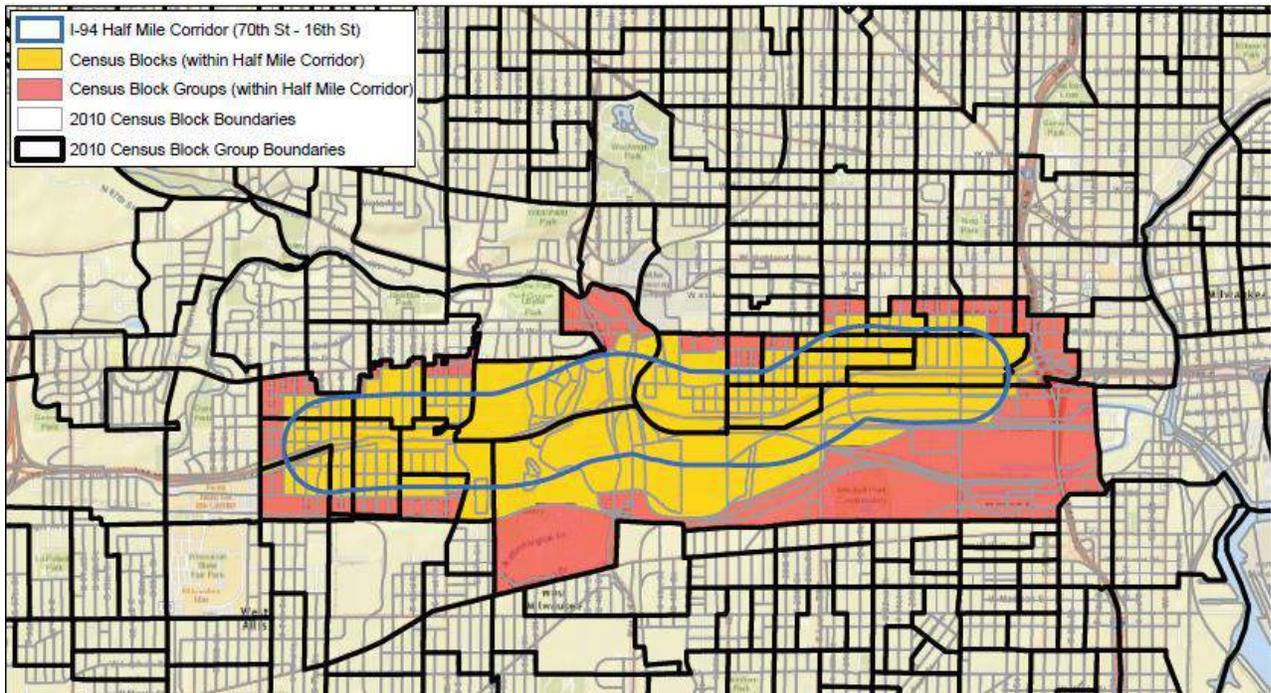
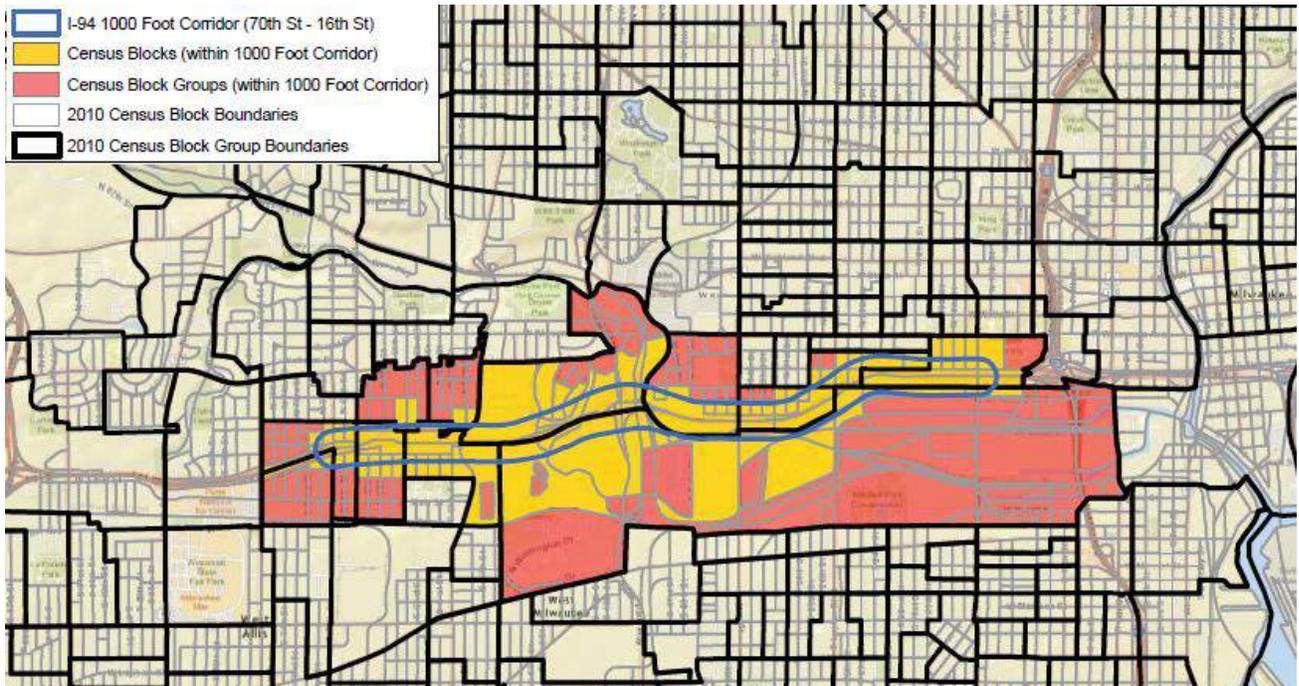


FIGURE 3
Census Blocks versus Block Groups for 1,000-foot Corridor



UPDATED SECTION 3.9.2.1 OF THE FINAL EIS

Based on the data discussed in this document, Section 3.9.2.1, Minority Populations, of the Final EIS has been revised, below to indicate new minority percentages. Areas where text has changed is shaded in gray. In the Final EIS, the area south of I-94 and east of Hawley Road was shown as having no population in Exhibits 3-24 and 3-25. Due to the change from blocks to block groups as explained above and updated data, this area now includes block groups containing a residential population. The area is still largely industrial and includes Miller Park and the VA Campus.

3.9.2.1 Minority Populations

Within the study area, 1-mile corridor, 0.5-mile corridor, and 1,000-foot corridor of I-94, minorities composed 60.2 percent, 40.8 percent, 40.1 percent, and 46.3 percent of the population in 2010/2014, respectively (Table 3-17). The percentage of minority residents in these corridors is less than the City of Milwaukee as a whole (63.4 percent).

TABLE 3-17
I-94 East-West Corridor Minority Population 2010/2014

Location	Total Population	Minority Population	Percent of Total Population
City of Milwaukee (2014)	598,078	379,467	63.4%
West Allis (2014)	60,595	12,070	19.9%
Study Area (2014)	120,107	72,329	60.2%
1-mile corridor (2010)	30,045	12,248	40.8%
0.5-mile corridor (2010)	13,102	5,255	40.1%
1,000-foot corridor (2010)	4,475	2,070	46.3%

Source: U.S. Census Bureau Census 2010; Summary File 1: Table P5, Hispanic or Latino Origin by Race.; U.S. Census Bureau 2010 – 2014 ACS 5-year Estimates; Table DP05

The study-area minority population percentage grew between 2010 and 2014 from 58.7 percent to 60.2 percent. Within study area communities, minority populations experienced different levels of growth. In the City of Milwaukee, the percentage of minority population grew from 63.0 percent to 63.4 percent and in the City of West Allis the minority population percentage grew from 18.0 percent to 19.9 percent. Exhibit 3-24 shows the areas where minorities make up the greatest percent of the total population along the corridor. These areas are generally located east of the Stadium Interchange and north of I-94. The east segment of the I-94 East-West Corridor contains a greater percentage of minority residents than the west segment.

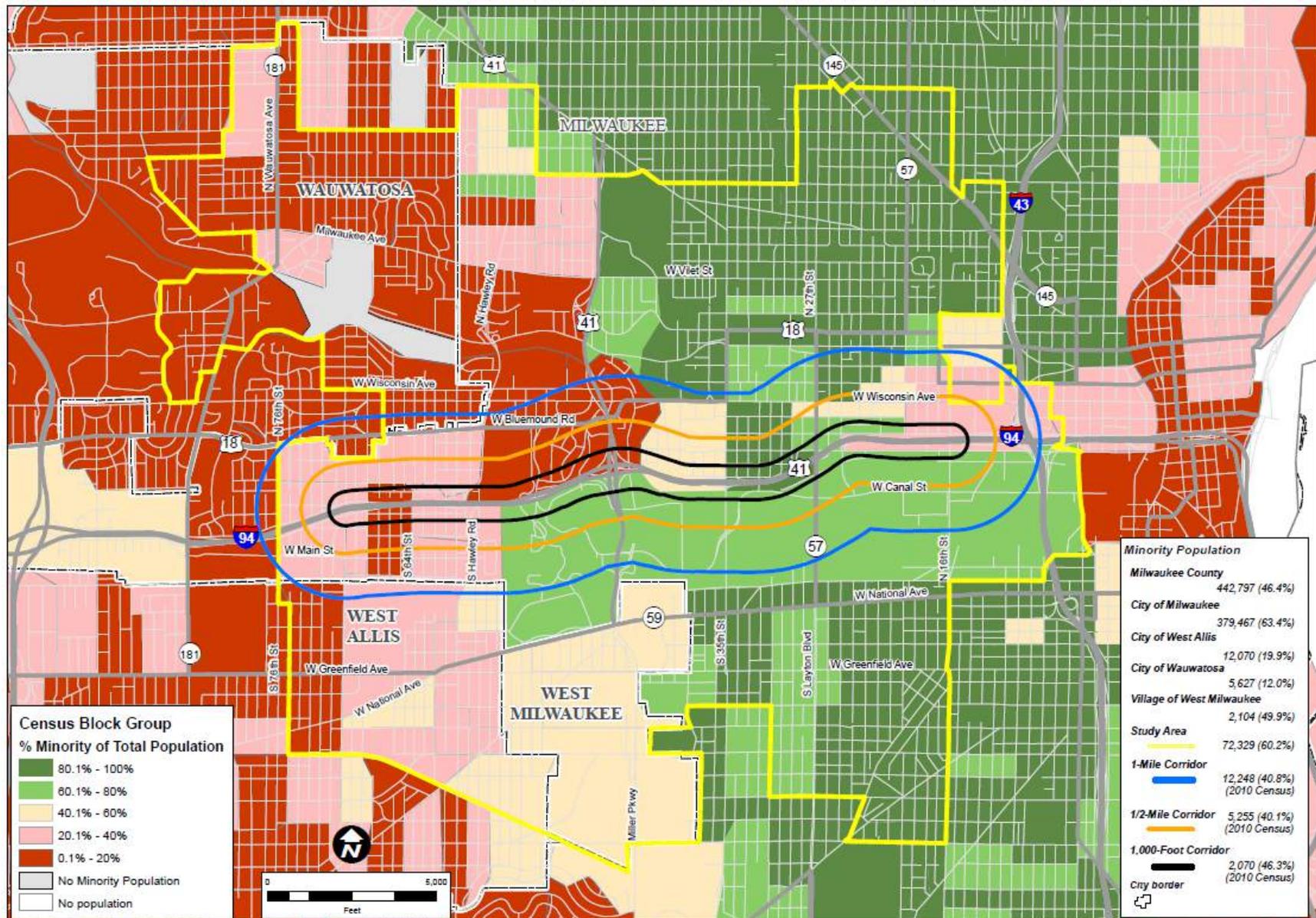
In the study area in 2014, 27.1 percent of the population is Hispanic or Latino of any race, while 23.8 percent of the population is African American. The Hispanic or Latino population is generally located south of I-94, east of the Stadium Interchange, and the African American population is generally located north of I-94 and east of the Stadium interchange. The African American population percentage in the study area is less than in the City of Milwaukee (38.8 percent); while the percentage of Hispanic or Latino population in the study area is greater than that of the percentage in the City of Milwaukee (17.7 percent). In the City of Milwaukee, the largest minority population is African American at 38.8 percent (Table 3-18). This information shows that the I-94 East-West Corridor study area is inhabited by a greater percentage of Hispanics or Latinos than the City of Milwaukee as a whole and by a lower percentage of African Americans than the City of Milwaukee. While African Americans are the largest minority group in the City of Milwaukee, Hispanics or Latinos are the largest minority group in the I-94 East-West Corridor study area.

**TABLE 3-18
Population by Race/Ethnicity, 2010/2014**

Area	White	Black or African American	American Indian and Alaska Native	Asian	Native Hawaiian and Other Pacific Islander	Some Other Race	Two or More Races	Hispanic or Latino (of any Race)	Total Population
Milwaukee County (2014) ¹	510,604 (53.6%)	248,347 (26.0%)	4,483 (0.52%)	34,151 (3.6%)	195 (<0.1%)	960 (0.1%)	23,188 (2.4%)	131,473 (13.8%)	953,401
City of Milwaukee (2014)	218,611 (36.6%)	232,196 (38.8%)	2,690 (0.4%)	21,986 (3.7%)	178 (<0.1%)	666 (0.1%)	15,665 (2.6%)	106,086 (17.7%)	598,078
City of West Allis (2014)	48,525 (80.1%)	2,439 (4.0%)	441 (0.7%)	1,598 (2.6%)	19 (<0.1%)	32 (0.1%)	1,162 (1.9%)	6,388 (10.5%)	60,595
City of Wauwatosa (2014) ¹	41,211 (88.0%)	1,946 (4.2%)	76 (0.2%)	1,238 (2.6%)	0 (0.0%)	11 (<0.1%)	1,008 (2.2%)	1,348 (2.9%)	46,838
Village of West Milwaukee (2014) ¹	2,110 (50.1%)	469 (11.1%)	0 (0.0%)	216 (5.1%)	0 (0.0%)	0 (0.0%)	186 (4.4%)	1,233 (29.3%)	4,214
Study Area (2014)	47,778 (39.8%)	28,554 (23.8%)	1,074 (0.9%)	6,243 (5.2%)	53 (<0.1%)	150 (0.1%)	3,677 (3.1%)	32,598 (27.1%)	120,107
1-mile corridor (2010)	17,797 (59.2%)	6,832 (22.7%)	22 (0.7%)	1,234 (4.1%)	18 (0.1%)	40 (0.1%)	713 (2.4%)	3,209 (10.7%)	30,045
0.5-mile corridor (2010)	7,847 (59.9%)	2,469 (18.8%)	89 (0.7%)	726 (5.5%)	10 (0.1%)	17 (0.1%)	369 (2.8%)	1,575 (12.0%)	13,102
1,000-foot corridor (2010)	2,405 (53.7%)	943 (21.1%)	42 (0.9%)	254 (5.7%)	3 (0.1%)	11 (0.2%)	114 (2.5%)	703 (15.7%)	4,475

¹Table 3-18 in the Final EIS included only areas directly adjacent to the I-94 East-West Corridor. Milwaukee County, City of Wauwatosa and Village of West Milwaukee are included in here to provide the updated demographics for all communities within the study area.

Source: U.S. Census Bureau Census 2010; Summary File 1: Table P5, Hispanic or Latino Origin by Race.; U.S. Census Bureau 2010 – 2014 ACS 5-year Estimates; Table DP05



Data source: ACS 5-year estimates (2010-2014)

Note: According to the 2010-2014 ACS, the areas of no population have no persons living in them.

EXHIBIT 3-24
Minority Population in the Study Area and Surrounding Communities

LOW-INCOME POPULATIONS USING 2010 DATA

Sections 3.8.1.3 and 3.9.2.2 of the Final EIS present information on low-income populations within the I-94 East-West Corridor. The data presented in these sections uses 2007-2011 American Community Survey (ACS) 5-year estimates. The methodology used to calculate the low-income populations in the Final EIS is correct as it accounts for the entire study area, using 16th Street as the eastern terminus. Therefore, Section 3.8.1.3, Income, and Section 3.9.2.2, Low-income Populations, of the Final EIS is still accurate based on the 2007-2011 ACS Data.

2014 LOW-INCOME POPULATION DATA

Since the low-income information presented in the Final EIS used 2007-2011 ACS data, the study team reviewed and updated the income information using the most recent data provided by the U.S. Census Bureau, 2010-2014 ACS data. The updated data compared to the data presented in the Final EIS are shown in Tables 4 and 5. Both the 2007-2011 ACS and 2010-2014 ACS datasets used block groups to calculate low-income population.

TABLE 4
Mean Household Income

Community	2007 2011 ACS 5 year estimate, as shown in the Final EIS ¹	2010 2014 ACS 5 year estimate
Wisconsin	\$66,693	\$68,319
Milwaukee County	\$58,861	\$59,527
City of Milwaukee	\$47,445	\$48,775
City of West Allis	\$52,975	\$53,922
City of Wauwatosa	\$84,604	\$85,808
Village of West Milwaukee	\$44,073	\$43,013
Study Area	\$42,848	\$43,464
1-mile Corridor	\$43,592	\$43,139
0.5-mile Corridor	\$34,791	\$34,771
1,000-foot Corridor	\$41,933	\$40,600

¹This table provides updated income information for all communities presented in Tables 3-14 and 3-19 of the Final EIS. Source: Dataset: DP03; Selected Economic Characteristics; Mean Household Income, ACS 2007-2011, 5-year estimates and ACS 2010-2014, 5-year estimates; S1902, Mean Income, ACS 2007-2011, 5-year estimates; ACS 2010-2014, 5-year estimates

TABLE 5
Median Household Income In Census Block Group Nearest to I-94

Location of Block Group	2007 2011 ACS 5 year estimate, as shown in the Final EIS	2010 2014 ACS 5 year estimate
West Segment		
North of I-94 between 68 th Street and Hawley Road	\$42,200 - \$48,000*	\$44,100 - \$45,900*
South of I-94 between 68 th Street and Hawley Road	\$37,000 - \$48,200*	\$44,100 - \$45,900*
North of I-94 between Hawley Road and Stadium Interchange (Story Hill)	\$82,700	\$82,600
East Segment		
North of I-94 between Stadium Interchange and 35 th Street	\$29,600	\$28,800
North of I-94 between 35 th Street and 27 th Street	\$24,600	\$25,200
North of I-94 between 27 th Street and 16 th Street	\$10,000 - \$16,100*	\$8,600 - \$16,000*

Source: US Census, American Fact Finder; 2010-2014 American Community Survey (ACS) 5-YR

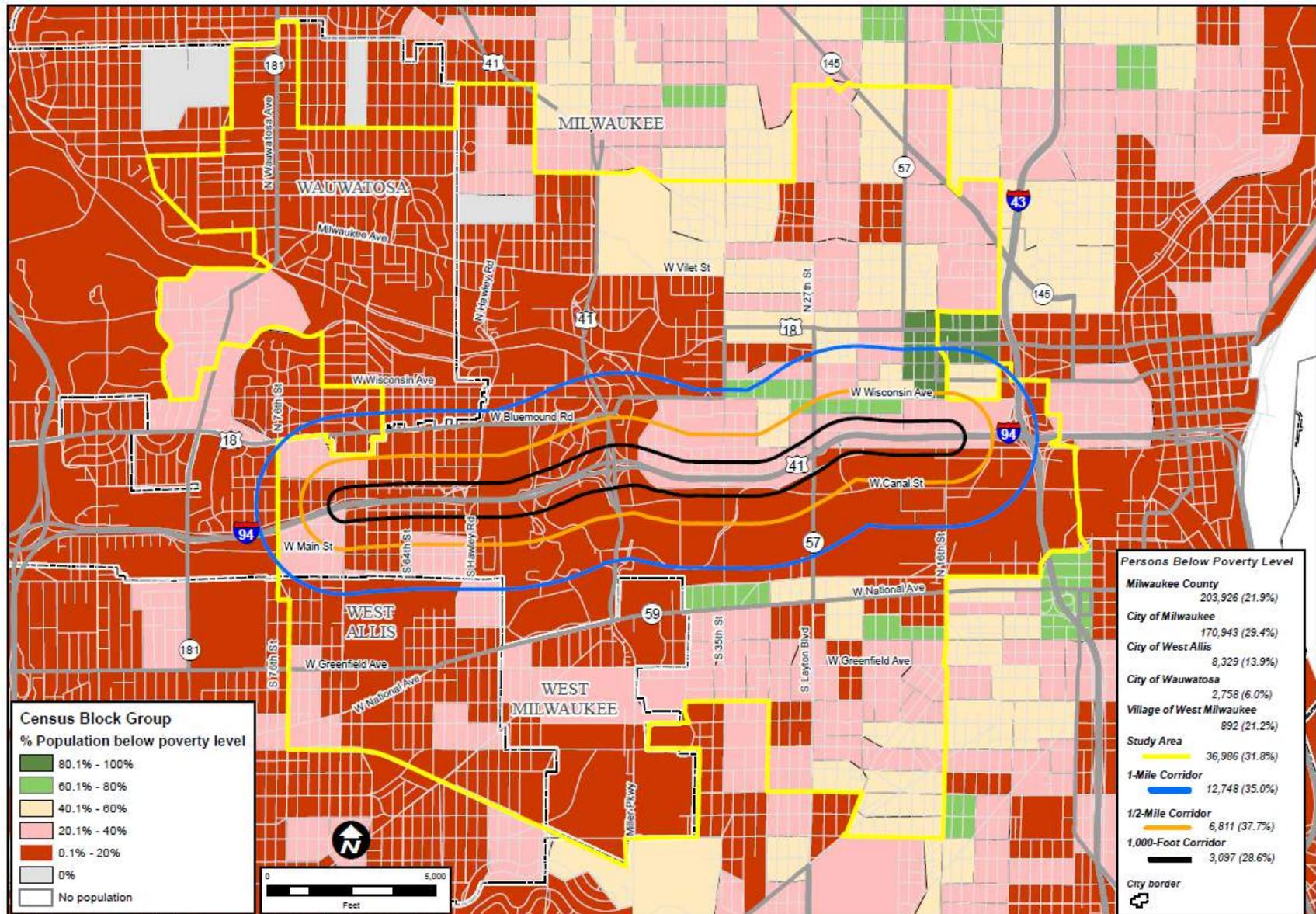
* The range indicates that more than one census block represents this portion of the study area, so both low and top range of median household income are presented.

The U.S. Department of Health and Human Services (HHS) annually publishes poverty guidelines to determine financial eligibility for certain programs. The poverty guidelines are updated periodically in the Federal Register by HHS under the authority of 42 USC 9902(2) (U.S. Census Bureau 2012). The HHS guidelines are a simplification of the U.S. Census Bureau’s poverty thresholds for administrative purposes. For instance, determining financial eligibility for certain federal programs (U.S. Census Bureau 2013). According to the HHS guideline, in 2016 a family/household containing four persons is considered to be living in poverty if the total income of the family/ household is less than \$24,300 (this number was \$24,250 in 2015). **Exhibit 3-25** of the Final EIS, shows the areas where poverty rates are greatest along the corridor. These areas are typically east of the Stadium Interchange. This exhibit has been updated below to show the 2010-2014 ACS data. Based on the 2010-2014 ACS data, 31.8 percent of the population within the study area is living in poverty; an increase of 0.8% from the data presented in the Final EIS. Both datasets used block groups to calculate low-income population, therefore the differences are due primarily to updates in the dataset rather than differences in methodology or geographical boundaries. See Table 6 for a comparison of the low-income population percentages as reported in the Final EIS and the updated low-income population percentages using the 2010-2014 ACS data.

TABLE 6
I-94 East-West Corridor Low-Income Populations 2010/2014

Location	2010 Census Data, as presented in the Final EIS	2010 2014 ACS 5 year estimate
City of Milwaukee	26.2%	21.4%
City of West Allis	11.8%	13.9%
Study Area	31.0%	31.8%
1-Mile Corridor	34.7%	35.0%
.5 Mile Corridor	30.1%	37.7%
1,000 Foot Corridor	25.0%	28.6%

Source: US Census, American Fact Finder; ACS 2007-2011, 5-year estimates; ACS 2010-2014, 5-year estimates



Data source: ACS 5-year estimates (2010-2014)

Note: According to the 2010-2014 ACS, the areas of no population have no persons living in them.

EXHIBIT 3-25
Percent of Population Living Below Poverty Level
in the Study Area and Surrounding Communities

IMPACTS TO MINORITY AND LOW-INCOME POPULATIONS

Section 3.9.4, Identification of Disproportionately High and Adverse Effects on Environmental Justice Populations, of the Final EIS discusses impacts to minority and low-income populations. Based on the review and update of the socioeconomic data presented here, the impacts remains largely unchanged. Although there are a higher percentage of minority and low-income populations in the corridor based on the review and update, the direct, indirect, and cumulative effects on minority and low-income populations do not increase. Table 7 summarizes where changes have occurred since the Final EIS. The updates in impacts to Residential and Business Displacements are described below, refer to the Final EIS for impacts in all other sections.

Table 7

Changes from Final EIS

Final EIS Section	Changes from the Final EIS	Impacts
3.9.4.1 Freeway Access Change	No	Short-term inconvenience due to access changes, but there are numerous other access points within the corridor. Off-interstate improvements included to mitigate changes. Since there are no changes from the Final EIS, high and adverse effects not disproportionately borne by minority and/or low-income populations.
3.9.4.2 Residential and Business Displacements	Yes	One minority business will be displaced (4 listed in the Final EIS) and 7 non-minority businesses displaced (7 listed in the Final EIS ¹). Residential displacements affect primarily non-minority and non-low income populations. One apartment over a minority-owned business will no longer be displaced.
3.9.4.3 Institutional and Public Services	No	Impacts on institutional and public services would stem from the change in access to or from I-94 and include creating a half interchange at Hawley Road and moving the Mitchell Boulevard interchange. Since there are no changes from the Final EIS, high and adverse effects not disproportionately borne by minority and/or low-income populations.
3.9.4.4 Noise	No	Noise impacts are localized and confined to areas adjacent to I-94. Where feasible and reasonable per existing WisDOT policy, noise barriers would be constructed in areas where residences are next to I-94. Since there are no changes from the Final EIS, the noise impacts would not result in disproportionately high and adverse effects on minority and/or low-income populations.
3.9.4.5 Construction Impacts	No	Construction impacts are temporary in nature, and would be experienced primarily by residents and businesses adjacent to I-94. Since there are no changes from the Final EIS, the impacts associated with construction would affect all populations to the same degree and mitigation measures have been identified to minimize impacts.
3.9.4.6 Indirect and Cumulative Impacts	No	The Selected Alternative is not expected to have substantial effects on land use patterns or air quality. The project has potential for business encroachment but are not expected to be substantial. Since there are no changes from the Final EIS, high and adverse effects not disproportionately borne by minority and/or low-income populations.

RESIDENTIAL AND BUSINESS DISPLACEMENTS

The Selected Alternative with the design refinements were able to lessen the project’s impact on environmental justice populations. The Selected Alternative would displace a total of eight active businesses and six residences (the Final EIS listed 11¹ business and 8 residential displacements). Design refinements reduced commercial displacements by three; two in the east segment and one in the west segment. All three of these commercial properties that would no longer be displaced are minority-owned businesses.

¹ These totals include a dog training club that was identified in public comments following the Final EIS. The design refinements reduced commercial displacements by 3.

These businesses are:

- St. Paul Veterinary Clinic, 27th Street
- BP Pantry 41 Gas Station, 27th Street
- Monreal’s Encore Gentlemen’s Club, Dana Court (just off Hawley Road)

Based on the design refinements, only one minority-owned business displacement remains as a result of the Selected Alternative, TJ’s on 35th Street. A summary of the minority and non-minority-owned business displacements are summarized in Table 8 below. Those listed in bold are businesses that will no longer be displaced due to design refinements.

Table 8
Minority and Non-Minority-Owned Business Displacements

Business	Relocated under the Preferred Alternative (Final EIS)	Relocated under the Selected Alternative (ROD)
Minority-Owned Business		
Monreal’s Encore Gentlemen’s Club	Yes	No
TJ’s on 35 th	Yes	Yes
St. Paul Veterinary Clinic	Yes	No
BP Pantry 41 Gas Station	Yes	No
Non-Minority-Owned Business		
Central Bark Doggy Day Care	Yes	Yes
Milwaukee Kennel Club	Yes ²	Yes
Concentra Urgent Care 35th Street	Yes	Yes
Badger Truck Service	Yes	Yes
Storage/Warehouse Building	Yes	Yes
Cemetery Maintenance Business	Yes	Yes
All-Star Towing	Yes	Yes
TOTAL	11²	7

In addition to the project’s design refinements reducing the number of minority-owned business displacements, an apartment located above Monreal’s Encore Gentlemen’s club would no longer be displaced. The design refinements reduced residential displacements by two, both in the west segment.

PROJECT BENEFITS

The project benefits, discussed in Section 3.9.5 of the Final EIS, remain unchanged based on the review and update. Minority and low-income populations will benefit from the improved traffic operations along the corridor due to the reduced congestion. The improved level of service along I-94 will benefit transit users as the Selected Alternative will reduce traffic on local roads. These improvements would benefit all transit users, including those who are depend on transit, which often includes low-income populations.

Additionally, the project will improve bicycle and pedestrian accommodations in the corridor. The safety improvements of the project will benefit everyone: drivers, passengers, commuters, and commercial deliveries; all which can benefit environmental justice populations. Construction of the I-94 East-West Corridor project would provide economic benefits that would be most experienced by service and labor workers, which can include low-income and minority populations.

² These totals include a dog training club that was identified in public comments following the Final EIS. The design refinements reduced commercial displacements by 3.

INTERSTATE INVESTMENT EFFECTS ON TRANSIT

The majority of Section 3.9.6, Interstate Investment Effects on Transit, in the Final remains unchanged. However, the study team has updated the impact the proposed freeway widening will have on minority and low-income population as well as the information regarding mode of travel to work by minority and low-income populations.

As part of the Vision 2050 Report³, SEWRPC looked at the impacts of the recommended freeway system reconstruction plan on minority and low-income populations. The I-94 East-West Corridor with eight lanes was included as part of the existing environment. Analysis presented in Appendix N of Vision 2050 found that in general, no minority or low-income community, would be expected to disproportionately bear the impact of the highway improvements. The analysis further states that should highway improvements—new roadways and highway widening—not be implemented, access to jobs and other activities using automobiles would be expected to decline for residents of the region, particularly by the Milwaukee County, and as well as to minority and low-income populations.

According to the 2010-2014 ACS Data, for Milwaukee County and the City of Milwaukee, about 82 and 80 percent, respectively, of the minority population drives alone or carpools to work. Approximately 11 percent of the minority population uses public transit to travel to and from work in Milwaukee County. For workers below the poverty level in Milwaukee County and the City of Milwaukee, about 70 and 68 percent, respectively, use an automobile to travel to and from work. Most workers not driving to work used public transportation or walked. In the I-94 East-West Corridor study area, about 81 percent of workers drive alone or carpool to work. About 79 percent of the minority population within the study area drives alone or carpools to work.

CONCLUSION

Based on the review and update of the socioeconomic data presented in this memo, the impacts of the project on minority and low-income populations do not change. The percentage of low-income populations within the study area remained similar based on the updated data presented in the memo (Table 6). Although the percentage of minority populations in the I-94 East-West Corridor has increased (Table 3), this does not change the impacts incurred by minority populations. Impacts from the project on minority and low-income populations listed in the Final EIS remain largely unchanged; the impacts are substantially mitigated, and the benefits offset the short-term residual impacts that may occur. In addition, due to design refinements presented in the ROD the number of minority business displacements has decreased, therefore reducing impacts to minority populations.

Non-minority and non-low-income populations would be impacted to the same degree as minority and low-income populations; the impacts are substantially mitigated, and the benefits offset the short-term residual impacts that may occur.

The I-94 East-West Corridor project would not result in any effects that would be considered disproportionately high and adverse under Executive Order 12898, DOT Order 5610.2(a), and the FHWA Order 6640.23A as a result of the implementation of the Selected Alternative. For the most part, project impacts would be limited in scope and others would be mitigated through the implementation of effective mitigation measures. The Selected Alternative meets the project purpose and need and would provide substantial benefits that positively affect minority and low-income populations as well as the overall population within the project area.

³ <http://www.sewrpc.org/SEWRPCFiles/LUTranSysPlanning/2016-06-29-mtg/VISION2050-EquitableAccessAnalysisoftheFRTP.PDF>