

TITLE VI PROGRAM: 2023



RESOLUTION NO. 2023-16

RESOLUTION OF THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION APPROVING THE COMMISSION'S TITLE VI PROGRAM

WHEREAS, the Southeastern Wisconsin Regional Planning Commission is charged with the responsibility of carrying out a long-range comprehensive planning program for the seven counties in the Southeastern Wisconsin Region and, as a part of that program, is presently engaged in a continuing, comprehensive, areawide, cooperative land use-transportation planning process pursuant to the provisions of the Federal Aid Highway Act of 1962 and the Federal Urban Mass Transportation Act of 1964, as amended ; and

WHEREAS, the Southeastern Wisconsin Regional Planning Commission has been designated by the Governor of the State of Wisconsin as the official cooperative, comprehensive, continuing, areawide transportation planning agency (Metropolitan Planning Organization, or MPO) under the rules and regulations promulgated by the U.S. Department of Transportation, Federal Highway Administration, and Federal Transit Administration, with respect to the Kenosha, Milwaukee, Racine, West Bend urbanized areas, and the Wisconsin portion of the Round Lake Beach urbanized area; and

WHEREAS, the Southeastern Wisconsin Regional Planning Commission has prepared transportation plans for the Region that are consistent with applicable Federal laws and regulations; and

WHEREAS, the transportation planning process conducted by the Commission specifically meets the Federal planning requirements set forth in the Code of Federal Regulations (23 CFR 450); and

WHEREAS, the Southeastern Wisconsin Regional Planning Commission has, in carrying out its responsibilities as the MPO, prepared a Title VI Program.

NOW, THEREFORE, BE IT HEREBY RESOLVED:

FIRST: That in accordance with 23 CFR 450.336(a), the Southeastern Wisconsin Regional Planning Commission hereby certifies that the regional transportation planning process is addressing the land use and transportation planning issues of the metropolitan planning area, and is being conducted in accordance with all applicable federal requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;
2. In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;
3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR Part 21;
4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color, creed, national origin, sex, or age in employment or business opportunity;
5. Section 11101(e) of the Infrastructure Investment and Jobs (IIJA) Act (P.L. 117-58) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;
6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;
7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;

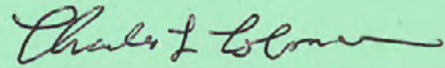
RESOLUTION NO. 2023-16

8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;
9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and
10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

SECOND: That the document entitled, *Title VI Program, Southeastern Wisconsin Regional Planning Commission, October 19, 2023*, is hereby endorsed and approved.

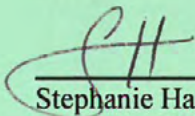
THIRD: That a true, correct, and exact copy of this resolution and the document entitled, *Title VI Program, Southeastern Wisconsin Regional Planning Commission*, shall be transmitted to the Wisconsin Department of Transportation, the Federal Highway Administration, the Federal Transit Administration, and any other State and Federal agencies as may be deemed appropriate by the Commission Executive Director.

The foregoing resolution, upon motion duly made and seconded, was regularly adopted at the meeting of the Executive Committee of the Southeastern Wisconsin Regional Planning Commission held on the 19th day of October 2023, the vote being: Ayes 7; Nays 0.



Charles L. Colman, Chairman

ATTEST:



~~Stephanie Hacker, Executive Director~~

DEPUTY SECRETARY

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

W239 N1812 ROCKWOOD DRIVE • PO BOX 1607 • WAUKESHA, WI 53187-1607 • TELEPHONE (262) 547-6721
FAX (262) 547-1103

Serving the Counties of:

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SEWRPC Staff Memorandum

TITLE VI PROGRAM

October 20, 2023

This staff memorandum documents the Southeastern Wisconsin Regional Planning Commission's (SEWRPC) Title VI program in accordance with the Federal Transit Administration (FTA) Circular 4702.1B entitled, "Title VI Requirements and Guidelines for Federal Transit Administrative Recipients." The enclosed information provides an update to the Commission's last Title VI program submission that was transmitted to the Wisconsin Department of Transportation (WisDOT) on October 23, 2020. The Commission is a sub-recipient of FHWA/FTA planning funds through WisDOT.

This memorandum includes the following attachments:

- Exhibit A Title VI Notice to the Public – This notice is posted on an informational kiosk in the lobby of the Commission office and on the Commission website (www.sewrpc.org).
- Exhibit B Complaint Form
- Exhibit C Complaint Procedure
- Exhibit D Title VI Complaint Log
- Exhibit E Public Participation Plan – The Commission's public involvement process is contained in a series of three related documents that were developed to serve the needs of different audiences:
 - Exhibit E-1 *Public Participation Plan for Regional Planning for Southeastern Wisconsin*, which was developed to serve as an encompassing yet easy-to-use reference for the public.
 - Exhibit E-2 An appendix entitled, *Public Participation Plan for Transportation Planning*, focusing on the public participation activities to be used in the Commission's transportation planning and programming efforts, and providing further detail with respect to public meetings and comment periods, and describing measures to be used in the evaluation of the public participation plan.
 - Exhibit E-3 An appendix entitled, *Regional Transportation Consultation Process*, documenting the Commission's consultation process, which was followed during the preparation of VISION 2050, the year 2050 regional land use and transportation systems plan, which was adopted in July 2016.
 - Exhibit E-4 A summary brochure entitled, *Public Participation in Regional Planning in Southeastern Wisconsin*.

- Exhibit F Summary of Public Involvement and Outreach Activities Undertaken, Including Meaningful Access for Minority and Low-Income Populations: April 2020 – March 2023
 - Exhibit F-1 Public Involvement and Outreach Summary: 2020
 - Exhibit F-2 Public Involvement and Outreach Summary: 2021
 - Exhibit F-3 Public Involvement and Outreach Summary: 2022
 - Exhibit F-4 Public Involvement and Outreach Summary: 2023
- Exhibit G Four-Factor Analysis and Accommodation Plan for Limited English Proficiency Persons as Part of the Regional Transportation Planning Process for Southeastern Wisconsin
- Exhibit H Summary of the Membership of the Commission and Advisory Committees
- Exhibit I Demographic Profile of Southeastern Wisconsin
- Exhibit J Summary of the Identification and Consideration of the Mobility Needs of Minority Populations During the Regional Transportation Planning Process for Southeastern Wisconsin
- Exhibit K Summary of the Distribution of State and Federal Funding for Public Transportation Serving Minority Populations in Southeastern Wisconsin

EXHIBITS

TITLE VI NOTICE TO THE PUBLIC

EXHIBIT A

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

W239 N1812 ROCKWOOD DRIVE • PO BOX 1607 • WAUKESHA, WI 53187-1607 • TELEPHONE (262) 547-6721
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Southeastern Wisconsin Regional Planning Commission Notice of Nondiscrimination

- ✓ The Southeastern Wisconsin Regional Planning Commission (Commission) is committed to ensuring that no person is excluded from the participation in, denied the benefits of, or otherwise subjected to discrimination on the basis of race, color, national origin, disability, sex, age, religion, income status or limited English proficiency (LEP) in any and all programs, activities or services administered by the Commission in accordance with Title VI of the Civil Rights Act of 1964 and related nondiscrimination authorities.
- ✓ Any person who believes they've been aggrieved by any unlawful discriminatory practice may file a complaint with the Commission.
- ✓ For more information on the Commission's civil rights program, and the procedures to file a complaint, contact Elizabeth Larsen 262-547-6721, (for hearing impaired, please use Wisconsin Relay 711 - wisconsinrelay.com, email elarsen@sewrpc.org; or visit our office at: W239 N1812 Rockwood Drive, Waukesha, WI 53188. For more information, visit www.sewrpc.org.
- ✓ A complaint may also be filed directly with any of the following:
 - Wisconsin Department of Transportation (WisDOT)
Taqwanya Smith, Senior Title VI and ADA Coordinator
Phone: (608) 266-8129 | TTY (800) 947-3529 | Fax: (608)267-3641,
Email: taqwanya.smith@dot.wi.gov
Address: 4822 Madison Yards Way, 5th Floor South, Madison, WI 535705
For more information, visit the [WisDOT Title VI-ADA website](#)
 - U.S. Department of Transportation, Federal Highway Administration (FHWA) Office of Civil Rights
Phone: (202) 366-0693 1200
Email: FHWA.TitleVIcomplaints@dot.gov
Address: New Jersey Avenue, SE, 8th Floor E81-105, Washington, DC 20590
 - U.S. Department of Transportation, Federal Transit Administration (FTA), Office of Civil Rights
Phone: 1-888-446-4511 or 711(Relay)
Email: FTACivilRightsCommunications@dot.gov
Address: 1200 New Jersey Avenue SE, Washington, DC 20590
- ✓ If information is needed in another language, contact Elizabeth Larsen at 262-547-6721 or via e-mail at elarsen@sewrpc.org.
Si se necesita informacion en otro idioma de contacto, Elizabeth Larsen, 262-547-6721.
Yog muaj lus qhia ntxiv rau lwm hom lus, hu rau Elizabeth Larsen, 262-547-6721.

COMPLAINT FORM

EXHIBIT B

Southeastern Wisconsin Regional Planning Commission Complaint/Comment Form

We want your feedback. If you would like to submit a Title VI complaint or comment to the Southeastern Wisconsin Regional Planning Commission, please complete this form and submit via e-mail, mail, or in person to the address below.

SEWRPC

Elizabeth Larsen

Title VI Coordinator

W239 N1812 Rockwood Drive

Waukesha, WI 53188

elarsen@sewrpc.org

You may also call us at 262-547-6721. Please make sure to provide your contact information in order to receive a response.

Section A: Accessible Format Requirements

Please check the preferred format for this document.

<input type="checkbox"/> Large Print	<input type="checkbox"/> TDD or Relay	<input type="checkbox"/> Audio Recording	<input type="checkbox"/> Other (if selected please state what type of format you need in the box below)
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Click or tap here to enter text.

Section B: Contact Information

Name Click or tap here to enter text.	Telephone Number (including area code) Click or tap here to enter text.
Address Click or tap here to enter text.	City Click or tap here to enter text.
State Click or tap here to enter text.	Zip Code Click or tap here to enter text.
Email Address Click or tap here to enter text.	

Are you filing this complaint on your own behalf?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
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If no, please provide the name and relationship of the person for whom you are complaining and why you are completing the form on their behalf in the box below.

Click or tap here to enter text.

Please confirm that you have obtained the permission of the aggrieved party if you are filing on behalf of a third party.	<input type="checkbox"/> Yes	<input type="checkbox"/> No
---	------------------------------	-----------------------------

Section C: Type of Comment

What type of comment are you providing? Please check which category best applies.

<input type="checkbox"/> Complaint	<input type="checkbox"/> Suggestion	<input type="checkbox"/> Compliment	<input type="checkbox"/> Other
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Which of the following describes the nature of the comment? Please check one or more of the check boxes.

<input type="checkbox"/> Race	<input type="checkbox"/> Color	<input type="checkbox"/> National Origin	<input type="checkbox"/> Religion
<input type="checkbox"/> Age	<input type="checkbox"/> Sex	<input type="checkbox"/> Service	<input type="checkbox"/> Income Status
<input type="checkbox"/> Limited English Proficient (L.E.P)		<input type="checkbox"/> Americans with Disability Act (A.D.A)	

Section D: Comment Details

Please answer the questions below regarding your comment.

Did the incident occur on the following type of service? <i>Please check any box that may apply.</i>	<input type="checkbox"/> Paratransit	<input type="checkbox"/> Shared Ride Taxi	<input type="checkbox"/> Bus
What was the date of the occurrence?	Click to add date in the following format: Day, month, year.		
What was the time of the occurrence?	Click to add the time.		
What is the name or identification of the employee or employees involved?	Click or tap here to enter text.		
What is the name or identification of others involved, if applicable?	Click or tap here to enter text.		
What was the number or name of the route you were on, if applicable?	Click or tap here to enter text.		
What was the direction or destination you were headed to when the incident occurred, if applicable?	Click or tap here to enter text.		
Where was the location of the occurrence?	Click or tap here to enter text.		
Was the use of a mobility aid involved in the incident?	<input type="checkbox"/> Yes	<input type="checkbox"/> No	
Please add any additional descriptive details about the incident.	Click or tap here to enter text.		

In the box below, please explain as clearly as possible what happened and why you believe you were discriminated against.

Click or tap here to enter text.

Section E: Follow-up

May we contact you if we need more details or information?	<input type="checkbox"/> Yes	<input type="checkbox"/> No
If yes, how would you like to be reached? Please select your preferred form of contact below.		
<input type="checkbox"/> Phone	<input type="checkbox"/> Email	<input type="checkbox"/> Mail
If you would prefer to be contacted by phone, please list the best day and time to reach you.		
<input type="text" value="Click here to add your preferred time."/>	<input type="text" value="Click here to add your preferred day."/>	

Section F: Desired Outcome

Please list below, what steps you would like taken to address the conflict or problem.

If applicable, please list below all additional agencies you have filed this complaint with such as Federal, State, Local agencies, or with any Federal or State Court. Please include the contact information to where the complaint was sent.

Section G: Signature

Please attach any documents you have which support the allegation. Then date and sign this form and send it to the Southeastern Wisconsin Regional Planning Commission.

Name <input type="text" value="Click or tap here to enter text."/>	Date: <input type="text" value="Click to add date in the following format: Day, month, year."/>
Signature <input type="text" value="Click or tap here to enter text."/>	

COMPLAINT PROCEDURE

EXHIBIT C

Southeastern Wisconsin Regional Planning Commission

Complaint Procedure

If information is needed in another language, contact Elizabeth Larsen at 262-547-6721
Si se necesita informacion en otro idioma de contacto, Elizabeth Larsen at 262-547-6721
Yog muaj lus qhia ntxiv rau lwm hom lus, hu rau Elizabeth Larsen at 2620547-6721

OVERVIEW

The Southeastern Wisconsin Regional Planning Commission (SEWRPC) is committed to ensuring that no person is excluded from, participation in, denied the benefits of, or otherwise subjected to discrimination on the basis of race, color, national origin, disability, sex, age, religion, income status or limited English proficiency (LEP) in any and all programs, activities or services administered by SEWRPC in accordance with Title VI of the Civil Rights Act of 1964 and related nondiscrimination authorities.

RIGHT TO FILE COMPLAINTS

SEWRPC uses the following procedures for prompt processing of all civil rights complaints relating to any program, activity or service administered by SEWRPC or its contractors, consultants, lessors receiving Federal financial assistance. These procedures do not deny the right of the Complainant to file formal complaints with other state or federal agencies or seek private counsel for complaints alleging discrimination.

Any individual, group of individuals, or entity that believes they have been subjected to discrimination or retaliation prohibited by Title VI nondiscrimination provisions by SEWRPC may file a complaint with the following:

1. SEWRPC, Elizabeth Larsen, Title VI Coordinator
Phone: 262-547-6721
(for hearing impaired, please use Wisconsin Relay 711 service - wisconsinrelay.com
Email: elarsen@sewrpc.org
Address: W239 N1812 Rockwood Drive, Waukesha, WI 53188
2. Wisconsin Department of Transportation (WisDOT)
Taqwanya Smith, Senior Title VI and ADA Coordinator
Phone: (608) 266-8129 | TTY (800) 947-3529 | Fax: (608)267-3641
Email: taqwanya.smith@dot.wi.gov
Address: 4822 Madison Yards Way, 5th Floor South, Madison, WI 535705
For more information, visit the [WisDOT Title VI-ADA website](#).
3. U.S. Department of Transportation, Federal Highway Administration (FHWA), Office of Civil Rights
Phone: (202) 366-0693
Email: FHWA.TitleVIcomplaints@dot.gov
Address: 1200 New Jersey Avenue, SE, 8th Floor E81-105, Washington, DC 20590
4. U.S. Department of Transportation, Federal Transit Administration (FTA), Office of Civil Rights
Phone: 1-888-446-4511 or 711(Relay)
Email: FTACivilRightsCommunications@dot.gov
Address: 1200 New Jersey Avenue SE, Washington, DC 20590

PROCEDURES

Any person who believes they've been discriminated against by SEWRPC may file a complaint by completing and submitting SEWRPC's **Complaint Form**.

This civil rights complaint procedure may also be used by SEWRPC to address, resolve, and close general complaints.

Every effort will be made to obtain early resolution of complaints at the lowest possible level. The option of informal mediation meeting(s) between the affected parties and the SEWRPC Title VI Coordinator may be utilized for resolution, at any stage of the process. The SEWRPC Title VI Coordinator will make every effort to pursue a resolution of the complaint.

Complaints can be submitted to SEWRPC in writing via email or by phone. Complainants are encouraged to complete the **Complaint Form**. Complaints received by telephone will be reduced to writing and provided to the Complainant for confirmation or revision before processing.

Complaints should contain the following information:

- ✓ The Complainant's contact information, including, if available: full name, postal address, phone number, and email address
- ✓ The basis of the complaint (e.g., race, color, national origin, disability, etc.)
- ✓ The dates of the alleged discriminatory act(s) and whether the alleged discrimination is ongoing
- ✓ The names of specific persons or respondents (e.g., agencies/organizations) alleged to have discriminated
- ✓ Sufficient information to understand the facts that led the complainant to believe that discrimination occurred in a program or activity that receives federal financial assistance

Complaints received will be acknowledged and processed, once the Complainant's intent to proceed with the complaint has been established.

INVESTIGATION OF COMPLAINTS

Complaints in which SEWRPC is named as the Respondent (i.e., the recipient/entity which a complaint of discrimination has been filed) shall be forwarded to the appropriate State or Federal agency for proper disposition, in accordance with their procedures.

SEWRPC will assume responsibility for investigating complaints against any of its contractors, consultants, lessors, etc.

To be accepted, a civil rights complaint must meet the following criteria:

1. The complaint should be filed within **180** calendar days of the alleged occurrence or when the alleged discrimination became known to the Complainant
2. The allegation(s) should address a nondiscrimination protection such as race, color, national origin, disability, etc.
3. The allegation(s) must involve a program or activity of a federal-aid recipient, contractor, consultant, or lessor.

SEWRPC reviews and determines the appropriate action regarding every complaint.

When a complaint is received, SEWRPC will provide written acknowledgment to the Complainant within ten (10) business days. The Complainant is notified of the proposed action to be taken to process the allegation(s). The notification letter/email shall contain:

- ✓ The basis for the complaint
- ✓ A brief statement of the allegation(s) over which SEWRPC has jurisdiction
- ✓ An indication of when the parties will be contacted

The investigation conducted by SEWRPC consists of a personal interview with the Complainant(s). Information gathered in this interview includes but is not limited to information completed on the **Complaint Form**.

If more information is needed to address the complaint, SEWRPC may contact the Complainant. If a complaint is deemed incomplete or if additional information is requested, the Complainant will be provided thirty (30) business days to submit the required information. Failure to do so may be considered good cause for a determination of no investigative merit.

Within forty (40) business days of the acceptance of the complaint, SEWRPC will prepare an investigative report. The report shall include a narrative description of the incident, identification of persons interviewed, findings, and recommendation for disposition. Only reasonably qualified and trained investigators should conduct the investigation.

After SEWRPC reviews the complaint, one of two (2) letters and will be issued to the Complainant: a closure letter or a letter of finding (LOF).

- ✓ A closure letter summarizes the allegations and states there was not a civil rights violation and that the case will be closed
- ✓ A letter of finding (LOF) summarizes the allegations and the interviews regarding the alleged incident, and explains whether any disciplinary action, additional training of the staff member, or other action will occur

If the Complainant wishes to appeal the decision, the Complainant has ten (10) business days after the date of the letter of finding to do so.

DISMISSAL

A civil rights complaint may be recommended for dismissal for the following reasons:

1. The Complainant requests withdrawal of the complaint
2. The Complainant fails to respond to repeated requests for additional information needed to process the complaint
3. The Complainant cannot be located after reasonable attempts

LIST OF COMPLAINTS

SEWRPC shall maintain a Complaint Log outlining the list of complaints, investigations and lawsuits alleging discrimination. The list shall include the date the civil rights complaint, investigation, or lawsuit was filed, a summary of the allegation(s), the status of the complaint, investigation, or lawsuit, actions taken by SEWRPC in response, and final findings related to the complaint, investigation, or lawsuit.

SEWRPC will submit a log of all Title VI complaints received, and any additional pertinent records to the WisDOT, Title VI Office, as requested.

For more information, contact:

SEWRPC, Title VI Coordinator

Elizabeth Larsen

elarsen@sewrpc.org

262-547-6721

TITLE VI COMPLAINT LOG

EXHIBIT D

Southeastern Wisconsin Regional Planning Commission

Complaint Log:

List of Complaints, Investigations and Lawsuits¹

The Southeastern Wisconsin Regional Planning Commission (SEWRPC) maintains a log to track and resolve transportation related civil rights complaints, investigations, and lawsuits.

Check One:

Since the last update of this Title VI/ADA Nondiscrimination Plan, there has been no transportation related civil rights investigations, complaints, or lawsuits filed with SEWRPC.

Because SEWRPC has had no transportation related civil rights complaints, investigations, or lawsuits, the table below has no entries.

There has been transportation related civil rights investigations, complaints and/or lawsuits filed against us. See list below. Attach additional information as needed.

Note: The performance measure for tracking when an investigation begins and when it’s administratively closed is documented in the **Complaint Log** table below. SEWRPC will strive to complete the investigation within the timeframe specified in its **Complaint Procedure**.

Type Complaint Investigation Lawsuit	Date Complaint Received (Month, Day, Year)	Complainant’s Contact Information Name/Phone/ Email/Address	Basis of Complaint ²	Summary Complaint Description	Action Taken/Final Outcome if Resolved List dates of action steps including the dates complaint/ investigation begins and is administratively closed	Status

¹ **Lawsuit:** The protected class under Title II is disability. The protected classes under Title VI are Race, Color and Nation Origin.

² **Basis of Complaint:** Specify Race, Color, National Origin, Disability, Religion, Sex, Age, Service, Income Status, Limited English Proficient (LEP), Safety, Other.

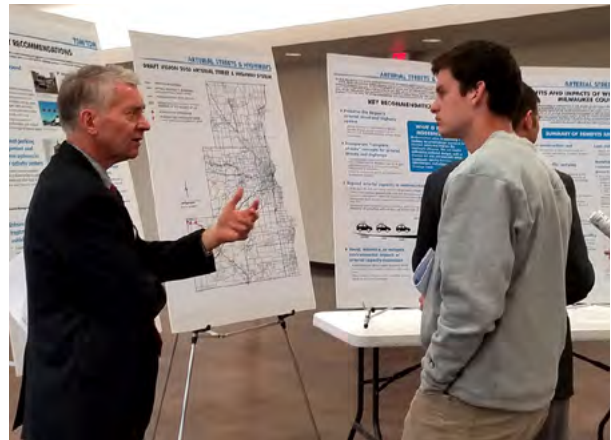
PUBLIC PARTICIPATION PLAN

EXHIBIT E

**EXHIBIT E-1
PUBLIC PARTICIPATION PLAN FOR REGIONAL PLANNING FOR SOUTHEASTERN WISCONSIN**



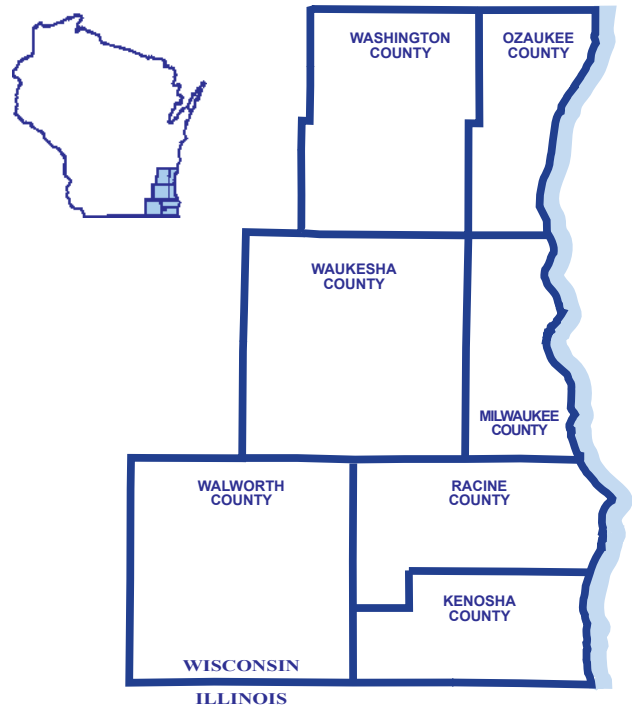
PUBLIC PARTICIPATION PLAN FOR REGIONAL PLANNING IN SOUTHEASTERN WISCONSIN



PLANNING FOR OUR REGION

In Southeastern Wisconsin, regional planning for land use, transportation, and other elements of public works and facilities (for example, parks, sanitary sewerage, water supply, and stormwater management) is done by the Southeastern Wisconsin Regional Planning Commission, serving seven counties:

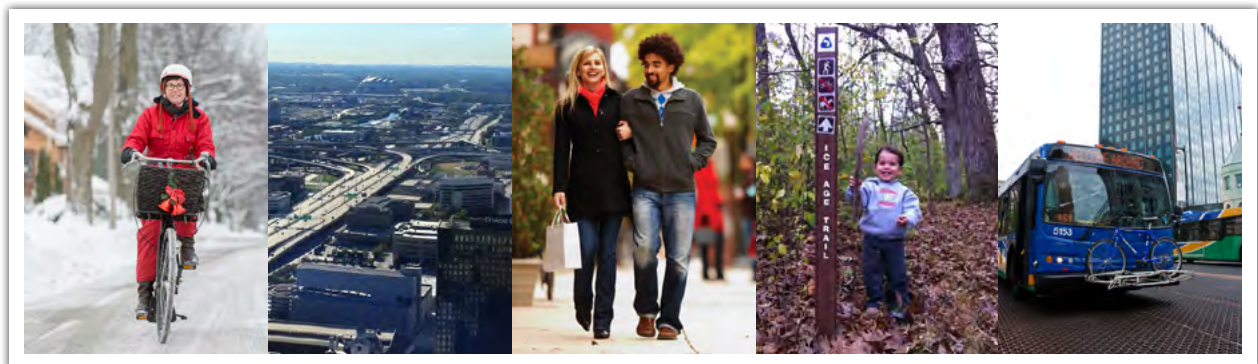
- Kenosha County
- Milwaukee County
- Ozaukee County
- Racine County
- Walworth County
- Washington County
- Waukesha County
- 148 cities, villages, and towns
- More than 2.1 million people
- About 1.2 million jobs
- Over \$170 billion in equalized valuation
- More than one-third of Wisconsin’s population, jobs, and wealth



We invite you to participate in planning for the future of our Region, and this document discusses the many opportunities to get involved.

The Regional Planning Commission (SEWRPC) works to provide basic information and planning services **to solve problems and explore opportunities that go beyond single units of government.** In our Region, there are seven counties and nearly 150 communities, containing many public and private interests.

Planning for needs like efficient highways and public transit systems, beneficial parks and open spaces, affordable housing, major land use changes and employment centers, and a quality environment including clean water cannot be done well without working together. These and other needs require a multi-county planning effort and **benefit from the participation of many residents, providing many unique perspectives.**



IMPORTANCE OF PUBLIC PARTICIPATION

Public participation has become an important part of government decisions affecting many aspects of our lives. The Regional Planning Commission believes that having people participate in its work can help to accomplish positive things:

- Present opportunities to both provide and get back useful information
- Explain issues and choices that are sometimes complex using non-technical language
- Encourage residents to suggest ideas and make comments that can improve planning
- Guide planning through advisory committees containing key representatives and topic experts
- Create plans that are more likely to be carried out due to understanding and support
- Expand knowledge so that participants are better equipped to act or to join in public debate
- Give residents a voice while also meeting important legal requirements
- Build important partnerships and maintain key connections for success

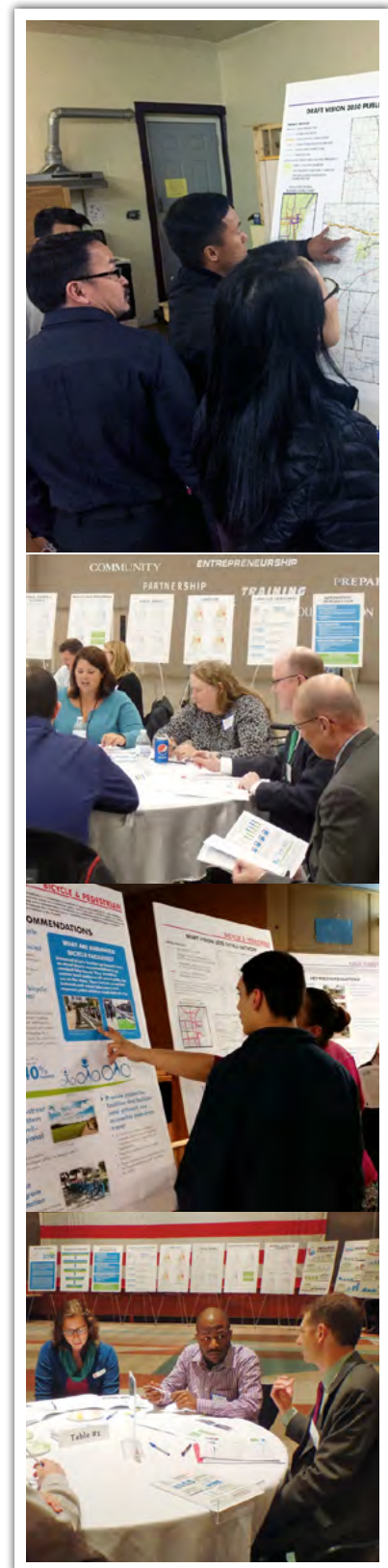
The rest of this document explains in detail how the Regional Planning Commission plans to provide opportunities for public participation, how it will use the ideas and comments received, and how it is prepared to evaluate success and make improvements. Suggestions are welcome on how the Commission can meet participation needs and best receive public comments (please see back cover).

The SEWRPC website at www.sewrpc.org is a ready source of full information—from newsletters and meeting details to draft recommendations and complete plans—offering an open opportunity to comment on regional planning 24 hours a day, 7 days a week.

PUBLIC PARTICIPATION GOAL

The Commission’s goal for public participation has three major parts:

- Ensure early and continuous public notification about regional planning
- Provide meaningful information concerning regional planning
- Obtain participation and input in regional planning



HOW PEOPLE MAY RELATE DURING PUBLIC PARTICIPATION

In pursuing its three-fold public participation goal, the Commission recognizes and appreciates that diverse audiences will approach regional planning topics from different perspectives. Some people may initially be unaware, or struggle to see the relevance. Others may wish to become active participants or even outreach partners.

The Commission will use a range of informational materials, activities, and events to meet a variety of needs. In this process, the Commission will respect that some people may want to participate only at a distance, if at all, while others may seek a great deal of information and involvement. In all cases, providing meaningful opportunities for participation will be considered a key for success by the Commission. The following describe different and generally growing levels of planning involvement upon which people often focus. However, the Commission strives to be flexible and encourages involvement in whatever way is desired and convenient.

**GREATER
INVOLVEMENT**



- **Recipient** – a person or group perhaps merely wanting to become or remain informed, that may receive materials via mail, e-mail, or other means
- **Attendee** – someone taking the step of traveling to a meeting or other event, or consulting the SEWRPC website for updates
- **Participant** – an attendee who engages in discussion or provides comments and input
- **Stakeholder** – a person or represented interest that initially had a tie to the planning effort, or that developed a stronger interest via public participation, and that continues to actively participate during the process
- **Partner** – usually a specific interest or grouping of interests that works cooperatively with the Commission staff on completing key activities such as outreach events
- **Implementer or Plan Advocate** – participants that have the authority to implement plan recommendations or that use plan information or results in seeking to achieve plan recommendations

Credit: Milwaukee Community Journal



RECOMMENDED PUBLIC PARTICIPATION PLAN

The Commission will work to achieve its public participation goal cooperatively with other public agencies and units of government by coordinating efforts when possible. It will coordinate particularly with the Region's counties, cities, villages, and towns, and the Wisconsin Departments of Transportation and Natural Resources. The Regional Planning Commission will seek to provide timely notices of important steps in planning, free and open access, and multiple means of participation within the Region in a number of ways.

The components of public participation will include:

- Open Meetings
- Advisory Committee Meetings
- Public Meetings and Comment Periods
 - o Targeted Format and Frequency
 - o Broad Notification
 - o Convenient Scheduling
- Website Updates
- Document Availability and Notification
- Ensuring Environmental Justice in Planning
- Engaging Minority Populations, Low-Income Populations, and People with Disabilities
- Environmental Justice Task Force
- Public Outreach and Briefings
- Incorporation of Public Input
- Evaluation of Public Participation



Open Meetings

- Meetings of the Commission and its advisory committees are open to the public.
- Agendas are posted on the SEWRPC website and at the Commission offices at least five days in advance.
- Locations accessible by public transit are considered desirable and will be used for committee and public meetings if practical, especially for transportation planning, depending upon the subject matter and expected audience.
- People needing disability-related accommodations are encouraged to participate, and reasonable accommodations will be made upon request. All locations will comply with the Americans with Disabilities Act of 1990.

Advisory Committee Meetings

- Advisory committee meetings take place throughout each planning process.
- Concerned government officials who can represent residents or are specialists in the planning topic serve on the committees, as well as other knowledgeable people.
- The Commission seeks committee diversity, especially members of minority population groups.
- Plan chapters are carefully reviewed by committees for approval, along with planning data.
- Agendas may provide an opportunity for public comments, and the committees review all comments.

Public Meetings and Comment Periods

Ongoing public comments are sought in many different ways. Formal comment periods will be used at times, with minimums noted below.

- 30 days for most updates, amendments, or adoptions:
 - o Update or amendment of the regional transportation plan
 - o Adoption of the transportation improvement program
 - o Transportation improvement program amendment when it requires a plan amendment
 - o Adoption of a transit development plan
 - o Adoption of a jurisdictional highway system plan
- 45 days for the adoption of the public involvement process.
- 30 days for other planning or programming efforts, if a public meeting is determined necessary by the Commission or one of its advisory committees.
- A public meeting, if conducted, will be scheduled during these formal comment periods.
- If significant changes are made to a preliminary plan or program following completion of a public participation process, an additional notification and formal comment period may be provided prior to adoption.

Public meetings and informational materials used with them will provide opportunities to obtain public input, as well as to inform the public about transportation and other planning efforts.

Targeted Format and Frequency

- A variety of techniques provide information, including summary handouts, visual displays, keypad polling, interactive small group discussions, and availability of Commission staff to answer questions and make presentations.
- All meetings include the opportunity to provide comments in writing or orally in-person to Commission staff.
- An opportunity for oral testimony in town hall format and/or one-on-one with a court reporter occurs for meetings at which alternative plans or a preliminary recommended plan are presented.
- Annually at least one public meeting will be held, whether for a major or routine transportation plan update, where the regional transportation plan will be available for review and comment.
- During major regional plan updates, multiple series of public meetings will be held, with at least one early in the process to address the study scope and/or inventory findings, and later for comment on alternatives and/or a preliminary recommended plan.



- A single public meeting may be held for other efforts, including during a routine regional transportation plan review taking place every three or four years, for studies affecting only part of the Region, and during the preparation of the transportation improvement program.

Broad Notification

- Paid advertisements will be placed by the Commission in newspapers appropriate for the study area and meeting locations, published at least 10 days prior to the first meeting announced.
- Newspapers serving minorities and low-income populations will also be used for paid ads, with translations into non-English languages as appropriate, notably Spanish.
- Press releases announcing public meetings may be distributed for an area appropriate for each planning effort, and a media list will be maintained for this purpose.
- Development and distribution of summary materials via mail and e-mail may also be used for notification of public meetings – brochures, fact sheets, and/or newsletters.
- Website updates will be used to make meeting notifications and associated materials quickly and readily available.

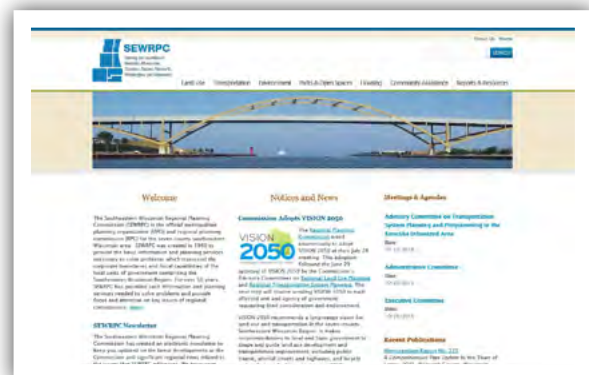
Convenient Scheduling

For major regional plan updates, involving multiple series of public meetings, the following are routinely considered:

- At least one meeting per county is held during each meeting series, all at accessible locations substantially complying with the Americans with Disabilities Act.
- Central city locations are sought for meetings held in Kenosha, Milwaukee, Racine, and Waukesha Counties.
- As appropriate, community partners will hold meetings at the same time as similar public meetings.
- Public transit availability is considered in selecting meeting sites, notably in urban areas.
- Limited English proficiency steps are taken, including arrangements for requested translators, and typically providing a translator in Hispanic/Latino neighborhood locations.

Website Updates – www.sewrpc.org

- The SEWRPC website contains both background and comprehensive current information about the Regional Planning Commission.
- Detailed information about transportation planning and other planning activities is featured.
- Committee meeting materials including agendas, minutes, and chapters reviewed are regularly updated.
- Current studies as well as historic plan materials can be accessed.
- Postings also include newsletters, fact sheets, brochures, meeting announcements, public meeting presentations and handouts, and draft sections of reports.
- Contact information is available, and online comments can be submitted at any time.



Document Availability and Notification

- All draft preliminary plans are available for public review at the Commission offices and on the SEWRPC website.
- Documents including published plans are provided to all public library systems in the Region. They are also available for public review at the Commission offices and on the website. A charge to cover production and mailing costs may be applied to purchases.
- The Commission maintains a mailing and e-mailing list of governments, individuals, agencies, groups, and organizations that have expressed interest in receiving information.
- Newsletters are prepared and sent during each major study to some 3,000 recipients, including local elected and appointed officials, and anyone who requests receiving the newsletters or electronic newsletters.
 - o Provide study updates, announce public meetings, and describe planning content
 - o Serve as condensed but relatively thorough summaries of plans or plan progress
- Summary fact sheets or brochures are used to further shorten newsletter content.
 - o Used as public meeting handouts and provided to groups as appropriate
 - o Typically translated into Spanish
 - o Mailed with personal letters to minority and low-income group contacts
 - o Sometimes substituted for newsletters in smaller, shorter term, or local planning studies



Ensuring Environmental Justice in Planning

The Commission will continue working to ensure that environmental justice occurs in all its efforts, including public participation.

- Title VI of the Civil Rights Act of 1964 forms the basis of environmental justice, stating in part that, “No person in the United States shall, on the ground of race, color, or national origin be excluded from participation...”
- “Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations” is an Executive Order signed by President Clinton in 1994.
- Ensuring full and fair participation of minority populations and low-income populations is one of the principles of environmental justice, along with avoiding, minimizing, or relieving unfair harmful effects and preventing the denial, reduction, or delay in benefits involving any Federal funds.
- The population that may be affected, and the potential benefits and impacts of a plan or program to be considered, will help determine the amount and type of public participation efforts.

Engaging Minority Populations, Low-Income Populations, and People with Disabilities

The Commission will seek to involve all interested and concerned segments of the public in its planning. Some practical applications, shown immediately below, identify how certain public participation steps unfold in major planning efforts to engage minority populations, low-income populations, and people with disabilities:

- Personal letters are sent to lead contacts of groups and organizations at each major stage of planning corresponding to study newsletters and/or public meetings, highlighting key points of potential interest.
- Telephone campaigns, emails, or regular contacts occur to arrange meetings, encourage participation, answer questions, and take any comments.
- Partnerships and other deeper relationships will be continued with eight community partners that serve and represent the Region's minority populations, low-income populations, and people with disabilities.
- Opportunities are explored for more intensive engagement, including co-sponsored events, special meetings involving full memberships—particularly with the Commission's eight community partners—and employing small group discussion techniques.
- At the same time as certain public meetings are held for the general public, the Commission works with its community partners to host meetings for their constituents, as a way to enhance or maintain engagement with minority populations, low-income populations, and people with disabilities.
- Primary organizational contacts are identified and cultivated, to provide a basis of regular or ongoing involvements with a subset of very active and broad-based representative groups.

Environmental Justice Task Force

The Commission has an advisory group called the Environmental Justice Task Force to enhance environmental justice throughout the regional planning process.

- Membership is appointed by the Regional Planning Commission after consultation with organizations representing one or more of the following communities: low-income, African-American, Latino, Asian, Native American, people with disabilities, and/or transit-dependent populations as appropriate.
- Up to 15 total Task Force members represent the seven counties in southeastern Wisconsin (one each); the four largest cities including Milwaukee (three members), Kenosha, Racine, and Waukesha; the remainder of the Region; and an at-large regional representative.
- Meetings are held as appropriate and necessary, usually on a quarterly basis. Meetings will be in accessible locations served by public transit, are publicly announced, and include a reasonable opportunity for public comment.
- The Task Force may meet in smaller or needs-based groups with invited local or specific subject representatives as appropriate.

Credit: Jake Rohde



Public Outreach and Briefings

- Presentations or briefings are given throughout planning efforts at any point in time.
- They are specifically offered to governmental units, as well as to central city, minority, and low-income groups and organizations.
- Any group may request a presentation or briefing, which the Commission welcomes and encourages.
- Comments are directed into the planning process, and given equal weight to public meeting comments.

Beyond Commission efforts to notify, inform, and obtain input from the general public, and to involve representatives on its Environmental Justice Task Force, the Commission will seek outreach opportunities to work directly with those most likely to be impacted by transportation proposals.

- Community groups in an affected/concerned area will be contacted, with an offer to provide briefings and presentations either held specially or during regularly scheduled meetings of those groups.
- User-friendly, lay language will be used to the extent possible for outreach contacts and materials, with offers to work with group or organization leaders to develop options.
- Minority populations, low-income populations, and people with disabilities will particularly be approached for such outreach, both early in each study, and later as alternatives have been developed and evaluated. Resulting meetings, including comment sessions, will be conducted anytime there is interest by a group.
- Limited English proficiency group and organization leaders will be contacted to determine how best to inform, and obtain input from, their communities.
- Continuing attempts to broaden group participation will occur by adding groups and organizations to contact lists, and renewing offers to meet on their turf as locally convenient.
- Other means will continue to be tried to obtain public participation, for example, interactive activities, focus groups, small group techniques, visioning or brainstorming, and non-traditional meeting places and events such as fairs, festivals, social media sites, or the like.

Incorporation of Public Input

The results of public participation will be documented and taken into account by the Commission and its advisory committees guiding planning efforts prior to any final recommendations.

- The input received during each public participation process will be documented, provided to the Commission and the study advisory committee, published on the SEWRPC website, and made available at the Commission offices.
- Individual comments in written form will be published, whether submitted in writing, offered as public hearing testimony, or provided orally to a court reporter.
- Either a full account or a summary of public comments will be contained in the primary plan or program document being produced.
- Responses to public comments will also be documented, addressing each issue raised, and will be included in the primary document or a separate document.

Evaluation of Public Participation

The effectiveness of the Commission’s public participation efforts will be monitored and evaluated, and improved when possible.

- At the conclusion of planning efforts, Commission staff will complete an evaluation of the public participation used, which will be used to guide public participation in future planning efforts. This evaluation will consider:
 - o Commission publications, public participation techniques, and conclusions regarding the overall public participation
 - o How public participation shaped the planning effort and the final plan
 - o Any comments that were received during the planning effort about public participation
- Evaluations will be provided to the Wisconsin Department of Transportation and the U.S. Department of Transportation.
- Ongoing public participation will be modified while a planning effort is underway, as necessary and practical, factoring in any public comments that may apply.
- Individual activities and events will also be evaluated in response to measures such as participation level, feedback, and periodic sampling regarding effectiveness.

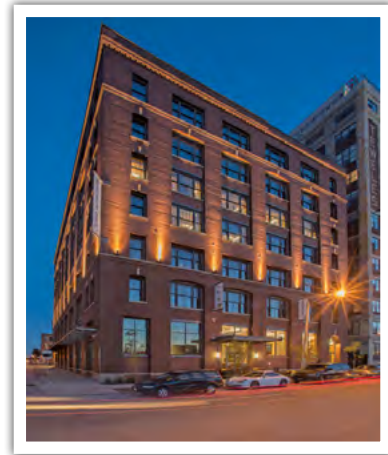


Regional Transportation Consultation Process

In addition to actively seeking participation by Southeastern Wisconsin residents, the Commission obtains considerable input during its transportation planning and programming efforts through its consultation process. This process involves coordination with and gathering input from agencies and officials responsible for other planning activities affected by transportation, as well as transit operators for public and other transit services, Indian Tribal governments, and Federal land management agencies. This valuable consultation is conducted primarily through Commission advisory committees, task forces on key issues, work with community partners, and consulting with numerous minority and low-income groups.

Credit: SEWRPC Staff





FOR MORE INFORMATION

For more detail on public participation specifically as it relates to the Commission's regional transportation planning, see *Appendix A* to this document. For more detail on the Commission's consultation process, see *Appendix B* to this document.

Your participation is valued! For more information, to provide comments, to request a meeting, or to be added to the Commission mailing or e-mailing list, please contact the:

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JANUARY 2017

**EXHIBIT E-2
PUBLIC PARTICIPATION PLAN FOR TRANSPORTATION PLANNING**

INTRODUCTION

The Southeastern Wisconsin Regional Planning Commission (SEWRPC) is the official areawide planning agency for the seven-county Southeastern Wisconsin Region, including Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha Counties. The Commission also serves as the Metropolitan Planning Organization (MPO) for transportation planning in the Kenosha, Milwaukee, Racine, Round Lake Beach (Wisconsin portion), and West Bend urbanized areas and the Federally designated six-county transportation management area, including Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties, and small portions of Dodge, Jefferson, and Walworth Counties.

The Commission is responsible for preparing the regional transportation plan and transportation improvement program for the seven-county Region, including the five urbanized areas and the six-county transportation management area.

This document outlines how the Commission will involve the public in its regional transportation planning and transportation improvement programming, including with respect to:

- Providing information about, and access to, regional transportation planning and programming activities
- Obtaining public input during regional transportation planning and programming activities
- Considering public input received when regional transportation planning and programming recommendations are made
- Evaluating the effectiveness of the public participation plan and continuing to improve public participation when possible

This appendix supplements, and adds detail to, the overall Commission *“Public Participation Plan for Regional Planning in Southeastern Wisconsin.”* The Public Participation Plan (including its appendices) and a summary brochure on public participation are available on the Commission’s website at sewrpc.org/ppp, which also contains a host of other information.

RECOMMENDED PUBLIC PARTICIPATION PLAN FOR TRANSPORTATION PLANNING

The Commission aims to ensure early and continuous public notification about regional transportation planning and programming activities, provide meaningful information concerning such activities, and obtain participation in and input to the preparation and adoption of regional transportation plans and improvement programs. In addition, the public participation process described here satisfies the public participation process requirements for the Program of Projects, as prescribed in accordance with Chapter 53 of Title 49, United States Code, and the current metropolitan and statewide

APPENDIX A PUBLIC PARTICIPATION PLAN FOR TRANSPORTATION PLANNING

planning regulations, for the following Federal Transit Administration grantees: City of Hartford, City of Kenosha, Kenosha County, City of Milwaukee, Milwaukee County, Ozaukee County, City of Racine, Walworth County, Washington County, Waukesha County, City of West Bend, and City of Whitewater.

The Commission will work to achieve these goals cooperatively with other public agencies and units of government—local, State, and Federal—by coordinating public participation processes when possible. The Commission views these other agencies and governments as partners in the public participation process. In particular, the Commission will coordinate with the Wisconsin Department of Transportation regarding public participation efforts.

The remainder of this document describes how the Commission proposes to achieve these public participation goals, and outlines a framework for public participation to be followed for each type of transportation planning and programming effort. However, the Commission strives to be responsive and encourages involvement in whatever way is desired and convenient. Suggestions are welcome on how the Commission can meet participation needs and best receive public comments. Please go to www.sewrpc.org or see the contact information at the end of this document.

Public Notification, Access, and Input

Timely notification of and provision of access to Commission regional transportation planning and programming activities will be provided to encourage early and continuous public participation. The Commission's planning and programming efforts benefit from having a well-informed citizenry. The ability for the general public to become actively involved and to provide meaningful input on needs, plans, and programs depends on knowledge of the issues under consideration and the study being undertaken to address those issues. In addition, the public will be encouraged to contribute to transportation planning and programming efforts to improve the results of planning and programming efforts, increase the public knowledge and understanding of those efforts, and increase the likelihood that those efforts are successfully implemented.

The techniques listed below will be used by the Commission to raise awareness of, provide public access to, and obtain public input on the preparation and adoption of regional transportation plans and programs.

Advisory Committees

Advisory committees will be formed by the Commission for each planning and programming effort to guide the development of the desired plan or program. The membership of the advisory committees will primarily, although not exclusively, consist of concerned and affected local government elected and appointed public officials who will have the authority and expertise to represent the residents of their local units of government. The membership will also include representatives of State and Federal transportation and environmental resource agencies. The Commission will seek diversity—specifically, members of minority population groups—as it considers, solicits, and makes appointments to advisory committees.

The use of advisory committees promotes intergovernmental and interagency coordination and broadens the technical knowledge and expertise available to the Commission. The members of advisory committees serve as direct liaisons between the Commission planning and programming efforts and the local and State governments that will be responsible for implementing the recommendations of those planning and programming efforts. The advisory committees will be responsible for proposing to the Commission, after careful study and evaluation, recommended plans and programs. Information regarding public comment received will be provided to the advisory committees, which will consider that public comment prior to determining final recommended plans and programs. In some cases, non-governmental officials will be asked to serve on advisory committees to represent different interests.

- **Public Notice and Agenda Availability:** The agendas for all meetings of the Commission and the Commission's advisory committees will normally be posted on the Commission website and at the offices of the Commission as soon as available, but at least five business days prior to each meeting. Meeting notifications will request that people needing disability-related accommodations contact the Commission a minimum of three business days in advance of the meeting they wish to attend so that appropriate arrangements can be made.

- **Public Access:** Meetings of the Commission and the Commission’s advisory committees will be open to the public to ensure that interested residents have access to the regional transportation planning and programming process. Advisory committee meetings will be held at transit- accessible locations, to the extent practicable, particularly meetings addressing plan alternatives, and preliminary and final recommended plans. Advisory committee meetings will be held at locations accessible to people with disabilities, and compliant with the Americans with Disabilities Act of 1990.
- **Public Input:** Numerous opportunities for submitting public comment for consideration by the Commission and the Commission’s advisory committees will be provided. These include written comments, oral comments at public meetings, comments through the Commission website, comments through outreach activities, and other means. All comments will be documented as described below—under “Incorporation of Public Input”—and will be provided to the Commission and the Commission’s advisory committees. This documentation is intended as the primary source of formal comment to these decision-making bodies. Meetings of the Commission’s Planning and Research Committee and the Commission’s Advisory Committees on Regional Land Use Planning and Regional Transportation Planning will include in their meetings a short public comment period (up to 15 minutes). The time allowed for public comment will be divided between each registered speaker, limited to a maximum of three minutes per speaker.

Environmental Justice Task Force

The Commission has formed and will use an Environmental Justice Task Force (EJTF) to enhance the consideration and integration of environmental justice throughout the regional planning process. The purposes of the EJTF include:

- Further facilitate the involvement of low-income communities, minority communities, and people with disabilities in regional planning
- Make recommendations on issues and analyses relevant to the needs and circumstances of low-income communities, minority communities, and people with disabilities
- Help identify the potential benefits and adverse effects of public infrastructure and services addressed in regional planning programs with respect to low-income communities, minority communities, and people with disabilities
- Advise and recommend methods to prevent the denial of benefits to low-income communities, minority communities, and people with disabilities, and to minimize or mitigate disproportionately high and adverse negative impacts on those groups
- Enhance awareness and implementation of plans, with emphasis on the needs of low-income communities, minority communities, and people with disabilities. The membership is appointed by the Regional Planning Commission, after consultation with organizations representing low-income communities, African-American communities, Latino communities, Asian communities, Native American communities, people with disabilities, and/or transit-dependent populations as appropriate.

EJTF members are from and represent low-income communities, minority communities, people with disabilities, and/or transit-dependent communities, and thereby enhance representation of such populations. Seven of the EJTF members represent the counties in the Region (one per county). Three additional members represent the largest city in the Region; three more represent the three next-largest cities in the Region (one per city); and one represents the remainder of the Region. The fifteenth member serves as an at-large regional representative. The EJTF meets as appropriate and necessary, usually on a quarterly basis. As provided for during EJTF formation, agenda topics including geographic or subject matter considerations may result in meetings in smaller or needs-based configurations, with invited local or specific subject representatives.

- **Public Notice and Agenda Availability:** The agendas for all EJTF meetings will normally be posted on the Commission website and at the offices of the Commission as soon as available, but at least five business days prior to each meeting. Meeting notifications will request that people needing disability-related accommodations contact the Commission a minimum of three business days in advance of the meeting they wish to attend so that appropriate arrangements can be made.
- **Public Access:** All EJTF meetings are open to the public to ensure that interested residents have access to the regional transportation planning and programming process. All EJTF meetings will be held in locations that are physically accessible to people with disabilities and served by public transportation.
- **Public Input:** All EJTF meetings will include two opportunities for public comment: one near the beginning of the meeting, before new business is discussed, and one at the end of the meeting, before the EJTF adjourns.

The impact of the EJTF will be evaluated by the EJTF and the Commission in terms of process (the extent to which public involvement of low-income communities, minority communities, and people with disabilities has been enhanced) and outcomes (the extent to which regional plans and planning processes balance the benefits and burdens of decisions, particularly as related to the interests of low-income communities, minority communities, and people with disabilities). The evaluation includes determination of the degree to which EJTF recommendations have been acted upon or implemented in practice by the Commission.

Public Meetings and Public Comment Periods

Public meetings provide opportunities to obtain public comment and input, as well as to notify and inform the public about transportation planning and programming. Public meetings will typically utilize a variety of techniques to provide information about transportation planning and programming, including the distribution of materials, the use of visual displays, the availability of Commission staff to answer questions, and summary presentations by Commission staff. Study Advisory Committee members and SEWRPC Commissioners will be encouraged to attend and participate. Public meetings will also use a variety of techniques to obtain public comment, including the use of keypad polling devices and interactive small group discussions as appropriate. Annually, at least one public meeting will be held whether for a major or routine regional transportation plan update, transportation improvement program preparation, or other major regional or sub-regional study. At these meetings, the regional transportation plan will be available for review and comment.

- **Public Notice:** The Commission will place paid advertisements in newspapers appropriate for the study area and meeting locations, with the amount and timing of the advertisements to be determined based upon the individual planning or programming effort. Paid advertisements will also be placed in newspapers serving minority populations and low-income populations. Advertisements providing notification of public meetings will be published 10 business days prior to the first meeting date announced. Additionally, press releases announcing the public meetings may be distributed for an area appropriate to each planning or programming effort. Any notification of meetings will request that people needing disability-related accommodations contact the Commission a minimum of three business days in advance of the meeting they wish to attend so that appropriate arrangements can be made. Notification of public meetings will also be provided on the Commission's website, and through the Commission's electronic newsletter distribution list.

Notification of public meetings may also be accomplished through the development and distribution of summary materials—brochures, fact sheets, and/or newsletters. A summary publication or brochure will be developed for each study, and may be updated during the course of the study as appropriate. A newsletter—or series of newsletters, depending on the planning study—will also be developed and may serve this summary purpose. The summary materials will provide general information regarding the study; updates on study progress, findings, and recommendations; and information regarding upcoming public meetings and hearings. These materials will be used to inform the general public and be distributed to media representatives when using press releases. Brochures, fact sheets, public meeting notices, and newsletters will be prepared in user-friendly lay language to the extent possible.

- **Public Access:** The Commission will attempt to select locations that are accessible to minority populations and low-income populations, and the selection of locations for public meetings and hearings will take into consideration the potential availability of transit-accessible locations. In all cases, meetings and hearings will be held in venues that substantially comply with the Americans with Disabilities Act of 1990.
- **Public Input:** The comments received by the Commission at public meetings—written and oral comments—will be recorded for consideration prior to preparing the final recommendations of the plan or program under consideration. All meetings will include the opportunity for written comment and to provide comments one-on-one to Commission staff. Some meetings may include question and answer sessions. Some meetings—specifically including those at which a preliminary recommended plan is being presented—will also include the opportunity to formally offer oral comment. Oral comment will either be taken in a town hall format or one-on-one with a court reporter, or sometimes both, if suitable facilities are available at meeting locations.

The number and locations of public meetings will be tailored to each transportation planning and programming study. For example, it may be appropriate to hold public meetings only in one county of the Region for a transit development plan focusing on the transit services within that county. The public meetings will be scheduled during a formal public comment period as discussed under each bullet below. The public will be notified of the duration of the formal comment period in conjunction with the announcement of a public meeting, or in a manner similar to that announcing a public meeting.

- **Major Regional Transportation Plan Updates and Other Major Regional Studies:** During the conduct of major regional transportation plan updates—anticipated to occur about every 10 years—and during other major regional studies, multiple series of public meetings will be held, with at least one meeting in each county during each series. At least one of the series will be held early in the study and may be expected to address topics such as study scope and inventory findings, and may also describe potential alternatives to be considered. Another series of meetings will be held later in the study, with plan alternatives presented for review and comment, and potentially a preliminary recommended plan as well.

A formal public comment period of at least 30 days will be offered before the adoption of a major regional transportation plan update or other major regional study, and will coincide with at least one series of public meetings.

- **Minor Reviews and Reaffirmations of the Regional Transportation Plan and Sub-Regional Studies:** During the conduct of a routine regional transportation plan review and reaffirmation—anticipated to occur about every three or four years—and during the conduct of sub-regional studies, at least one public meeting will be held. Sub-regional studies include, but are not limited to, county- or community-specific transit development plans and jurisdictional highway system plans. The meeting will be held when alternatives are being considered (if applicable) and when a preliminary recommended plan is presented.

A formal public comment period of at least 30 days will be offered before the adoption of a minor review and reaffirmation of the regional transportation plan or sub-regional study, and will coincide with at least one public meeting. In addition, a formal comment period of at least 30 days will be provided before the adoption of an amendment to the regional transportation plan or any sub-regional study.

- **Transportation Improvement Program:** During the preparation of the transportation improvement program (TIP)—anticipated to occur every two years—at least one public meeting will be held. A formal public comment period of at least 30 days will be offered before the adoption of the TIP, and will coincide with at least one public meeting.

Periodically, amendment to the TIP—adding or deleting a transportation projects, or incorporating changes in project scope, cost, or timing—are necessary to ensure the relevancy of the program. As part of incorporating these changes to the program—anticipated to occur every one to two months—appropriate opportunity for public review and comment will be provided. The criteria used to determine

the type of change (major or minor amendment or administrative modification) and attendant level of advisory committee and public involvement are provided in the TIP. Major amendments that do not also require amendment to the regional transportation plan will have a comment period of at least 14 days. Notification of the comment period for these amendments will be provided only through the Commission's website. Information on proposed minor amendments that would not require a public comment period would be provided on the Commission's website while the amendments are being considered for approval by the Commission and the appropriate advisory committee. All administrative modifications and approved amendments will also be provided on the Commission's website.

- **Public Participation Plan:** The Commission will periodically review this public participation plan document, considering the evaluations of public participation following completed studies (see "Evaluation of Public Participation," below), public comment regarding public participation efforts, and new applicable regulations and guidance. Should the Commission determine that a substantial modification of this public participation plan document is in order, the Commission will review and revise this public participation plan document including a public meeting and a 45 day public comment period, prior to its update.

Should it be determined by the Commission or an advisory committee guiding a particular effort that a public meeting will be held for a planning or programming effort other than those previously listed, a formal public comment period of at least 30 days will be established.

Website

The Commission will maintain and update a website. The website will include general information about the Commission as well as more detailed information regarding regional transportation planning and programming activities. A portion of the website will be dedicated to public participation, highlighting how the public can obtain additional information regarding Commission planning efforts, including methods of contacting Commission staff other than through the website. The website will also include this public participation plan document.

The Commission's website will be designed as a portal into virtually all of the Commission's work, which the public is encouraged to utilize. All committee memberships, meetings, agendas, minutes, notices, and materials pertaining to current planning efforts will be online, as well as hundreds of publications, planning data and resource inventories, and background information on relevant planning efforts. People visiting the website will have ready access to a full range of information prepared at various planning stages and levels of detail, including final reports, draft chapters, newsletters and brochures, comments received, and related website links. Importantly, the website will also provide ready access and an open opportunity to comment on regional planning 24 hours a day, 7 days a week.

The website will also provide comprehensive information about each Commission regional and subregional transportation planning and programming effort underway. In some cases, individual websites (linked to the main Commission website) will be created for major regional studies to increase public involvement and understanding of the study. Regardless of whether or not an individual website is created, information provided for each planning and programming effort will include:

- Background information, including the purpose of the effort
- Notification of public comment periods and meetings, including advisory committee, EJTF, and public meetings, and also Commission meetings addressing initiation or adoption of a regional transportation plan or transportation improvement program
- Advisory committee and EJTF meeting materials, such as agendas, minutes, and presentation materials
- Summary materials, such as newsletters and brochures
- Draft sections of reports

- Contact information for Commissioners and Commission staff
- Means to submit comments regarding the planning or programming effort
- Records of public comments

Mailing and E-Mailing Lists

In order to increase awareness of public meetings, planning efforts, and other Commission activities, the Commission will maintain a regional listing of individuals, groups, agencies, and organizations that have expressed interest in receiving information regarding Commission activities. Interested individuals may sign up for these contact lists on the Commission website or by contacting the Commission staff. The contact lists will include organizations and media associated with minority populations and low-income populations. Newsletters prepared for Commission transportation planning studies will utilize these contact lists, and notification of all public meetings will be transmitted electronically to individuals on the e-mailing list.

Media List

The Commission will maintain and use a list of significant media outlets in the Region—including minority media outlets—for use in distributing materials such as news releases and newsletters as appropriate for each work effort.

Document Availability

In addition to the advisory committees, EJTF, public meetings, and other public involvement techniques described previously, all Commission preliminary plans will be available for public review on the Commission website and at the Commission offices in order to increase public awareness of the Commission's work and provide an opportunity for the public to comment before a final plan is developed. Copies of preliminary plans will be distributed upon request. Preliminary regional plans will be summarized in newsletters and/or shorter documents and brochures, that will be widely distributed and available upon request.

All Commission published final plans and documents are provided to all public libraries within Southeastern Wisconsin and will also be available for public review at the Commission offices. In addition, Commission final plans and documents will be available on the Commission website. Published plans and documents may be obtained from the Commission. A charge may be applied for copies of publications to cover the approximate cost of producing and, if applicable, mailing the publication.

Outreach and Briefings

Beyond Commission efforts to notify, inform, and obtain input from the general public, the Commission will seek opportunities to notify, inform, and obtain input from those most likely to be impacted by transportation proposals. The Commission will, for example, contact community groups of an affected and concerned area, and offer briefings and presentations to those groups at meetings held expressly for that purpose or during regularly scheduled meetings of those groups. Outreach contacts and materials will be prepared in user-friendly, lay language. Outreach efforts will also particularly be made to notify and inform, and obtain input from, low-income populations and minority populations. A list of organizational contacts will be maintained for such purposes. Elected officials and citizen leaders may be offered such briefings and presentations as well. Briefings and presentations will be specifically offered during at least two periods in each study—in the early stages of study prior to the consideration of alternatives, and later in the study after alternatives have been developed and evaluated. Meetings with staff, including comment opportunities, will be conducted anytime there is interest during a planning effort.

During regional land use and transportation planning efforts, the Commission will also use other means to obtain public involvement and input, including for example, focus groups, small group techniques, visioning or brainstorming, and obtaining participation and input at non-traditional meeting places and events, such as fairs, festivals, social media, and others.

Incorporation of Public Input

The results of the public participation process will be documented and taken into account by the Commission and its advisory committees guiding regional transportation planning and programming.

Documentation of Public Input

The results of each public participation process will be documented and published. Individual comments will be included, whether submitted to the Commission in writing, offered as testimony at a town hall meeting, or provided orally to a public meeting court reporter. The documentation of public comment will be provided to the study advisory committee and the Commission and will be published on the Commission website and available at the Commission offices for review by the public. The documentation may be contained within the primary plan or program document being produced or within a separate document. If a separate document is produced to provide the full record of public comments, the primary planning or programming document will contain a summary of the public comment. Responses to public comments will also be documented, addressing each issue raised in public comments, and will be included in either the primary planning or programming document being produced or within the separate document. The summarization and documentation will occur prior to the consideration of any final recommended action.

Consideration of Public Input

The public input will be considered by the Commission and its advisory committees during key stages in the planning process, if applicable, and prior to determination of final recommended plans or programs.

Supplemental Opportunity for Public Review and Comment

Final recommended plans and programs are typically very similar to the preliminary plans and programs reviewed by the public. Normally, when changes are made following review of preliminary plans and programs, the changes are not significant, and the changes are made to respond to public comment. Also, when changes are made, they often reflect alternatives previously considered and reviewed during the public participation process. Therefore, no additional public review and comment is typically necessary following the completion of the planned public participation process. However, it is possible that significant changes that were not previously available for public review and comment may be made to a preliminary plan or program following the completion of a public participation process. In such a circumstance, either the Commission or advisory committee may direct that additional public notification and a formal period for public comment be provided regarding the revised plan or program prior to adoption.

Evaluation of Public Participation

The effectiveness of the Commission's public participation policies and practices will be monitored and evaluated, and modified as needed based on experience, consideration of suggestions, agency requirements, and/or the changing state of the art of public participation. The Commission will continue to seek improvements to its public participation processes when possible. Annually, the criteria outlined in Table 1 will be evaluated to assess the public participation in Commission regional transportation planning.

Evaluation of Individual Public Participation Efforts

Following the conclusion of each planning effort, Commission staff will complete an evaluation of the public participation process for that particular effort. The evaluation will indicate the effort being evaluated, the Commission publications where the effort is documented, the public involvement techniques used with brief evaluations of those techniques, and conclusions regarding the overall public participation effort undertaken for the specific planning study. The evaluation will also identify how public involvement and input shaped the planning effort and final plan, and explain the public comment incorporated, and not incorporated, in the final plan. The Commission staff will consider any comments that were made during the plan preparation effort regarding public participation when completing such an evaluation. Each evaluation completed by the Commission will be provided to the Wisconsin Department of Transportation and the U.S. Department of Transportation through the Commission's quarterly Progress Report, in which the Commission reports on the progress of the Commission's transportation work program every three months.

Table 1
SEWRPC Public Participation Process Evaluation Criteria*

Measured Activity Descriptions by Public Participation Goal Components	Evaluation Criteria/Mechanisms	Target or Measurement
<i>Goal Part 1: Ensure Early and Continuous Public Notification</i>		
* Central city, minority, and low-income group updates via personal letter, often with informational materials, and follow-up as appropriate	Such letters correspond to all major stages in relevant planning programs, notably transportation, otherwise routine updates are given	At least 2 updates per year to approximately 90 to 100 organization contacts (subgroupings for local studies)
* Paid advertisements for public meetings and/or planning program announcements in a variety of newspapers (dependent on number of planning programs active and their respective stages of planning)	Publication in newspapers of record for counties as appropriate, and minority owned papers	Approximately 10 events or activities advertised per year, many with multiple ads
* Website hits to be monitored numerically and for trends; website comments also monitored for trends	Research recent SEWRPC website use patterns; monitoring of use changes and comments	Increase hits by 5 percent
<i>Goal Part 2: Provide Meaningful Information</i>		
* Briefings, presentations, or other meetings with groups representing environmental justice interests	In-person contacts with group directors, boards, clientele, membership, or other parties	Reach at least 100 groups, totaling at least 200 meetings annually (includes primary contacts and key partners)
* SEWRPC newsletter development and distribution, to share information and maintain continuity	Newsletter published and distributed to interested parties and contacts	At least 2 issues per year
* Summary publications including brochures to help shorten and simplify newsletter content and other planning material, or to introduce programs or basic concepts	Publications are developed and used, matching needs	At least 3 products per year
<i>Goal Part 3: Obtain Participation and Input</i>		
* Formal meetings with representatives from the primary organizational contacts identified by SEWRPC and its Environmental Justice Task Force	Written summary of key concerns and suggestions; follow-up contacts; and involvement in joint activities	At least 2 direct contacts with each of some 41 primary organizations per year, totaling at least 60 meetings
* Public informational meetings held at each major stage of planning efforts	Numbers and locations of meetings are appropriate to the planning study/program; meetings are held in each appropriate county, including central cities	At least 1 meeting or a series of meetings each year, regardless of planning activity (often more)
* Nontraditional public outreach techniques used in addition to the more traditional efforts noted above	SEWRPC presence is exhibited at festivals, fairs, neighborhood events and/or similar opportunities	Approximately 3-4 times per year

*The years 2009 and 2010 will be considered a base period for formal monitoring and evaluation of annual activity.

Modification of Public Participation Efforts

While the Commission's evaluation of public participation efforts will occur after the completion of each regional or subregional planning effort, Commission staff will modify ongoing public participation while a planning effort is underway, as necessary and practicable. The Commission will in particular consider public comments made regarding the public participation efforts underway when considering any potential modification.

Individual public participation activities and events will also be evaluated in response to measures such as participation level, feedback which may be provided by attendees and/or reviewers, and periodic sampling with more formal assessment of a technique's intent and outcome achieved. Examples may include how well meetings were attended and received by target audiences, receptivity regarding outreach publications, and number of hits or comments generated by the Commission website. Any improvements could then immediately be implemented for related future activities and events.

Engaging Minority Populations and Low-Income Populations

The recommended public participation plan seeks to encourage the participation from all concerned and interested persons in the Region, but there is a recognized need to take additional specific steps to engage minority populations and low-income populations in transportation planning and programming studies, as partly described under the Public Notification, Access, and Input section. The Environmental Justice Task Force discussed in that section is one additional step taken by the Commission. Below, additional detail on engaging minority populations and low-income populations is provided.

The Commission is committed to complying with both Title VI of the Civil Rights Act of 1964 and Executive Order 12898, concerning Environmental Justice, including as they relate to public involvement in the Commission's transportation planning and programming efforts. The Commission maintains and routinely updates demographic data that allows for the identification of the general size and location of low-income populations and minority populations. The Commission has taken steps to increase planning process participation by minority populations and low-income populations, and to remove any barriers to their involvement. The Commission will continue working to improve its techniques, and to seek out and consider the needs of these populations.

The amount and type of efforts undertaken by the Commission to encourage increased participation by minority populations and low-income populations will be determined for each individual planning effort, with factors affecting which techniques will be applied, and to what extent. These factors include:

- The population that may potentially be affected as a result of the planning or programming process. The results of a regional study could potentially affect the entire population of the Region, but other studies may include only a single municipality.
- The potential benefits and impacts of the plan or program to be considered—what effects a plan or program may have on the population of the study area.

While Title VI and Environmental Justice will be considerations under any planning or programming effort, the measures taken will vary by planning effort due to the considerations noted above. The following are steps that the Commission has taken in the past, and will continue to use to encourage early and continuous participation of minority and low-income populations:

- **Environmental Justice Task Force:** The Commission will involve the Environmental Justice Task Force in planning efforts, seeking input on scope, alternatives, potential costs, benefits and impacts, and public involvement.
- **Public Meetings Hosted by Community Partners:** The Commission has identified eight community partners that represent or work closely with low-income communities, minority communities, or people with disabilities. Currently, these partners include Common Ground of Southeastern Wisconsin, Ethnically Diverse Business Coalition, Hmong American Friendship Association, IndependenceFirst, Milwaukee Urban League, Southside Organizing Committee, Urban Economic Development Association

of Wisconsin, and Urban League of Racine and Kenosha. During each major planning effort, the Commission staff will work with each of these community partners to host a parallel series of public meetings targeted at gathering input from the communities that each partner represents to enhance and strengthen the Commission's outreach to these communities and the level of public input received by the Commission from these communities.

- **Commission Outreach:** The Commission will actively conduct outreach to provide information to, and receive comments from, minority and low-income groups and organizations. The Commission will maintain a list of central city, minority, and low-income groups and organizations for this outreach. These groups and organizations will be consulted regarding effective means and materials for interacting with their membership and/or clientele, including types of meetings if appropriate and production of summary publications in lay language.
- **Public Meetings:** The number and location of public meetings will be selected to encourage participation of minority and low-income populations.
- **Media List:** The list of media contacts in the Region to be used for purposes such as the distribution of news releases and newsletters will include minority media outlets.
- **Newsletters:** Study newsletters and/or other summary materials will be mailed to all groups and organizations associated with minority and low-income populations.
- **Notices in Additional Publications:** Paid advertisements will be placed in newspapers appropriate for the study area for formal notification of public meetings and comment periods, and will also be placed in minority community newspapers—and possibly in languages other than English as discussed below.
- **Non-traditional Means or Strategies to Engage Participation:** Particularly those means demonstrated to have provided successful results elsewhere and/or which have been requested by the minority and low-income populations themselves will be considered and used.
- **Limited English Proficiency Considerations:** The Commission will also consider actions appropriate to each study effort to ensure that meaningful access is provided for persons having limited English proficiency. These measures include placing notifications of public meetings in minority publications in the Region's predominant non-English languages, notably Spanish. At public meetings, the Commission will have a translator available upon request. Summary materials, particularly those relating to alternative, preliminary, and final plans will be produced in the Region's predominant non-English languages, notably Spanish. The Commission will also contact leaders of the predominant limited English proficiency communities during studies to determine how best to inform, and obtain input from, their communities. These measures are provided to illustrate the types of activities that may be implemented by the Commission.

Compliance with the Americans with Disabilities Act

The Commission is also committed to complying with the Americans with Disabilities Act of 1990 (ADA), including as it relates to public involvement in its transportation planning and programming efforts. Measures will be taken to ensure that people with disabilities have opportunities to be involved in the Commission's planning and programming studies. The Commission will take steps including, for example, that all Commission public meetings will be held in venues that are ADA compliant. Additionally, the Commission will respond to requests for disability-related accommodations, and will arrange to accommodate those needs. As stated earlier in this document, all public notices and advertisements of public meetings will indicate that people needing disability-related accommodations should contact the Commission offices to allow for arrangements to be made prior to the meeting date.

REGIONAL TRANSPORTATION CONSULTATION PROCESS

The Commission obtains considerable input through consultation with the agencies and officials within the metropolitan planning area who are responsible for other planning activities affected by transportation, as well as transit operators for public and other transit services, Indian Tribal governments, and Federal land management agencies. Federal Statute and regulations require the Commission, as the metropolitan planning organization (MPO) for Southeastern Wisconsin, to carry out and document this consultation process. Appendix B to the *"Public Participation Plan for Regional Planning in Southeastern Wisconsin"* explains and documents this consultation process, which was followed most recently during the preparation of VISION 2050, the year 2050 regional land use and transportation system plan, which was adopted in July 2016.

* * *

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**EXHIBIT E-3
REGIONAL TRANSPORTATION CONSULTATION PROCESS**

INTRODUCTION

In addition to actively seeking participation by Southeastern Wisconsin residents, the Commission obtains considerable input through consultation with the agencies and officials within the metropolitan planning area who are responsible for other planning activities affected by transportation, as well as transit operators for public and other transit services, Indian Tribal governments, and Federal land management agencies. Federal Statute and regulations require the Commission, as the metropolitan planning organization (MPO) for Southeastern Wisconsin, to carry out and document this consultation process. This memorandum documents the Commission's consultation process, which was followed most recently during the preparation of VISION 2050, the year 2050 regional land use and transportation system plan, which was adopted in July 2016. For the purposes of this memorandum, the transportation component of the regional land use and transportation plan is referred to simply as the regional transportation plan.

ADVISORY COMMITTEES

The regional transportation plan is developed under the guidance and direction of the Advisory Committee on Regional Transportation Planning. This Advisory Committee reviews and approves each step of the regional transportation planning process, and is responsible for proposing to the Commission, after careful study and evaluation, a recommended regional transportation system plan. The advisory committee structure is intended to promote intergovernmental and interagency coordination, and to provide direct liaisons between the Commission's planning effort and the local and State governments that are responsible for implementing the recommendations of the regional transportation plan. The Advisory Committee on Regional Transportation Planning includes representatives from:

- Each of the seven counties in the Region (Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha)
- Jefferson and Dodge Counties (which include small portions of the Milwaukee and West Bend urbanized areas, respectively)
- Selected municipalities in the Region
- Wisconsin Department of Transportation
- Wisconsin Department of Natural Resources
- U.S. Department of Transportation, Federal Highway Administration
- U.S. Department of Transportation, Federal Transit Administration
- U.S. Environmental Protection Agency

APPENDIX B REGIONAL TRANSPORTATION CONSULTATION PROCESS

The development of the regional transportation plan also includes consultation with each of the seven jurisdictional highway planning advisory committees—one for each county. These advisory committees are involved throughout the planning process, including early in the process to contribute to the development of alternative regional transportation system plans, and later in the process to review and comment on preliminary and final recommended regional transportation plans. These advisory committees include representatives from:

- Each of the 148 local governments (cities, villages, and towns) in Southeastern Wisconsin
- Each of the seven counties (Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha)
- Wisconsin Department of Transportation
- U.S. Department of Transportation, Federal Highway Administration

Together, the Advisory Committee on Regional Transportation Planning and the jurisdictional highway planning advisory committees include the units of government, agencies, and officials in Southeastern Wisconsin responsible for land use planning and growth, economic development, environmental protection, airports, ports, freight movement, and transit operations (both public and specialized service for seniors and people with disabilities).

The transportation improvement program (TIP) includes projects consistent with the regional transportation plan to be implemented over the immediate four-year period. Its preparation is guided by five advisory committees on transportation system planning and programming—one for each of the five urbanized areas of the Region. These committees include units of government, agencies, and officials responsible for land use planning and growth, economic development, environmental protection, airports, ports, and transit operators (both public and specialized service). Also, as part of the TIP process, the Commission solicits projects from transit operators and local units of government and agencies.

OTHER CONSULTATION EFFORTS

The Commission conducts a number of additional consultation efforts during the preparation of the regional transportation plan. One such effort involves consulting with numerous groups, organizations, and officials representing minority and low-income populations. For this purpose, the Commission maintains a list of nearly 100 minority and low-income organization contacts, which is periodically reviewed and updated. Consultation with these groups is initiated at the beginning of the planning process and continues throughout the process. During major junctures in the process, staff makes personal contacts, sends summary materials, and holds meetings or presentations with groups, their staff, and/or their leadership. A subset of over 40 primary organization contacts have also been identified for more frequent and/or more intensive contact.

Initiated during VISION 2050, the Commission also has partnerships with eight community organizations (from the primary organization list) specifically targeted at reaching and engaging minority populations, low-income individuals, and people with disabilities. These community partners host meetings for their constituents that correspond with, and augment, public meetings held during the regional transportation planning process. Attendees at these meetings are specifically asked to identify their transportation needs. The eight partners include:

- Common Ground of Southeastern Wisconsin
- Ethnically Diverse Business Coalition

- Hmong American Friendship Association
- IndependenceFirst
- Milwaukee Urban League
- Southside Organizing Committee
- Urban Economic Development Association of Wisconsin
- Urban League of Racine and Kenosha

Another such effort is through a series of task forces convened to examine specific issues related to land use and transportation during the plan development process. Consultation occurs throughout the process, and includes meetings and other direct communications with task force members. These task forces and their associated issues include:

- Environmental justice (including minority populations, low-income populations, and people with disabilities)
- Freight movement
- Human services transportation needs (including seniors and people with disabilities)
- Land use (including farming, builder, realtor, and environmental interests)
- Natural resource agencies
- Non-motorized transportation (including bicycle and pedestrian facilities)
- Public transit
- Transportation needs of business, industry, workforce development, and higher education
- Transportation systems management
- Women's land use and transportation issues

Environmental Justice Task Force

This task force, discussed in more detail in the Commission's Public Participation Plan, was established to enhance the consideration and integration of environmental justice for minority and low-income groups and people with disabilities throughout the Commission's regional planning processes. One of its roles is to review and comment on regional planning documents and analyses, with a specific focus on the plan's effects on environmental justice populations and whether and how the benefits and burdens would be shared. The Environmental Justice Task Force is a formal advisory body to the Commission, meeting as appropriate, usually on a quarterly basis. Its appointed voting members are from and represent one or more of the following communities: minority populations, low-income individuals, people with disabilities, and/or transit-dependent populations.

Task Force on Freight Movement

The intent in consulting with this task force is to identify freight transportation problems and needs in the Region, and to identify potential improvements for consideration in the regional transportation plan. The task force includes air, rail, and highway freight movement interests. These groups and organizations include the Wisconsin Department of Transportation (WisDOT), the Port of Milwaukee, General Mitchell International Airport, freight logistics and parcel express companies, bulk freight transportation interests, railroads, trucking companies, freight transportation associations, and major industries.

Task Force on Human Services Transportation Needs

The object of this task force is to consider the transportation needs of seniors, particularly related to addressing challenges associated with seniors being able to age in place, and as well consider ways to independently meet the transportation needs of people with disabilities. Through this task force, the Commission consults with representatives of governmental agencies and non-profit organizations that receive Federal assistance to provide non-emergency transportation services from a source other than the U.S. Department of Transportation. The Commission also consults with these representatives in conducting other transportation planning activities, such as preparing coordinated public transit-human services transportation plans for each of the seven counties in the Region.

Task Force on Land Use

The purpose of consulting with this task force is to identify and consider issues related to land use development and redevelopment as well as open space preservation. As part of land use planning activities, such as preparation of the regional land use and transportation plan, the Commission consults with representatives of governmental agencies such as the Wisconsin Department of Natural Resources; non-profit organizations such as land trusts and conservancies, farm bureaus, and builder and realtor associations; and the University of Wisconsin-Extension.

Task Force on Non-motorized Transportation

The intent in consulting with this task force is to identify bicycle and pedestrian problems and needs in the Region, and to identify potential improvements for consideration in the regional transportation plan. The task force includes representatives from local governments, the Wisconsin Department of Natural Resources, WisDOT, non-profit organizations and university researchers interested in improving bicycle and pedestrian travel in the Region, and bicycle manufacturers and retailers.

Natural Resource Agencies Task Force

The goal of this task force is to link regional transportation planning with the National Environmental Policy Act and project preliminary engineering. Through this linkage, there is an improved understanding of the data and alternatives considered and recommendations made through the regional transportation planning process, as well as an enhanced consideration and evaluation of the environmental impacts of regional plan alternatives. The task force involves Federal and State environmental resource agencies, as well as transportation agencies. The agencies and groups involved include:

- Wisconsin Department of Transportation
- Wisconsin Department of Natural Resources
- Wisconsin Historical Society
- Wisconsin Department of Agriculture, Trade and Consumer Protection
- U.S. Department of Transportation, Federal Highway Administration
- U.S. Department of Transportation, Federal Transit Administration

- U.S. Department of Agriculture, Natural Resource Conservation Service
- U.S. Coast Guard
- U.S. Department of the Interior, National Park Service
- U.S. Department of Agriculture, Forest Service
- U.S. Army Corps of Engineers
- U.S. Fish and Wildlife Service
- U.S. Environmental Protection Agency
- Great Lakes Inter-Tribal Council—a coalition of 12 Native American Tribes of Wisconsin and Upper Michigan, which includes Bad River Band of Lake Superior Chippewa, Forest County Potawatomi, Ho-Chunk Nation, Lac Courte Oreilles Band of Lake Superior Chippewa, Lac du Flambeau Band of Lake Superior Chippewa, Lac Vieux Desert Tribe of Michigan, Menomonee Indian Tribe of Wisconsin, Oneida Nation, Red Cliff Band of Lake Superior Chippewa, Sokaogon Chippewa (Mole Lake), St. Croix Chippewa, and Stockbridge-Munsee Indians of Wisconsin

Task Force on Public Transit

The objective of consulting with this task force is to identify existing public transit problems and needs, and to identify potential public transit improvements for consideration in the regional transportation plan. The task force includes representatives of the operators of public transit services in the Region, local governments, WisDOT, non-profit organizations interested in improving public transit service in the Region, and private sector firms involved with planning public transit improvements. Outside the task force setting, the Commission also consults directly with the public transit operators.

Transportation Needs of Business, Industry, Workforce Development, and Higher Education

This group is consulted to identify the transportation needs of business, industry, workforce development, and higher education. Business and industry groups that are consulted include business alliances, economic development corporations, chambers of commerce, Greater Milwaukee Committee, Milwaukee Metropolitan Association of Commerce, the Milwaukee 7 Regional Economic Development Council, and the Wisconsin Economic Development Corporation. Workforce development and higher education groups consulted include workforce development/investment boards and major technical colleges and universities.

Task Force on Transportation Systems Management

This task force involves consulting with transportation system operations professionals to identify existing transportation systems operations actions and systems, and to identify alternative operations actions and systems to be considered for inclusion in the regional transportation plan. Involvement in this group includes: highway commissioners and directors of public works from the Region's seven counties; city engineers and directors of public works from selected representative municipalities; and WisDOT engineering and traffic operations staff, including the director of the Statewide Traffic Operations Center.

Task Force on Women's Land Use and Transportation Issues

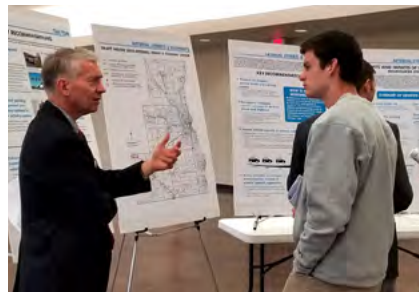
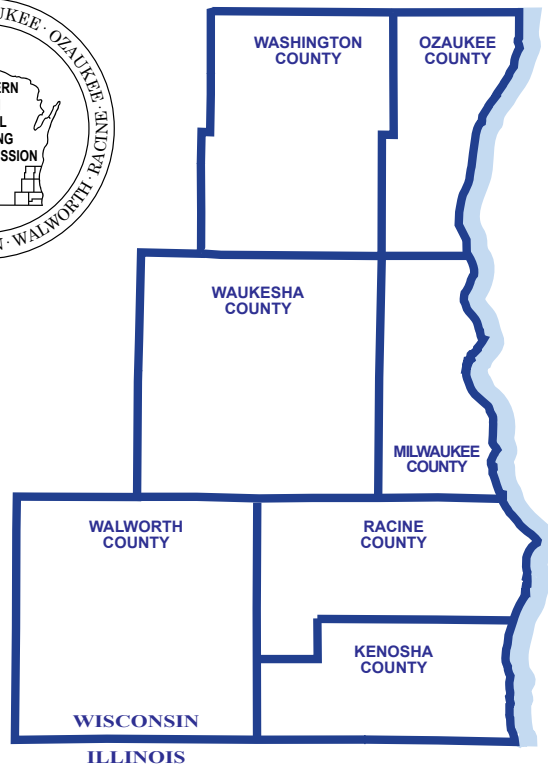
This task force is focused on identifying land use and transportation issues for women and families in the Region, such as access to jobs, affordable housing and social services, as well as safety and security concerns. The task force primarily includes representatives from non-profit organizations such as Habitat for Humanity, Interfaith Caregivers, Sojourner Family Peace Center, United Way, Women's Resource Center, and YWCA.

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**EXHIBIT E-4
PUBLIC PARTICIPATION IN REGIONAL PLANNING IN SOUTHEASTERN WISCONSIN BROCHURE**

PUBLIC PARTICIPATION IN REGIONAL PLANNING FOR SOUTHEASTERN WISCONSIN

SUMMARY



PLANNING FOR OUR REGION

We invite you to participate in planning for the future of our Region, and this document discusses the many opportunities to get involved.

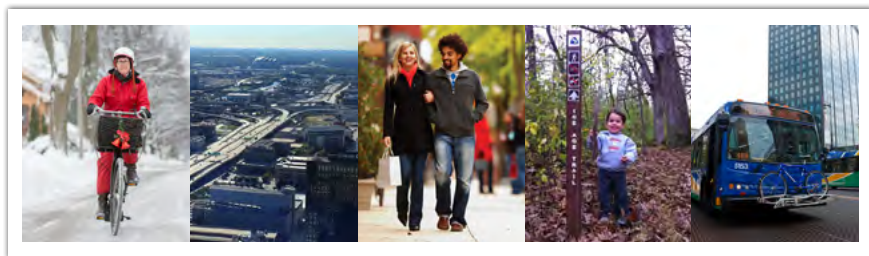
The Regional Planning Commission (SEWRPC) works to provide basic information and planning services **to solve problems and explore opportunities that go beyond single units of government**. In our Region, there are seven counties and nearly 150 communities, containing many public and private interests.

Planning for needs like efficient highways and public transit systems, beneficial parks and open spaces, affordable housing, major land use changes and employment centers, and a quality environment including clean water cannot be done well without working together. These and other needs require a multi-county planning effort and **benefit from the participation of many residents, providing many unique perspectives**.

IMPORTANCE OF PUBLIC PARTICIPATION

Public participation has become an important part of government decisions affecting many aspects of our lives. The Regional Planning Commission believes that having people participate in its work can help to accomplish positive things:

- **Present opportunities** to both provide and get back useful information
- **Use non-technical language** to explain issues and choices that are sometimes complex
- **Encourage residents to suggest ideas** and make comments that can improve planning
- **Guide planning** through advisory committees containing key representatives and topic experts



- **Create plans that are more likely to be carried out** due to understanding and support
- **Expand knowledge** so that participants are better equipped to act or to join in public debate
- **Give residents a voice** while also meeting important legal requirements
- **Build important partnerships** and maintain key connections for success

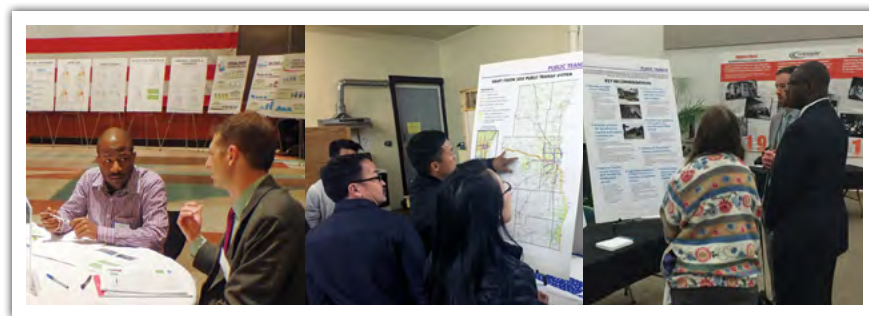
This brochure summarizes how the Regional Planning Commission plans to provide opportunities for public participation, how it will use the ideas and comments received, and how it is prepared to evaluate success and make improvements. Suggestions are welcome on how the Commission can meet participation needs and best receive public comments (please see back cover).

The SEWRPC website at www.sewrpc.org is a ready source of full information—from newsletters and meeting details to draft recommendations and complete plans—offering an open opportunity to comment on regional planning 24 hours a day, 7 days a week.

PUBLIC PARTICIPATION GOAL

The Commission's goal for public participation has three major parts:

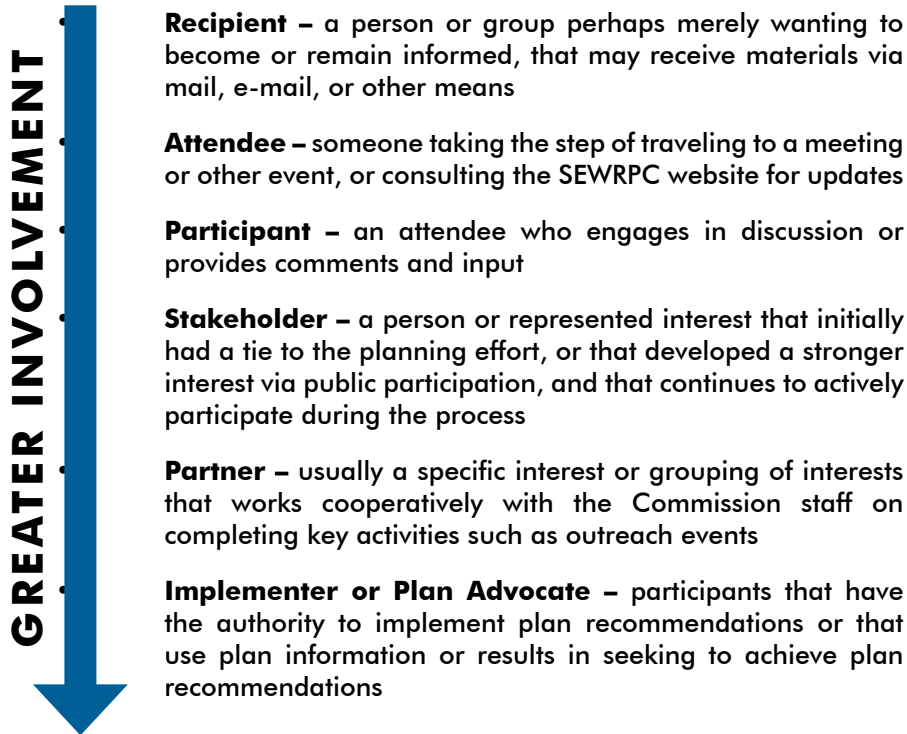
- Ensure early and continuous public notification about regional planning
- Provide meaningful information concerning regional planning
- Obtain participation and input in regional planning



HOW PEOPLE MAY RELATE DURING PUBLIC PARTICIPATION

In pursuing its three-fold public participation goal, the Commission recognizes and appreciates that **diverse audiences will approach regional planning topics from different perspectives**. Some people may initially be unaware, or struggle to see the relevance. Others may wish to become active participants or even outreach partners.

The Commission will use a range of informational materials, activities, and events to meet a variety of needs. In this process, the Commission will respect that some people may want to participate only at a distance, if at all, while others may seek a great deal of information and involvement. In all cases, providing meaningful opportunities for participation will be considered a key for success by the Commission. The following describe different and generally growing levels of planning involvement upon which people often focus. However, the Commission strives to be flexible and encourages involvement in whatever way is desired and convenient.



RECOMMENDED PUBLIC PARTICIPATION PLAN

The Commission will work to achieve its public participation goal cooperatively with other public agencies and units of government by coordinating efforts when possible. It will coordinate particularly with the Region's counties, cities, villages, and towns, and the Wisconsin Departments of Transportation and Natural Resources.

The Commission will be accommodating, providing timely notices of important steps in planning, free and open access, and multiple means of participation.

The components of public participation will include:

- Open Meetings
- Advisory Committee Meetings
- Public Meetings and Comment Periods
 - Targeted Format and Frequency
 - Broad Notification
 - Convenient Scheduling
- Website Updates
- Document Availability and Notification
- Ensuring Environmental Justice in Planning
- Engaging Minority Populations, Low-Income Populations, and People with Disabilities
- Environmental Justice Task Force
- Public Outreach and Briefings
- Incorporation of Public Input
- Evaluation of Public Participation

A few of the key components are summarized on the following pages. For more detail on each component, please see the full Public Participation Plan, available on the Commission's website.



ENGAGING MINORITY POPULATIONS, LOW-INCOME POPULATIONS, AND PEOPLE WITH DISABILITIES

The Commission will seek to involve all interested and concerned segments of the public in its planning. Some practical applications show steps typically used in major planning efforts to engage minority populations, low-income populations, and people with disabilities:

- **Personal letters are sent to lead contacts** of groups and organizations at each major stage of planning corresponding to study newsletters and/or public meetings, highlighting key points of potential interest.
- **Telephone campaigns, emails, or regular contacts** occur to arrange meetings, encourage participation, answer questions, and take any comments.
- **Partnerships and other deeper relationships** will be continued with eight community organizations that serve and represent the Region's minority populations, low-income populations, and people with disabilities.
- **Opportunities are explored for more intensive engagement**, including co-sponsored events, special meetings involving full memberships—particularly with the Commission's eight community partners—and employing small group discussion techniques.
- **Primary organizational contacts are identified and cultivated**, to provide a basis of regular or ongoing involvements with a subset of very active and broad-based representative groups.

OBTAINING AND INCORPORATING PUBLIC INPUT

Public input is documented and taken into account by the Commission and its advisory committees guiding planning efforts prior to any final recommendations. Ongoing public comments are sought in many different ways. Formal comment periods are used, with a minimum of 30 days for most efforts (45 days for the adoption of the public involvement process), when public meetings are held for an effort. For major regional plan updates, involving multiple series of public meetings, the Commission often considers:

- **Holding at least one meeting per county** during each series, all at ADA-accessible locations

- **Seeking central city locations** in Kenosha, Milwaukee, Racine, and Waukesha Counties
- **Selecting meeting sites with public transit availability**, particularly in urban areas
- **Working with its eight community partners to hold meetings** at the same time as public meetings
- **Accommodating individuals with limited English proficiency**, including providing translators as needed

A variety of techniques are used to provide information, including summary handouts, visual displays, keypad polling, and interactive small group discussions. All meetings include the opportunity to provide comments in writing or orally. Public meetings and comment periods are broadly noticed using paid newspaper advertisements (including newspapers serving minorities and low-income populations), press releases, distribution of summary materials via mail and e-mail, and website updates. Staff also gives presentations or briefings throughout planning efforts to any group that requests one.

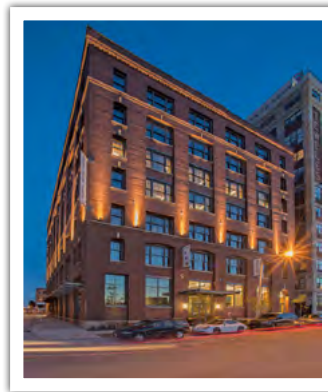


EVALUATION OF PUBLIC PARTICIPATION

The effectiveness of the Commission's public participation efforts will be monitored and evaluated, and improved when possible. At the conclusion of planning efforts, Commission staff will evaluate the public participation used, identifying improvements for future planning efforts. Ongoing public participation will be modified while a planning effort is underway based on feedback.

REGIONAL TRANSPORTATION CONSULTATION PROCESS

In addition to actively seeking participation by Southeastern Wisconsin residents, the Commission obtains considerable input during its transportation planning and programming efforts through its consultation process. This valuable consultation is conducted primarily through Commission advisory committees, task forces on key issues, work with community partners, and consulting with numerous minority and low-income groups.



FOR MORE INFORMATION

Your participation is valued! For more information, to provide comments, to request a meeting, or to be added to the Commission mailing or e-mailing list, please contact the:

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JANUARY 2017

INTRODUCTION

Public involvement and outreach efforts of the Southeastern Wisconsin Regional Planning Commission grew and evolved between April 2020 and March 2023, particularly regarding outreach to minority and low-income populations. As much of the Public Involvement and Outreach (PIO) Division's work involves face-to-face meetings, events, and relationship building, staff were particularly impacted by COVID-19 during 2020 and 2021. The transition to virtual meetings and events allowed staff to maintain connections with existing partners and network with a broader group of organizations. In 2022 and 2023, the Commission continued to be active partners with many organizations in the region through attending events, presenting on key Commission projects, and conducting outreach to targeted populations.

This report outlines significant and new areas of emphasis by the Commission in response to past Title VI reviews, as well as reviews of activities that it has found to be effective in reaching targeted populations. Many of the Commission's activities continue to be ongoing or are multi-year in nature.

Details on the public involvement and outreach activities conducted by Commission staff between April 2020 and March 2023 are summarized in Exhibits F-1 through F-4 by year. The summaries are organized by PIO Division goals, involvement with community partners, and a summary of activities relating to targeted populations. The exhibits do not contain an exhaustive list of all outreach activities in the reporting period.

Background on the Commission's Public Involvement and Outreach

The goal of the Commission's public involvement and outreach efforts is to ensure early and continuous public engagement regarding transportation planning and programming, including providing notification, meaningful information, and opportunities for public participation and input. Opportunities for public comment are provided via the Commission website, social media, telephone, office locations, and U.S. mail. Public and on-request meetings and presentations also provide an opportunity for the Commission to receive and incorporate input into the planning process in a timely, effective, and professional manner.

With the understanding that community engagement is the key to longevity and support of a project, the PIO Division 1) works to advance the Commission's overall and specific public involvement and outreach

**SUMMARY OF PUBLIC INVOLVEMENT AND OUTREACH ACTIVITIES
UNDERTAKEN, INCLUDING MEANINGFUL ACCESS FOR MINORITY AND
LOW-INCOME POPULATIONS: APRIL 2020 – MARCH 2023**

EXHIBIT F

efforts, 2) continues to build and expand relationships with potentially underserved populations, as well as, traditional audiences, and 3) addresses the growing workload related to public involvement. Through the Division's outreach work and other Commission efforts, SEWRPC continues to fulfill its commitment to achieving environmental justice and Title VI compliance in transportation and other planning programs.

The Environmental Justice Task Force (EJTF), formed in 2007, and PIO Cross-Functional Team, formed in 2019, continue to be valuable resources and guides for PIO. The EJTF is made up of 15 members, including at least one from each county, and serves to enhance the consideration and integration of environmental justice throughout the regional planning process. The PIO Cross-Functional Team is made up of Commission staff from all major planning divisions, Land Use, Transportation, Environmental, Special Projects, Surveying and Mapping and serves as an extension of the PIO staff.

Throughout the Commission's planning processes, additional and targeted steps have been taken to conduct outreach, engage in public involvement, educate the public, and evaluate the planning process through an environmental justice lens. Figure F.1 outlines the objectives of the Commission's targeted public involvement and outreach program. The community partners and Primary Organizations, discussed in the following section, help support these goals.

Figure F.1
Major Objectives of SEWRPC-Targeted Public Involvement and Outreach Program



IDENTIFYING ORGANIZATIONAL CONTACTS TO TARGET FOR OUTREACH – COMMUNITY PARTNERS AND PRIMARY ORGANIZATIONS

As part of the extensive public outreach for VISION 2050 started in 2013, the Commission began a formal partnership with a select group of nonprofit community organizations, which the Commission designated as community partners. These community partners include Common Ground, Ethnically Diverse Business Coalition, Hmong American Friendship Association (HAFA), Independence First, Milwaukee Urban League, Southside Organizing Center (SOC), Urban Economic Development Association (UEDA), and Urban League of Racine and Kenosha (ULRK). In 2017, Renew Environmental Public Health Advocates, Inc. (REPHA) was added as a community partner.

The community partners play a valuable role in the Commission’s public involvement and outreach including providing input and feedback on outreach plans, sharing information with their stakeholders through social media or newsletters, and hosting or co-organizing presentations for relevant Commission planning efforts or projects. Occasionally, community partners are hired as paid consultants to assist with outreach for a particular project.

The Commission also maintains a list of active organizations working in areas related to the Commission’s planning efforts, including employment, transportation, land use, economic development, housing, and environmental deterioration, which make up the Primary Organizations. These organizations serve low-income areas, areas including communities of color, or individuals with disabilities.

The Primary Organizations act as a formal distribution network for information about Commission planning activities. To reduce barriers to participating in the planning process, Commission staff use a variety of communication methods to reach the Primary Organizations including newsletters, emails, meetings, and phone calls. These methods allow the Commission to update contacts on each new study or project, as well as receive updates from Primary Organization, which promotes collaboration between groups.

Table F.1 defines community partners and Primary Organizations and a list of each organization during the reporting period is in Table F.2. The PIO Cross-Functional Team and the EJTF annually review and update the list of Primary Organizations to broaden targeted outreach and involvement.

Table F.1
Definitions of Community Partners and Primary Organizations

Group	Number of Organizations	Commission’s Commitment for Interaction
Community Partners	9	<ul style="list-style-type: none"> • Receive newsletters • Receive bi-annual update letter • Receive invitation to a SEWRPC Annual Meeting • In frequent contact with organization leaders, including one-on-one meetings • Commission frequently participates in community partner events or meetings • Community partners are highlighted on Commission social media
Primary Organizations	50-75	<ul style="list-style-type: none"> • Receive newsletters • Receive bi-annual update letter • Commission staff participate in Primary Organization events or meetings that are relevant to SEWRPC’s work

Table F.2
SEWRPC Primary Organizations List for 2020-2023 Reporting Period
Approved by the Environmental Justice Task Force

Bold text denotes SEWRPC Community Partner

Italicized text signifies operations in multiple counties within Southeastern Wisconsin

Year(s)	Primary Organization
2020-2023	<i>Aging and Disability Resource Center (ADRC)</i>
2021-2023	African American Chamber of Commerce of Greater Racine
2021-2023	African American Roundtable (AART) (Milwaukee)
2021-2023	African American Roundtable of Leaders of Racine
2020-2023	Clarke Square Neighborhood Initiative
2020-2023	Common Ground
2020-2023	Eras Senior Network (Waukesha)
2020-2023	Ethnically Diverse Business Coalition
	African American Chamber of Commerce
	American Indian Chamber of Commerce of Wisconsin
	Hispanic Chamber of Commerce
	Hmong Wisconsin Chamber of Commerce
	Multicultural Entrepreneurial Institute
	Milwaukee Inner City Congregations Allied for Hope
	Milwaukee Urban League
	National Association of Minority Contractors
	Pan African Community Association
	The Business Council
	Wisconsin Black Chamber of Commerce
	Wisconsin LGBT Chamber of Commerce
2021-2023	<i>Forward Latino</i>
2020-2023	Harambee Great Neighborhood Initiative
2020	Hispanic Business and Professional Association (Racine)
2020-2023	Hispanic Collaborative (Milwaukee)
2020-2023	Hispanic Roundtable (Racine)
2020-2023	Hmong American Friendship Association (HAFA)
2020-2023	Independence First
2020-2023	Interfaith Caregivers of Ozaukee County
2020-2023	Interfaith Caregivers of Washington County
2020-2023	Kenosha Achievement Center
2020-2023	Kenosha Area Family and Aging Services (KAFASI)
2021-2023	Kenosha Chapter of the American Association of University Women
2021-2023	Kenosha Coalition for Dismantling Racism
2020-2023	Kenosha Community Health Center
2020-2023	Kenosha County Veterans Services
2020-2023	La Casa de Esperanza (Waukesha)
2020-2023	Local Initiatives Support Corporation (LISC)
2020-2023	League of United Latin American Citizens (LULAC)
2020-2023	Milwaukee Urban League
2021-2023	<i>National Alliance on Mental Illness (NAMI)</i>
2020-2023	<i>National Association for the Advancement of Colored People (NAACP)</i>
2020-2023	Ozaukee Family Services
2020-2022	Racine County Family Resource Network
2020-2023	Racine Kenosha Community Action Agency (Racine & Kenosha)
2020-2023	Renew Environmental Public Health Advocates, Inc. (REPHA)(Milwaukee)
2020-2023	Riverwest Neighborhood Association/Riverworks Development Corporation
2020-2023	Root River Environmental Educational Community Center
2020-2023	Sherman Park Community Association
2020-2023	Sixteenth Street Community Health Centers
2020-2023	Social Development Commission (Milwaukee)

Table continued on next page.

Table F.2 (Continued)

Year(s)	Primary Organization
2020-2022	<i>Society's Assets</i>
2021-2023	<i>Southeastern Oneida Tribal Services</i>
2020-2023	Southside Organizing Center (SOC) (Milwaukee)
2022-2023	Teens Grow Greens
2020-2023	The Threshold, Inc. (Washington)
2022-2023	Tosa Together
2020-2023	<i>United Migrant Opportunity Services (UMOS)</i>
2020-2023	<i>United Way</i>
2020-2023	Urban Ecology Center
2020-2023	Urban Economic Development Association of Wisconsin (UEDA)
2020-2023	Urban League of Racine and Kenosha (ULRK)
2020-2023	VIA CDC
2020-2023	Visioning a Greater Racine
2020-2023	Walnut Way Conservation Corporation
2020-2023	Walworth County Community Alliance
2020-2023	Washington Park Partners
2021-2023	<i>WATERshed Program</i>
2020-2022	We Got This (Milwaukee)
2020-2023	Wisconsin Green Muslims
2021-2023	<i>Wisconsin Hispanic Scholarship Foundation/Mexican Fiesta</i>
2020-2023	Wisconsin Department of Veterans Affairs
2020-2023	Wisconsin Veterans Chamber of Commerce
2020-2023	<i>WISDOMmember organizations:</i>
	Congregations United to Serve Humanity (CUSH) (Kenosha)
	Milwaukee Inner-city Congregations Allied for Hope (MICAH) (Milwaukee)
	Racine Interfaith Coalition (Racine)
	Stewards of Prophetic Hopeful Intentional Action - SOPHIA (Waukesha)
2020-2023	<i>YWCA Southeast Wisconsin</i>

BACKGROUND FOR MINORITY POPULATION AND LOW-INCOME POPULATION PARTICIPATION IN PLANNING

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.¹ These disparities are long-standing, and are more pronounced than in almost all other metro areas.

With these disparities in mind, the Commission continued to involve minority and low-income populations in transportation and related planning via two parallel and complementary approaches:

1. Efforts to be open and accessible to the general public, including minority populations and low-income populations
2. Targeted efforts to reach minority and low-income population groups, including key constituents

Both approaches experienced significant activity over the reporting period, although the greatest emphasis was on targeted efforts.

GENERAL EFFORTS TO BE OPEN AND ACCESSIBLE

The Commission carries out an extensive public involvement and outreach program annually. In part, these efforts are integrated with the production of regional plan elements and generally involve traditional methods of conveying the Commission's analytical findings and proposed plan recommendations to the

¹ *These disparities are documented in SEWRPC Memorandum No. 221 (Second Edition), A Comparison of the Milwaukee Metropolitan Area to Its Peers, March 2020.*

public through a variety of avenues, including website materials, newsletters, presentations to governmental groups and community partners, public information meetings, and public hearings. Other efforts are directed at specific population subgroups, particularly low-income populations, minority populations, people with disabilities, and students. This work program is carried out in accordance with a structured approach set forth in a document entitled “Public Participation Plan for Regional Planning for Southeastern Wisconsin,” which is available from the Commission offices and can be accessed at www.sewrpc.org/ppp (see Exhibit E).

Most public outreach and input occurs at key points in the planning process when significant information becomes available and is prepared for public input and/or review. Providing such information gives the intended audience a good sense of the plan’s purpose and approach, ensuring that the dialogue between the Commission staff and the public is meaningful and effective. The Commission’s Public Participation Plan calls for a minimum of two sets of public meetings: early in a study and at the stage of alternatives analysis, with, potentially, a preliminary recommended plan.

The Commission’s major projects between 2020 and 2023 include the Comprehensive Economic Development Strategy, FlexRide Milwaukee Pilot, North-South Transit Enhancement Study, Regional Food System Plan, and Waukesha Transit Development Plan. These projects are described in Exhibits F-1 through F-4 by year.

ENVIRONMENTAL JUSTICE TASK FORCE

Under Federal law, the Commission has a responsibility to help ensure the full and fair participation throughout the regional planning process of minority populations, low-income populations, and people with disabilities. In addition to the public outreach efforts noted above, the Commission has appointed the EJTF to help ensure that this requirement is met. This 15-member body is intended to be broadly representative of minority, low-income, and special needs populations from across Southeastern Wisconsin. The primary role of the EJTF is to enhance the consideration and integration of environmental justice in transportation planning and other regional planning efforts. The purposes of the EJTF are summarized in Figure F.2.

Figure F.2
Purposes of the SEWRPC Environmental Justice Task Force



The EJTF meets on a quarterly basis. Meetings are held in locations that are physically accessible to people with disabilities and served by public transportation. All meetings within this reporting period, except for the meeting in February 2020, were held virtually. Non-members are also able to attend meetings and comment, as all meetings are open to the public and provide ample comment opportunity.

The EJTF receives updates on current planning efforts and schedules, information on the composition of applicants for recently filled Commission positions, and public involvement and outreach efforts. Within the reporting period, the EJTF agenda included the Regional Food System Plan, the Wisconsin Department of Transportation I-94 East-West project, numerous presentations from outside sources on relevant topics such as transportation access to polling places and social justice, and more. In early 2023, the EJTF completed their review of their Guidance Document, which generally resulted in updates to environmental justice policies, revisions to roles and responsibilities, and clarifications to the environmental justice principles,²

More information on the EJTF and other items noted in this report can be found at www.sewrpc.org.

² *Environmental Justice Task Force Guidance Document, April 2023, EJTF Guidance Document (Updated April 2023) (00263334-7).DOCX (sewrpc.org)*

**EXHIBIT F-1
PUBLIC INVOLVEMENT AND OUTREACH SUMMARY: 2020**

PUBLIC INVOLVEMENT AND OUTREACH STAFFING AND GOALS

In 2020, the PIO Division included two full-time staff and one part-time staff. Due to COVID-19, staff had the opportunity to engage with a wide variety of organizations in the region through virtual meetings. The Division maintained almost monthly contact with community partners and frequent contact with Primary Organizations to learn about their outreach efforts and to offer assistance.

2020 Public Involvement and Outreach Goals

1. Continue to grow and build partnerships through contact with community partners four times a year, Primary Organizations three times a year, and Top 100+ Organizations two times a year.
2. Send biannual update letters to partners.
3. Increase contact made with diverse communities filling a new need in the community.
4. Produce more user-friendly information about outreach done with groups related to women, seniors, people with physical & mental disabilities, and veterans.
5. Provide year-round access through events to students and other youth in all seven counties about the Commission and encourage them into career tracks related to the work of the Commission.
6. Conduct internal outreach to educate and engage Commission staff in PIO activities.

Despite disruptions to typical outreach events and activities from COVID-19, the PIO Division achieved the target number of contacts with partner organizations through a mix of virtual and in-person touchpoints. In addition to the biannual update letters, the Commission connected with Primary Organizations, which include the nine community partners, with a call to action to participate in the Comprehensive Economic Development Strategy (CEDS) virtual meeting and a notification for the 2021-2024 Transportation Improvement Plan (TIP).

To improve the accessibility of outreach materials, multiple divisions collaborated on family-friendly materials to engage attendees at the various events the Commission attends throughout the year, for example, offering coloring pages with animals specific to Wisconsin.

Virtual meetings and events during 2020 allowed staff to network with a broader group of regional organizations. Amid COVID-19, the nation and the region experienced civil unrest due to the many disparities related to color and socioeconomics. One way the Commission contributed to the conversation was to share the equity analysis completed as part of the VISION 2050 update. The transition to a virtual environment also allowed the PIO Division to share events and resources with Commission staff through Teams channels and meetings.

SUMMARY OF PUBLIC INVOLVEMENT FOR COMMISSION-LED PLANNING STUDIES AND PROJECTS

2020 Review and Update of VISION 2050 and Updated Equity Analyses

In response to the COVID-19 pandemic and the need to conduct most meetings remotely, Commission staff utilized a virtual format to engage the community during the 2020 Review and Update of VISION 2050. A presentation from the public meetings was posted on YouTube for future viewing.

As part of the VISION 2050 update, staff prepared second edition of a report comparing the Milwaukee metro area to peer metro areas in the Midwest and across the country and completed an equity analysis that evaluated whether the benefits



VISION 2050 Review and Update Presentation

and impacts of the recommended plan would be shared fairly and equitably among different populations in the Region. The results show that implementing VISION 2050 would help to reduce these disparities by providing more equitable access to opportunities through improved access to jobs, education, healthcare, and other activities. It also found that without additional funding to implement the VISION 2050 public transit element, a disparate impact on the Region’s people of color, low-income populations, and people with disabilities is likely to occur. Commission staff made several presentations across the Region on this equity analysis in collaboration with the following organizations NEWaukee, UEDA, SOC, African American Chamber of Commerce of Greater Racine, and Milwaukee Urban League.

Comprehensive Economic Development Strategy (CEDS)

The Commission and Milwaukee 7 (M7) prepared the 2021-2025 CEDS for Southeastern Wisconsin, with input from M7’s Regional Economic Partnership working group and other stakeholders. The CEDS brings together the public and private sectors to develop a strategic plan to diversify and strengthen the Region’s economy. In the fall, the CEDS partnership obtained initial input through a SWOT (Strengths, Weaknesses, Opportunities, and Threats) exercise to help inform the strategic direction of the new CEDS through a virtual meeting and online survey. Staff called and sent emails to Primary Organizations with a request to participate in the meeting or provide input via the survey.



CEDS Virtual Stakeholder Presentation

SUMMARY OF ACTIVITIES WITH THE COMMUNITY PARTNERS

The Commission held the annual community partner meeting virtually via Teams in September. Since there were changes in leadership both at the Commission and the community partners, SEWRPC Division Heads joined the meeting and shared updates on major projects within their division. community partner interactions for April-December 2020 are shown in Table F.3.

**Table F.3
Number of Interactions with
Community Partners (April-December 2020)**

Community Partner	Number of Interactions
Common Ground	4+
Ethnically Diverse Business Coalition	4+
Hmong American Friendship Association	4+
Independence First	4+
Milwaukee Urban League	5
Renew Environmental Public Health Advocates, Inc.	4+
Southside Organizing Committee	4+
Urban Economic Development Association	6
Urban League of Racine and Kenosha	4+

Note: Due to disruptions from COVID-19, the exact number of interactions with each organization was not recorded, but PIO attended weekly or monthly virtual meetings with most community partners.

Other activities with the community partners included:

- Staffed a limited contact booth at the ULRK Community Block Party on September 26
- Served as a presenter four times on the SOC weekly Facebook Live event, discussing major SEWRPC projects including VISION 2050, the Equity Analysis for VISION 2050, stakeholder meetings for the CEDS, and the North South Transit Enhancement Study
- Served as a panelist for the Milwaukee Urban League’s October Roundtable on Racial Disparities in Transportation and Housing
- Received UEDA’s community partner of the Year award at the virtual Annual Community Gathering



ULRK Community Block Party

SUMMARY OF PUBLIC INVOLVEMENT TO TARGETED POPULATION GROUPS

A particular focus of the Commission's Public Involvement and Outreach Division is to engage members of specific population subgroups that traditionally have had lower levels of participation than the general population in regional planning activities and events, including low-income populations, people of color, and people with disabilities or other needs. The Division reaches these groups through the community partners and Primary Organizations, in addition to building partnerships with other regional organizations.

Broadly, the Commission engages with organizations and events within the following categories:

- Environmental education and sustainable communities
- Equity and inclusion in terms of race, ethnicity, culture, faith, immigration status, and physical ability
- Neighborhood and community economic development, including workforce development and employment
- Public health and quality of life enhancements for families, seniors, and veterans
- Youth engagement

The PIO Division attended ReFlo's virtual Green School Conference which initiated relationships with groups that have developed extensive environmental education programs including the Haggerty Museum of Art and University of Wisconsin Milwaukee Water Ambassadors and continued partnerships with the Milwaukee Metropolitan Sewage District (MMSD). Other environmental events included Tosa Sustainability Summit and Groundwater Plus workshop presented by the Racial Equity Institute and the City of Racine, to name a few.

In an effort to develop youth engagement, PIO staff participated in the Kenosha School of Technology Enhanced Curriculum (KTEC) Annual Science Fair, the virtual UW-M Freshwater Science Career Fair, and the virtual WInSTEP SEPA Student Research Conference. Youth engagement was significantly impacted by COVID-19.



KTEC Annual Science Fair

Credit: Kenosha School of Technology Enhanced Curriculum

**EXHIBIT F-2
PUBLIC INVOLVEMENT AND OUTREACH SUMMARY: 2021**

PUBLIC INVOLVEMENT AND OUTREACH STAFFING AND GOALS

In 2021, the Public Involvement and Outreach Division operated with two full-time staff. Staff continued to adjust outreach efforts as Commission staff and partner organizations implemented a hybrid approach of in-person and virtual meetings and events. The 2021 goals doubled the number of contacts with community partners and increased contacts with Primary Organizations from three to four.

2021 Public Involvement and Outreach Goals

1. Continue to grow and build partnerships through contact with community partners eight times a year, Primary Organizations four times a year, and Top 100+ Organizations two times a year
2. Send biannual update letters to partners
3. Increase contact made with diverse communities filling a new need in the community
4. Produce more user-friendly information about outreach done with groups related to women, seniors, people with physical & mental disabilities, and veterans
5. Provide year-round access through events to students and other youth in all seven counties about the Commission and encourage them into career tracks related to the work of the Commission
6. Conduct internal outreach to educate and engage Commission staff in PIO activities

Staff continued engagement with the robust list of Primary Organizations through virtual and in-person events and appearing in community spaces to share information about Commission projects, such as the Fondy Farmer's Market. Staff also developed a relationship with a new Primary Organization, Teens Grow Greens.

To produce more user-friendly outreach materials, the PIO Division worked with staff to update the SEWRPC website, produce materials for youth engagement, and use more photos and visuals in publications. The PIO Division also prepared a social media plan for 2022, which includes a feature to highlight each of the community partners on Commission social media accounts.

Youth engagement to encourage the region's youth to pursue career tracks related to the work of the Commission primarily took place in Milwaukee and Racine Counties. Staff formed new relationships with two organizations, Root River Environmental Education Community Center and STEM Forward.

SUMMARY OF PUBLIC INVOLVEMENT FOR COMMISSION-LED PLANNING STUDIES AND PROJECTS

Regional Food System Plan

The Regional Food System Plan will address the food system from a regional planning perspective including ensuring accessible and affordable healthy and fresh food options for all residents, reducing economic and health disparities, supporting locally owned and sustainable farming operations, and preserving productive agricultural land and sensitive natural resources. The public involvement for the Plan included a virtual kick off meeting in August 2021. Commission PIO and land use staff presented and events outreach events with all nine community partners.



**Northwest Side Community Development Corporation
Community Resources Fair 2021**

Comprehensive Economic Development Strategy (CEDS)

During 2020 and 2021, M7 and the Commission prepared the 2021-2025 CEDS for Southeastern Wisconsin, with input from M7’s Regional Economic Partnership working group and other stakeholders. A virtual stakeholder meeting occurred in March 2021 for the public to provide feedback on the goals and strategies of the CEDS. The CEDS is designed to bring together the public and private sectors to develop a strategic plan to diversify and strengthen the Region’s economy. The Commission adopted the new CEDS in September 2021.

Milwaukee North-South Transit Enhancement Study

Throughout the study, initiated in 2020, Milwaukee County, Milwaukee County Transit System, and Commission staff prioritized extensive public outreach. In May 2021, the Commission initiated a partnership with five community- and neighborhood-based organizations who have a longstanding presence in underserved neighborhoods in the corridor. Through an agreement that included payment for services, the community partners assisted the study team with providing outreach along and near 27th Street. The study included three rounds of public meetings in February, June, and October. Commission staff presented the study to six of the community partners.



Milwaukee North-South Transit Enhancement Study Virtual Presentation

SUMMARY OF ACTIVITIES WITH THE COMMUNITY PARTNERS

PIO continued to deepen relationships with SEWRPC’s nine community partners by supporting their events and staying engaged with their members. The Commission held a hybrid meeting for the annual community partner meeting in August. Commission staff presented on the North-South Transit Enhancement Study, Regional Chloride Study, Regional Food System Plan, and the EJTF. Staff also discussed efforts to improve and collaborate on future social media engagement. Community partner interactions for 2021 are shown in Table F.4.

**Table F.4
Number of Interactions with
Community Partners (2021)**

Community Partner	Number of Interactions
Common Ground	11
Ethnically Diverse Business Coalition	5
Hmong American Friendship Association	4
Independence First	8
Milwaukee Urban League	4
Renew Environmental Public Health Advocates, Inc.	6
Southside Organizing Committee	5
Urban Economic Development Association	13
Urban League of Racine and Kenosha	5

Some examples of the Commission’s continued participation included:

- Self Help Credit Union introduction with Common Ground
- The Business Council annual luncheon
- Back to School Fair with HAFA
- Independence First Virtual Brown Bag Series (3 events)
- Neighborhood beautification with REPHA
- Chili Cook-off with Washington Park Partners and REPHA
- ULRK Health is Wealth event



Hmong American Friendship Association Back to School 2021

SUMMARY OF PUBLIC INVOLVEMENT TO TARGETED POPULATION GROUPS

A particular focus of the Commission's Public Involvement and Outreach Division is to engage members of specific population subgroups that traditionally have had lower levels of participation than the general population in regional planning activities and events, including low-income populations, people of color, and people with disabilities or other needs. The Commission reaches these groups through the community partners and Primary Organizations, in addition to building partnerships with other regional organizations and attending community events. For example, Commission staff had a booth at the Fondy Farmer's Market August through October to share about three major projects, the Regional Food System Plan, and the North South Transit Enhancement Study, and the Equity Analysis.



Fondy Market

Broadly, the Commission engages with organizations and events within the following categories:

- Environmental education and sustainable communities
- Equity and inclusion in terms of race, ethnicity, culture, faith, immigration status, and physical ability
- Neighborhood and community economic development, including workforce development and employment
- Public health and quality of life enhancements for families, seniors, and veterans
- Youth engagement

Environmental Education and Sustainable Communities

The PIO Division attended EcoFest, a hybrid virtual and in-person event, in Racine, Kenosha, and Walworth Counties. During the virtual portion of the event, the Commission highlighted videos on chloride river monitoring sites, field sampling and equipment, chloride levels in streams, and environmental chloride impacts on aquatic life and offered a live presentation with question-and-answer session on the Regional Chloride Study. Other environmental events included Root River (REC) Water Event, Waukesha Sustainability Fair, and Green School and Healthy Schools Conference.



Green & Healthy Schools Conference 2021



Green & Healthy Schools

Credit: Green Schools Consortium

Equity and Inclusion

Commission continued to support organizations working toward equity and inclusion in the region through events such as the Racine Hispanic Roundtable Luncheon, SDC Poverty Summit, Nonprofit Leadership Conference for Milwaukee, Racine & Kenosha, and Racine Juneteenth Day Celebration.



Nonprofit Leadership Conference



Racine Juneteenth Day Celebration

Economic and Workforce Development

Notable events within the economic and workforce development area include KABA Annual Meeting, Kenosha Expo, Kenosha Innovation Neighborhood Planning Meeting, Ozaukee Economic Development Outreach Event, BizTimes Racine/Kenosha 2025 (Virtual), Racine County & African American Chamber of Commerce of Greater Racine Business Expo, and MARKETPLACE 2021 – Wisconsin Governor’s Conference on Minority Business Development.



MARKETPLACE 2021

Credit: Wisconsin Economic Development Corporation



MARKETPLACE 2021

Credit: Wisconsin Economic Development Corporation

Public Health

To engage with public health and quality of life enhancements for families, seniors, and veterans, Commission staff attended several events including the Wisconsin Black Maternal and Child Health Summit (Virtual), Office of African American Affairs National Health Equity Summit (Virtual), and UW Extension Aging Mastery Series.

Youth Engagement

Educational outreach occurred at STEM Forward, Carson Academy (MPS STEAM school), and Root River Environmental Education Community Center. Staff also attended the RUSD Career Week. An internal committee, between Public Involvement and Outreach and Special Projects, worked to develop a plan to extend SEWRPC’s reach into the community and help the region’s youth understand the various careers available at the Commission.

**EXHIBIT F-3
PUBLIC INVOLVEMENT AND OUTREACH SUMMARY: 2022**

PUBLIC INVOLVEMENT AND OUTREACH STAFFING AND GOALS

In 2022, the Public Involvement and Outreach Division operated with two full-time staff. PIO Division goals remained the same as in 2021.

2022 Public Involvement and Outreach Goals

1. Continue to grow and build partnerships through contact with community partners eight times a year, Primary Organizations four times a year, and Top 100+ Organizations two times a year
2. Send biannual update letters to partners
3. Increase contact made with diverse communities filling a new need in the community
4. Produce more user-friendly information about outreach done with groups related to women, seniors, people with physical & mental disabilities, and veterans
5. Provide year-round access through events to students and other youth in all seven counties about the Commission and encourage them into career tracks related to the work of the Commission
6. Conduct internal outreach to educate and engage Commission staff in PIO activities

The Commission continued strong relationships with the community partners and Primary Organizations.

Youth engagement to encourage the region's youth to pursue career tracks related to the work of the Commission primarily took place in Kenosha, Milwaukee, and Racine Counties through a mix of attending career fairs and presentations in classrooms.

SUMMARY OF PUBLIC INVOLVEMENT FOR COMMISSION-LED PLANNING STUDIES AND PROJECTS

FlexRide Milwaukee Pilot

Commission staff attended several neighborhood and community events to highlight FlexRide, the on-demand transit service to the Menomonee Falls and Butler area. These events included the Milwaukee Juneteenth Celebration and the Milwaukee Puerto Rican Family Festival. FlexRide pilot partners included Employ Milwaukee, Waukesha County Business Alliance, Waukesha County Center for Growth, Waukesha-Ozaukee-Washington Workforce Development Board, Milwaukee County Transit System, MobilISE, and UW-Milwaukee.



FlexRide Milwaukee Event

Regional Food System Plan

Over the summer, staff visited Farmers' Markets and grocery stores in each of the seven counties to do research and talk with the public about the Regional Food System Plan. In addition, staff presented to the Racine Hispanic Roundtable and the Racine African American Roundtable of Leaders. The Plan will address the regional food system including ensuring accessible and affordable healthy and fresh food options for all residents, reducing economic and health disparities, supporting locally owned and sustainable farming operations, and preserving productive agricultural land.



Staff at Geneva Farmers Market

Waukesha Transit Development Plan

To gather feedback on the draft transit recommendations, a formal public involvement process was held in October and November 2022. The public involvement process included three public meetings, an online survey, and a meeting focused for business stakeholders, hosted by the Waukesha County Business Alliance.

SUMMARY OF ACTIVITIES WITH THE COMMUNITY PARTNERS

In 2022, Public Involvement and Outreach staff engaged with the nine community partners utilizing both in-person and virtual options. Staff attended the openings of two community partners’ satellite offices. Independence First added a second location in Grafton, and the Greater Milwaukee Urban League began operating a satellite office on Good Hope Road in Milwaukee. The Commission held a hybrid meeting for the annual community partner meeting in September. Community partner interactions for 2022 are shown in Table F.5.

**Table F.5
Number of Interactions with
Community Partners (2022)**

Community Partner	Number of Interactions
Common Ground	11
Ethnically Diverse Business Coalition	7
Hmong American Friendship Association	3
Independence First	6
Milwaukee Urban League	9
Renew Environmental Public Health Advocates, Inc.	4
Southside Organizing Committee	5
Urban Economic Development Association	27
Urban League of Racine and Kenosha	6

SUMMARY OF PUBLIC INVOLVEMENT TO TARGETED POPULATION GROUPS

The Commission engages members of specific population subgroups that traditionally have had lower levels of participation than the general population in regional planning activities and events, including low-income populations, people of color, and people with disabilities or other needs. Staff provide important information and solicit feedback on plans as they are prepared through the meetings and events with community partners, Primary Organizations, and other interest groups throughout the region.



UDEA Bank On Anniversary

Broadly, the Commission engages with organizations and events within the following categories:

- Environmental education and sustainable communities
- Equity and inclusion in terms of race, ethnicity, culture, faith, immigration status, and physical ability
- Neighborhood and community economic development, including workforce development and employment
- Public health and quality of life enhancements for families, seniors, and veterans
- Youth engagement



URLK Racine On The Table

Environmental Education and Sustainable Communities

Staff attended the signing of an agreement between the Army Corps and Kenosha County allowing for the restoration of the South Branch of the Pike River. The project will address stormwater and water quality concerns, provide new habitat, and bring about quality-of-life benefits, including a multiuse path.

The Commission also formed relationships with Root Pike WIN and Racine Habitat for Humanity the One Water Summit, an international conference held in Milwaukee. The conference included dialogue about climate resilience, strategies to advance racial equity in water, attracting and retaining the new water workforce, and soil and watersheds in water resource management. In addition to several annually held events, such as EcoFest and the Salt Paddle and Root River Clean Up in Racine, staff also attended Racine B-WET Project Field Day, African American Roundtable of Leaders (AAROL) Lead in OUR Water (Virtual), the Tosa Green Summit, Harborfest, and the Green and Healthy Schools Conference.



Green and Healthy Schools



Harborfest



Harborfest

Economic and Workforce Development

Commission staff supported the conversation on economic and workforce development in the region through many events including MARKETPLACE 2022 – Wisconsin Governor's Conference on Minority Business Development, the Statewide Latino Conference Hispanic Collaborative, and the Wisconsin Black Chamber of Commerce 1st Annual Business Expo.

The FlexRide Milwaukee pilot afforded Commission staff the opportunity to be involved in meaningful partnerships with workforce organizations, such as Employ Milwaukee, and the business community as the pilot program was planned and executed.

Commission staff presented information on FlexRide to each community partner. The on-demand service provided rides to workers in Milwaukee to the Menomonee Falls area. About 55 percent of accepted riders in the pilot program were unemployed and nearly 90 percent did not have access to a car.



Hispanic Heritage Month Celebration Racine

Public Health

Public Involvement and Outreach staff attended events that support public health and quality of life enhancements for all residents, including the Amani Neighborhood & AARP Safe Pedestrian Event, SDC Youth Summit, and the White Cane Awareness event. Commission staff served on the Walworth County Health and Human Services Steering Committee for the Community Health Improvement Plan (CHIP) and provided assistance on planning for housing security.



White Cane Awareness



SDC Summit on Poverty



AARP Amani Neighborhood

Youth Engagement

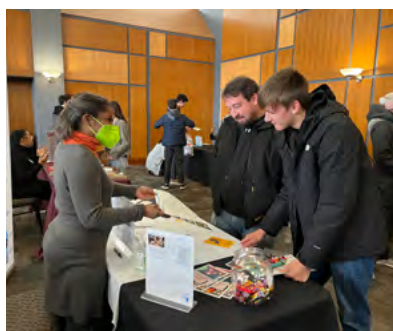
The Commission continued to forge relationships with organizations and schools to engage and educate youth on the career opportunities available in planning, civil engineering, and environmental sciences. Staff developed project-based lessons that could be taken into classrooms to help students understand concepts in transportation, land use, and environmental planning. Staff participated in the Green and Healthy Schools Conference at Vincent High School to cultivate personal relationships with Milwaukee Public School staff and discuss opportunities to visit classrooms.

Additional examples of youth engagement events include:

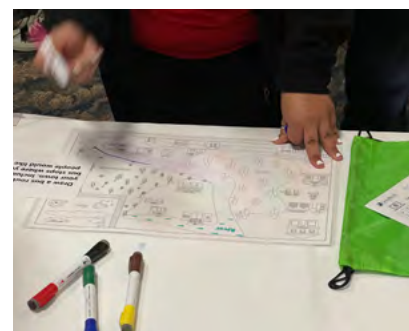
- Kenosha Teen Achievers program
- Stem Forward presentation to Milwaukee College Prep
- Lincoln Middle School 8th grade presentation judges
- Gateway Technical College Stem & Manufacturing Expo for high school students
- Racine Unified School District - SEE YOUR FUTURE EXPO
- Agriculture Industry Panel Discussion at Vincent High School
- GSCM's in-person School Selection Committee meeting
- MMSD RISE Internship Program
- Michell School Girls' STEM program



Gateway STEM Manufacturing Day



Mahone Power College and Resource



RUSD See Your Future Career Fair

**EXHIBIT F-4
PUBLIC INVOLVEMENT AND OUTREACH SUMMARY: 2023**

PUBLIC INVOLVEMENT AND OUTREACH STAFFING AND GOALS

The reporting period for this section includes January through March 2023. The PIO Division operated with two full-time staff during this time. For the 2023 goals, the number of contacts with community partners and primary organizations decreased slightly to allow for more meaningful engagement with each organization with the current staff capacity.

Public Involvement and Outreach Goals

1. Continue to grow and build partnerships through contact with community partners six times a year, Primary Organizations three times a year, and Top 100+ Organizations two times a year
2. Send biannual update letters to partners
3. Increase contact made with diverse communities filling a new need in the community
4. Produce more user-friendly information about outreach done with groups related to women, seniors, people with physical & mental disabilities, and veterans
5. Provide year-round access through events to students and other youth in all seven counties about the Commission and encourage them into career tracks related to the work of the Commission
6. Conduct internal outreach to educate and engage Commission staff in PIO activities

SUMMARY OF PUBLIC INVOLVEMENT FOR COMMISSION-LED PLANNING STUDIES AND PROJECTS

No major projects to report.

SUMMARY OF ACTIVITIES WITH THE COMMUNITY PARTNERS

Within the first three months of 2023, the Commission continued to maintain strong connections with community partners through participation in meetings and events such as the "Going Public with Public Housing" event with Common Ground and the Milwaukee Urban League's Equal Opportunity Luncheon. The Commission held the annual community partner meeting in March with seven of the nine community partners in attendance. Community partner interactions for January-March 2023 are shown in Table F.6.

Table F.6
Number of Interactions with
Community Partners (January-March 2023)

Community Partner	Number of Interactions
Common Ground	1
Ethnically Diverse Business Coalition	1
Hmong American Friendship Association	1
Independence First	1
Milwaukee Urban League	3
Renew Environmental Public Health Advocates, Inc.	1
Southside Organizing Committee	1
Urban Economic Development Association	9
Urban League of Racine and Kenosha	2

SUMMARY OF PUBLIC INVOLVEMENT TO TARGETED POPULATION GROUPS

Continuing its focus on engaging members of specific population subgroups that traditionally have had lower levels of participation than the general population in regional planning activities and events, the PIO Division has participated in numerous events including the Kenosha Expo, Shalom Center Affordable Housing Conversation with Landlords, Wisconsin Rural Economic Summit (Virtual), Dr. King Jr. Kindness Week Luncheon ULRK, Racine EcoFest, and the Wisconsin Black Maternal and Child Health Summit. Commission staff also attended the NAACP Wisconsin State Conference of Branches first annual Economic Development Committee Business Forum, which discussed accessing grant funding for black and POC business owners.



Kenosha Expo



NAACP

NAACP Wisconsin State Conference of Branches

Youth engagement at the Commission began the year with two floodplain presentations to students at Vincent High School (MPS) and Case High School (RUSD). Several other presentations are scheduled around the region for later this school year.



Case High School

INTRODUCTION

This exhibit documents the continued practices and procedures of the Southeastern Wisconsin Regional Planning Commission (SEWRPC) regarding the openness and accessibility of all programs and materials, particularly to individuals in Southeastern Wisconsin that are considered to be limited English proficient (LEP)—having a limited ability to read, write, speak, or understand English. Specifically, this exhibit includes a detailed examination of the LEP population and their needs in Southeastern Wisconsin, based on guidance developed by the U.S. Department of Transportation (DOT) and monitoring the LEP activity conducted by the Commission staff.

This exhibit serves as a review and update to the LEP four-factor analysis and LEP accommodation plan developed and included in the Commission’s 2020 Title VI Program. Much of the background for the LEP four-factor analysis and the framework for the LEP plan contained in the 2023 LEP analysis and plan was based on guidance developed by the U.S. DOT entitled, “Policy Guidelines Concerning Recipient Responsibilities to Limited English Proficient (LEP) Persons,” Federal Register/Vol. 70, No. 239, dated December 14, 2005, hereafter referred to simply as “guidance.” The revised guidance requires conducting a four-factor analysis to determine the level of assistance required to provide meaningful access.

This exhibit serves two principal functions and consists of two parts. The first part is an updated assessment of the LEP population in Southeastern Wisconsin and of the regional transportation planning and programming efforts and associated public participation activities conducted by the Commission relating to LEP people. The evaluation includes an LEP needs assessment based upon the “Four-Factor Analysis” framework provided in the Federal guidance to assist in determining the appropriate level of language assistance to be employed by the Commission in its regional planning and programming efforts for the LEP population in Southeastern Wisconsin to attempt to ensure that their language needs are considered. The evaluation also includes an assessment of the characteristics of the LEP population in Southeastern Wisconsin, of previous encounters with LEP people during the Commission’s planning and programming efforts, of the nature and relevance of the Commission’s planning and programming work to LEP people and the resources available to the Commission to provide language assistance to LEP people.

**FOUR-FACTOR ANALYSIS AND ACCOMMODATION PLAN FOR PEOPLE
WITH LIMITED ENGLISH PROFICIENCY AS PART OF THE REGIONAL
TRANSPORTATION PLANNING PROCESS IN SOUTHEASTERN WISCONSIN**

EXHIBIT G

The second part of this exhibit constitutes the Commission’s LEP plan describing the measures used by the Commission to ensure meaningful opportunities for LEP people to access and participate in future regional planning and programming programs efforts relevant to them.

The discussion that follows provides the vision and framework for continuing implementation of LEP policy steps. This discussion is important, because the document as a whole examines the guidance and discusses past examples of how the Commission has met LEP needs—while it also applies this context to help refine recommendations for future efforts. For example, the Milwaukee County North-South Transit Enhancement Study used new and innovative outreach methods for the Commission to reach LEP groups, given the project’s impact on a diverse corridor. The project used multiple online tools, including websites and videos in Spanish and Spanish-only public meetings. Fostering strong partnerships with community organizations, to share information and hold workshops, continues to be effective for reaching diverse stakeholders, including LEP persons.

FOUR-FACTOR ANALYSIS

This section documents the update to the “Four-Factor Analysis” based on the 2005 U.S. DOT guidance. The guidance provides additional direction for conducting the LEP needs assessment based upon four analysis factors:

- Factor 1: The number and proportion of LEP people served or encountered in the eligible service population
- Factor 2: The frequency with which LEP individuals come into contact with your programs, activities, and services
- Factor 3: The importance to LEP people of your program, activities, and services
- Factor 4: The resources available to the recipient and costs

Factor 1: The Number and Proportion of LEP People Served or Encountered in the Eligible Service Population

This section includes an evaluation of the LEP population within the seven-county Southeastern Wisconsin Region using data from the 2017-2021 U.S. Census five-year American Community Survey (ACS). This section also includes a review and evaluation of the LEP people encountered during recent and past regional planning efforts conducted by the Commission, including the regional land use and transportation plan—VISION 2050. This is done to identify higher concentrations of LEP people among the numerous languages spoken in Southeastern Wisconsin, and to identify the appropriate language services to provide to such individuals.

The number of people within the Region that identified themselves as having limited English proficiency—the ability to speak English at a level less than “very well”—on the 2017-2021 five-year ACS data is provided in Table G.1 and on Map G.1. The total number of LEP persons in the Region is 80,425 or 4.2 percent.

Table G.2 provides the number of LEP people within the Region by their spoken language. Table G.3 provides the number of LEP people within Milwaukee County—the county within Southeastern Wisconsin with the highest number of LEP people—by their spoken language.

The Spanish speaking LEP population throughout the Region and its counties remains the predominant language group numerically in terms of potential LEP needs, representing 2.7 percent of the total population of the Region. Map G.2 shows the census tracts where the Spanish-speaking LEP people exceed the regional average. The concentration of Spanish-speaking LEP people is highest in Milwaukee County—which has the highest concentration of LEP people within the Region—at 4.0 percent of the population age five and over. Other Asian and Pacific Islander languages comprise the next largest LEP grouping. With respect to Milwaukee County, Asian and Pacific Islander language speaking LEP persons are 0.8 percent of the population. Within Asian and Pacific Islander languages, the highest sub-grouping languages were Hmong at 0.3 percent and Other languages of Asia also at 0.3 percent. Map G.3 shows those census tracts where LEP people speaking Asian and Pacific Islander languages exceed the regional average of 0.7 percent.

**Table G.1
People with Limited English Proficiency (LEP): 2017-2021**

County	Total	Speaking Only English	Population Age Five and Over											
			Speaking Spanish		Speaking Indo-European Languages		Speaking Asian and Pacific Islander Languages		Speaking Other Non-English Languages		Total			
			Total People	LEP ^a People	Total People	LEP ^a People	Total People	LEP ^a People	Total People	LEP ^a People	Total People	LEP ^a People	Total People	LEP ^a People
Kenosha	159,289	139,568	13,310	5,300	4,011	1,426	1,930	715	470	139	19,721	7,580		
Milwaukee	875,710	721,454	98,149	34,903	22,777	7,012	23,953	9,959	9,377	2,728	154,256	54,602		
Ozaukee	86,313	81,742	1,632	331	1,910	385	673	257	356	60	4,571	1,033		
Racine	185,705	167,881	13,271	4,495	2,604	537	1,329	319	620	90	17,824	5,441		
Walworth	100,866	91,257	7,641	2,649	1,378	290	522	160	68	-	9,609	3,099		
Washington	129,362	124,427	1,908	525	1,917	343	902	299	208	92	4,935	1,259		
Waukesha	384,581	356,332	10,640	3,933	9,974	1,473	6,959	1,862	676	143	28,249	7,411		
Region	1,921,826	1,682,661	146,551	52,136	44,571	11,466	36,268	13,571	11,775	3,252	239,165	80,425		

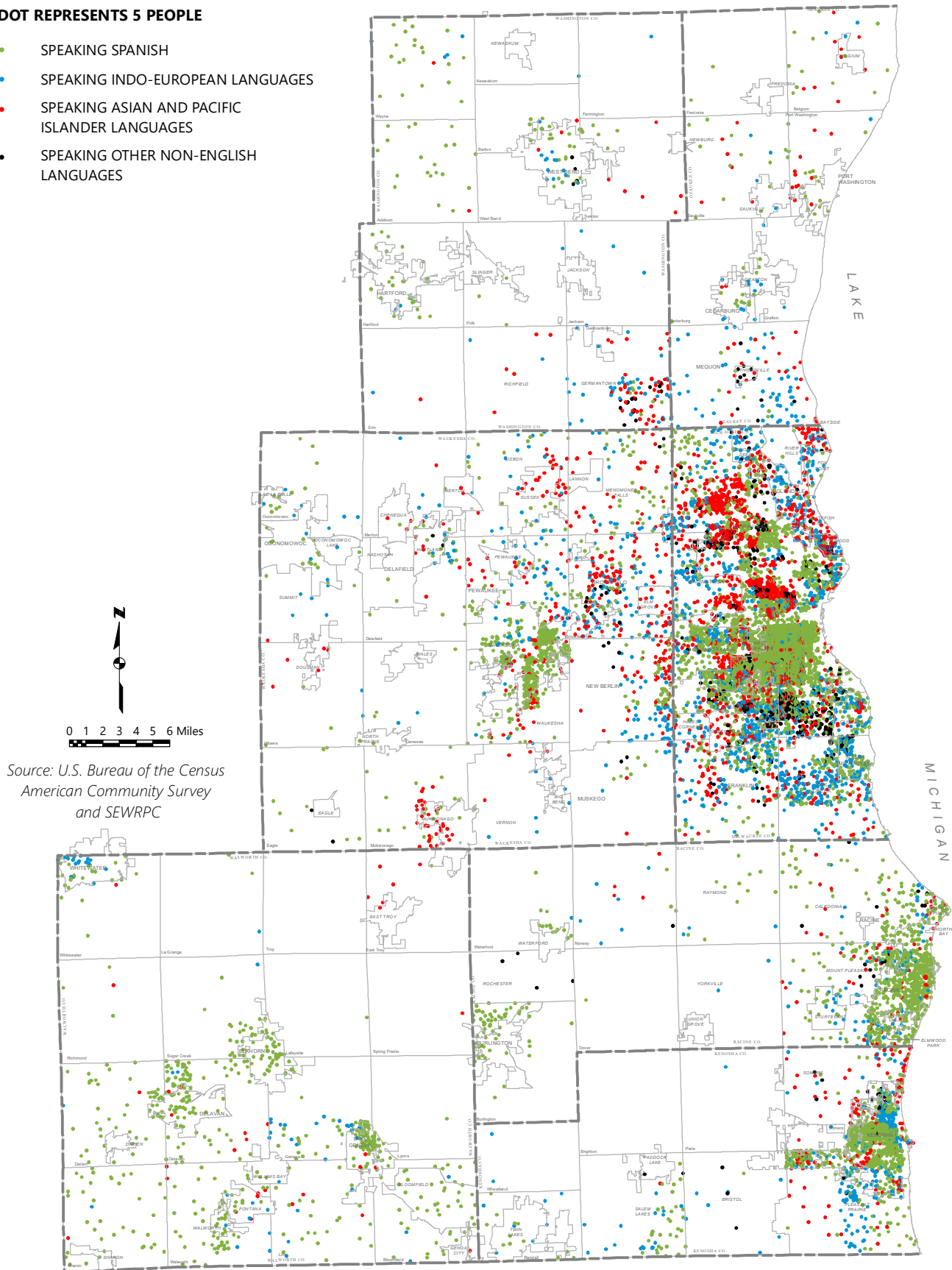
^a People age five and older having identified an ability to speak English at a level less than very well.

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

Map G.1 Limited English Proficiency (LEP) Population in the Region: 2017-2021

1 DOT REPRESENTS 5 PEOPLE

- SPEAKING SPANISH
- SPEAKING INDO-EUROPEAN LANGUAGES
- SPEAKING ASIAN AND PACIFIC ISLANDER LANGUAGES
- SPEAKING OTHER NON-ENGLISH LANGUAGES



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

Table G.2
Number of Limited English Proficiency (LEP) People by
Their Language Spoken in the Region: 2017-2021

Language	Total Speaking Language	LEP People ^a	
		Number	Percent of Total Population ^b
Spanish	146,551	52,136	2.7
Other Asian and Pacific Island	23,496	8,172	0.4
Other Indo-European	20,769	6,151	0.3
Russian, Polish, or Other Slavic	11,466	3,622	0.2
Arabic	6,254	1,827	0.1
Chinese (including Mandarin, Cantonese)	6,114	2,652	0.1
Other and Unspecified	5,521	1,425	0.1
Tagalog (including Filipino)	3,328	1,091	0.1

Note: Includes individual languages spoken by at least 1,000 LEP persons.

^a People age five and older having identified an ability to speak English at a level less than very well.

^b The total used for percent calculations is the number of people in the Region age five and older.

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

Table G.3
Number of Limited English Proficiency (LEP) People by
Their Language Spoken in Milwaukee County: 2017-2021

Language	Total Speaking Language	LEP People ^a	
		Number	Percent of Total Population ^b
Spanish	101,970	35,806	4.1
Other Asian and Pacific Island	6,418	4,288	0.5
Other Indo-European	6,392	2,808	0.3
Russian, Polish, or Other Slavic	3,694	2,149	0.2
Chinese (including Mandarin, Cantonese)	3,443	1,499	0.2
Arabic	5,233	1,434	0.2
Other and Unspecified	2,314	1,297	0.1

^a People age five and older having identified an ability to speak English at a level less than very well.

^b The total used for percent calculations is the number of people in the Region age five and older.

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

The 2017-2021 ACS also identifies the number of “linguistically isolated” households within the Region and its counties based on no one over the age of 14 speaking English “very well.” This subset of the LEP population is of particular concern as the individuals residing in such households may face significant language barriers as there may not be a minor or adult relative to provide English translation assistance. Further, the individuals in such households may be unable to understand or participate in the planning and programming efforts conducted by the Commission. Table G.4 shows that there were 18,124 households, or 2.2 percent of the Region’s households, linguistically isolated based on the 2017-2021 ACS five-year data.

Map G.4 shows the distribution of linguistically isolated households in the Region. Such isolation ranges from a low of 0.4 percent of the total households in Washington and Ozaukee Counties to a high of 3.3 percent in Milwaukee County.

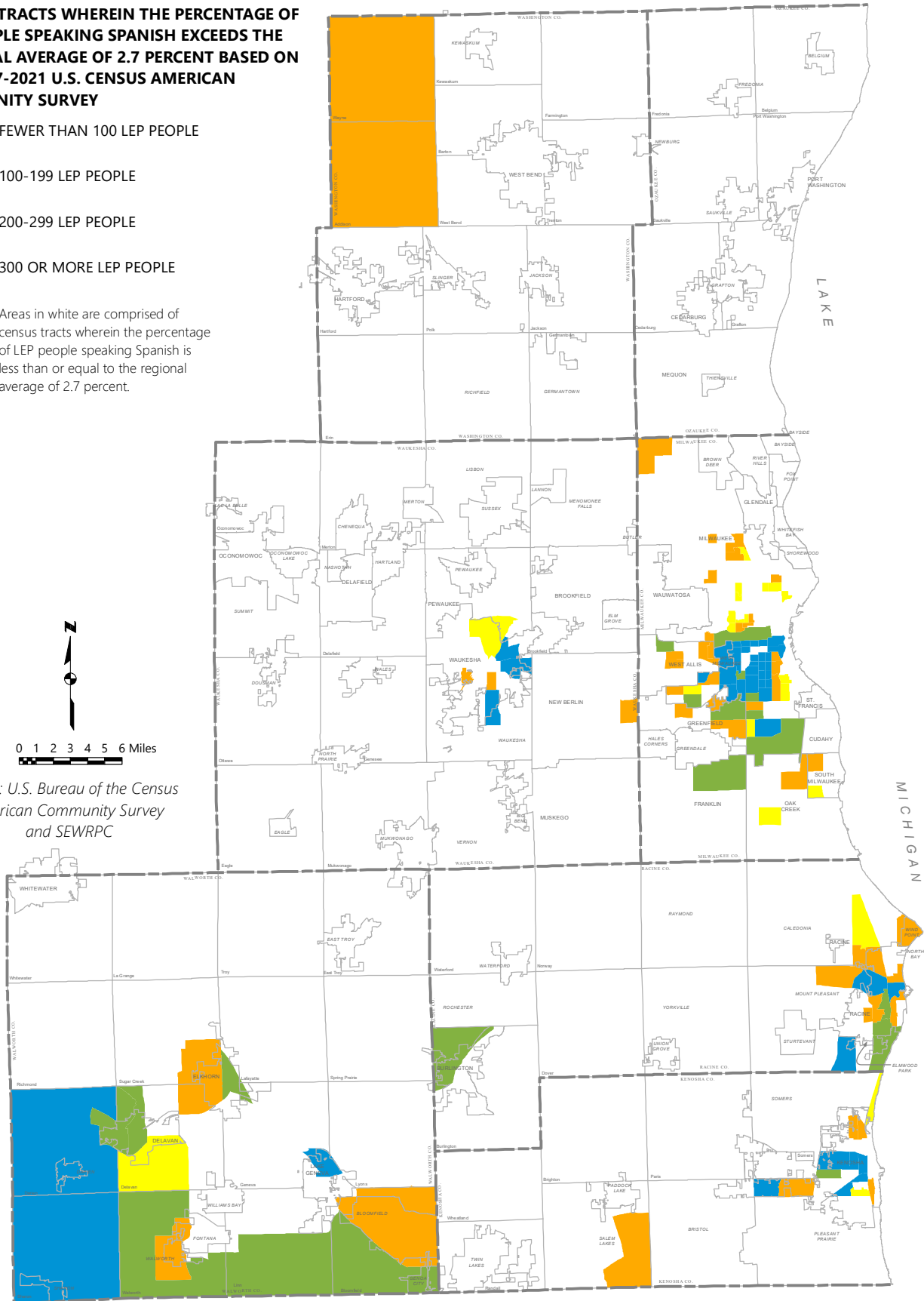
Linguistically isolated Spanish-speaking households comprise 11,586 households, or 64 percent of the 18,124 linguistically isolated households in the Region. Regionally, 1.4 percent of the households are linguistically isolated households speaking Spanish. Map G.5 shows those census tracts where linguistically isolated Spanish-speaking households exceed the regional average.

Map G.2
Concentrations of LEP Populations Speaking Spanish in the Region: 2017-2021

CENSUS TRACTS WHEREIN THE PERCENTAGE OF LEP PEOPLE SPEAKING SPANISH EXCEEDS THE REGIONAL AVERAGE OF 2.7 PERCENT BASED ON THE 2017-2021 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 100 LEP PEOPLE
- 100-199 LEP PEOPLE
- 200-299 LEP PEOPLE
- 300 OR MORE LEP PEOPLE

Note: Areas in white are comprised of census tracts wherein the percentage of LEP people speaking Spanish is less than or equal to the regional average of 2.7 percent.



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

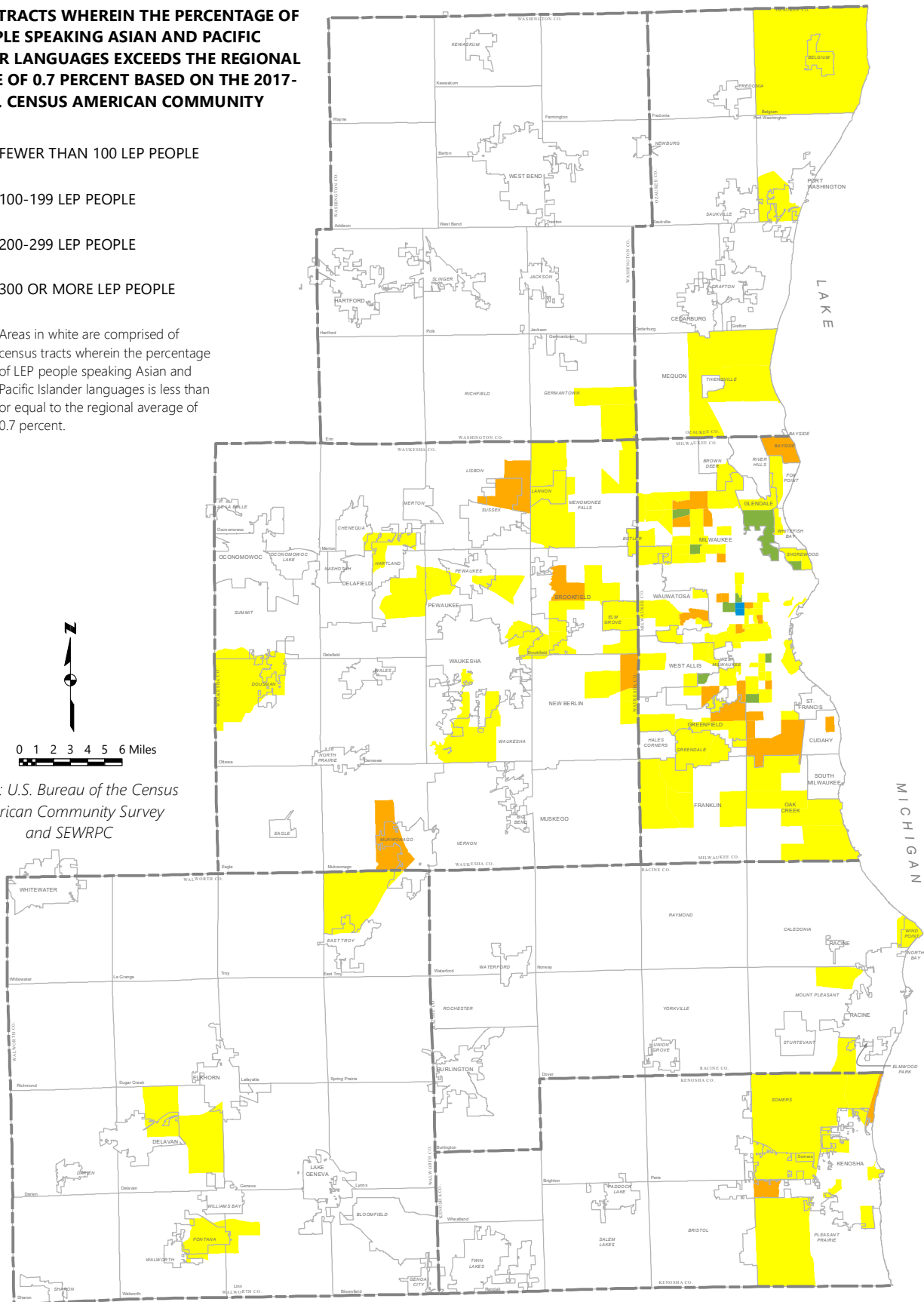
Map G.3

Concentrations of LEP Populations Speaking Asian and Pacific Islander Languages in the Region: 2017-2021

CENSUS TRACTS WHEREIN THE PERCENTAGE OF LEP PEOPLE SPEAKING ASIAN AND PACIFIC ISLANDER LANGUAGES EXCEEDS THE REGIONAL AVERAGE OF 0.7 PERCENT BASED ON THE 2017-2021 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 100 LEP PEOPLE
- 100-199 LEP PEOPLE
- 200-299 LEP PEOPLE
- 300 OR MORE LEP PEOPLE

Note: Areas in white are comprised of census tracts wherein the percentage of LEP people speaking Asian and Pacific Islander languages is less than or equal to the regional average of 0.7 percent.



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

Table G.4
Household Linguistic Isolation in Southeastern Wisconsin
by County and Language Group: 2017-2021^a

County	Total Households	Linguistically Isolated Households	Households Isolated by Non-English Language Group			
			Spanish	Other Indo-European	Asian and Pacific Islands	Other Languages
Kenosha	65,877	1,882	915	685	253	29
Milwaukee	387,392	12,928	8,491	2,061	1,876	500
Ozaukee	36,889	153	30	81	9	33
Racine	79,040	1,004	834	112	19	39
Walworth	42,018	507	434	59	14	0
Washington	55,807	224	96	95	22	11
Waukesha	164,141	1,426	786	298	324	18
Region	831,164	18,124	11,586	3,391	2,517	630

^a A household in which all members 14 years old and over speak a non-English language and also speak English less than very well (have difficulty with English) is linguistically isolated.

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

Evaluation of Recent and Past Interaction with LEP People

A principal concern of the Commission regarding measures of public participation relates to the size and location of LEP populations. All communities within the Region, including LEP populations, are affected by Commission programs and activities. Because of the long-term nature of the Commission’s planning, it is often difficult to engage the public, including LEP populations, in providing input. To increase interest and participation in regional planning within Southeastern Wisconsin’s LEP communities, the Commission staff has incorporated the language, goals, and approaches from the LEP plan as part of its local, county, and regional transportation planning efforts, including VISION 2050, to ensure input is heard from all individuals. As an example, in addition to holding traditional public meetings, the Commission staff frequently participates in events or meetings to gather feedback during relevant planning efforts with its nine partner organizations, which represent nonprofit community organizations in the Region, including LEP populations. Some of the Commission’s programs have a more immediate reach, including transit development plans and household travel surveys. Table G.5 includes the relevant efforts by the Commission to interact and ensure reasonable access to regional planning processes with people with limited English proficiency.

Between 2013 and 2016, SEWRPC obtained residents’ input on implications of existing and future land use and transportation development in the Region to develop VISION 2050. The meetings and communications also served to expand public knowledge on regional planning efforts. Every four years, an interim review and update of the regional land use and transportation plan is conducted. Public involvement efforts inform plan updates. Table G.6 describes outreach to LEP populations for VISION 2050 planning efforts.

Trends and Conclusions

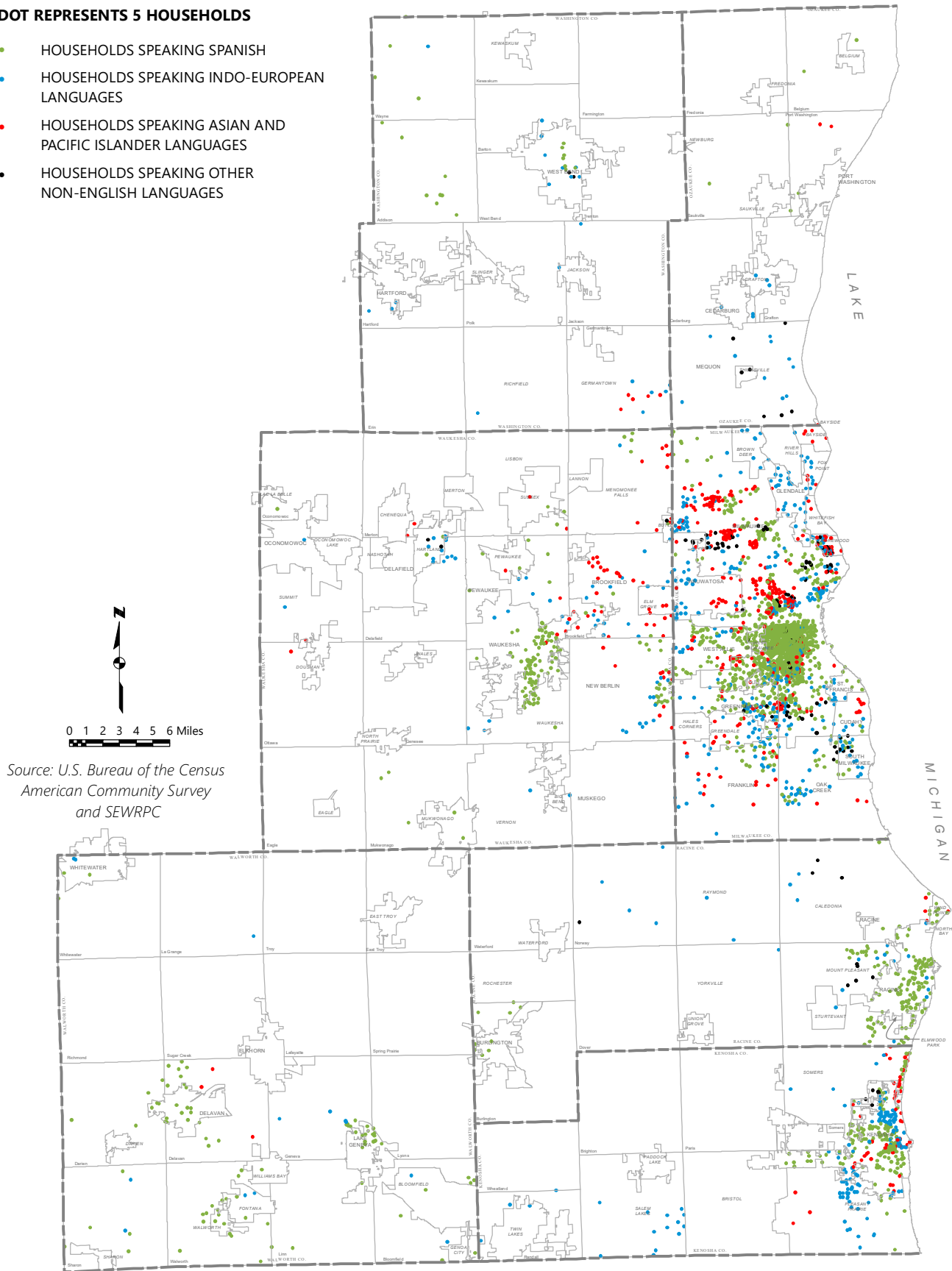
The number of linguistically isolated households in the Region grew from 1.6 percent to 2.4 percent between 1990 and 2014. Data from the 2017-2021 ACS show a slight decrease in the percentage of linguistically isolated households in the Region at 2.2 percent.

The Spanish speaking LEP population throughout the Region and its counties, including census tracts where the LEP population is greater than average, remains the predominant language group numerically in terms of potential LEP needs. The concentration of LEP Spanish speakers is highest in Milwaukee County, for example, at 4.0 percent of the population age five and over. In Milwaukee County, Spanish speaking households increased by 19 percent, but LEP Spanish speaking households fell by 12 percent between 2016 and 2021. This means that there are fewer Spanish speaking households in Milwaukee County in which all members 14 years and over have at least some difficulties with English. In Waukesha County, there was an increase of 585 Spanish speaking LEP households between 2016 and 2021.

Map G.4 Linguistically Isolated Households in the Region: 2017-2021

1 DOT REPRESENTS 5 HOUSEHOLDS

- HOUSEHOLDS SPEAKING SPANISH
- HOUSEHOLDS SPEAKING INDO-EUROPEAN LANGUAGES
- HOUSEHOLDS SPEAKING ASIAN AND PACIFIC ISLANDER LANGUAGES
- HOUSEHOLDS SPEAKING OTHER NON-ENGLISH LANGUAGES



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

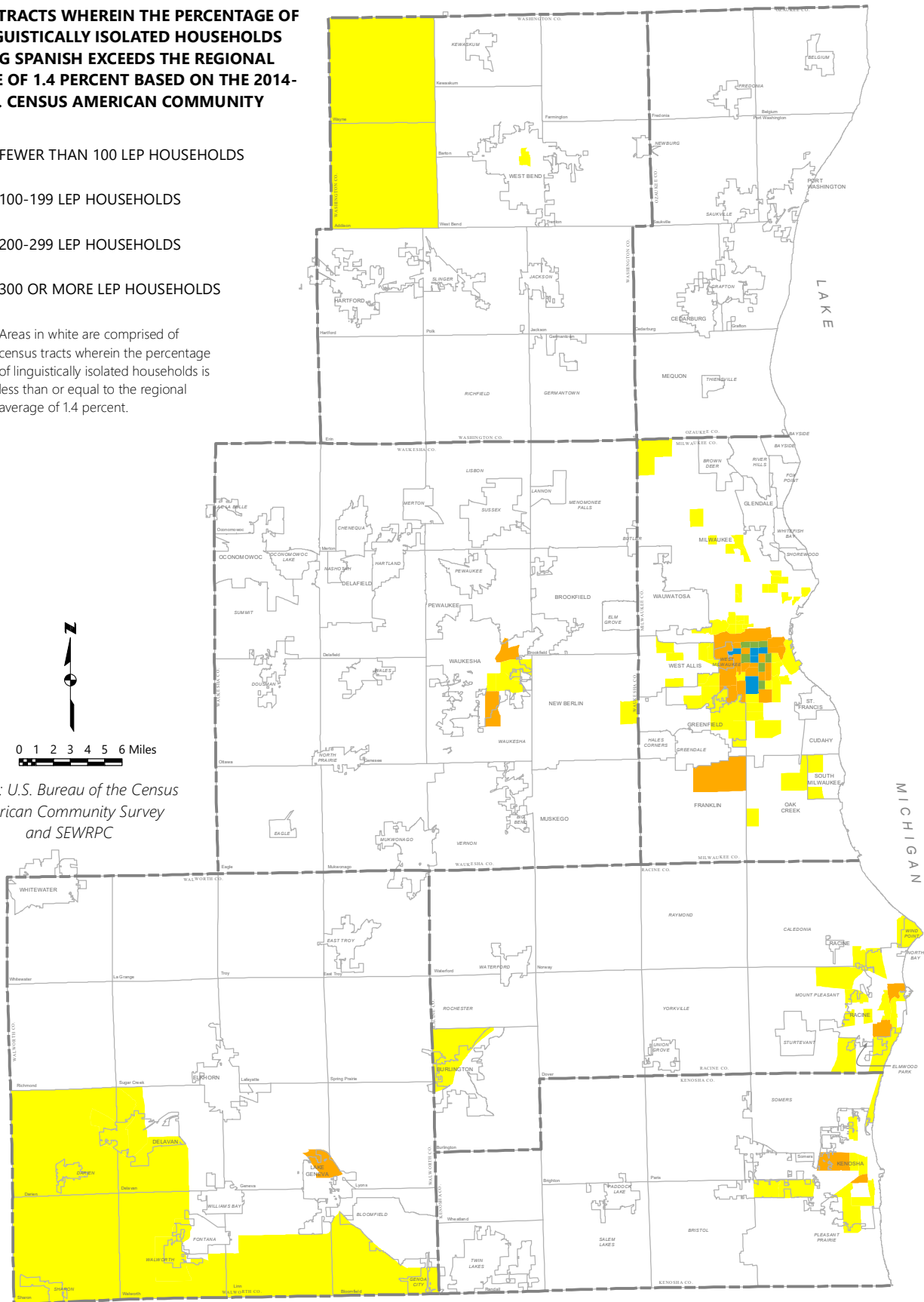
Map G.5

Concentrations of Linguistically Isolated Households Speaking Spanish in the Region: 2017-2021

CENSUS TRACTS WHEREIN THE PERCENTAGE OF THE LINGUISTICALLY ISOLATED HOUSEHOLDS SPEAKING SPANISH EXCEEDS THE REGIONAL AVERAGE OF 1.4 PERCENT BASED ON THE 2014-2018 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 100 LEP HOUSEHOLDS
- 100-199 LEP HOUSEHOLDS
- 200-299 LEP HOUSEHOLDS
- 300 OR MORE LEP HOUSEHOLDS

Note: Areas in white are comprised of census tracts wherein the percentage of linguistically isolated households is less than or equal to the regional average of 1.4 percent.



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

**Table G.5
Interaction with LEP Populations for Select Plans and Projects**

Survey, Plan, or Project	Year Outreach Occurred	About the Survey, Plan, or Project	LEP Communication and Outreach	Outcome
Milwaukee Streetcar Survey	2019	SEWRPC and the City of Milwaukee conducted a paper survey of riders to validate the Hop automatic passenger counters and develop a profile of users. Respondents could fill out and return the survey immediately or return it via mail.	The survey was provided in English with information cards stating that additional language support was available at a DWP phone number. The information cards had text in Spanish, Hmong, and Arabic.	There were 992 respondents to the survey. There is no record of attempts to access additional language support.
Waukesha Transit Development Plan	2020	SEWRPC and the Waukesha Public School District conducted an online survey to gather input on Waukesha transit networks to develop potential alternatives for the Plan.	An online survey was available in English and Spanish, translation was provided by Waukesha School District staff.	There were 1,054 respondents to the survey. No responses were received in Spanish.
	2022	The Plan, which included Waukesha Metro Transit and Waukesha County Transit systems, proposed recommendations to meet current needs and future needs of the transit systems.	<ul style="list-style-type: none"> Three public meetings were held to gather feedback on draft recommendations. The meeting flyer was available in Spanish and translation was offered by Waukesha School District staff. An online survey was available in English and Spanish. 	There were 22 meeting participants and 45 survey respondents. No responses were received in Spanish.
Milwaukee County North-South Transit Enhancement Study	2021-2023	SEWRPC and Milwaukee County solicited input regarding the development and evaluation of alternative transit enhancements and the selection of a Locally Preferred Alternative for the investment in the North-South Corridor (27th Street). The corridor is home to communities composed of diverse races, incomes and abilities who depend on transit service. Of the 118,000 people who live within a half mile of the route, there are 73 percent people of color, 1 in 5 households without a car, and 26 percent families in poverty.	<ul style="list-style-type: none"> Public meeting materials such as PowerPoint, flyers, and fact sheets were available in Spanish. Live Spanish and American Sign Language (ASL) interpreters were present on the meetings and recordings were available on the website. Two public meetings were conducted entirely in Spanish. Pre-recorded PSAs in English and Spanish were played on the MCTS PurpleLine buses to notify riders of round two meetings. The study website had English and Spanish language options. The study team collaborated with six community- and neighborhood-based organizations along the study corridor to conduct outreach and collect feedback from stakeholders. A print and online survey was available in English and Spanish. 	Community Partners conducted approximately 760 hours of outreach in several ways, including presentations, survey collection, and mail drops. There were 490 survey responses collected. Public meetings for the study were conducted in three rounds. Round one had 75 registered participants. In round two, 67 people registered to attend the virtual public meetings. The Spanish only meeting had 6 registrants. In round three, 64 people registered to attend virtual public meetings. The Spanish only meeting did not have any registrants.

Table continued on next page.

Table G.5 (Continued)

Survey, Plan, or Project	Year Outreach Occurred	About the Survey, Plan, or Project	LEP Communication and Outreach	Outcome
Bluemound-Transit Waukesha County Bluemound Corridor Transit Enhancement Study	2023-Ongoing	SEWRPC conducted a study to provide recommendations for bus rapid transit (BRT) features and pedestrian improvements along Bluemound Road, the existing Waukesha Metro Route 1 corridor.	<ul style="list-style-type: none"> Two videos, an introductory video and a longer video that reviewed draft recommendations, were available in English and Spanish. A self-guided virtual public meeting was available on the website, which was available in both English and Spanish. A bus rider survey was conducted in both English and Spanish over a total of 24 hours spread across 6 weekdays. 	<p>The Spanish introductory video was viewed 10 times and the draft recommendations video was viewed 67 times.</p> <p>A total of 53 comments were received via the online form from the self-guided virtual public meeting.</p> <p>Staff collected 125 responses for the bus rider survey.</p>
Household Travel Surveys	2010-2011	SEWRPC conducted several surveys, including a Household Travel Survey, Onboard Bus Survey, and External Travel Survey, to determine travel patterns within the Region. These comprehensive travel surveys provided information for developing a travel demand model, which is used to help determine existing and future transportation needs.	<ul style="list-style-type: none"> Household Travel Survey pre-qualification process included Spanish language options for opting into the survey, either over the phone or via mail. The Household Travel Survey, Onboard Bus Survey, and External Travel Survey were available in English and Spanish. <p>Interviewing for the Household Travel Survey was conducted in both English and Spanish.</p> <ul style="list-style-type: none"> The External Travel Survey included a card written in Hmong explaining that language assistance would be provided upon request. 	<p>Survey records for the Household Travel Survey include over 24,000 participants. The Spanish survey instruments and Spanish speaking staff were not heavily used. There was no interaction with Hmong individuals needing language assistance and no cards were distributed.</p>
Onboard Transit Surveys	2023-Ongoing	SEWRPC will conduct an on-board survey on all transit systems in the Region. The survey is administered every 10 years to coincide with the U.S. Census and will help SEWRPC better understand travel needs and to plan for the future of transit travel around Southeastern Wisconsin.	<p>The onboard transit survey will include copies of survey instruments in Spanish with options to complete Spanish surveys online. The survey will include a card written in Hmong explaining that language assistance would be provided upon request.</p> <ul style="list-style-type: none"> Materials explaining the program and service area were available in English and Spanish. App used for booking rides could be translated to Spanish based on the user's phone settings. 	<p>The supplemental onboard transit survey will be conducted in Fall 2023.</p>
FlexRide Milwaukee	2022-2023	SEWRPC and University of Wisconsin-Milwaukee tested and evaluated a pilot on-demand transportation service connecting workers in Milwaukee with jobs in the Menomonee Falls/Butler area.	<ul style="list-style-type: none"> Materials explaining the program and service area were available in English and Spanish. App used for booking rides could be translated to Spanish based on the user's phone settings. 	<p>Over 900 applicants applied to the pilot program between January and September 2022. FlexRide was taken over by MobilISE and Commission staff supported expansion to serve residents of Milwaukee's South Side, which includes a high concentration of Spanish-speaking LEP people.</p>
CommuteWISE Connect	2023-Ongoing	SEWRPC communicated alternative commute options to promote taking transit, carpooling, biking to work.	<p>CommuteWISE Connect website is available in Spanish and Hmong.</p>	

Table G.6
Interaction with LEP Populations for VISION 2050 and Updates

Project	Year Outreach Occurred	LEP Communication and Outreach	Outcome
VISION 2050	2013-2016	<ul style="list-style-type: none"> • Periodic brochures (translated into Spanish). • Media contacts and news releases included Spanish-language outlets. • Five rounds of interactive workshops were held in each of the seven counties at key stages of the process. <ul style="list-style-type: none"> ◦ Meeting materials used plain language, graphics, and illustrations to assist in visualization of the data and concepts presented. • Five workshops hosted in collaboration with SEWRPC's eight Community Partner organizations including the Hmong American Friendship Association (HAFA) and the Southside Organizing Center (SOC) which represent LEP populations. 	<p>Staff received feedback about reducing the amount of text and using graphics and photos to convey information. Subsequent outreach materials and events worked to improve the approachability of different subjects by simplifying language and using more graphics.</p> <p>The workshops conducted with the SOC included workshop materials in Spanish and interpreters were available to assist Spanish-speaking LEP people for materials available in English and workshop activities conducted in English. Participant numbers at these workshops ranged from 10 to 30 residents. Workshops with HAFA had between 19 to 56 participants.</p>
2020 Review and Update of VISION 2050	2019-2020	<ul style="list-style-type: none"> • Two rounds of public meetings were held in each of the seven counties. <ul style="list-style-type: none"> ◦ Meeting materials used plain language, graphics, and illustrations to assist in visualization of the data and concepts presented. ◦ Key summary documents were provided in Spanish. • Meeting information was distributed through SEWRPC's eight Community Partner organizations, including compensating organizations to co-host a community workshop, where a Spanish-language interpreter was available. • In addition to the community workshop, two of the in-person public meetings for the effort were hosted by Community Partner Organizations (Southside Organizing Center and Hmong Friendship Association) to reach LEP populations. • The first round of outreach included seven public meetings, including one promoted by the SOC and one promoted by HAFA. The SOC publicized the event and arranged for a Spanish language translator. • The second round of outreach was interrupted by COVID-19 and included two virtual meetings, a YouTube video presentation, and an online questionnaire. 	<p>For the meetings promoted by the partner organizations, there were 14 attendees from the SOC and 19 attendees from HAFA.</p>
2024 Review and Update of VISION 2050	2023-Ongoing	<p>Outreach methods for the 2024 Review are still under consideration but will continue to leverage technology and key community partners to reach the public and LEP populations.</p>	

Other Asian and Pacific Islander languages comprise the next largest LEP grouping both in the Region and in Milwaukee County. Within the Asian and Pacific Islander languages group, Milwaukee County reflects a particular concentration of LEP Hmong speakers, which comprised 0.3 percent of the County population age five and over, potentially meriting attention for LEP needs. Like Spanish speaking households, Asian and Pacific Islander language speaking households grew in several counties, including Waukesha by 1,117 households, Milwaukee by 928 households, and Racine by 166 households. However, these counties all experienced a decline in the number of Asian and Pacific Islander language speaking LEP households.

The Commission will continue to use Census data and organizational knowledge from community partners to understand the demography of LEP households and include them in outreach activities, particularly when projects impact their communities.

Factor 2: The Frequency with Which LEP Individuals Come into Contact with Your Programs, Activities, and Services

As the LEP population is a small proportion of the total population of the Region (4.2 percent based on the 2017-2021 five-year ACS data), the level of contact from people of limited English proficiency is limited. The Commission works to ensure early and continuous public notification about regional transportation planning and programming activities, provide meaningful information concerning such activities, and obtain participation in and input to the preparation and adoption of regional transportation plans and improvement programs for all populations, including LEP persons. As stated in the Public Participation Plan:

The Commission will also consider actions appropriate to each study effort to ensure that meaningful access is provided for persons having limited English proficiency. These measures include placing notifications of public meetings in minority publications in the Region's predominant non-English languages, notably Spanish. At public meetings, the Commission will have a translator available upon request. Summary materials, particularly those relating to alternative, preliminary, and final plans will be produced in the Region's predominant non-English languages, notably Spanish. The Commission will also contact leaders of the predominant limited English proficiency communities during studies to determine how best to inform, and obtain input from, their communities. These measures are provided to illustrate the types of activities that may be implemented by the Commission.

As the Commission maintains, and continually enhances, community partner relationships, the opportunities for engaging with LEP populations for general awareness or for specific projects grows. The partner organizations that have close ties to LEP groups include the Ethnically Diverse Business Coalition, the Hmong American Friendship Association, and the Southside Organizing Center. The Commission has established goals for the Public Involvement and Outreach (PIO) Division, including meeting with the nine community partners at least eight times per year, the primary organizations at least four times per year, and all other partners at least two times per year in 2023. PIO provides regular updates to the Environmental Justice Task Force (EJTF). The role of the EJTF is to enhance the consideration and integration of environmental justice throughout the regional planning process. Although the definition of environmental justice does not specifically include LEP groups, there is an overlap between environmental justice populations and limited English proficiency populations.

The Commission's Environmental Justice Task Force has included representatives of both the Hispanic/Latino and Southeast Asian populations at different points since 2017. Specifically, leaders of the League of United Latin American Citizens, the Hispanic Collaborative, the Hispanic Business and Professionals Association, representatives of Southeast Asian descent working for the Greater Milwaukee Foundation and the Hmong Chamber of Commerce, and a representative of Asian descent who founded Wisconsin Green Muslims, served as Task Force members between 2017 and 2023. The EJTF has several roles related to public outreach and LEP populations including providing input on and approving the annual list of primary organizations and reviewing and commenting on outreach materials. The EJTF advocated a simpler and shorter approach to outreach publications and provided input into developing VISION 2050 and the 2020 Review and Update, including the extensive public outreach efforts to LEP communities. All these considerations and suggestions are in concert with the Commission's LEP analyses and plan. In 2020, the Task Force requested Commission staff to prepare and update a list of action items from each meeting to track how and when recommendations are addressed. In addition, there have been requests to diversify Commission staff and identify opportunities to promote open positions and generate interest in careers at SEWRPC among minority populations, including people who are LEP.

The frequency of Commission contacts with LEP individuals or groups is largely governed by its proactive efforts to establish and cultivate participation by engaging representatives of key populations. Recent contacts with LEP individuals or groups for the purpose of conducting surveys, soliciting input on a specific plan, or communicating about a SEWRPC program are summarized in Tables G.5 and outreach completed for VISION 2050 and subsequent plan updates are summarized in Table G.6. Multiple targeted meetings and regular mailings have occurred, and continue to occur, with organizations serving LEP people including the Southside Organizing Center, the Hmong American Friendship Association, the Hispanic Chamber of Commerce, and United Migrant Opportunity Services in Milwaukee; the Hispanic Business and Professionals Association and League of United Latin American Citizens, the Hispanic Business and Professional Association/Hispanic Roundtable in Racine; and La Casa de Esperanza in Waukesha. Commission outreach materials were routinely available and/or distributed.

Recent discussions with leaders and/or representatives of LEP populations confirm the following, which should be noted regarding frequency and nature of contacts:

- Within the LEP and linguistically isolated Hispanic community, there continues to be some apprehension regarding contact with a governmental agency. This, in part, is tied to concerns about immigration status, as well as some general distrust. These observations correlate directly with research findings, thus, apprehensions could depress LEP participation rates; and it is unrealistic to expect that these households would routinely contact or call back a government agency on their own. This condition extends well beyond the Commission's capacity to effect change; however, efforts will continue with Hispanic organization leadership toward maintaining connections and building trust.
- Hmong is not characterized by a history of written and literary traditions; therefore, written outreach materials may not be the most appropriate communication tools. However, some Hmong participants in the VISION 2050 planning process expressed appreciation to Commission staff when materials were provided in written Hmong at the workshops held by the Hmong American Friendship Association, as it demonstrated the Commission's commitment to include the Hmong-speaking populations in the planning process. There may be limited applications (such as public meetings involving Hmong organizations or community groups) or language referral sheets (indicating that there are not interpreters present who speaks Hmong and seeking information for follow-up), when the use of written Hmong is appropriate. The Hmong language referral sheet thus seems to reflect a reasonable and cost-efficient step in providing LEP access opportunities, especially for county-wide and region-wide public meetings.
- Commission summary materials in Spanish continue to be prepared at key junctures of appropriate planning programs. For example, Commission staff prepared Spanish language materials for VISION 2050, the North-South Transit Enhancement Study, and the Waukesha Area Transit Development Plan.

Factor 3: The Importance to LEP People of Your Program, Activities, and Services

The Commission's work impacts and seeks to improve the quality of life in the Region. The complexity and technical nature of the Commission's work creates public involvement challenges for all groups, including LEP populations. Some factors that impact public outreach and communication include:

- Subject matter is relatively diverse and often requires technical analyses
- Focus is ultimately not local, but on a multi-county Region
- The multi-county planning efforts benefit from the participation of many residents, providing many unique perspectives
- Horizon is typically 20 years or more (long term), rather than immediate
- Decisions are reached by coordinated agreement, often from complex interrelationships

As such, many of the Commission's publications are long and technical. However, they do provide residents, elected officials, and practitioners with the data and information needed to fully comprehend the scope and complexity of the areawide developmental and environmental problems and the Commission's recommendations for the resolution of those problems. To reach a more diverse audience and gather input, the Commission has produced and translated summary fact sheets and brochures, typically translating into Spanish (but also, as appropriate, into Hmong). Examples of Spanish- and Hmong-translated materials can be found in Figure G.1 of this Exhibit.

The Federal guidance defers to individualized determinations of LEP need(s) and response(s) by numerous references regarding "reasonable steps or effort to assure meaningful access." However, the DOT examples largely underpin the necessity of LEP populations achieving independence and security:

- Driver licensing
- Navigation and safety on the road
- Ability to effectively use public transportation
- Access to health care, education, and employment
- Civic engagement and participation

Commission planning for specific transportation facilities and local transit services, as examples, are relevant to LEP peoples' needs and quality of life. The Commission will continue to conduct outreach on its work and solicit input on both long-term and more immediate-term studies and programs. For example, between 2020 and 2023, the Commission participated in FlexRide Milwaukee and launched CommuteWISE, two new programs that have a more immediate impact on residents. FlexRide and CommuteWISE both seek to improve mobility and access to jobs for residents in the Region and thus have taken steps to ensure language accessibility. Similarly, the North-South Transit Enhancement Study and Bluemound Road Transit Study could improve the mobility of residents within the next five years or sooner.

Long-range regional planning relates to and helps guide the provision of future transportation services. VISION 2050 and subsequent long-range transportation and land use plans will impact quality of life and equity in the region. As such, outreach to LEP populations continues to be an important component to the outreach activities to ensure all residents can be active participants in the community, thus bolstering quality of life, mobility, and economic prosperity.

Factor 4: The Resources Available to the Recipient and Costs

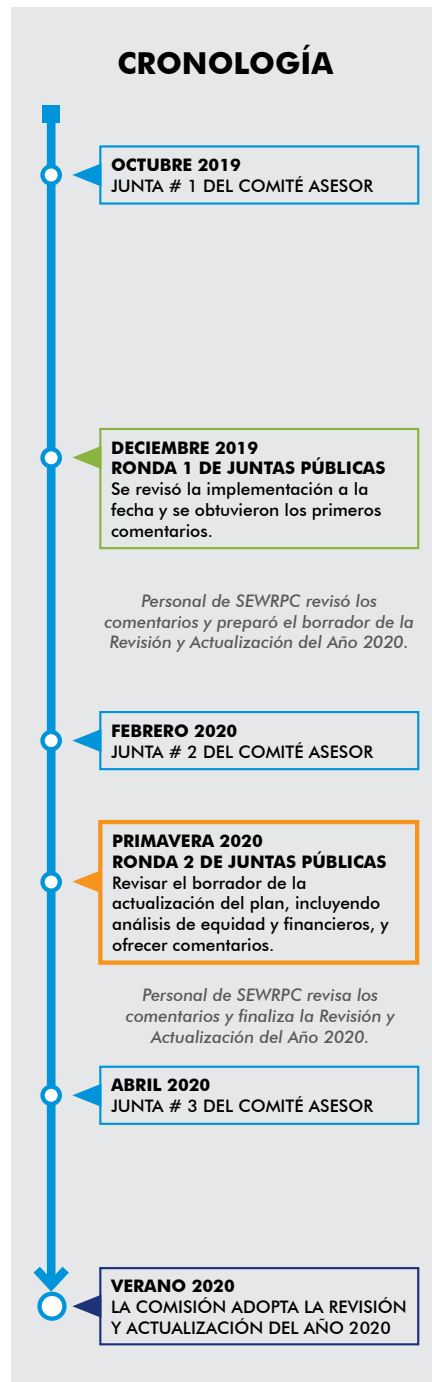
Context of Approach and Application of Resources

As indicated in the three previous factors of this analysis, efforts have been made to engage and provide meaningful access to LEP communities in Southeastern Wisconsin. The research and analysis completed as part of updating this Four Factor Analysis every three years for the Title VI program ensures that the Commission is regularly evaluating the prevalence of LEP populations in the Region and its contact with those populations. The LEP plan, located in the following section, is similarly updated and reviewed as a part of the Title VI program update. Currently, the Commission has not identified a need to direct additional resources to update or expand upon the plan.

Recent efforts to utilize the networks and expertise of local groups have proven effective in gathering input from LEP people in the Region. The results documented in the LEP plan reflect small, but important, adjustments in the way that the Commission approaches its business. However, should a need arise to direct greater resources to update or expand the plan, staff will certainly react in a responsive way toward meeting that need.

Given this context, the costs to implement the Commission's LEP plan and associated activities may be described as small to modest. Outreach to LEP populations occurs through the regular planning process when the Commission allocates resources to public involvement, including efforts to engage minority and low-income populations and organizations that serve Hispanic, Asian and Pacific Islander, and other diverse populations. Additional costs towards LEP outreach may include translation of publications and/or website materials, Spanish language advertisements, or providing an outside interpreter at public meetings, as appropriate.

Figure G.1
Examples of Spanish-Translated Materials



¿QUÉ ES VISIÓN 2050?

VISIÓN 2050 es un plan a largo plazo para el uso de la tierra y la transportación del Sureste de Wisconsin. VISIÓN 2050 hace recomendaciones al gobierno local y Estatal para formar y guiar el desarrollo en el uso de la tierra y mejoras a la transportación, incluyendo transporte público, calles principales y autopistas, transporte de carga pesada, e instalaciones para bicicletas y peatones hasta el año 2050. La Comisión adoptó VISIÓN 2050 en el año 2016, después de un proceso de desarrollo de tres años guiado por los Comités Consultivos para la Planeación Regional del Uso de la Tierra y Transportación de la Comisión.

VISIÓN GENERAL DE LA REVISIÓN Y ACTUALIZACIÓN DEL AÑO 2020

PROPÓSITO DE LA REVISIÓN Y ACTUALIZACIÓN

La Revisión y Actualización del Año 2020 examina el progreso que se ha hecho hacia la implementación de VISIÓN 2050 desde que fuera originalmente adoptado en el año 2016 y los cambios que pudieran ser necesarios como resultado de ese progreso, cambios en tecnología, o cambios en las prioridades de la Región para el desarrollo de la tierra y el sistema de transportación.

METAS DE LA PARTICIPACIÓN DEL PÚBLICO

Ronda 1 – COMPLETADA

- ✓ Compartir información con el público acerca del progreso en la implementación de las recomendaciones del plan
- ✓ Colectar comentarios acerca de la implementación y sobre cambios que han ocurrido, desde que VISIÓN 2050 fue adoptada, que deberíamos considerar al actualizar las recomendaciones del plan

Ronda 2 – EN PROCESO

- ▶ Proporcionar actualizaciones propuestas al público para su revisión y comentarios, incluyendo actualizaciones a los análisis financieros y de equidad.

Ver resumen de las actualizaciones propuestas en el reverso

RESULTADOS DE LOS ANÁLISIS FINANCIEROS Y DE EQUIDAD

Un análisis financiero actualizado identificó un déficit significativo entre los fondos de ingresos razonablemente anticipados y los costos estimados para implementar el sistema de transportación de VISIÓN 2050. Por lo tanto, personal de SEWRPC identificó la porción fiscalmente restringida del sistema de transportación. Bajo el sistema fiscalmente restringido, se espera que los niveles del servicio de transporte público disminuyan cerca de un 35 por ciento para el año 2050, y menos calles y autopistas serían reconstruidas, ampliadas, o construidas nuevas. Muchos de los caminos recomendados para reconstrucción serían solo rehabilitados, posiblemente resultando en pavimentación de menor calidad.

Un análisis de equidad actualizado evaluó si los beneficios e impactos del plan recomendado serían compartidos de manera justa y equitativa entre las diferentes poblaciones de la Región. Los resultados muestran que el implementar VISIÓN 2050 ayudaría a reducir las existentes desigualdades entre la población blanca y la de personas de color, y que sin fondos adicionales para el transporte público, un impacto desproporcionado a personas de color, a poblaciones de bajos ingresos, y a personas con capacidades diferentes muy posiblemente ocurriría.

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 @SEWRPC

 @SEW_RPC

NECESITAMOS SUS COMENTARIOS

SOBRE LAS ACTUALIZACIONES PROPUESTAS AL PLAN

ACERCA DE LAS ACTUALIZACIONES

La mayoría de las recomendaciones de VISIÓN 2050 no cambiarían con esta actualización. El plan continuará recomendando una combinación de usos de la tierra con desarrollos urbanos enfocados en áreas urbanas, transporte público significativamente expandido y mejorado, aceras y redes de bicicletas expandidas y conectadas, y ampliaciones estratégicas de capacidad para incluir a todos los usuarios de caminos. Los cambios propuestos al plan afectan principalmente recomendaciones relacionadas a normas y son en respuesta a los comentarios del público, a cambios recientes en tecnología, y a otros cambios en la Región. Mapas y otros documentos serán también actualizados para reflejar la implementación que ha ocurrido desde que el plan fue adoptado en el año 2016.

Las más importantes actualizaciones propuestas al plan están listadas abajo. Usted puede revisar más información acerca de estas actualizaciones en los paneles de exposición y puede ofrecer comentarios en las formas correspondientes.



Añadir scooters eléctricas sin anclaje a la recomendación existente de expandir la implementación de bicicletas de uso compartido, y recomendar a los gobiernos locales el examinar los posibles problemas de seguridad relacionados con scooters eléctricas sin anclaje.

BICICLETAS Y PEATONES



Añadir una nueva recomendación para motivar a entidades de gobierno a trabajar con proveedores de servicios de transporte del sector privado (por ejemplo, Uber/Lyft o Bicicletas BublR) en posibles asociaciones empresariales enfocadas a promover un sistema de transporte equitativo, asequible, y eficiente

MANEJO DE LA DEMANDA DE VIAJES (TDM SIGLÁS EN INGLÉS)



Recomendar que alternativas a servicio de autobuses de rutas fijas (por ejemplo, servicios flexibles de enlaces, microbuses, y vehículos de uso compartido) deberían ser consideradas al expandir el transporte público en ciertas áreas

TRANSPORTE PÚBLICO



Incorporar estrategias para combatir circulación descuidada
Añadir estrategias de uso y acceso a aceras como un ejemplo de calles apropiadas para la movilidad de todo tipo de usuario
Añadir una nueva recomendación para monitorear el crecimiento y desarrollo de vehículos automatizados en relación a como podrían impactar el plan

CALLES Y AUTOPISTAS

Figure G.1 (Continued)

¡El autobús de tránsito rápido podría estar en SU vecindario!



Concepto de estación de tránsito rápido de autobús

Las características del servicio mejorado a lo largo de la calle 27 podrían:

- ✓ Circular en carriles exclusivos para autobuses
- ✓ Tener estaciones de alta calidad
- ✓ Vendría con más frecuencia
- ✓ Ayudaría reducir la velocidad del tráfico y mejoraría la seguridad (de las paradas)
- ✓ Acortar el tiempo de viaje
- ✓ Sería asequible
- ✓ Ser fáciles de usar - podría comprar los billetes y ver la información sobre la llegada de los autobuses en tiempo real en las estaciones

mkenorthsouth.com



escanee con la cámara de su teléfono para obtener más información

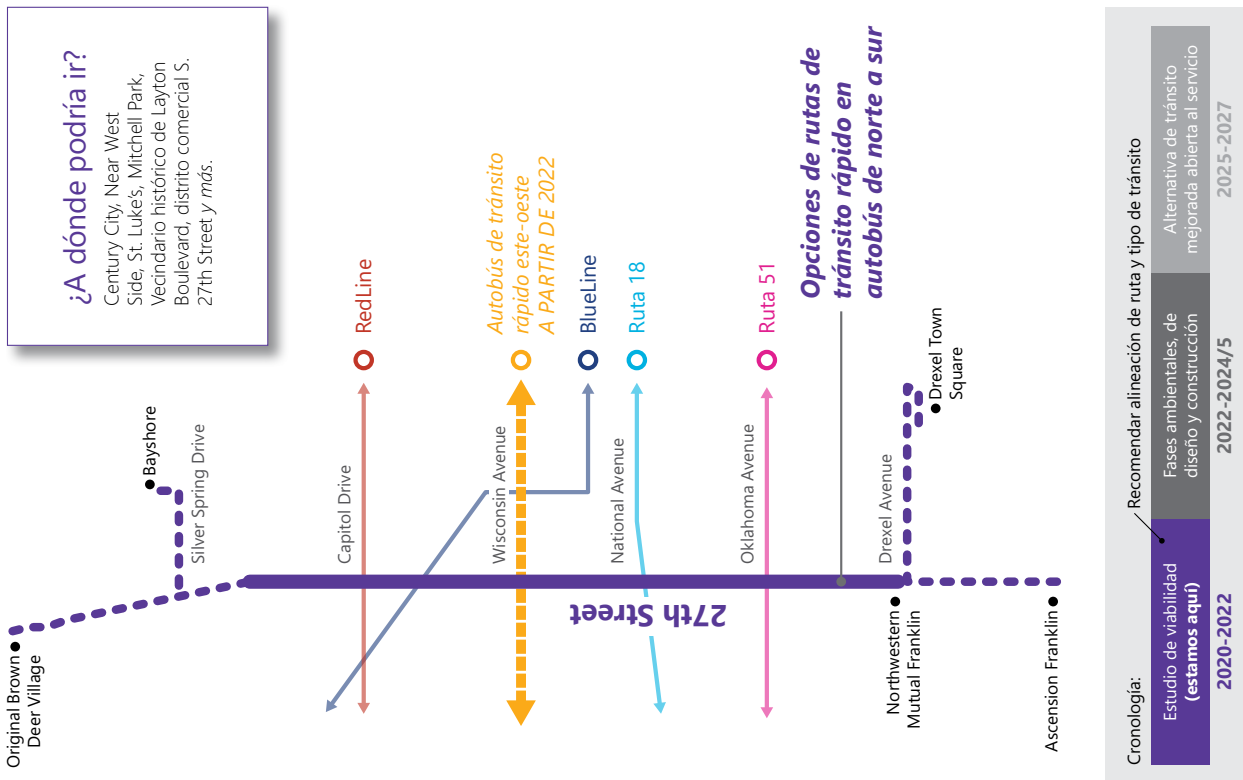


Figure G.1 (Continued)



¿QUÉ ES VISIÓN 2050?

VISIÓN 2050 es un plan a largo plazo para el uso de la tierra y la transportación del Sureste de Wisconsin. VISIÓN 2050 hace recomendaciones al gobierno local y Estatal para formar y guiar el desarrollo en el uso de la tierra y mejoras a la transportación, incluyendo transporte público, calles principales y autopistas, transporte de carga pesada, e instalaciones para bicicletas y peatones hasta el año 2050. La Comisión adoptó VISIÓN 2050 en el año 2016, después de un proceso de desarrollo de tres años guiado por los Comités Consultivos para la Planeación Regional del Uso de la Tierra y Transportación de la Comisión.

VISIÓN GENERAL DE LA REVISIÓN Y ACTUALIZACIÓN DEL AÑO 2020

CRONOLOGÍA

OCTUBRE 2019
REUNIÓN DEL COMITÉ CONSULTOR

DICIEMBRE 2019
RONDA 1 REUNIONES PÚBLICAS
Revisar la implementación a la fecha y ofrecer comentarios

Los empleados de SEWRPC revisan los comentarios y preparan el borrador de la Revisión y Actualización del año 2020.

FEBRERO 2020
REUNIÓN DEL COMITÉ CONSULTOR

PRIMAVERA 2020
RONDA 2 REUNIONES PÚBLICAS
Revisar el borrador, incluyendo análisis de patrimonio y financieros, y ofrecer comentarios.

Los empleados de SEWRPC revisan los comentarios y finalizan la Revisión y Actualización del año 2020.

ABRIL 2020
REUNIÓN DEL COMITÉ CONSULTOR

VERANO 2020
LA COMISIÓN ADOPTA LA REVISIÓN Y ACTUALIZACIÓN DEL 2020

PROPÓSITO DE LA REVISIÓN Y ACTUALIZACIÓN

Cada cuatro años, la Comisión lleva a cabo una revisión y actualización provisional del plan regional del uso de la tierra y la transportación, en parte para cumplir con requisitos Federales. La Revisión y Actualización del año 2020 examina que tan bien está siendo implementado VISIÓN 2050, compara los pronósticos para el año 2050 usados en el plan con los estimados actuales, y explora como está funcionando el sistema de transportación existente. La revisión también examinará si es razonable que las recomendaciones de VISIÓN 2050 sean logradas durante los siguientes 30 años, dada la implementación del plan a la fecha y los fondos disponibles y anticipados. Como resultado del proceso de revisión y actualización, recomendaciones pueden ser añadidas o cambiadas, y el análisis financiero será actualizado para reflejar cualquier cambio en los fondos anticipados o gastos esperados.

METAS DE LA PARTICIPACIÓN DEL PÚBLICO

Ronda 1

- ▶ Compartir información con el público acerca del progreso en la implementación de las recomendaciones del plan
- ▶ Colectar comentarios acerca de la implementación y de cambios que han ocurrido, desde que VISIÓN 2050 fue adoptada, que se deban considerar al actualizar las recomendaciones del plan

Ronda 2

- ▶ Permitir que el público revise y comente sobre el borrador de la Revisión y Actualización del año 2020, incluyendo análisis financieros y de patrimonio actualizados



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 @SEW_RPC

PLAN DE DESARROLLO DEL TRÁNSITO EN WAUKESHA

Reuniones de Participación Pública sobre el Proyecto de Recomendaciones del Servicio de Tránsito

¡COMPARTA SU OPINIÓN!

Estamos planeando el futuro de los sistemas de transporte de Waukesha y necesitamos su opinión. Por favor, únase a nosotros para dar su opinión sobre el proyecto de recomendaciones y si satisfacen sus necesidades de transporte.

Martes, Octubre 25, 2022

3:00 p.m. - 6:00 p.m.
Vestíbulo principal del Centro de Tránsito del Centro de la Ciudad
212 E. St. Paul Avenue | Waukesha, WI 53188

Miércoles, Octubre 26, 2022

4:00 p.m. - 5:30 p.m.
Reunión Virtual
Regístrese en nuestro sitio web en:
www.sewrpc.org/WaukeshaTransit

Jueves, Octubre 27, 2022

3:00 p.m. - 6:00 p.m.
Cafetería escuela secundaria Waukesha South
401 E Roberta Avenue | Waukesha, WI 53186
Servido por las rutas 3 y 15

¿No puede asistir a una reunión pública?

Por favor, comparta sus comentarios a través de nuestra encuesta



Aportaciones claves:

- ▶ ¿El proyecto de recomendaciones de tránsito satisface sus necesidades de transporte?
- ▶ ¿Qué recomendaciones deben seguirse?

Las reuniones tendrán un formato de "casa abierta", lo que le permitirá asistir en cualquier momento de cada reunión. Es necesario registrarse para la reunión virtual. Se aceptarán comentarios por escrito hasta el **viernes 11 de noviembre de 2022**, que podrán enviarse en la reunión o por correo postal, sitio web, correo electrónico o fax.

- ▶ Correo: P.O. Box 1607, Waukesha, WI, 53187-1607
- ▶ Sitio Web: www.sewrpc.org/WaukeshaTransit
- ▶ Correo Electrónico: waukeshatdp@sewrpc.org
- ▶ Fax: (262) 547-1103

Todos los comentarios enviados antes del **viernes 11 de noviembre de 2022** se tendrán en cuenta a la hora de elaborar un Plan de Desarrollo de Tránsito del Área de Waukesha final recomendado.

Los lugares de reunión son accesibles para sillas de ruedas. Se pide a las personas que necesiten servicios relacionados con la discapacidad que se pongan en contacto con la oficina de SEWRPC a (262) 547-6721 un mínimo de tres días hábiles antes de las reuniones para que se puedan hacer los arreglos apropiados en relación con el acceso o la movilidad, la revisión o interpretación de los materiales, la participación activa o la presentación de comentarios.



Figure G.1 (Continued)

PROYECTO DE RECOMENDACIONES SOBRE EL SERVICIO DE TRÁNSITO

El siguiente borrador de recomendaciones para el Sistema de Tránsito del Metro de Waukesha y el Sistema de Tránsito del Condado de Waukesha ha sido diseñado para mejorar el desempeño de cada sistema basado en la evaluación del desempeño del sistema de tránsito y en la cuidadosa consideración de los comentarios recibidos del Comité Consultivo, los negocios del Condado de Waukesha, las organizaciones sin fines de lucro que sirven a los clientes que usan el tránsito, los estudiantes y los padres/tutores del Distrito Escolar Público de Waukesha, y el público relacionado con este esfuerzo.

El proyecto de recomendaciones se presenta en tres elementos: (1) recomendaciones de rutas fijas para la ciudad de Waukesha y el condado de Waukesha; (2) posibles servicios de transporte a demanda o flexibles que podrían sustituir o ampliar los servicios de autobús de ruta fija existentes; y (3) posibles recomendaciones para los servicios de paratránsito.

	Ciudad de Waukesha	Condado de Waukesha	Ambos
Elemento de Servicio de Tránsito de Ruta Fija			
Implementar Mejoras de Tránsito en la Ruta 1 del Metro			✓
Reestructuración de las Rutas del Metro de Waukesha	✓		
Opciones de Servicio para las Rutas 9 y 15	✓		
Combinar las Rutas 904 y 905, con Recorridos que Terminen en Goerke's Corners y la Ciudad de Delafield		✓	
Opción de Eliminar las Paradas en la 904/905 al Oeste de Goerke's Corners Park-Ride Lot		✓	
Reducir la Frecuencia de la Ruta 901		✓	
Implantar un Sistema Mejorado de Pago de Tarifas			✓
Considerar la posibilidad de cambiar la política de tarifas			✓
Implementar mejoras prioritarias en las paradas de autobús del metro de Waukesha	✓		
Seguir explorando sistemas de propulsión de autobuses alternativos y tamaños para futuras compras	✓		
Buscar soluciones de transporte coordinadas con los operadores de transporte regionales			✓
Desarrollar un programa mejorado de formación en marketing y viajes			✓
Elemento del servicio de transporte a demanda			
Implantar soluciones de transporte a demanda relacionadas con el empleo			✓
Sustituir los tramos de metro de Waukesha que funcionan mal o las horas del día por servicios de transporte a demanda	✓		
Desarrollar opciones suplementarias de paratránsito a la demanda y de transporte médico no urgente			✓
Desarrollar centros de movilidad			✓
Elemento de servicio de paratránsito y transporte especializado			
Continuar la colaboración entre el Centro de Recursos para Personas Mayores y Discapacitadas del Condado de Waukesha, Metro y el Tránsito del Condado en los servicios de paratránsito			✓
Opción a largo plazo para considerar servicio de taxi compartido en todo Waukesha		✓	

Annual Estimated Costs

Estimated incremental staff costs for LEP activities are approximately \$5,000 on an annual basis, or approximately 5 percent of a professional full-time employee. This includes two principal staff members dedicating an estimated annual average of two percent of their time, plus other staff contributions.

A fluent Spanish speaker joined staff in 2021 and they support Spanish translation for written materials and video narration, as needed. Outside translation assistance is needed for select public information meetings, particularly when held in central city locations or a Hispanic neighborhood center. Past experience with outside translators yields an expense estimate of approximately \$2,500 annually.

More recently, advertising in local minority newspapers (including Spanish translations) has cost an average of approximately \$2,000 annually. This does not include the advertising costs involving other minority newspapers, notably African American owned or directed, which may be reaching selective LEP populations or the parties which assist them particularly in central city locations.

The costs associated with outside translation of materials for publication in print and/or on the Commission's website is currently estimated at approximately \$4,000 annually. During the process of contracting with translators, important lessons have been learned regarding the selection of individuals who understand the "language" of regional planning, use appropriate dialect for the Region's LEP populations, and have adequate attention to detail.

In recent years, the Commission has increased the number of publications translated into Spanish due to several factors, including, the availability of staff translation services, the types of projects, the nature of sharing resources online, and an increase in involvement with diverse community partners. These publications have an estimated internal production cost of \$2,000 annually for layout, paper, and printing costs. Distribution costs are not considered here, because the Commission's website may be used as well as U.S. mail containing other materials (e.g., transmittal letters in English).

The total estimated in the above calculations is an approximate annual cost of \$15,500 to meet discrete LEP needs.

LIMITED ENGLISH PROFICIENCY PLAN FOR MEETING LEP NEEDS ASSOCIATED WITH COMMISSION PROGRAMS

Framework

The purpose of the Limited English Proficiency (LEP) Plan is to provide language assistance for LEP persons seeking meaningful access to programs as required by Executive Order 13166 and USDOT's policy guidance. This plan details procedures on how to identify and provide assistance to LEP individuals for the planning and surveying efforts for the Commission.

The Commission is committed to optimizing both the prospects and its performance related to serving people of limited English proficiency in the Region. The Four-Factor Analysis, documented in the previous section, highlighted how the Commission has provided meaningful opportunities for LEP information and involvement. The Commission also continues to monitor and implement new tools and approaches for communication and outreach to residents, especially historically underserved and LEP individuals, such as websites, social media, and videos. In order to evaluate the effectiveness of the Commission's outreach activities evaluation criteria contained in the Public Participation Plan are applied to assess the public participation efforts employed.

The guidance specifically requires reasonable steps to ensure meaningful access. Among the factors to be considered in taking steps to ensure access are the following (items in italics reflect SEWRPC refinement or identified emphasis):

1. Number and proportion of LEP people in the Region, and the variety of languages spoken.
Locations of LEP concentration where need may be greatest and agency efforts most fruitful or cost-effective, highlighted by the ongoing analysis of key geographic areas.

2. Frequency with which LEP individuals come in contact with the program or activity.
Or, which reasonably might be expected to come into contact via targeted outreach efforts, given that infrequent contact is the norm.
3. Importance of service provided by the program or activity.
Specifically, the likely level of importance to an LEP individual, or the relative importance in their life—which varies based on the time horizon of the effort.
4. Resources available to the Commission.
Ways in which the Commission plans to allocate staff and resources to provide needed language services, including coordination by the Public Involvement and Outreach Coordinator and contracting for translation services.

Goals

The Commission strives to reach all individuals, including people who are LEP, with understandable and relevant information about regional planning efforts. In attempting to determine what is reasonable, and, in fact, attainable for the busy lives of LEP people in Southeastern Wisconsin, the following goals comprise an optimistic view of what can be undertaken and accomplished.

- Strive to be receptive and responsive to LEP comments or requests, so that such contacts can be handled in a courteous, effective, and expeditious manner
- Seek to understand LEP populations in the Region, focusing on their characteristics and preferences with respect to Commission involvement, so that relevant information is provided
- Be concerted and directed in efforts to approach LEP populations whenever and wherever most appropriate and productive
- Explore simple and straight-forward ways to reach community members of Southeastern Wisconsin, and concurrently evaluate the potential for LEP-focused products and activities
- Affirm that Commission staff are generally aware of LEP needs and requirements, so that the agency is prepared to appropriately act either directly or by referral
- Approach all audiences in an honest and forthright manner, using legitimate needs as impetus for generating LEP involvement

General Steps or Approaches

Various means of public involvement should ideally be employed, including public meetings, summary publications, and survey-type needs assessments, among others. These range from open and subjective to closely orchestrated and objective in their ability to generate input for regional planning. Each is useful, but for different purposes, and not all involve personal contact or appearances for interests to be adequately addressed.

Below are the LEP steps that the Commission will generally apply during the planning process. Many relate to the initiation of, or preparedness for, project-specific actions.

Step 1: Assess Local Needs and Capabilities

- Staff assesses local needs and track capabilities for available resources. Maps in the Four Factor Analysis can help identify if additional language support for the plan is warranted. Further analysis may be required.
- Inventory available resources including project budget, Community Partner organizations, or existing materials.

- Examine past procedures with respect to public participation in comparable Commission planning studies to guide strategies that may be useful to employ under LEP scenarios. This may include contacting LEP community leaders at the outset of relevant planning studies to complement prior needs assessments in identifying subject matter or planning stages that may be of interest to their constituents.

Step 2: Identify Priorities and Set Goals

Based on the information from the needs and capabilities assessment, identify priority issues and set goals. This may include translating key documents or cultivating relationships with Community Partners.

Step 3: Implement

- Target LEP populations discreetly, by means of messages, media, and meetings tailored to their neighborhoods and/or communities. Explore local sites for events, unless travel to a common location is customary for the audiences involved.
- Prepare summary materials translated into the appropriate language at key junctures of major or regional studies and locally relevant planning efforts: inception, findings, or preliminary recommendations, and completed plan(s). Make these available to local community sources.
- Use translator availability notices in news releases and paid advertisements submitted to the Hispanic media for certain local planning efforts and regional studies with events conducted in Spanish speaking neighborhoods. Provide translation services upon request, or occasionally automatically when advisable.
- Have available translation referral notices in Spanish and Hmong which explain the option for subsequent follow-up services, particularly when conducting surveys, meetings for certain local planning efforts, or regional hearings in LEP neighborhoods.
- Attempt to meet any LEP requests for information or participation in a manner satisfactory to the recipient(s)—regardless of study demographics or level of LEP involvement anticipated—and evaluate the implications of multiple requests and trends in activity success, with the objective of improving the effectiveness of providing information during as well as after the planning effort.
- Provide parallel English versions of all translated materials to provide options to the public, and for bilingual community leaders who may be aware of and accustomed to addressing differences in dialects.

Step 4: Reassess

- The LEP Plan is updated every three years as part of the Title VI Report. At that time, demographic data and trends are reviewed.
- Reassessment should also evaluate the quality of the services provided.
- Individual plans or projects can reassess LEP outreach at each stage of the process to make adjustments to the communities' needs and requests.

Cultivate Partnerships with Organizations that Serve People Who Are LEP

As part of the Commission's public involvement and outreach efforts, significant effort is made to reach and involve various populations in its planning activities. The Commission staff work with a number of Community Partners specifically targeted for reaching out and engaging specific populations as part of planning efforts. Outreach staff also contacts and engages a robust list of Primary Organizations either as part of a specific planning effort or to inform them of completed efforts. This includes outreach staff working with LEP community contacts in key areas of the Region to ensure the Commission is serving and in touch with such communities. In addition, the Commission's Environmental Justice Task Force reviews and recommends additions to the list of Community Partners and Primary Organizations annually. With respect to accommodating LEP populations, Commission staff continuously maintain and expand the network of utilized and recommended translators.

Strive for Clear and Understandable Communications

In written communication, the Commission works to provide digital and print materials that are organized, concise, and designed for reading. This allows all people, especially those with limited English proficiency, to understand regional planning materials. Agency messages are evaluated based on potential LEP persons' needs and options for attending meetings or providing feedback. In the Commission's research and planning, detailed data and analysis will always be required. Whenever appropriate, information will be summarized in user-friendly formats and additional information will be included as appendices or separate reports. Viewer-friendly maps, charts, infographics, tables, and images are also used to help communicate with audiences in a visual format.

- **Digital Communications:** The Commission uses various digital communications to share information and solicit feedback from the public including websites, videos, social media, and online survey platforms, and more. Information provided on websites is inherently different than plan documents. The Commission strives to share only the necessary information readers need and split up topics into logical sections. Translation services are available to website users using Google Translate tools. In some cases, the Commission may employ additional translation services or tools to ensure accurate translation.
- **Print Materials:** The Commission uses print materials as visual aids and to share information in various outreach and public meeting settings. Similar content guidelines for digital content apply to print materials including the use of visuals, section headings, and sharing only necessary information. The Commission works to use concrete and understandable language given the subject matter is often technical and industry specific. Print materials are translated into appropriate languages as needed.

Staff Training

Commission staff are notified of the LEP Plan and its location on the website at the time of their new employee orientation and annually. Staff are educated on protocols to ensure appropriate LEP services are provided.

Surveys

While remaining receptive to all forms of contact, an emphasis upon surveys will continue to be important to Commission LEP involvement. Both behavioral and attitudinal survey findings have a relationship to underlying values and preferences. And, in aggregate form, the data indicate perhaps the most accurate and reliable trends upon which to base planning decisions. The Commission has recognized the importance of obtaining "statements" of preference through surveys of travel patterns as the process allows for hearing from people in an equitable and representative way.

Large Scale Surveys, Random Sampling

Generally, for household-type, return-by-mail, random sample surveys that are regional in scope:

- Include a referral notice in Spanish for LEP assistance or a translated survey copy. Evaluate the need to include a referral notice for Hmong or other languages
- Consider interviews with Hmong community leaders and/or resident focus groups as alternative information gathering techniques
- Recognize that a survey notice in Hmong might be more a courtesy than a practical solution (lesser probability of being sampled, less understanding or use of written Hmong compared to Spanish, and variability in dialects such that not all people reading Hmong may comprehend the selected translation)
- Recognize that regional planning may be outside of the immediate interest or needs of many LEP populations, and suspicions may exist regarding a government agency inquiring about behavioral practices or preferences

On-Board Transit Surveys

- Continue the use of both English and Spanish language versions of surveys, along with training of survey administrators to detect when the Spanish version may be expedient.
- Particularly for Milwaukee County Transit routes and the Milwaukee Streetcar, have available a language referral sheet in Hmong. Train administering staff to identify when this aid may be useful, how to avoid cultural stereotyping, and why differences in dialect may inherently limit the practicality.
- In general, evaluate means of survey design or administration contexts that would not be viewed as threatening to LEP or linguistically isolated people (given that a government agency is attempting to gain information). Even so, certain cultural differences or immigration issues transcend, and are not expected to be resolved by, an exposure to regional planning inventories.

Small Scale Community Surveys

- Evaluate LEP implications on a case-by-case basis considering the community demographics. Because of the characteristic property or business owner sampling criteria, explore alternative means of input where the number of LEP or linguistically isolated households warrant.
- Pursue translation accommodations for those communities (or neighborhoods) in which the LEP population is five percent or larger or exceeds 1,000 individuals. The relative concentration of subject households will help determine whether targeted translated surveys or notices of availability in non-English language(s) are preferable.
- Avoid introducing inequities or invalidating survey techniques while broadening LEP outreach. Obtain input by other means if an enabling survey criterion, like property ownership, voting registration, or utility payment, is not met at an adequate threshold by otherwise prevalent LEP households.

Planning Program Emphases

Below are three basic levels of planning in which the Commission is engaged and may expect to conduct the indicated LEP activities. Some variability would be expected among the categories noted.

Regional Plans

This level of planning is distinguished by the following general characteristics:

- Broad geography and subject matter functionality
- Long-term or distant planning horizon
- Succeeding steps or refinement necessary before implementation
- Will likely always generate a moderate LEP involvement potential due to its less immediate impact on LEP individuals

Regional planning efforts are distinguished by the following LEP responses:

- Contact LEP community leaders to inform them of the initiation of the planning program, its scope, timing, and implications. Seek to identify the potential relevance to constituents and obtain suggestions regarding public involvement.
- Update the network of local contacts if there have been changes.
- Prepare to produce summary materials in Spanish during three prospective junctures at a minimum: study or planning program inception, inventory findings or preliminary recommendations, and final recommendations or completed plans.

- Hold at least one public meeting in each regional open house/information/hearing series at a facility serving LEP community(ies), such as the Southside Organizing Center, the United Community Center, or United Migrant Opportunity Services for Spanish-speaking LEP populations in Milwaukee County and the Hmong American Friendship Association for Hmong-speaking LEP populations in Milwaukee County.
- Work with LEP community leaders to explore neighborhood meeting alternatives that may offer a comfortable or productive setting or identify other means of hearing views on the subject matter, that would be conducive to the discussion.
- Provide copies of summary materials in English and Spanish during public meetings, and to relevant media outlets and community centers.
- Advertise public events and/or the planning program in Hispanic cultural newspapers, including Milwaukee's El Conquistador.
- Monitor and assess the audience(s), planning program coverage, and distribution patterns of the above publications, and supplement news releases with follow-up contacts with newsletter/publication sources and/or radio stations serving the Hmong or other ethnic communities.

County Plans

Planning level characteristics:

- Narrower geography and often narrower subject matter functionality than regional plans (e.g., single modality characteristic for transportation system planning)
- Characteristically medium range or intermediate planning horizon and implementation schedule
- Variable and sometimes limited LEP involvement, depending upon county and subject matter focus

County planning efforts are distinguished by the following LEP efforts:

- Prepare a brief assessment or evaluation of LEP needs and prospects for the particular planning program
- For Milwaukee County—generally anticipate that LEP involvement may have to be more substantial than for a comparable regional study as described above, given that the relative proportion of need is greater. The relevance to LEP people may also be greater, depending upon subject matter since the geography is more limited and localized.
- For Kenosha, Racine, and Waukesha Counties— anticipate that the level of LEP involvement may be roughly similar to the regional level described above.
- For Ozaukee, Walworth, and Washington Counties—which are less populous and/or proportionately less diverse in terms of LEP households, anticipate that a lower level of LEP involvement may be suitable. (With subject matter dependency, Walworth County may warrant more in representative needs assessment, based on the cumulative percent of dispersed Spanish speaking households).
- Regardless of demographic composition, anticipate that county plans, which are shorter in range, or which attend to needs more characteristic of LEP households than the majority of households regionally, will require more LEP involvement. Transit development plans, which are service-oriented, would anticipate a higher level of LEP involvement than jurisdictional highway system plans since the transit plans have direct impacts on the provision of transportation services.

Community Assistance Plans

Planning level characteristics:

- Focused or limited geographic area and sometimes subject matter, the latter especially for transportation facility planning.
- Often implementable immediately upon adoption, or with little refinement (but also may be distant, as in a community long-range plan).
- Highly variable LEP involvement, between intensive and little to none, depending upon location and subject matter.

Community assistance planning efforts are distinguished by the following LEP efforts:

- Prepare a brief assessment or evaluation of LEP needs and prospects for the planning program.
- For the Cities of Milwaukee, Kenosha, Racine, and Waukesha—which would also be focal points for their respective Counties noted above, examine demographics relative to LEP needs in neighborhood or community planning.
- For all communities—anticipate that greater need for LEP involvement may be expected on subjects such as comprehensive planning or transit service planning, but not necessarily so for sewer service area planning. Plan accordingly for summary materials, community and neighborhood meetings, newsletters and other direct mailings, culturally targeted radio coverage, and postings, if advisable.
- For neighborhood planning—which could have high subject matter relevance, structure the level of LEP involvement based upon demographic composition. Plan accordingly for summary materials, neighborhood meetings, newsletter mailings or door-to-door distribution, and postings.

The most meaningful LEP involvement, and the most rewarding for participants, would likely be in the arena of local community assistance planning. This could, for example, include local transit service plans or neighborhood plans where there are households with substantial numbers of LEP persons.

LEP Plan Evaluation and Updates

Evaluating the effectiveness of the Commission's LEP plan will be ongoing through the normal monitoring and evaluation of public outreach efforts. During the proactive interaction with LEP individuals and community organizations, improvements, or enhancements to the LEP plan may be made through careful consideration of comments received during that interaction. In addition, changes in Federal or State law or guidance may necessitate changes to the LEP plan. As such the Commission anticipates that updates to the LEP plan will be made as necessary, while the evaluation of the effectiveness of the LEP plan is ongoing.

In conclusion, the Commission will strive to be receptive and appropriately responsive to both the guidelines and the LEP individuals who may need language assistance. As the Commission anticipates the level of need, prepares to meet any LEP requests expeditiously, and examines policies and procedures to guide agency reactions to LEP scenarios, those steps are viewed as opportunities for furthering agency ideals and Civil Rights Act compliance. And, as the Commission submits its plan for meeting the needs of those LEP individuals in Southeastern Wisconsin, it does so with an eye toward changing demographics and a desire to serve all who may have an interest in regional planning activities and may be directly affected by those activities. Examples such as the extensive public outreach for VISION 2050 and the 2020 Review and Update, prior transit planning efforts, and the translation of materials demonstrate the Commission's commitment to its policy to engage LEP individuals and meet any requests in a courteous and effective manner.

SUMMARY OF THE MEMBERSHIP OF THE COMMISSION AND ADVISORY COMMITTEES EXHIBIT H

This exhibit describes the membership and structure for the Southeastern Wisconsin Regional Planning Commission (SEWRPC), its transportation-related Advisory Committees, and the Environmental Justice Task Force. In addition, a summary of the racial characteristics of these bodies is provided.

COMMISSION

Since SEWRPC was created in 1960, its governing structure has been mandated by State law and remains unchanged to this day. That structure provides equal representation on the governing board from seven counties, a total of 21 members, three selected to represent each of the counties. One of the three members from each County is appointed by the County Executive/County Board Chair and is, by custom, a County Board Supervisor or County Executive. The other two members from each county are appointed by the Governor, with one of the gubernatorial appointments coming from a list provided by the county. Each of the 21 members has a six-year term.

ADVISORY COMMITTEES

For more than 60 years this board membership has officially sponsored a comprehensive regional planning process that by law produces plans that are advisory to the constituent county and local governments. In carrying out its metropolitan planning organization (MPO) responsibilities, SEWRPC relies very heavily upon a system of advisory committees for carrying out its regional transportation planning efforts and for programming of transportation projects for the five urbanized areas in Southeastern Wisconsin. While the Commission board itself is responsible for the formal adoption of regional plans as required by State law, that board has accepted the recommendations of its advisory committees that deal with the MPO function as the preparation and adoption of transportation plans and programs is pursued. Copies of the current rosters of these transportation advisory committees are enclosed in Figure H.1 of this exhibit.

Membership on the SEWRPC MPO, or transportation, Advisory Committees is highly intergovernmental in nature, since these committees have primary responsibilities for overseeing the Commission's MPO-related work programs and since State agencies and county and local governments are responsible for ultimately implementing the array of recommendations that are included in SEWRPC regional transportation plans. With respect to voting

Figure H.1
Southeastern Wisconsin Regional Planning Commission Transportation Advisory Committees

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

Charles L. Colman, <i>Chairman</i>	Southeastern Wisconsin Regional Planning Commission
James T. Dwyer, <i>Vice-Chairman</i>	Southeastern Wisconsin Regional Planning Commission
Donna Brown-Martin	Southeastern Wisconsin Regional Planning Commission; Director, Milwaukee County Department of Transportation
Thomas H. Buestrin	Southeastern Wisconsin Regional Planning Commission
Priscilla Coggs-Jones	Southeastern Wisconsin Regional Planning Commission; Supervisor, Milwaukee County Board of Supervisors
Michael A. Crowley	Southeastern Wisconsin Regional Planning Commission; Supervisor, Waukesha County Board of Supervisors; Chairman, Waukesha County Airport Operations Commission
Jonathan Delagrave	Southeastern Wisconsin Regional Planning Commission; County Executive, Racine County
Katrina Hanson	Southeastern Wisconsin Regional Planning Commission
John Holloway	Chairman, Town of Paris, Kenosha County
Brian E. Holt	Southeastern Wisconsin Regional Planning Commission; Supervisor, Walworth County Board of Supervisors
Dewayne J. Johnson	Southeastern Wisconsin Regional Planning Commission
Mary Knipper	Southeastern Wisconsin Regional Planning Commission
James A. Ladwig	Southeastern Wisconsin Regional Planning Commission
Micheal Maistelman	Southeastern Wisconsin Regional Planning Commission
Amy Maurer	Southeastern Wisconsin Regional Planning Commission
Natalia Minkel-Dumit	Southeastern Wisconsin Regional Planning Commission; Supervisor, Ozaukee County Board of Supervisors
Robert W. Pitts	Southeastern Wisconsin Regional Planning Commission
Jeffery D. Schleif	Southeastern Wisconsin Regional Planning Commission; Supervisor, Washington County Board of Supervisors
Peggy L. Shumway	Southeastern Wisconsin Regional Planning Commission
Eric Stelter	Southeastern Wisconsin Regional Planning Commission; Supervisor, Ozaukee County Board of Supervisors
David L. Stroik	Southeastern Wisconsin Regional Planning Commission

Figure H.1 (Continued)

ADVISORY COMMITTEE ON REGIONAL TRANSPORTATION PLANNING

Members

Donna Brown-Martin, *Chair*..... Commissioner, Southeastern Wisconsin Regional Planning Commission;
Director, Milwaukee County Department of Transportation

Clement Abongwa.....Director of Highways/Highway Commissioner, Kenosha County

James Bohl..... Director of Intergovernmental Relations, City of Milwaukee

Scott BrandmeierDirector of Public Works, Village of Fox Point

Karen Bruan.....Engineering Services Manager, Waukesha County Department of Public Works

Karl Buck.....Community Transportation Planner, U.S. Department of Transportation

Allison M. Bussler..... Director of Public Works, Waukesha County

Peter Burgelis..... 15th District Supervisor, Milwaukee County Board of Supervisors

Brain Cater Director of Public Works, City of Kenosha

Alex DamienDirector of Public Works, City of Waukesha

Melinda Dejewski..... City Engineer, City of West Allis

Jon Edgren.....Director of Public Works/Highway Commissioner, Ozaukee County

Julie Esch Deputy Director, Milwaukee County Department of Transportation

Gail Good Director, Air Management Program, Wisconsin Department of Natural Resources

Thomas M. Grisa.....Director of Public Works, City of Brookfield

Roberto GutierrezDirector, Southeast Region, Wisconsin Department of Transportation

Thomas Hafner..... City of Delafield

Richard Hough.....Director of Public Works/Highway Commissioner, Walworth County

Nik Kovac Budget and Management Director, Budget and Management Division,
Department of Administration, City of Milwaukee

Jerrel KruschkeCommissioner of Public Works, City of Milwaukee

Max MaréchalCity Engineer, City of West Bend

Kevin Muhs.....City Engineer, City of Milwaukee

Cheryl NewtonDirector of Air and Radiation Division, U.S. Environmental Protection Agency

John RooneyCommissioner of Public Works/City Engineer, City of Racine

Scott M. Schmidt.....Highway Commissioner/County Engineer, Washington County

David Simpson Director of Public Works, City of Wauwatosa

Michael C. Thompson.....Secretary’s Director, Wisconsin Department of Natural Resources

Charles Wade..... Director, Bureau of Planning and Economic Development, Division of Transportation
Investment Management, Wisconsin Department of Transportation

Denise Wandke.....President and Managing Director, Milwaukee County Transit System

Linsey Weber.....Director of Public Works, Village of Mount Pleasant

William Wheeler Community Planner, Federal Transit Administration - Region 5,
U.S. Department of Transportation

Figure H.1 (Continued)

Liaison to Environmental Justice Task Force

Donna Brown-Martin..... Commissioner, Southeastern Wisconsin Regional Planning Commission;
Director, Milwaukee County Department of Transportation

Liaison to Jefferson County

Brian UdovichHighway Operations Manager, Jefferson County Highway Department

Liaison to Chicago Metropolitan Agency for Planning

Doug FergusonSenior Analyst, Chicago Metropolitan Agency for Planning

Figure H.1 (Continued)

ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING FOR THE KENOSHA URBANIZED AREA

Clement Abongwa, *Chair*.....Director of Highways/Highway Commissioner, Kenosha County
Stephanie Hacker, *Secretary*..... Executive Director, SEWRPC
David Bizot.....Program and Policy Analyst, Bureau of Air Management,
Wisconsin Department of Natural Resources
Karl Buck.....Community Transportation Planner, Federal Highway Administration,
U.S. Department of Transportation
Tim Casey..... Director, Department of Community Development and Inspections, City of Kenosha
Brian CaterDirector/City Engineer, Department of Public Works, City of Kenosha
Tom DieckelmanPresident, Wisconsin Coach Lines, Inc.
Matthew FineourVillage Engineer, Village of Pleasant Prairie
Roberto GutierrezDirector, Southeast Region, Wisconsin Department of Transportation
John Holloway.....Chairman, Town of Paris
Randall KerkmanAdministrator/Public Works Director, Village of Bristol
Cheryl L. Newton..... Environmental Protection Specialist, U.S. Environmental Protection Agency, Region V
Nelson Ogbuagu..... Director, Department of Transportation, City of Kenosha
Jason Peters.....Administrator, Town and Village of Somers
Charles Wade..... Director, Bureau of Planning and Economic Development, Division of Transportation
Investment Management, Wisconsin Department of Transportation
William WheelerCommunity Planner, Federal Transit Administration - Region 5,
U.S. Department of Transportation
Vacant.....City of Kenosha

Figure H.1 (Continued)

ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING FOR THE MILWAUKEE URBANIZED AREA

Voting Members

Donna Brown-Martin, *Chair*.....Commissioner, Southeastern Wisconsin Department of Transportation,
Director, Milwaukee County Department of Transportation

Robert J. BaumanAlderman, City of Milwaukee

James Bohl..... Director of Intergovernmental Relations, City of Milwaukee

Scott BrandmeierDirector of Public Works and Village Engineer, Village of Fox Point

Karen Braun..... Manager of Engineering Services, Department of Public Works, Waukesha County

Allison M. Bussler.....Director, Department of Public Works, Waukesha County

Alex Damien..... Director, Department of Public Works, City of Waukesha

Melinda Dejewski..... City Engineer, City of West Allis

Jon Edgren.....Director of Public Works/Highway Commissioner, Ozaukee County

Julie Esch Deputy Director, Milwaukee County Department of Transportation

Thomas M. Grisa Director, Department of Public Works, City of Brookfield

Thomas J. Hafner.....Administrator/Director of Public Works, City of Delafield

Nik KovacBudget and Management Director, Budget and Management Division,
Department of Administration, City of Milwaukee

Jerrel KruschkeCommissioner of Public Works, City of Milwaukee

Sam Leichtling.....Planning Manager, Department of City Development, City of Milwaukee

Kevin Muhs..... City Engineer, Department of Public Works, City of Milwaukee

Scott Rewolinski.....Director, Department of Public Works, Village of Hales Corners

Scott M. Schmidt.....Highway Commissioner/County Engineer, Washington County

Denise Wandke..... President and Managing Director, Milwaukee County Transit System

Andrea Weddle-Henning.....Transportation Engineering Manager,
Milwaukee County Department of Transportation

William T. Wehrley.....City Engineer, City of Wauwatosa

Vacant.....Supervisor, Milwaukee County Board of Supervisors

Nonvoting Technical Staff Members

Stephanie Hacker, *Secretary*..... Executive Director, SEWRPC

David Bizot.....Program and Policy Analyst, Bureau of Air Management,
Wisconsin Department of Natural Resources

Karl Buck.....Community Transportation Planner, Federal Highway Administration,
U.S. Department of Transportation

Tom Dieckelman.....President, Wisconsin Coach Lines, Inc.

Roberto GutierrezDirector, Southeast Region, Wisconsin Department of Transportation

Charles Wade..... Director, Bureau of Planning and Economic Development, Division of Transportation
Investment Management, Wisconsin Department of Transportation

William WheelerCommunity Planner, Federal Transit Administration - Region 5,
U.S. Department of Transportation

Jefferson County Liaison

Brian UdovichHighway Operations Manager, Jefferson County Highway Department

Figure H.1 (Continued)

**ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING AND
PROGRAMMING FOR THE RACINE URBANIZED AREA**

Roley Behm, *Chair*Director of Public Works and Development Services, Racine County
Stephanie Hacker, *Secretary*..... Executive Director, SEWRPC
David Bizot.....Program and Policy Analyst, Bureau of Air Management,
Wisconsin Department of Natural Resources
Karl Buck.....Community Transportation Planner, Federal Highway Administration,
U.S. Department of Transportation
Anthony BunkelmanDirector of Public Services, Village of Caledonia
Tom DieckelmanPresident, Wisconsin Coach Lines, Inc.
Amanda Gain Village Administrator, Village of Sturtevant
Alicia Gasser Village President, Village of Elmwood Park
Roberto GutierrezDirector, Southeast Region, Wisconsin Department of Transportation
Trevor JungTransit and Parking System Manager, City of Racine
Alison McCulloch President, Village of Wind Point
Douglas Nelson President, Village of Yorkville
Cheryl L. Newton.....Environmental Protection Specialist,
U.S. Environmental Protection Agency, Region V
John RooneyCommissioner of Public Works/City Engineer, City of Racine
Mark Schall President, Village of North Bay
Charles Wade..... Director, Bureau of Planning and Economic Development, Division of Transportation
Investment Management, Wisconsin Department of Transportation
Linsey Weber.....Deputy Director of Public Works, Village of Mount Pleasant
William Wheeler Community Planner, Federal Transit Administration - Region 5,
U.S. Department of Transportation

Figure H.1 (Continued)

**ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING AND
PROGRAMMING FOR THE ROUND LAKE BEACH-MCHENRY-GRAYSLAKE,
IL-WI URBANIZED AREA (WISCONSIN PORTION)**

Clement Abongwa, *Chair*.....Director of Highways/Highway Commissioner, Kenosha County
Stephanie Hacker, *Secretary*..... Executive Director, SEWRPC
Dan Aronson.....President, Village of Bloomfield
David Bizot.....Program and Policy Analyst, Bureau of Air Management,
Wisconsin Department of Natural Resources
Karl Buck.....Community Transportation Planner, Federal Highway Administration,
U.S. Department of Transportation
Terry Burns.....President, Village of Paddock Lake
Susan Crane.....Chairwoman, Town of Brighton
Tom Dieckelman.....President, Wisconsin Coach Lines, Inc.
William M. Glembocki..... Chairman, Town of Wheatland
Roberto Gutierrez..... Deputy Director, Southeast Region, Wisconsin Department of Transportation
Richard Hough.....Director of Public Works/Highway Commissioner, Walworth County
Randall Kerkman.....Administrator/Public Works Director, Village of Bristol
Cheryl L. Newton.....Environmental Protection Specialist,
U.S. Environmental Protection Agency, Region V
Ken Parker.....President, Village of Genoa City
Daniel Schoonover..... Chairman, Town of Bloomfield
Howard K. Skinner..... President, Village of Twin Lakes
Robert Stoll..... Chairman, Town of Randall
Diann Tesar..... President, Village of Salem Lakes
Charles Wade..... Director, Bureau of Planning and Economic Development, Division of Transportation
Investment Management, Wisconsin Department of Transportation
William Wheeler.....Community Planner, Federal Transit Administration - Region 5,
U.S. Department of Transportation

Figure H.1 (Continued)

ADVISORY COMMITTEE ON TRANSPORTATION SYSTEM PLANNING AND PROGRAMMING FOR THE WEST BEND URBANIZED AREA

Scott Schmidt, *Chair*Highway Commissioner/County Engineer, Washington County
Stephanie Hacker, *Secretary*..... Executive Director, SEWRPC
Karl Buck..... Community Transportation Planner, Federal Highway Administration,
U.S. Department of Transportation
Adam Gitter..... Village Administrator, Village of Kewaskum
John Griffin City Engineer, Engineering Department, City of Hartford
Roberto Gutierrez Deputy Director, Southeast Region, Wisconsin Department of Transportation
Robert Hartwig.....Chairman, Town of Jackson
Jen Keller Village Administrator, Village of Jackson
Ryan Lippert.....Chairman, Town of Hartford
Mike Lipscomb.....Chairman, Town of Trenton
Max Marechal..... City Engineer, City of West Bend
Albert Schulteis.....Chairman, Town of Polk
Kris Turner.....Chairman, Town of Barton
Charles Wade..... Director, Bureau of Planning and Economic Development, Division of Transportation
Investment Management, Wisconsin Department of Transportation
William Wheeler Community Planner, Federal Transit Administration - Region 5,
U.S. Department of Transportation
Margaret WilberVillage Administrator, Village of Slinger
Scott WollnerChairperson, Town of Kewaskum
Troy Zagel.....Chairman, Town of West Bend

Dodge County Liaison

Brian R. FieldHighway Commissioner, Dodge County

Figure H.1 (Continued)

ENVIRONMENTAL JUSTICE TASK FORCE

Aloysius Nelson, *Chair* Director, Division of Veterans Services, Kenosha County; Commissioner, SEWRPC
Yolanda Adams Board of Education Member, Kenosha Unified School District
Huda Alkaff Founder & Director, Wisconsin Green Muslims
Ella Dunbar Manager/Health, Wellness & Supportive Services,
Social Development Commission, Milwaukee
Andrea Mendez Barrutia Chapter Director for the new Techqueria Milwaukee Chapter that launched,
and Co-Owner of Crismari LLC d/b/a MiVoz
Annabell Bustillos Bilingual Outreach Advocate, BeLeaf Survivors
Gina Green-Harris Director, University of Wisconsin School of Medicine and Public Health
Center for Community Engagement and Health Partnerships in Milwaukee
Brad Holz Board Member, IndependenceFirst
Gina Sanchez Juarez Director of Center for Financial Stability at La Casa de Esperanza
Keith Martin Engineering Specialist – Advanced 2, Wisconsin Department of Transportation
N. Lynnette McNeely Legal Redress Chair, Waukesha County NAACP
Jackie Schellinger Indian Community Representative, Retired Judge
Theresa Schuerman Walworth County Bilingual Migrant Worker Outreach
Vacant City of Racine
Vacant Region

membership on these MPO committees, two committees have county and local membership structures that approximate population proportionality (One committee dealing with regional transportation system planning and the other dealing with programming of transportation projects in the Milwaukee urbanized area where SEWRPC, as the MPO, has responsibilities to allocate Federal transit and highway funds made available to that area--currently about \$25 million of Federal Highway Administration Surface Transportation Block Grant Program – Milwaukee Urbanized Area (STP-M) funds and about \$20 million annually of Federal Transit Administration Section 5307 – Milwaukee Urbanized Area funds). The following describes further detail on the structure of these two population-proportion committees.

- **Advisory Committee on Regional Transportation Planning:** Structured on a population-proportional basis, this Committee provides guidance and direction to the Commission staff in the preparation of the regional transportation plan, and provides to the Commission a recommended regional transportation plan for the Commission to consider adopting. The 33 members of the Committee include local technical staff and elected officials typically appointed by the community/county's chief elected official, along with representatives from State and Federal transportation and natural resource agencies. In addition, a member of the Commission's Environmental Justice Task Force serves as a liaison on the Committee. The structure of the county/community members of the Committee reflects the population proportionality of each County and municipality within Southeastern Wisconsin. This Committee includes four members representing Milwaukee County (with three members appointed by the County Executive and one member appointed by the County Board Chairman) and five members representing the City of Milwaukee (with four members appointed by the mayor and one member appointed by the Common Council President.) As small portions of the Milwaukee and West Bend urbanized areas are located in counties outside of the seven-county Region (Jefferson County and Dodge County, respectively), the Committee also includes a liaison from Jefferson County to represent the portion of that county in the Milwaukee urbanized area and a liaison from Dodge County to represent the portion of that county in the West Bend urbanized area.
- **Advisory Committee for Transportation System Planning and Programming in the Milwaukee urbanized area (Milwaukee Area TIP Committee):** Also structured on a population-proportional basis reflecting the population proportionality of each County and municipality within the Milwaukee urbanized area. This Committee guides preparation of the Milwaukee urbanized area transportation improvement program; guides the development of the procedures to evaluate, prioritize, and recommend projects for STP-M funding; reviews and approves the allocation of FTA Section 5307 Milwaukee urbanized area funds to the area's six public transit operators; and, along with the TIP Committees for the Region's other urbanized areas, guides development of the procedures to evaluate, prioritize, and recommend projects for Federal Highway Administration Congestion Management and Air-Quality Improvement Program (CMAQ) funding. The 22 members of the Milwaukee TIP Committee include local technical staff and elected officials typically appointed by the community/county's chief elected official, and include five members representing Milwaukee County (with four members appointed by the County Executive and one member appointed by the County Board Chairman) and six members representing the City of Milwaukee (with five members appointed by the Mayor and one member appointed by the Common Council President). The Milwaukee TIP Committee also includes representation from each of the six public transit operators within the Milwaukee urbanized area—Milwaukee County, City of Milwaukee, Waukesha County, City of Waukesha, Washington County, and Ozaukee County. As a small portion of the Milwaukee Urbanized Area is located outside of the seven county Region in Jefferson County, the Committee includes a liaison from Jefferson County to represent the portion of the Milwaukee Urbanized Area in that county.

The deference to local authorities for appointing members of these two committees, particularly with respect to Milwaukee County and the City of Milwaukee (the County and City with the highest number and proportion of minorities in Southeastern Wisconsin), provides substantial opportunities for the appointment of members of minority groups to important advisory committees. In addition, as openings occur on existing committees, the Commission seeks diversity as it solicits or makes appointments to its Advisory Committees.

The Commission also has Advisory Committees on Transportation System Planning and Programming for the smaller urbanized areas in the Southeastern Wisconsin Region: Kenosha, Racine, West Bend, and Round Lake Beach (Wisconsin portion). The local government representatives on these committees are appointed by the chief elected official of the communities/counties which are represented on the Committees.

ENVIRONMENTAL JUSTICE TASK FORCE

The Commission established the Environmental Justice Task Force (EJTF) in 2007 to enhance the consideration and integration of environmental justice for minority and low-income groups, and the representation of such groups, throughout the regional planning and programming process. The Task Force is made up of a diverse collection of individuals and organizations representing interests of low-income populations, minority populations, people with disabilities, and/or transit dependent communities. The Task Force meets as appropriate and necessary, usually on a quarterly basis. The Commission staff has consulted with, and sought recommendations from, this Task Force on appointment of members to new committees, such as the advisory committee that was established to guide the development of the regional housing plan. In addition, a member of the Task Force, as previously noted, serves as a liaison to the Advisory Committee on Regional Transportation Planning. The current roster of the EJTF is provided in Figure H.1 of this exhibit.

RACIAL MAKE-UP OF COMMISSION, ADVISORY COMMITTEES, AND EJTF

The racial make-up of the Commission, the two population-proportional advisory committees, the EJTF, and the other urbanized area advisory committees are shown in Table H.1. Table H.2 provides the racial make-up of the Region and of each urbanized area in the Region based on the 2010 Census. Commission staff is currently coordinating with local governments to review and potentially update committees based on the urban areas as defined by the 2020 Census.

**Table H.1
 Racial Characteristics of the Commissioners of the Southeastern Wisconsin
 Regional Planning Commission and Members of Select Advisory Committees**

Commission/Committees	White Alone, Non-Hispanic		Black/African American		American Indian and Native American		Asian and Pacific Islander		Hispanic		Total	
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent	Number	Percent
Southeastern Wisconsin Regional Planning Commission	18	85.7	2	9.5	--	--	--	--	1	4.8	21	100
Advisory Committee on Regional Transportation Planning	25	80.6	4	12.9	--	--	--	--	2	6.5	31	100.0
Advisory Committee on Transportation System Planning for the Milwaukee Urbanized Area	12	75.0	3	18.8	--	--	--	--	1	6.3	16	100.0
Environmental Justice Task Force	25	89.3	2	7.1	--	--	--	--	1	3.6	28	100.0
Advisory Committee on Transportation System Planning for the Kenosha Urbanized Area	15	83.3	1	5.6	--	--	--	--	2	11.1	18	100.0
Advisory Committee on Transportation System Planning for the Racine Urbanized Area	17	85.0	2	10.0	--	--	--	--	1	5.0	20	100.0
Advisory Committee on Transportation System Planning for the West Bend Urbanized Area	15	83.3	2	11.1	--	--	--	--	1	5.6	18	100.0
Advisory Committee on Transportation System Planning for the Round Lake Beach (Wisconsin Portion) Urbanized Area	2	15.4	5	38.5	1	7.7	1	7.7	4	30.8	13	100.0

**Table H.2
Population by Race and Ethnicity**

Race	Urbanized Areas										West Bend ^a		Round Lake Beach (part)		Six-County Metropolitan Planning Area		Region	
	Kenosha		Milwaukee		Racine		Round Lake Beach (part)		West Bend ^a		Six-County Metropolitan Planning Area		Region					
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total				
Non-Hispanic White Alone	83,758	66.5	765,787	58.6	79,339	58.8	11,791	88.2	30,752	89.0	1,266,976	65.3	1,355,080	66.2				
Minority																		
Black/African American	11,082	8.8	247,871	19.0	22,014	16.3	73	0.5	538	1.6	284,230	14.6	285,396	13.9				
American Indian and Alaska Native	280	0.2	4,576	0.4	371	0.3	35	0.3	97	0.3	6033	0.3	6,262	0.3				
Asian and Pacific Islander	2,467	2.0	62,778	4.8	1,790	1.3	87	0.6	365	1.0	71,424	3.7	72,436	3.5				
Other Race	386	0.3	5,317	0.4	610	0.5	46	0.3	100	0.3	7,435	0.4	7,703	0.4				
Two or More Races	5,832	4.6	46,969	3.6	6,360	4.7	571	4.3	1,050	3.0	70,277	3.6	73,426	3.6				
Hispanic	22,060	17.5	173,497	13.3	24,393	18.1	771	5.8	1,650	4.8	235,234	12.1	247,784	12.1				
Total	125,865	100.0	1,306,795	100.0	134,877	100.0	13,374	100.0	34,552	100.0	1,941,609	100.0	2,048,087	100.0				

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 on 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.

^a The U.S. Census Bureau revised the urban area criteria in the 2020 Census, which changed the classification of the West Bend Urbanized area. As a result, the West Bend Urbanized Area was considered noncontiguous and split into separate areas and the population is now below the 50,000 threshold established by the Federal Highway Administration to be considered an "urbanized area" for planning and funding purposes.

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

DEMOGRAPHIC PROFILE OF SOUTHEASTERN WISCONSIN EXHIBIT I

Estimates of the magnitude and location of the minority populations in the Region were obtained from data available from the most recent year 2020 decennial U.S. Census of population. Based upon the year 2020 Census, the magnitude and location of minority populations in the Region are shown on Maps I.1 through I.6 and in Table I.1. The magnitude and the location of the low-income populations within Southeastern Wisconsin, based upon the 2016-2020 U.S. Census American Community Survey, are shown on Map I.7 and summarized in Tables I.2 and I.3. The low-income population was defined as families with income below Federally defined poverty levels.

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 I.4.

More robust and detailed data available by county from the year 2016-2020 ACS indicate a similar pattern by race and ethnic group for work trips in Southeastern Wisconsin as for all travel, as shown in Table I.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 11 percent of the minority population uses public transit to travel to and from work, with the highest proportion (11 percent) by the Black/African American population. Only about 3 percent of the white population uses public transit for travel to and from work in Milwaukee County. Regarding automobile use in Milwaukee County, minority populations use the automobile for 81 to 89 percent of their travel to and from work. This compares to 85 percent of the white population. 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.

As shown in Tables I.6 through I.8, low-income households and a number of minority populations are particularly dependent upon transit, as a significant proportion of these populations have no private vehicle available for travel. For example, in Milwaukee County, about 75 percent of Black/African American households indicated they had an automobile available for travel, compared to about 92 percent of non-minority 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.

Map I.1

Concentrations of Black/African American People in the Region: 2020

CENSUS BLOCKS WHEREIN THE PERCENTAGE OF BLACK/AFRICAN AMERICAN PEOPLE EXCEEDS THE REGIONAL AVERAGE OF 16.1 PERCENT BASED ON THE 2020 U.S. CENSUS

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

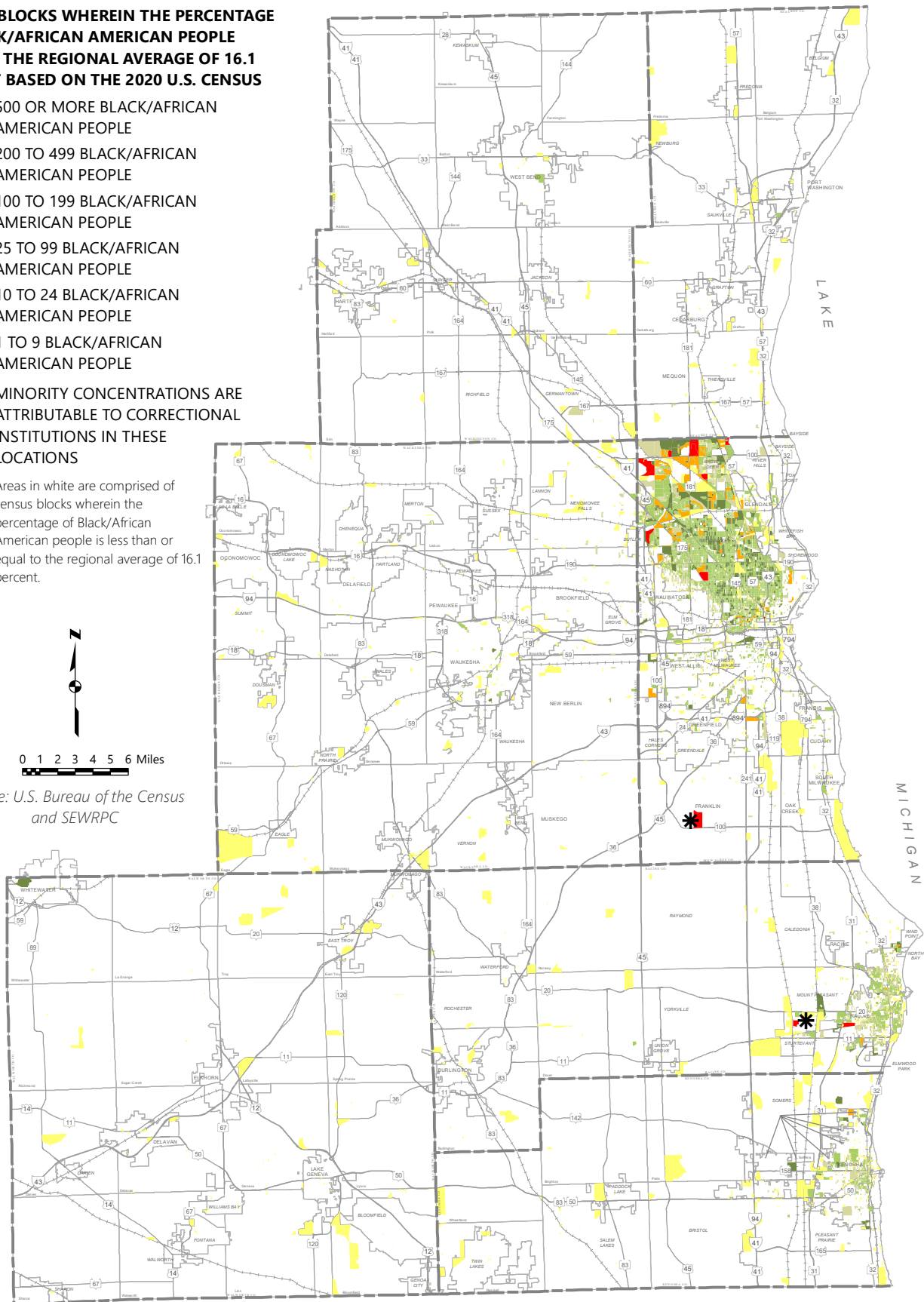
***** MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THESE LOCATIONS

Note: Areas in white are comprised of census blocks wherein the percentage of Black/African American people is less than or equal to the regional average of 16.1 percent.



0 1 2 3 4 5 6 Miles

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



Map I.2

Concentrations of American Indian and Alaska Native People in the Region: 2020

CENSUS BLOCKS WHEREIN THEIR PERCENTAGE OF AMERICAN INDIAN AND ALASKA NATIVE PEOPLE EXCEEDS THE REGIONAL AVERAGE OF 2.0 PERCENT BASED ON THE 2020 U.S. CENSUS

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

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

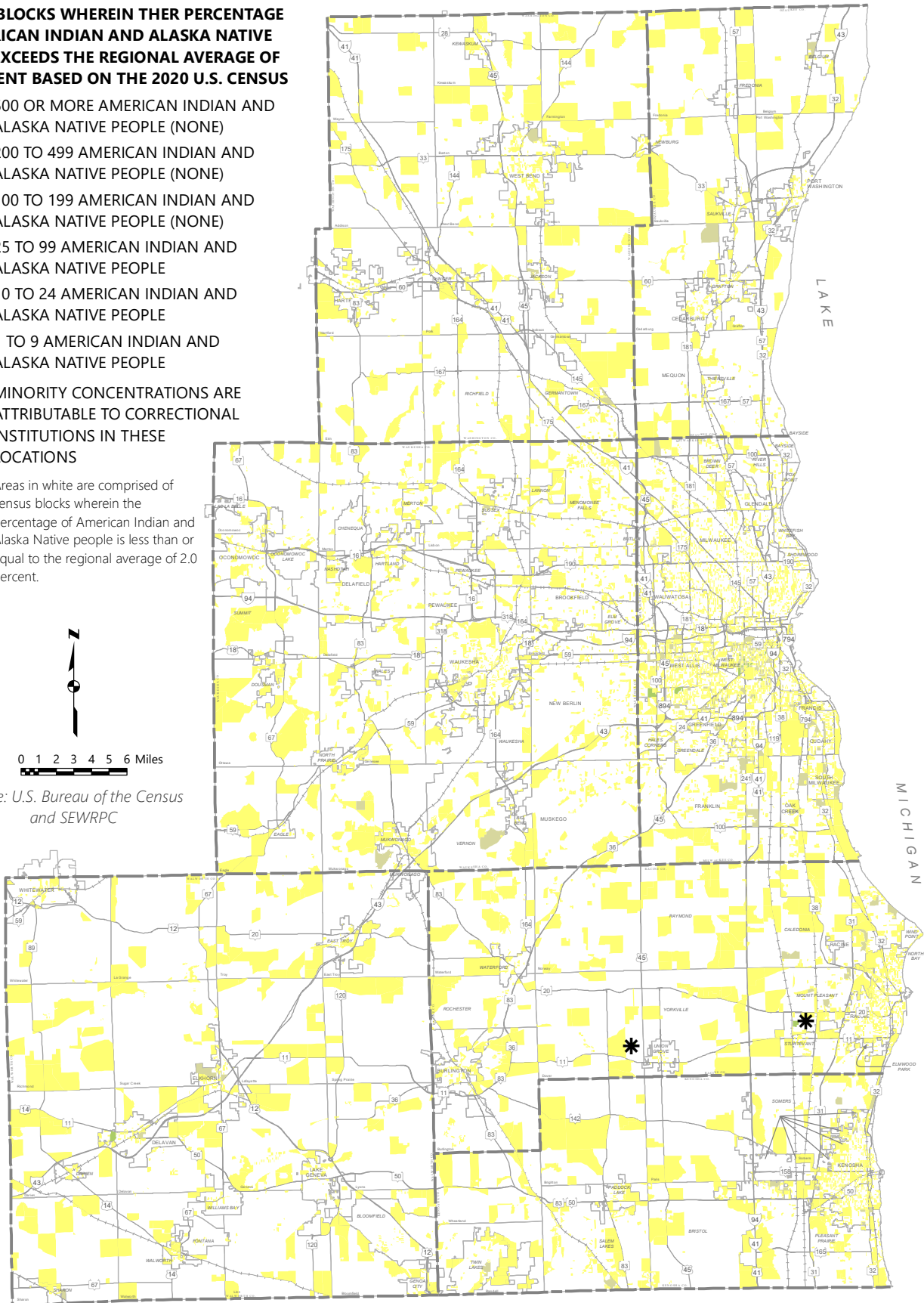
Note: Areas in white are comprised of census blocks wherein the percentage of American Indian and Alaska Native people is less than or equal to the regional average of 2.0 percent.



0 1 2 3 4 5 6 Miles



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



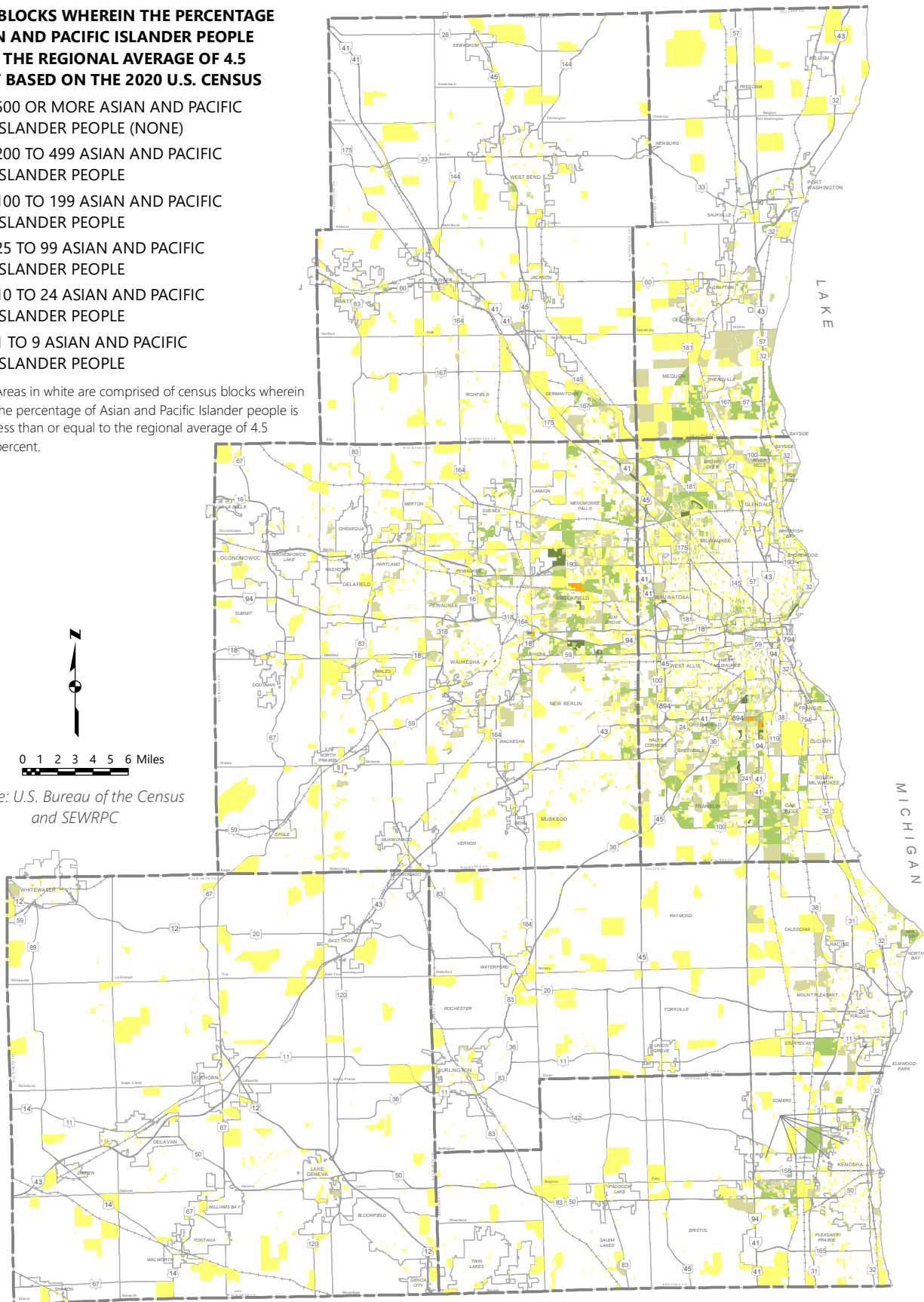
Map I.3

Concentrations of Asian and Pacific Islander People in the Region: 2020

CENSUS BLOCKS WHEREIN THE PERCENTAGE OF ASIAN AND PACIFIC ISLANDER PEOPLE EXCEEDS THE REGIONAL AVERAGE OF 4.5 PERCENT BASED ON THE 2020 U.S. CENSUS

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

Note: Areas in white are comprised of census blocks wherein the percentage of Asian and Pacific Islander people is less than or equal to the regional average of 4.5 percent.



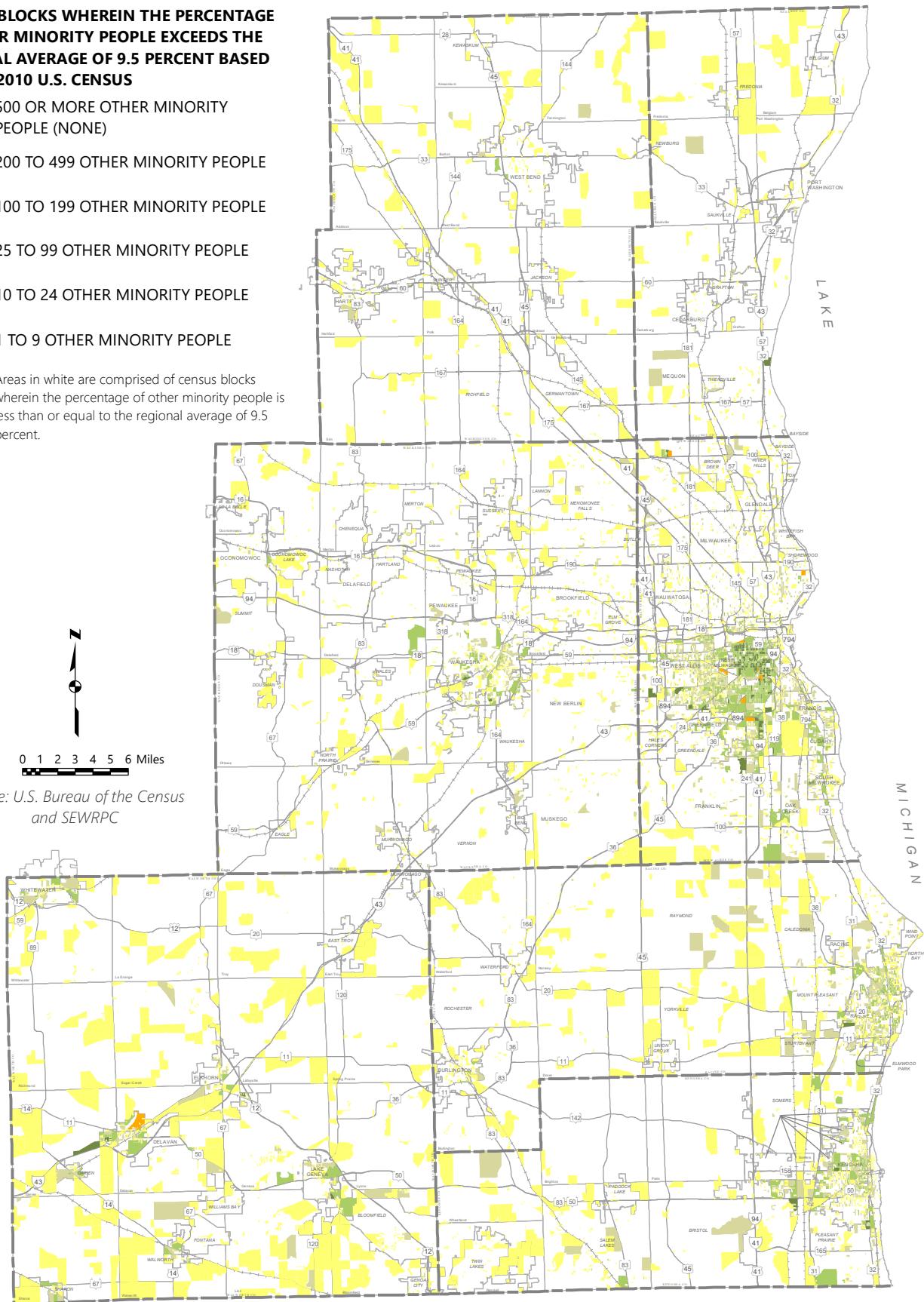
Source: U.S. Bureau of the Census and SEWRPC

Map I.4
Concentrations of Other Minority People in the Region: 2020

CENSUS BLOCKS WHEREIN THE PERCENTAGE OF OTHER MINORITY PEOPLE EXCEEDS THE REGIONAL AVERAGE OF 9.5 PERCENT BASED ON THE 2010 U.S. CENSUS

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

Note: Areas in white are comprised of census blocks wherein the percentage of other minority people is less than or equal to the regional average of 9.5 percent.



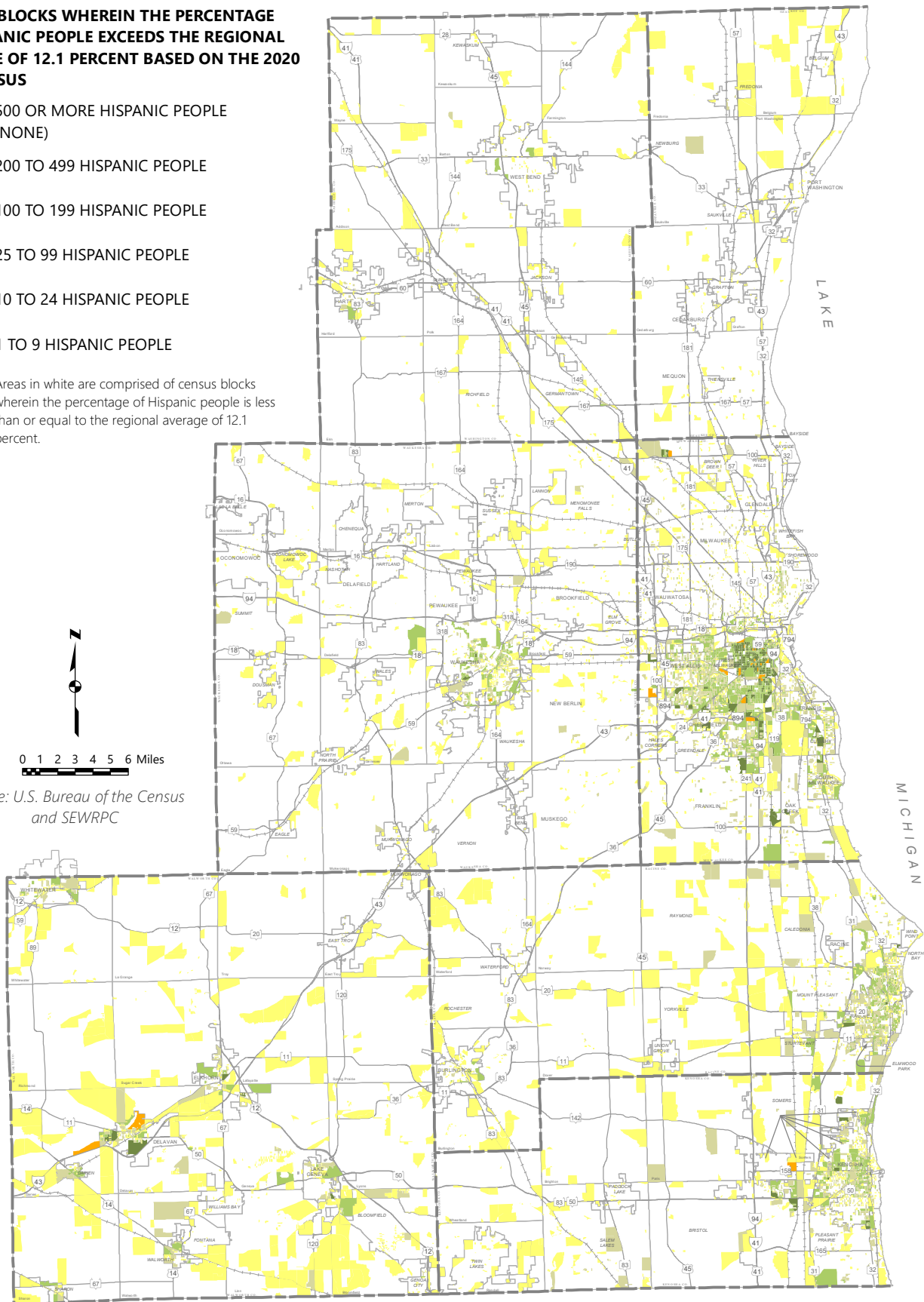
Source: U.S. Bureau of the Census and SEWRPC

Map I.5
Concentrations of Hispanic People in the Region: 2020

CENSUS BLOCKS WHEREIN THE PERCENTAGE OF HISPANIC PEOPLE EXCEEDS THE REGIONAL AVERAGE OF 12.1 PERCENT BASED ON THE 2020 U.S. CENSUS

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

Note: Areas in white are comprised of census blocks wherein the percentage of Hispanic people is less than or equal to the regional average of 12.1 percent.



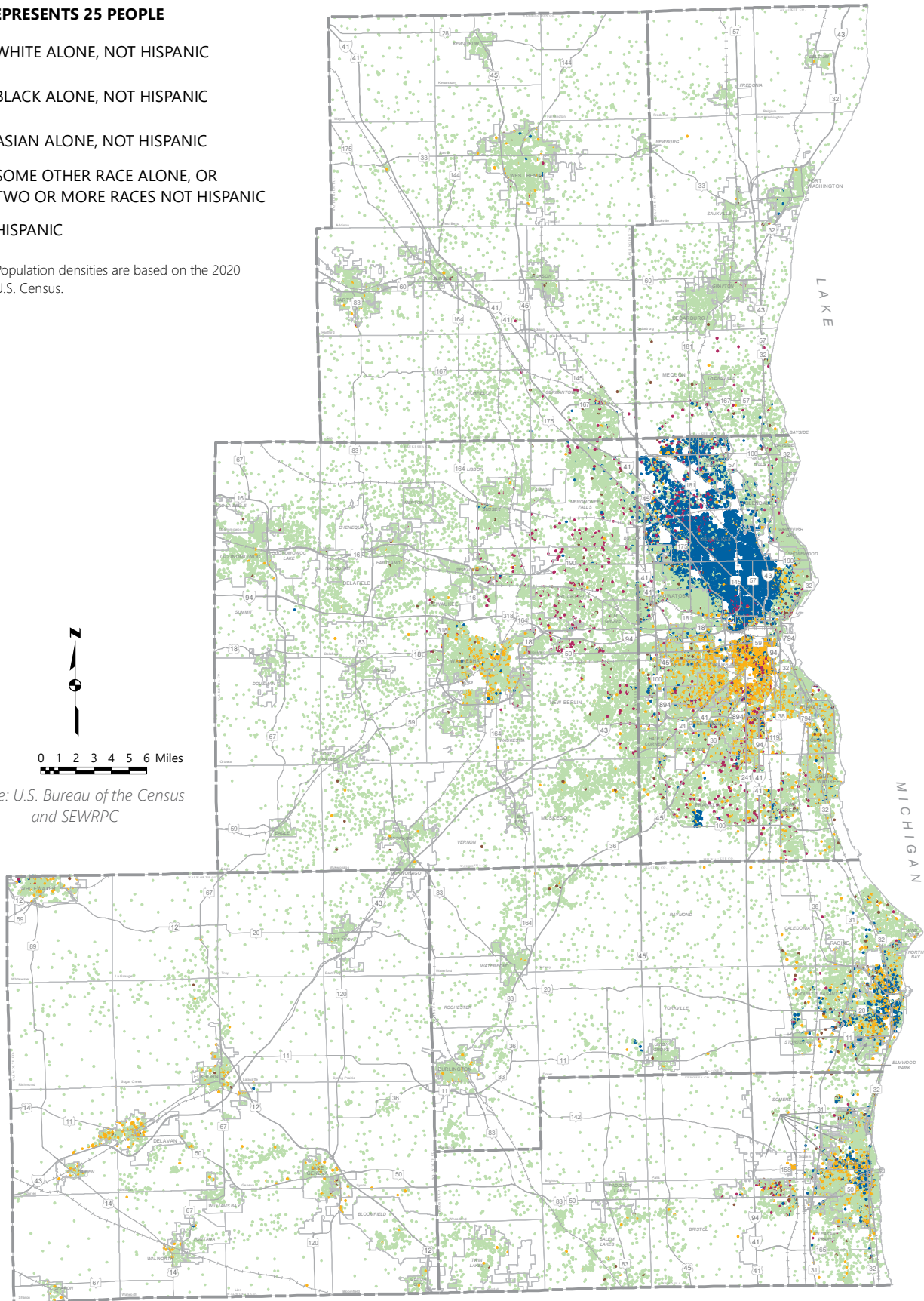
Source: U.S. Bureau of the Census and SEWRPC

Map I.6 Concentrations of Year 2020 Races/Ethnicities

1 DOT REPRESENTS 25 PEOPLE

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

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



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

**Table I.1
Population by Race and Hispanic Ethnicity in the Region by County: 2020**

County	White Alone, Non-Hispanic		Minority						Hispanic		Total Population		
	Number	Percent of Total	Black/African American		American Indian and Alaska Native		Asian and Pacific Islander		Other Race				
			Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total			
Kenosha	121,936	72.1	15,575	9.2	3,767	2.2	4,543	2.7	18,357	10.9	24,546	14.5	169,151
Milwaukee	456,520	48.6	269,335	28.7	21,494	2.3	55,919	6.0	117,641	12.5	153,017	16.3	939,489
Ozaukee	81,410	89.0	2,217	2.4	1,090	1.2	3,146	3.4	2,994	3.3	3,098	3.4	91,503
Racine	135,333	68.4	28,115	14.2	4,199	2.1	3,782	1.9	21,072	10.7	27,911	14.1	197,727
Walworth	88,104	82.7	1,958	1.8	1,954	1.8	1,627	1.5	10,481	9.8	12,550	11.8	106,478
Washington	123,855	90.6	2,756	2.0	1,886	1.4	2,931	2.1	4,260	3.1	4,827	3.5	136,761
Waukesha	347,922	85.5	10,147	2.5	5,570	1.4	19,639	4.8	19,150	4.7	21,835	5.4	406,978
Region	1,355,080	66.2	330,103	16.1	39,960	2.0	91,587	4.5	193,955	9.5	247,784	12.1	2,048,087

Note: As part of the 2020 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

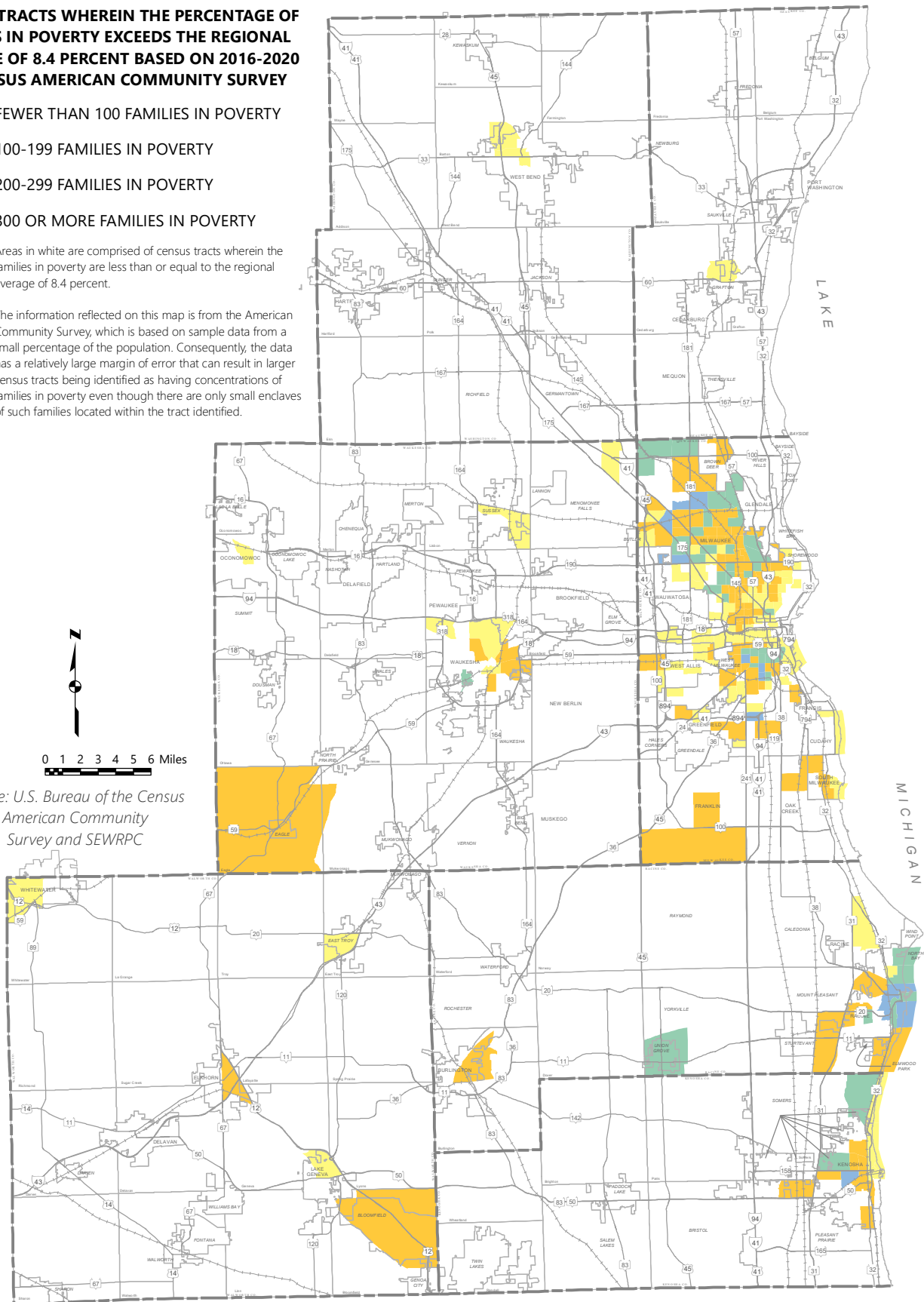
Map I.7 Concentrations of Families in Poverty in the Region: 2016-2020

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES IN POVERTY EXCEEDS THE REGIONAL AVERAGE OF 8.4 PERCENT BASED ON 2016-2020 U.S. CENSUS AMERICAN COMMUNITY SURVEY

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

Note: Areas in white are comprised of census tracts wherein the families in poverty are less than or equal to the regional average of 8.4 percent.

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



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

Table I.2
Families with Incomes Below the Poverty Level in the Region by County: 2016-2020

County	Total Families	Families with Incomes Below the Poverty Level	
		Number	Percent of Families
Kenosha	40,020	3,398	8.1
Milwaukee	210,959	28,266	13.4
Ozaukee	24,978	688	2.8
Racine	51,478	4,407	8.6
Walworth	27,034	1,202	4.4
Washington	38,229	1,117	2.9
Waukesha	111,102	3,556	3.2
Region	505,800	42,634	8.4

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

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

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

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

Table I.4
Comparison of the Percentages of Minority Populations and Minority Population Transit Ridership in Milwaukee, Ozaukee, Washington, and Waukesha Counties, and the Cities of Kenosha, Racine, and Waukesha

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

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

Table I.5
Distribution of Employed People by County of Residence,
Race, and Mode of Travel to Work: 2016-2020

Race or Ethnicity	Mode of Travel	County of Residence							Region
		Kenosha	Milwaukee	Ozaukee	Racine	Walworth	Washington	Waukesha	
White Alone, Non-Hispanic	Drive Alone	85.0	78.5	83.2	85.7	81.7	85.3	84.5	82.4
	Carpool	6.8	6.5	5.5	5.9	7.2	6.0	5.1	6.1
	Bus	1.0	2.7	0.6	0.6	0.4	0.4	0.4	1.3
	Other	2.2	5.3	2.6	2.3	4.5	2.2	2.0	3.4
	Work at Home	4.9	7.0	8.1	5.5	6.1	6.2	8.0	6.9
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Black or African American Alone	Drive Alone	81.2	71.1	78.4	75.6	65.6	73.1	72.8	71.9
	Carpool	7.8	9.6	1.8	10.6	0.0	16.6	15.8	9.8
	Bus	3.1	11.0	0.8	5.1	0.0	0.0	1.9	9.8
	Other	5.0	3.3	0.0	4.8	29.3	8.2	5.0	3.6
	Work at Home	3.0	5.1	18.9	3.9	5.1	2.2	4.5	4.9
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Asian Alone	Drive Alone	87.8	73.6	76.0	73.9	66.5	86.2	69.8	73.7
	Carpool	7.1	11.9	13.6	10.3	25.1	8.6	14.3	12.4
	Bus	0.0	3.5	0.0	1.2	0.0	0.0	1.2	2.4
	Other	1.7	5.5	3.0	7.5	5.3	0.0	1.4	4.1
	Work at Home	3.4	5.5	7.5	7.1	3.2	5.3	13.38	7.4
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Other Race Alone or Two or More Races	Drive Alone	73.7	72.7	82.5	76.3	81.1	81.6	75.2	74.1
	Carpool	18.9	13.5	10.4	11.6	11.8	7.0	14.6	13.6
	Bus	1.6	4.7	0.0	0.6	0.3	0.4	0.4	3.3
	Other	2.6	4.1	0.6	8.1	5.0	4.3	4.1	4.3
	Work at Home	3.2	5.0	6.6	3.4	1.8	6.7	5.7	4.7
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Hispanic	Drive Alone	81.8	73.4	81.0	78.4	74.5	89.6	73.4	75.3
	Carpool	15.2	15.8	10.4	14.0	17.2	3.0	18.0	15.5
	Bus	0.7	3.7	0.0	1.0	0.2	0.0	0.4	2.5
	Other	1.2	3.5	3.3	4.2	5.6	3.6	3.5	3.4
	Work at Home	1.1	3.7	5.4	2.4	2.6	3.8	4.7	3.4
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
All Minorities	Drive Alone	81.5	72.4	79.6	77.7	74.7	84.4	73.0	73.9
	Carpool	12.0	11.6	10.7	12.4	15.2	7.4	15.2	12.1
	Bus	1.5	7.4	0.1	2.5	0.3	0.2	0.8	5.6
	Other	2.6	3.8	2.3	4.4	6.8	3.1	3.1	3.8
	Work at Home	2.3	4.8	7.3	3.1	3.0	4.9	7.8	4.8
	Total	100.0	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 I.6
Households by Number of Vehicles Available and Race/Ethnicity of Householder: 2017-2021**

Kenosha County					
Race/Ethnicity	Households		Race/Ethnicity Group Household Vehicle Availability		
	Total	Percent	One or More Vehicles Available	No Vehicle Available	
				Households	Percent
White (Non-Hispanic)	56,534	78.3	53,967	2,567	4.5
Black/African American	3,832	5.3	3,321	511	13.3
American Indian and Alaskan Native	434	0.6	251	183	42.2
Asian and Pacific Islander	1,096	1.5	978	118	10.8
Other Minority	3,982	5.5	3,796	186	4.7
Hispanic	6,317	8.7	6,145	172	2.7
County Total	72,195	100.0	68,458	3,737	5.2

Milwaukee County					
Race/Ethnicity	Households		Race/Ethnicity Group Household Vehicle Availability		
	Total	Percent	One or More Vehicles Available	No Vehicle Available	
				Households	Percent
White (Non-Hispanic)	239,241	55.2	220,146	19,095	8.0
Black/African American	96,763	22.3	72,514	24,249	25.1
American Indian and Alaskan Native	1,783	0.4	1,583	200	11.2
Asian and Pacific Islander	12,656	2.9	11,675	981	7.8
Other Minority	36,948	8.5	32,211	4,737	12.8
Hispanic	45,649	10.5	41,185	4,464	9.8
County Total	433,040	100.0	379,314	53,726	12.4

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

Racine County					
Race/Ethnicity	Households		Race/Ethnicity Group Household Vehicle Availability		
	Total	Percent	One or More Vehicles Available	No Vehicle Available	
				Households	Percent
White (Non-Hispanic)	64,831	74.8	61,944	2,887	4.5
Black/African American	8,197	9.5	6,555	1,642	20.0
American Indian and Alaskan Native	356	0.4	356	0	--
Asian and Pacific Islander	1,174	1.4	1,174	0	--
Other Minority	4,483	5.2	3,894	589	13.1
Hispanic	7,626	8.8	6,800	826	10.8
County Total	86,667	100.0	80,723	5,944	6.9

Table continued on next page.

Table I.6 (Continued)

Walworth County					
Race/Ethnicity	Households		Race/Ethnicity Group Household Vehicle Availability		
	Total	Percent	One or More Vehicles Available	No Vehicle Available	
				Households	Percent
White (Non-Hispanic)	39,239	87.6	37,953	1,286	3.3
Black/African American	304	0.7	304	0	--
American Indian and Alaskan Native	111	0.2	111	0	--
Asian and Pacific Islander	331	0.7	252	79	23.9
Other Minority	2,034	4.5	1,842	192	9.4
Hispanic	2,796	6.2	2,568	228	8.2
County Total	44,815	100.0	43,030	1,785	4.0

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

Region					
Race/Ethnicity	Households		Race/Ethnicity Group Household Vehicle Availability		
	Total	Percent	One or More Vehicles Available	No Vehicle Available	
				Households	Percent
White (Non-Hispanic)	640,731	71.1	607,661	33,070	5.2
Black/African American	112,472	12.5	85,619	26,853	23.9
American Indian and Alaskan Native	3,001	0.3	2,609	392	13.1
Asian and Pacific Islander	21,664	2.4	20,316	1,348	6.2
Other Minority	53,298	5.9	47,343	5,955	11.2
Hispanic	69,793	7.7	63,814	5,979	8.6
County Total	900,959	100.0	827,362	73,597	8.2

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

Table I.7
Households by Number of Vehicles Available and Minority Householders: 2017-2021

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

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

Table I.8
Households by Number of Vehicles for Families in Poverty: 2012-2016

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

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

This document summarizes the procedures that are used by the Southeastern Wisconsin Regional Planning Commission in identifying and considering the transportation needs of minority populations during regional transportation planning efforts. Specifically, the document describes the regional transportation planning process used to identify transportation needs and develop recommendations to address those needs, the public involvement and outreach that is conducted throughout the planning process, and the evaluation conducted of the benefits and impacts to minority populations from alternative and final plans. The process was used to develop VISION 2050—the year 2050 regional land use and transportation plan—that was adopted by the Commission in 2016, and its update in 2020. The process will also be utilized for the 2024 Plan update that will begin in the fall of 2023.

Information on VISION 2050, and its updates and amendments, can be found on the plan’s website (www.vision2050sewis.org). The development of VISION 2050 used a visioning and scenario planning process to create a vision for land use and transportation system development in Southeastern Wisconsin that reflects how residents—including minorities and low-income persons—want their communities and the Region to develop. The visioning and scenario planning techniques used as part of the VISION 2050 effort were designed to obtain greater public input—particularly from minority populations and low-income populations.

REGIONAL TRANSPORTATION PLANNING PROCESS

Identifying transportation needs in Southeastern Wisconsin—including those of minority populations and low-income populations—and developing recommendations to address those needs is integral to the regional transportation planning process. This section describes the methods used as part of the process to identify the transportation needs of the minority populations and low-income populations of the Region. In addition, this section describes how the identified needs are used to develop and evaluate alternative plans and to develop final plan recommendations.

Advisory Committee

The Commission has established its Advisory Committee on Regional Transportation Planning to guide Commission staff throughout the regional transportation planning process, including recommending a final plan to the Commission. The Committee is structured on a

**SUMMARY OF THE IDENTIFICATION AND CONSIDERATION OF THE
MOBILITY NEEDS OF MINORITY POPULATIONS DURING THE REGIONAL
TRANSPORTATION PLANNING PROCESS FOR SOUTHEASTERN WISCONSIN**

EXHIBIT J

population proportional basis, consisting of concerned and affected local government elected and appointed public officials who will have the authority and expertise to represent the residents of their local units of government. The Committee also includes involvement of the Wisconsin Department of Transportation, the Region's transit operators, and Federal transportation and environmental agencies. The Commission seeks diversity—specifically, members of minority population groups—as it considers, solicits, and makes appointments to this, and all of its advisory committees.

Identifying Transportation Needs

Developing the regional land use and transportation plan begins with identifying the Region's current and potential future transportation needs and deficiencies, including for low-income populations and minority populations, by evaluating the existing transportation system. For evaluating future demand on the system, future changes in population, households, and employment are considered. With respect to streets and highways, identifying needs or deficiencies includes identifying existing and potential future traffic congestion, indirect arterial street routing, and inadequate arterial street spacing. Also reviewed is the extent to which the existing street and highway system provides—throughout the Region's urban areas, including the locations of minority populations and low-income populations—reasonable accessibility to jobs, retail centers, health care facilities (including the Milwaukee Regional Medical Center), parks, public technical colleges and universities, grocery stores, and Milwaukee Mitchell International Airport.

With respect to public transit facilities and service, the magnitude and location of minority populations and low-income populations, and other transit-dependent populations (school age children between the ages of 10 and 16, seniors, people with disabilities, and households with no personal vehicle available), in addition to the overall population, are identified. The locations of these populations are then compared to existing transit service locations to identify specific transit needs. Similar to the arterial system evaluation, the level of accessibility via the public transit system to jobs and other activity areas is reviewed. Also reviewed is the directness of transit routes and the extent to which transit route travel times exceed comparable automobile travel times. As part of the Commission's short-range transit planning, analyses are made of the location within the urban areas of transit-dependent populations, and of jobs, and of the ability of existing transit services and planned transit services to connect the transit-dependent populations with jobs. Based on these analyses being conducted as part of past planning efforts, the identified needs have included expanding transit availability and accessibility to the entire metropolitan area (linking to jobs and activity centers) and improving the quality of transit service (frequency of service, speed of service, and the number of transit routes).

Following the evaluation of the existing land use development and the transportation system, transportation needs of the Region—including the needs of minority populations and low-income populations—are then confirmed by public involvement and outreach and reviewed by the advisory committee. With respect to minority populations and low-income populations, this is accomplished, in large part, based upon comments received as part of public outreach to such populations throughout the planning process.

Developing and Evaluating Alternative Plans

The defined transportation needs are used to assist with developing and evaluating alternative transportation plans. The number of alternative plans considered is dependent on input from the advisory committee and public input received. For each alternative developed, a wide range of alternatives are considered to address the forecast travel demand, including various land use development alternatives, along with public transit system improvement and expansion, travel demand management measures, pedestrian and bicycle facilities, and transportation system management measures. Residual travel, traffic, and traffic congestion are identified following consideration of the above measures, and potential highway improvement and expansion projects are then considered as a measure of last resort to address the residual traffic volume and congestion.

With respect to transit, the alternatives include transit improvements for addressing the needs of minority populations and low-income populations, including expanded days and hours of transit service; increased frequency of service; a rapid transit network for faster service; expanded commuter transit routes with reverse-commute service; and expanded transit service areas. In addition, the location of jobs and activity centers are used to guide the development of alternative expanded and improved transit services, which would address the transit service needs of minority populations and low-income populations.

Each alternative plan is then evaluated based on its ability to address the identified existing and future transportation system needs and deficiencies. The evaluation includes estimating and assessing a wide range of impacts including transportation, socio-economic, environmental, and financial impacts of the plan. An explicit evaluation is conducted of the impacts of plans on minority populations and low-income populations in Southeastern Wisconsin. This includes identifying the location of minority populations and low-income populations and evaluating the impacts—both costs and benefits—of the plan on those populations.

With respect to evaluating the street and highway element of alternative plans, an assessment of the accessibility provided by the highway system is conducted, and documented in tables and maps. Also, areas of residual traffic congestion are identified and mapped, and the location of all proposed highway capacity expansion projects are mapped. All of these are compared to the locations of minority populations and low-income populations to determine the extent to which they receive benefits—such as improved accessibility—from the alternative plans, and preliminary and final recommended plans, and as well, to determine whether they disproportionately incur the costs and impacts from the plan, specifically the location of major highway improvements through their communities. With respect to evaluating the public transit element of alternative plans, an assessment of the accessibility provided by the transit system plan element is conducted to determine whether the transit plan results in improvements, and whether the minority population of the Region benefits from these improvements. A qualitative assessment is also made of the transit system improvements included in the plan to assess those areas of the Region that may be receiving the most benefit from the proposed improvements.

The alternatives and the results of their evaluation are then presented to, and refined by, the Advisory Committee, along with the transportation systems management task force. The alternative plans and their evaluation are then presented to the public for review and comment.

Developing the Final Plan

A preliminary recommended regional transportation and congestion management plan is then developed based on the results of the evaluation and input from the public and local officials. The preliminary recommended plan is again evaluated in the similar manner as the alternatives and is compared to existing conditions and the trend alternative. Following potential refinement, and approval, of the preliminary recommended plan by the Advisory Committee, the plan and its evaluation are then presented to the public for review and comment. Based on input from the public and local and State officials, adjustments are made to the preliminary recommended plan to develop the final recommended regional transportation and congestion management plan. The final plan is then considered for approval by the Advisory Committee and the Commission.

The final plans adopted by the Commission, as part of its regional transportation planning work, have historically recommended significantly improved and expanded transit service, which is particularly focused on serving, and addressing the needs of, minority populations and low-income populations throughout Southeastern Wisconsin. For example, the improved and expanded transit service included in VISION 2050 would expand the transit service area to the full metropolitan region, significantly increase service hours so service is available throughout the day and on weekends, greatly improve frequency of service so that it is more convenient, and implement express, rapid transit, and commuter services which would increase the speed of transit travel. All of these transit improvements and expansion are principally directed towards serving the transit-dependent populations in the Region, including minority populations and low-income populations.

PUBLIC INVOLVEMENT AND OUTREACH

This section describes the public involvement and outreach process that is used as part the regional transportation planning process. As part of the outreach, significant effort is made to reach and involve the Region's minority populations and low-income populations in the regional transportation planning process, including in identifying their transportation needs.

Environmental Justice Task Force

Another advisory body important to the regional transportation planning process is the Commission's Environmental Justice Task Force. The members of this advisory body are intended to be broadly representative of minority, low-income, and special needs populations from across Southeastern Wisconsin. One member of the Task Force also serves as a committee liaison for the Advisory Committee on Regional Transportation Planning. The Task Force's primary role is to enhance the consideration and integration of environmental justice for minority and low-income groups on transportation planning and other issues throughout the regional planning process. In this capacity, the Task Force has reviewed and commented upon Commission planning and programming efforts, significantly including transportation, since its creation in 2007. This includes reviewing draft chapters of plan reports, Commission public involvement and outreach efforts for each planning effort, public participation plan documents, and studies of the impacts of plan benefits and costs on minority populations and low-income populations.

Public Involvement and Outreach

The planning process includes extensive public involvement including a series of newsletters and public meetings conducted as part of developing the plan, task forces to address specific issues under the plan, public outreach conducted to reach minority and low-income communities, and a website. The goal of the public involvement is to achieve public awareness of, and input into, the planning process and final plan. At key steps in the planning process, newsletters are prepared, public meetings are held, and outreach is conducted. The 2020 Review of VISION 2050 public involvement process included virtual meetings as outreach took place during the COVID-19 pandemic. In general, the Commission has seen benefits to utilizing virtual meetings, including improved attendance, and using meeting recordings to reach more people with the information presented. Moving forward, a hybrid approach of virtual and in-person meetings will be employed, as appropriate. For example, outreach for the 2024 Update will include both virtual and in-person events to gather feedback.

All information prepared and provided as part of the planning and programming process is available on the Commission website, including notices of meetings and meeting materials, such as minutes, draft reports, and final reports. The Commission also attempts to summarize plan documents in newsletters and brochures that are made widely available to obtain public awareness and input throughout the planning process. Key planning summaries are translated to Spanish, and as necessary in other languages based on the Commission's Limited English Proficiency Plan (LEP), as provided in Exhibit G.

With respect to VISION 2050, seven public workshops—one in each county of the Region—were conducted at five key stages in the visioning and scenario planning process. In addition to the public meetings, the public was able to review and provide input at each stage on a website developed for the effort (www.vision2050sewis.org). The first set of workshops were held in September 2013 and used public outreach techniques designed to engage members of the public in visioning for the future, encouraging them to better understand land use and transportation development consequences, and discuss and identify their land use and transportation goals and needs. Input provided at these meetings—along with input collected from similar activities accessed from the VISION 2050 website and a telephone survey—were used to develop a set of Guiding Statements describing the future direction of growth and change in the Region with respect to land development and transportation. These Guiding Statements provided general direction to develop and evaluate conceptual scenarios and detailed alternative plans. An opportunity to review and comment on a draft set of Guiding Statements was provided during the second set of workshops held in December 2013. The next step in the VISION 2050 process was to develop and evaluate the conceptual land use and transportation scenarios, which were reviewed and commented on by the public during the third set of workshops held in the fall of 2014. The public then had an opportunity in the fall of 2015 at the fourth set of workshops to review and comment on detailed alternative plans and on the results of an evaluation of those alternative plans, developed based on the public comment received on the conceptual scenarios. Finally, the public had an opportunity at the fifth set of workshops held in the spring of 2016 to review and comment on the preliminary recommended year 2050 regional land use and transportation plan.

Through the Commission's public involvement process, public meetings are located in areas with minority populations and specific outreach is directed to groups and organizations representing minority populations and low-income populations. As part of this outreach, the Commission attempts to build awareness and obtain input, and in particular, identify the transportation needs of minority populations and low-income

populations. For example, as part of the extensive public outreach for VISION 2050, the Commission partnered with eight Community Partner organizations specifically targeted at reaching and engaging minority populations, low-income populations, and people with disabilities. The eight partner organizations include: Common Ground, Ethnically Diverse Business Coalition, Hmong American Friendship Association, Independence First, the Milwaukee Urban League, Southside Organizing Committee, Urban Economic Development Association of Wisconsin, and the Urban League of Racine and Kenosha. Each of these partner organizations hosted five of their own workshops, which correspond to the five sets of workshops open to the general public. In addition to the visioning and scenario planning activities conducted as part of public workshops, the participants of the workshops sponsored by the partner organizations were specifically asked to identify their transportation needs. Input at these workshops, along with the identification of transportation needs, was documented and considered in developing VISION 2050. Following the initial VISION 2050 process, the Commission continued to engage these partner organizations, and added Renew Environmental Public Health Advocates as a ninth partner. During outreach for the 2020 Review and Update of VISION 2050, staff engaged the 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 expanding the capacity of the arterial system, with most comments expressing opposition to widening existing arterials and adding new arterial facilities, but some comments expressing support for expanding capacity 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.

The North-South Transit Enhancement Study, completed in 2022, is a more recent example of a project with extensive public involvement strategies including Community and Technical Advisory Groups, agreements with community partners to assist with outreach, public involvement meetings, a project website, and social media. As part of this study effort, which involved determining the feasibility of providing enhanced bus and rail transit options in the 27th Street area of Milwaukee County, Commission staff engaged with key stakeholders including minority or low-income people that live near the corridor. Themes from the public meetings included improved stops and shelters, faster travel times, and better bike and pedestrian connectivity with stops.

With respect to outreach to minority and low-income population groups, the Commission's Public Involvement and Outreach Division staff contacts these groups through letter and phone calls to arrange meetings at the key steps in the regional transportation planning process to provide information, identify transportation needs, and obtain comment and input into the planning process and final plan. The extensive outreach conducted by the Commission's public involvement and outreach staff over the last three years is documented in Exhibit F of the Commission's Title VI Program.

EVALUATING THE BENEFITS AND IMPACTS TO MINORITY POPULATIONS

As part of evaluating the regional land use and transportation plan, with respect to Title VI and environmental justice requirements, an extensive analysis is conducted with respect to whether minority populations and low-income populations receive disproportionate impacts—costs and benefits—of the transportation component of the plan. The documentation of the benefits and burdens of VISION 2050, including the detailed alternative plans and the preliminary recommended plan developed during the planning process, along with the fiscally constrained transportation plan, on minority populations and low-income populations, included quantitative evaluation of the extent to which plan recommended transit service improvement and expansion provides service to minority populations and low-income populations. This included mapping

of the magnitude and location of minority populations and low-income populations, and evaluating the extent to which proposed transit service improvements meet identified minority and low-income population transit service needs. This was accomplished by evaluating the characteristics of the population served by proposed express and rapid transit (bus rapid transit and light rail) systems; evaluating the characteristics of the population in areas recommended to receive improved frequency of transit service; and evaluating the characteristics of population of areas which would be served by new transit service. These evaluations were documented in the VISION 2050 report as part of the evaluation of the more detailed alternative plans (Appendix F-2), the preliminary recommended plan (Appendix H-2), and the fiscally constrained system (Appendix N). The evaluations were also conducted on the VISION 2050 plan and the fiscally constrained system as part of an amendment related to the Foxconn development in 2018 (Appendix C) and the interim update to VISION 2050 in 2020 (Appendix D). The 2020 Update of VISION 2050 included an equity analysis of the Plan's land use recommendations on the Region's environmental justice populations. The equity analysis concluded that all of the land use recommendations would have a positive impact on the Region's population as a whole, and none of the recommendations would have an adverse impact on environmental justice populations, and a number of recommendations would have a positive impact on environmental justice populations.

An evaluation of impacts of the regional transportation improvement program (TIP) on minority populations and low-income populations is conducted as part of the biennial TIP update. The last such evaluation completed as part of the preparation of the 2023-2026 TIP, as adopted by the Commission in 2022, is documented in Appendix I of the 2023-2026 TIP report (www.sewrpc.org/tip). The evaluation includes a mapping of transit improvement and expansion projects and a comparison of project location to the location of minority populations and low-income populations. A similar assessment is made of the location of existing transit systems and funding programmed in the TIP to preserve, or continue operation of, existing transit systems.

The Southeastern Wisconsin Region, as shown on Map K.1, has 16 public transit systems that are owned and operated by 13 local governments. Federal and State funding provide over 80 percent of the total annual public capital and operating funding for transit in the Region. Table K.1 provides the number of boarding passengers and the amount of revenue miles in each of the transit systems for the years 2020 and 2021. The largest transit operator in the Region in 2021 by far is the Milwaukee County Transit System (MCTS) with 16.0 million boarding passengers, or about 86 percent of the total transit ridership for the Region, and 16.2 million revenue vehicle miles of service, or about 83 percent of total fixed-route revenue vehicle-miles of transit service in the Region and about 74 percent of the total revenue vehicle-miles of transit service for the Region including shared-ride taxi service. The bus systems for the Cities of Kenosha, Racine, and Waukesha together represent in 2021 another 10 percent of total transit ridership in the Region and another 12 percent of total fixed-route bus revenue vehicle-miles of service in the Region (11 percent of total revenue vehicle-miles of transit service in the Region including shared-ride taxi service). Thus, the transit systems for Milwaukee County and the Cities of Kenosha, Racine, and Waukesha represent in 2021 a combined 98 percent of the transit ridership in the Region, 98 percent of the fixed route bus service, and 96 percent of total transit service (including shared-ride taxi).

Table K.2 and Map K.2 show the geographic distribution of the minority population of the Region. About 68 percent of the minority population of the Region resides in Milwaukee County. Another 25 percent of the Region’s minority population resides within Kenosha, Racine, and Waukesha Counties. As discussed previously, the transit service in Southeastern Wisconsin is primarily provided in Kenosha, Milwaukee, Racine, and Waukesha Counties, which contain 94 percent of the minority population of the Region.

Map K.3 shows the routes and service areas for the public transit systems in the Region in comparison to concentrations of minority populations. Comparing the existing transit services to the location of minority populations indicates that most of the transit systems—and in particular MCTS—serve the principal concentrations of minority population in the Region. Specifically, about 521,200 members of the minority population (or 75 percent of the Region’s total minority population), compared to about 483,700 non-minority people (or 36 percent of Region’s total non-minority population), were served by fixed-route transit service in 2021.

**SUMMARY OF DISTRIBUTION OF STATE AND FEDERAL
FUNDING FOR PUBLIC TRANSPORTATION SERVING
MINORITY POPULATIONS IN SOUTHEASTERN WISCONSIN**

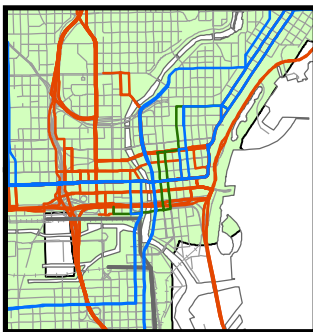
EXHIBIT K

Map K.1 Public Transit Services in the Region

TRANSIT SERVICES

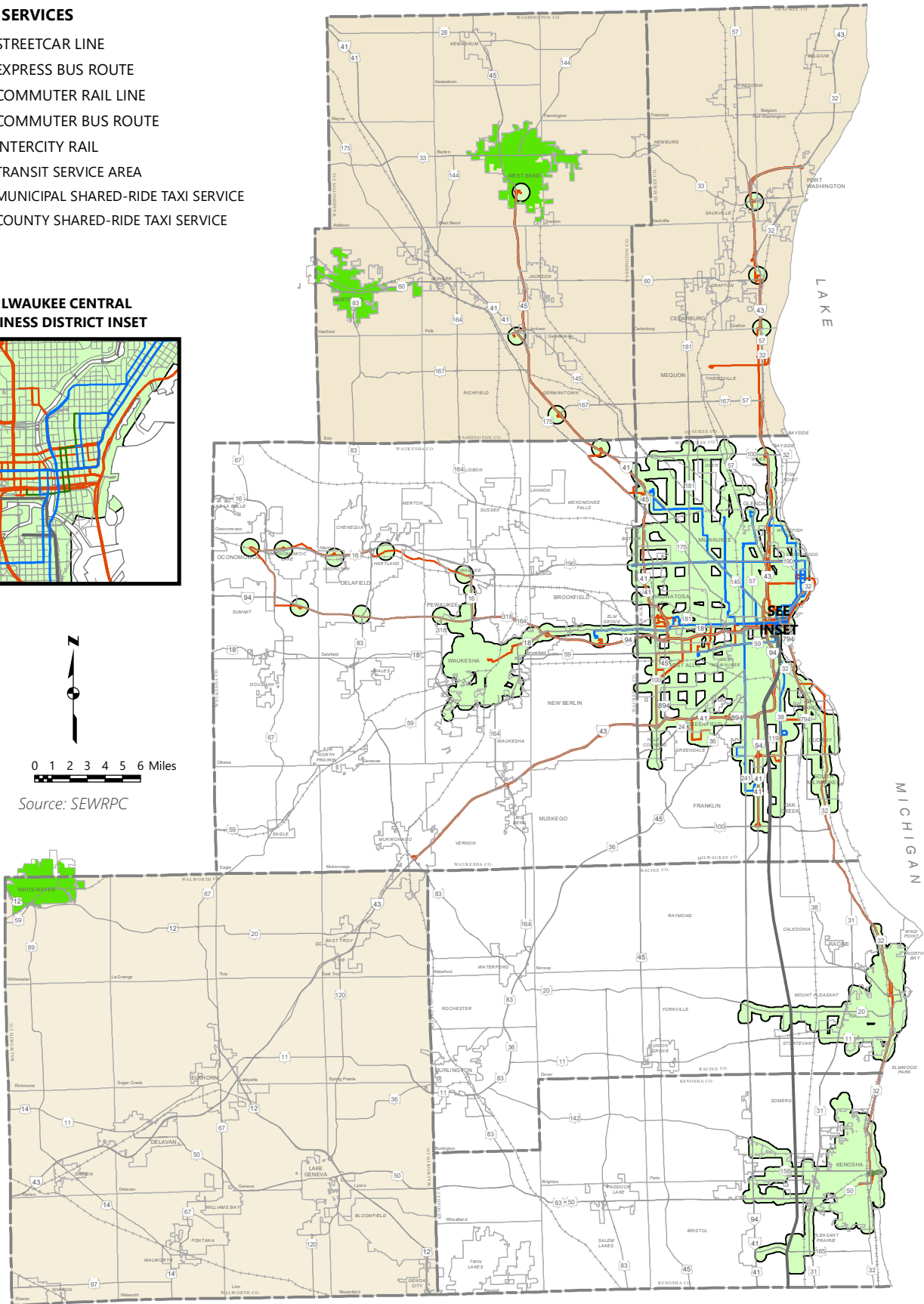
- STREETCAR LINE
- EXPRESS BUS ROUTE
- COMMUTER RAIL LINE
- COMMUTER BUS ROUTE
- INTERCITY RAIL
- TRANSIT SERVICE AREA
- MUNICIPAL SHARED-RIDE TAXI SERVICE
- COUNTY SHARED-RIDE TAXI SERVICE

MILWAUKEE CENTRAL BUSINESS DISTRICT INSET



0 1 2 3 4 5 6 Miles

Source: SEWRPC



**Table K.1
Public Transit Revenue Ridership and Service**

Service Type	County	Transit System	Boarding Passengers		Revenue Vehicle Miles of Service	
			2020	2021	2020	2021
Bus and Streetcar	Kenosha	Kenosha Area Transit (City of Kenosha)	801,277	1,122,404	858,666	860,458
		Western Kenosha County Transit (Kenosha County)	8,900	8,127	162,450	145,637
	Ozaukee	Ozaukee County Express Bus (Ozaukee County)	10,991	2,214	34,191	34,880
		Milwaukee County Transit System (Milwaukee County)	18,278,877	15,998,420	15,148,250	16,186,043
	Milwaukee	Milwaukee Streetcar (City of Milwaukee)	261,303	301,170	68,807	74,463
		Racine Transit, RYDE (City of Racine)	651,766	491,720	897,794	912,753
	Racine	Kenosha-Racine-Milwaukee Commuter Bus (City of Racine)	30,012	26,795	195,012	194,512
	Washington	Washington County Commuter Express (Washington County)	24,789	0	184,429	208,545
	Waukesha	Waukesha County Transit System (Waukesha County)	109,069	108,930	321,947	270,456
		Waukesha Metro Transit (City of Waukesha)	364,383	317,605	625,189	628,936
		Subtotal	20,541,367	18,377,385	18,496,735	19,516,683
Taxi	Ozaukee	Ozaukee County Shared-Ride Taxi (Ozaukee County)	66,467	72,184	742,159	840,856
	Walworth	Whitewater Taxi Service (City of Whitewater)	17,713	19,364	53,302	51,995
		Walworth County Dial-a-Ride Taxi Service (Walworth County)	28,717	27,330	300,292	304,834
	Washington	Washington County Shared-Ride Taxi (Washington County)	61,131	68,960	850,095	905,460
		Hartford City Taxi (City of Hartford)	11,776	14,676	21,895	28,640
		West Bend Taxi Service (City of West Bend)	45,872	74,052	253,224	324,623
		Subtotal	231,676	276,566	2,220,967	2,456,408
		Region Total	20,773,043	8,653,951	20,717,702	21,973,091

Source: National Transit Database

**Table K.2
Population by Race and Hispanic Ethnicity in the Region**

County	White Alone, Non-Hispanic		Minority												Total Population
	Number	Percent of Total	Black/African American		American Indian and Alaska Native		Asian and Pacific Islander		Other Race		Hispanic				
			Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total			
Kenosha	121,936	72.1	15,575	9.2	3,767	2.2	4,543	2.7	18,357	10.9	24,546	14.5	169,151		
Milwaukee	456,520	48.6	269,335	28.7	21,494	2.3	55,919	6.0	117,641	12.5	153,017	16.3	939,489		
Ozaukee	81,410	89.0	2,217	2.4	1,090	1.2	3,146	3.4	2,994	3.3	3,098	3.4	91,503		
Racine	135,333	68.4	28,115	14.2	4,199	2.1	3,782	1.9	21,072	10.7	27,911	14.1	197,727		
Walworth	88,104	82.7	1,958	1.8	1,954	1.8	1,627	1.5	10,481	9.8	12,550	11.8	106,478		
Washington	123,855	90.6	2,756	2.0	1,886	1.4	2,931	2.1	4,260	3.1	4,827	3.5	136,761		
Waukesha	347,922	85.5	10,147	2.5	5,570	1.4	19,639	4.8	19,150	4.7	21,835	5.4	406,978		
Region	1,355,080	66.2	330,103	16.1	39,960	2.0	91,587	4.5	193,955	9.5	247,784	12.1	2,048,087		

Note: As part of the 2020 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

Map K.2 Concentrations of Total Minority Population in the Region

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

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

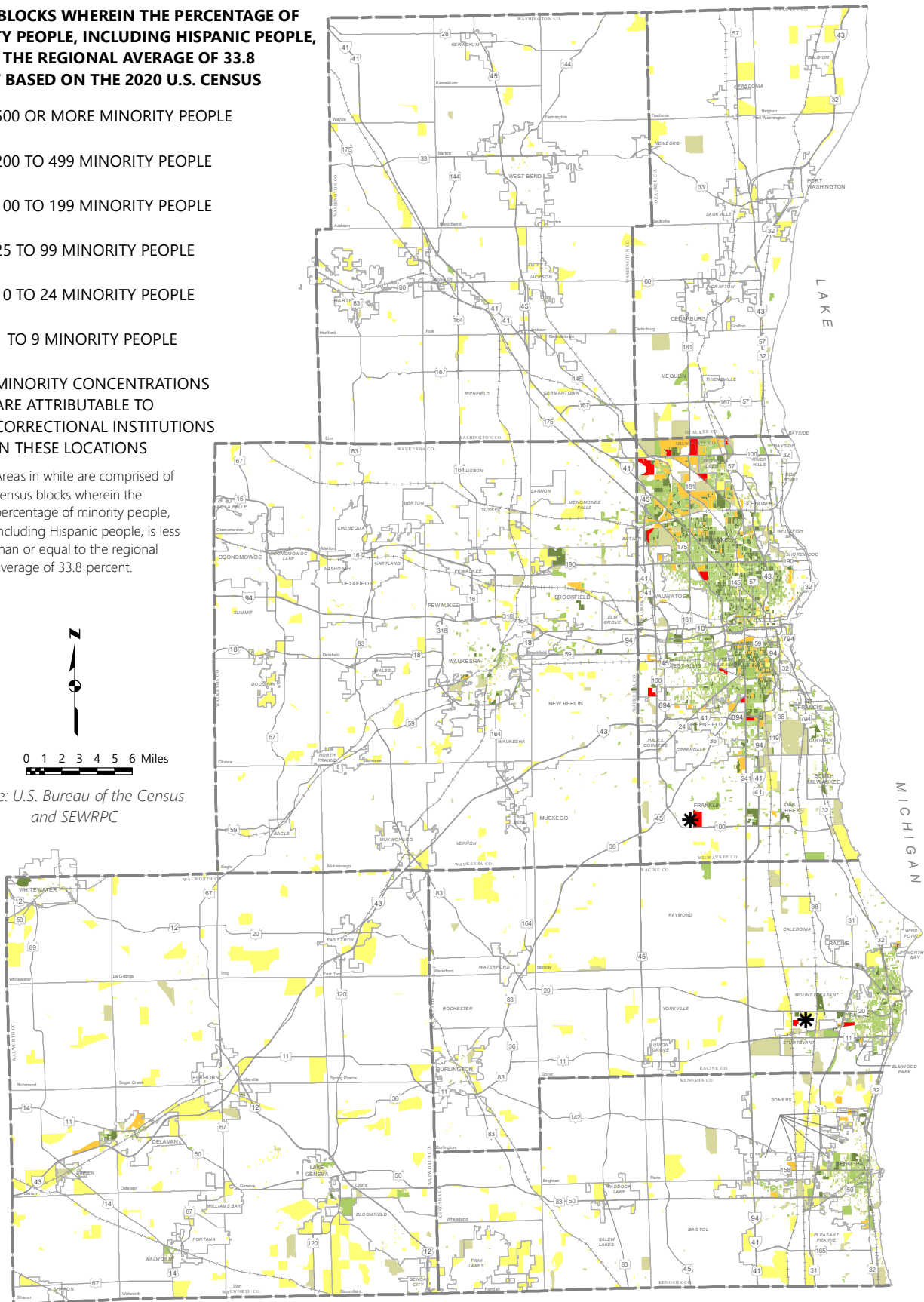
***** MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THESE LOCATIONS

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



0 1 2 3 4 5 6 Miles

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



Map K.3

Comparison of Existing Concentrations of Total Minority Population to Public Transit Services

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

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

* MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THESE LOCATIONS

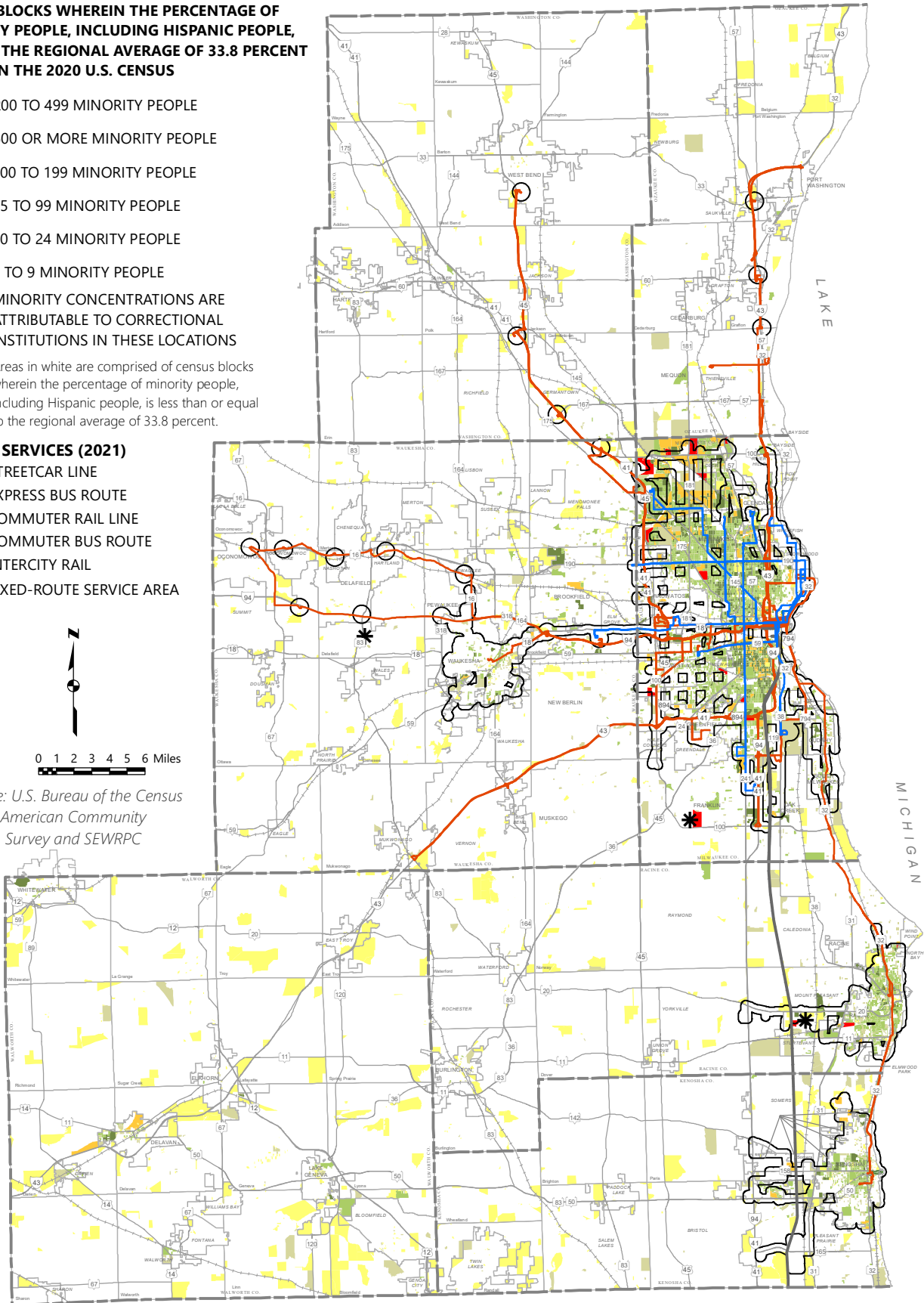
Note: Areas in white are comprised of census blocks wherein the percentage of minority people, including Hispanic people, is less than or equal to the regional average of 33.8 percent.

- TRANSIT SERVICES (2021)**
- STREETCAR LINE
 - EXPRESS BUS ROUTE
 - COMMUTER RAIL LINE
 - COMMUTER BUS ROUTE
 - INTERCITY RAIL
 - FIXED-ROUTE SERVICE AREA



0 1 2 3 4 5 6 Miles

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



Map K.4 shows the level of transit quality—defined in Figure K.1 as Excellent, Very Good, Good, and Basic—for fixed-route transit service in the Region based on the amount and speed of transit service. Table K.3 shows the numbers of minority population and non-minority population that are served by each of the four levels of fixed-route transit service provided in the Region. Maps K.5 and K.6 compare the quality of the fixed-route transit service within the Region and within Milwaukee County to concentrations of minority population. As shown in Table K.3 and on Maps K.5 and K.6, the quality fixed-route transit service—Excellent, Very Good, and Good—provided by the existing transit systems service areas with concentrations of minority populations in the Region. Specifically, about 287,000 members of the minority population (or 49 percent of the Region’s minority population), as compared to 239,000 members of the non-minority population (or 17 percent of the Region’s non-minority population), are served by quality fixed-route transit service.

As shown in Table K.4, about 47 percent of the minority population in the Region has access to 10,000 or more jobs by transit within 30 minutes, as compared to 19 percent of the Region’s non-minority population. Table K.5 shows the percentage of the minority population and non-minority population that have reasonable access by fixed-route transit service in 2017 to activities centers, such as retail centers, public technical colleges and universities, major parks, health care facilities (including the Milwaukee Regional Medical Center), grocery stores, and General Mitchell International Airport. The percentage of the minority population that has reasonable access to the various activity centers is generally greater than the percentage of the non-minority population with the same level of access.

Transit operators in Southeastern Wisconsin are heavily dependent on Federal and State operating funds, which typically represents about 70 to 80 percent of total annual transit operating assistance. Under Federal law, the use of Federal transit funds for operating funding is limited, particularly in the Milwaukee urbanized area. Transit operators are, and have been, making maximum use of all available Federal Transit Administration (FTA) funds for operating funding. While some Federal highway funds may be flexed, or transferred, to public transit, these funds are principally limited to capital funding. Transit operators have used FHWA funds flexed to transit use for capital projects, including FHWA Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds, and FHWA Surface Transportation Program – Milwaukee Urbanized Area funds. The only FHWA funds that may be used for transit operating funding are CMAQ funds, and they may only be used for new or improved transit service and are limited to the first three to five years of such transit service.

Table K.6 provides public transit operating assistance for years 2020 and 2021 for the transit systems in the Region. The amount of State and Federal public transit assistance in the Region totaled \$132.6 million in 2020 and \$138.7 million in 2021, about 80 percent and 81 percent, respectively, of the total of annual transit operating assistance. State transit operating assistance was \$79.8 million in 2020 and \$84.0 million in 2021, and Federal transit assistance used for operating was \$52.8 million in 2020 and \$54.6 million in 2021. The amount of Federal and State operating assistance used by MCTS totaled \$102 million in 2020 and \$105 million in 2021, or about 82 percent and 79 percent, respectively, of the total Federal and State funds available to the Region. The transit systems in the Cities of Kenosha, Racine, and Waukesha received \$18 million of Federal and State operating funding in 2020 and \$24 million in 2022, representing 14 percent and 18 percent of total funding received by the Region. The City of Milwaukee received Federal operating funds for the streetcar line, including \$4 million in 2020 and \$3.5 million in 2021.

With respect to State and Federal public transit capital funding, only Federal funds are available to the transit operators in the Region to fund transit capital projects with the amount of Federal funds used for transit capital projects varying from year-to-year. Prior to the enactment of the Moving Ahead to Progress (MAP-21) in 2012, much of the funding used by transit operators in the Region for capital projects was FTA Section 5309 – capital program funding. In recent years, MCTS has also used other Federal funding sources to fund transit capital projects, such as FHWA Interstate Cost Estimate funds and FHWA Surface Transportation Program funds. As shown in Table K.7, the Federal capital funding that was used by transit operators totaled \$3.5 million in 2020 and \$9.2 million in 2021. MCTS utilized about \$173,000 in 2020 and \$4.1 million in 2021, or about 4.9 percent and 44.5 percent, respectively, of the total Federal capital funds expended in the Region. The capital purchases in 2021 included the purchase of battery-electric buses for operation on Milwaukee County’s bus rapid transit line. The transit system in the City of Waukesha received \$623,800 of Federal capital funds in 2020 and \$1.1 million in 2021, representing 17.7 percent and 12.5 percent of total Federal capital transit funding received by the Region. The City of Racine reported \$3.1 million in 2021 in capital expenditures related to the purchase of battery electric buses with funds awarded through the FTA Low or No Emission Vehicle Program.

Map K.4
Transit Service Quality

TRANSIT SERVICE QUALITY

- EXCELLENT
- VERY GOOD
- GOOD
- BASIC

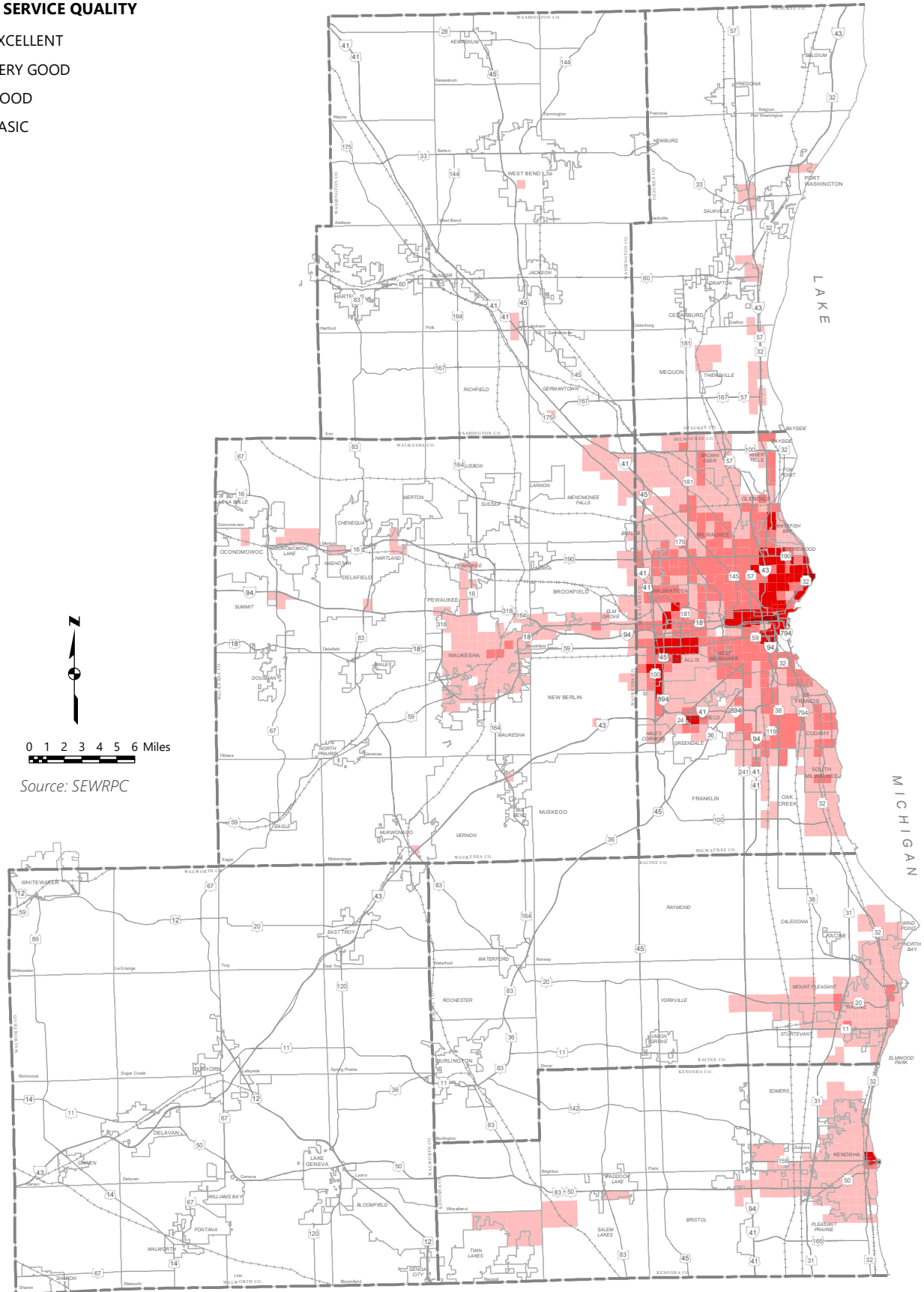


Figure K.1
Transit Service Criteria Definitions

Transit Service Criteria	Definition
Excellent	Areas with “Excellent” transit service 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 with Excellent transit service has a higher likelihood of not needing to own a car.
Very Good	Areas with “Very Good” transit service typically 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.
Good	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 such frequent, all-day service. An area with Good transit service typically would not have access to a rapid transit line.
Basic	If an area 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, that are not likely to have service frequency better than 15 minutes all day.

Source: SEWRPC

Table K.3
Transit Service Quality of Fixed-Route Transit Service for Minority and Non-Minority Populations in the Region

Population	Excellent		Very Good		Good		Basic		Total Number
	Number	Percent	Number	Percent	Number	Percent	Number	Percent	
Minority	1,300	0.2	61,000	10.5	224,300	38.5	224,600	38.5	582,900
Non-Minority	2,300	0.2	58,700	4.1	177,600	12.4	396,400	27.6	1,437,500

Source: 2010 U.S. Census and SEWRPC

SUMMARY AND CONCLUSION

As the vast majority of State and Federal transit funding is used to provide quality transit service to those areas with substantial minority populations, the distribution of State and Federal transit funding does not have a disparate impact on the minority population of the Region. Kenosha, Milwaukee, Racine, and Waukesha Counties together account for 94 percent of the Region’s minority population and received over 96 percent of the State and Federal transit funding provided to the Region. In addition, review of the service areas of these four transit systems and of the quality of transit service provided by these transit systems indicates that their transit service—which is primarily funded by Federal and State funds—serves their minority populations.

Map K.5

Comparison of Existing Concentrations of Total Minority Population to Transit Service Quality

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

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

- * MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THESE LOCATIONS

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

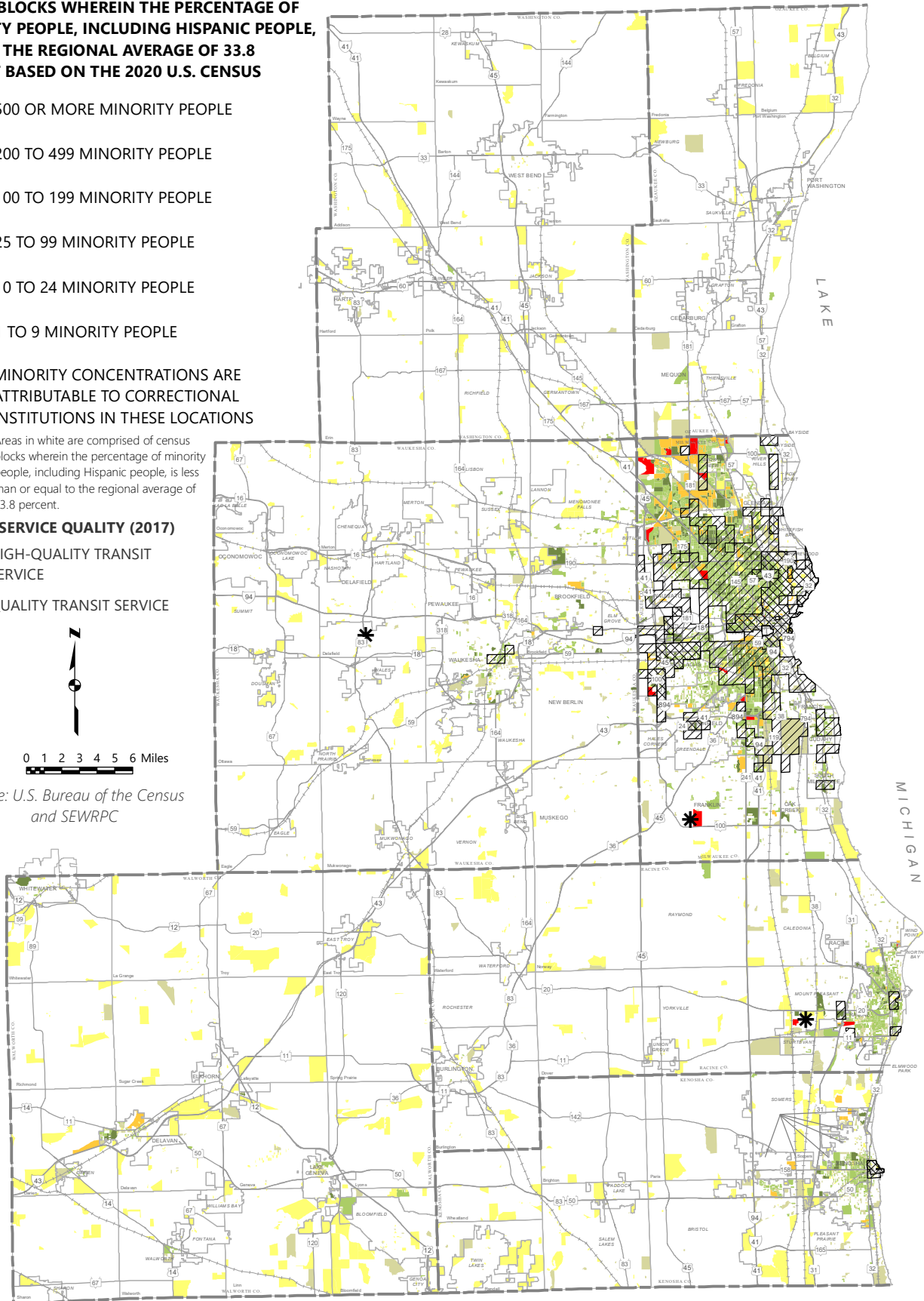
TRANSIT SERVICE QUALITY (2017)

- HIGH-QUALITY TRANSIT SERVICE
- QUALITY TRANSIT SERVICE

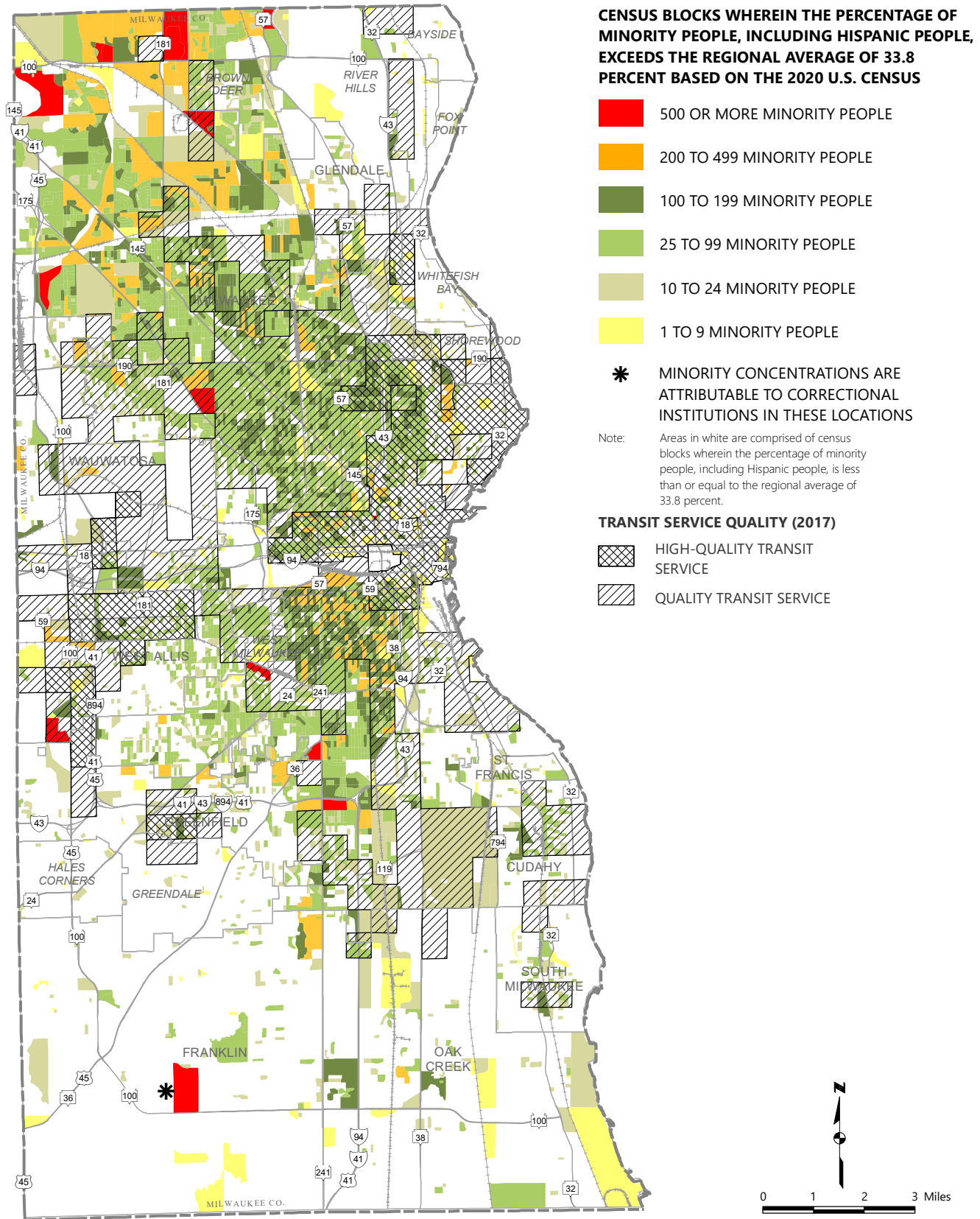


0 1 2 3 4 5 6 Miles

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



Map K.6
Comparison of Existing Concentrations of Total Minority Population
in Milwaukee County to Transit Service Quality



Source: SEWRPC

Table K.4
Access to Jobs Within 30 Minutes by Fixed-Route Transit Service in the Region

Population	100,000 or More Jobs		50,000 or More Jobs		10,000 or More Jobs		Total Number
	Number	Percent	Number	Percent	Number	Percent	
Minority	24,300	3.5	75,200	10.9	328,400	47.4	693,000
Non-Minority	24,800	1.7	43,300	2.9	266,900	18.6	1,437,500

Source: 2020 U.S. Census and SEWRPC

Table K.5
Reasonable Access to Activity Centers by Fixed-Route Transit Service in the Region^a

Activity Center	Minority Population		Non-Minority Population	
	Number	Percent	Number	Percent
Retail Centers	108,300	18.6	193,400	13.5
Major Parks	41,600	7.1	115,900	8.1
Public Technical Colleges and Universities	141,900	24.3	183,300	12.8
Health Care Facilities	265,000	45.5	285,300	19.8
Grocery Stores	470,100	80.6	515,700	35.9
General Mitchell International Airport	71,200	12.2	78,400	5.5
Milwaukee Regional Medical Center	128,800	22.1	174,800	12.2
Region Totals	582,900	--	1,437,500	--

Note: This table shows the existing minority populations and non-minority populations that would have reasonable access (within 30 minutes) by transit to various activity centers under existing conditions. More information can be found in Appendix Equity Analysis of Updated Transportation Component of the 2020 Update to VISION 2050.

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

Source: 2010 U.S. Census and SEWRPC

**Table K.6
Public Transit Operating Assistance Within the Region**

	Public Transit Operating Assistance (dollars)							
	2020 Actual/Estimated			2021 Actual/Estimated				
	Federal	State	Local	Total	Federal	State	Local	Total
Transit Services								
Bus and Streetcar Systems								
Intracounty								
Milwaukee County	32,829,003	69,478,890	24,642,969	126,950,862	34,964,072	69,567,837	23,827,946	128,359,855
City of Racine	5,324,860	2,163,503	2,832,263	10,320,626	8,863,112	7,219,827	1,197,170	17,280,109
City of Kenosha	4,693,391	1,798,540	1,321,693	7,813,624	2,760,555	1,772,337	1,389,980	5,922,872
City of Milwaukee	4,255,959	0	252,054	4,508,013	3,529,177	0	740,066	4,269,243
City of Waukesha	1,264,603	2,415,356	730,524	4,410,483	1,289,376	2,309,496	912,291	4,511,163
Subtotal	48,367,816	75,856,289	29,779,503	154,003,608	51,406,292	80,869,497	28,067,453	160,343,242
Intercounty Transit								
Kenosha-Racine-Milwaukee Counties	N/A	N/A	437,857	1,300,000	N/A	N/A	507,000	1,318,000
Ozaukee-Milwaukee Counties	166,227	554,189	214,657	935,073	393,087	532,119	659,558	1,584,764
Washington-Milwaukee Counties	600,977	428,942	53,949	1,083,868	0	348,658	350,000	698,658
Waukesha-Milwaukee Counties	668,103	1,127,752	665,931	2,461,786	766,706	843,794	730,888	2,341,388
Western Kenosha County	580,724	45,050	236,229	862,003	352,778	22,525	1,394	376,697
Subtotal	2,016,031	2,155,933	1,608,623	6,642,730	1,512,571	1,747,096	2,248,840	6,319,507
Shared-Ride Taxi Systems								
City of Whitewater.	259,783	49,890	3,500	313,173	85,225	54,961	9	140,195
City of Hartford	92,801	63,486	26,782	183,069	107,716	57,000	14,126	178,842
City of West Bend	541,008	278,938	134,485	954,431	530,255	281,979	36	812,270
Ozaukee County (Taxi)	86,149	997,637	374,154	1,457,940	546,163	407,131	547,559	1,500,853
Washington County (Taxi)	28,500	278,938	88,009	395,447	0	317,596	0	317,596
Walworth County (Taxi)	1,365,556	123,355	61,236	1,550,147	459,904	278,247	0	738,151
Subtotal	2,373,797	1,792,244	688,166	4,854,207	1,729,263	1,396,914	561,730	3,687,907
Region Total	52,757,644	79,804,466	32,076,292	165,500,545	54,648,126	84,013,507	30,878,023	170,350,656

Source: National Transit Database, WisDOT, and SEWRPC

