



I-94 EAST-WEST Environmental Justice

Wisconsin Department of Transportation



Agenda



- Environmental Justice
- Environmental Justice Evaluation Process
- Timeline of Highway Development and Environmental Justice
- I-94 EW Project-level Evaluations

Environmental Justice



Executive Order 12898 (1994) Federal Actions to Address Environmental Justice (EJ) in Minority and Low-Income Populations

- Directs all federal departments and agency heads to take the appropriate steps to identify and address any disproportionately high and adverse human health or environmental effects of Federal programs, policies, and activities on minority and low-income populations.

Environmental Justice



Executive Order 13985 (2021)

- Advancing Racial Equity and Support for Underserved Communities Through the Federal Government

Executive Order 14008 (2021)

- Tackling the Climate Crisis at Home and Abroad
 - Justice 40 Initiative

Environmental Justice



NEPA:

- What is it?
 - NEPA (National Environmental Policy Act) is a federal Act that establishes PROCEDURAL regulations for decision-making on federal actions.
- NEPA & WEPA (Wisconsin Environmental Policy Act) provide a framework of decision-making for project development
 - The NEPA / WEPA process aids in making project decisions that balance engineering and transportation needs with social, economic and natural environmental factors

Source: WisDOT

Environmental Justice Principles



USDOT's guiding EJ principles are briefly summarized as follows:

- To avoid, minimize, or mitigate disproportionately high and adverse human health and environmental effects, including social and economic effects, on minority or low-income populations; and
- To ensure fair participation by all potentially affected communities in the transportation decision-making process;
- To prevent the denial of, reduction in, or significant delay in the receipt of benefits by minority or low-income populations.

Environmental Justice Evaluation Process



FHWA EJ Order 6640.23A (2012)

Advises on the process to address EJ during the NEPA review, including documentation requirements.

1. Identify Existing Minority and Low-Income Populations
2. Explain Coordination, Access to Information and Participation
3. Identify Disproportionately High and Adverse Effects
4. Evaluation of Disproportionately High and Adverse Effects



<https://www.fhwa.dot.gov/legsregs/directives/orders/664023a.cfm>

Environmental Justice Evaluation Process



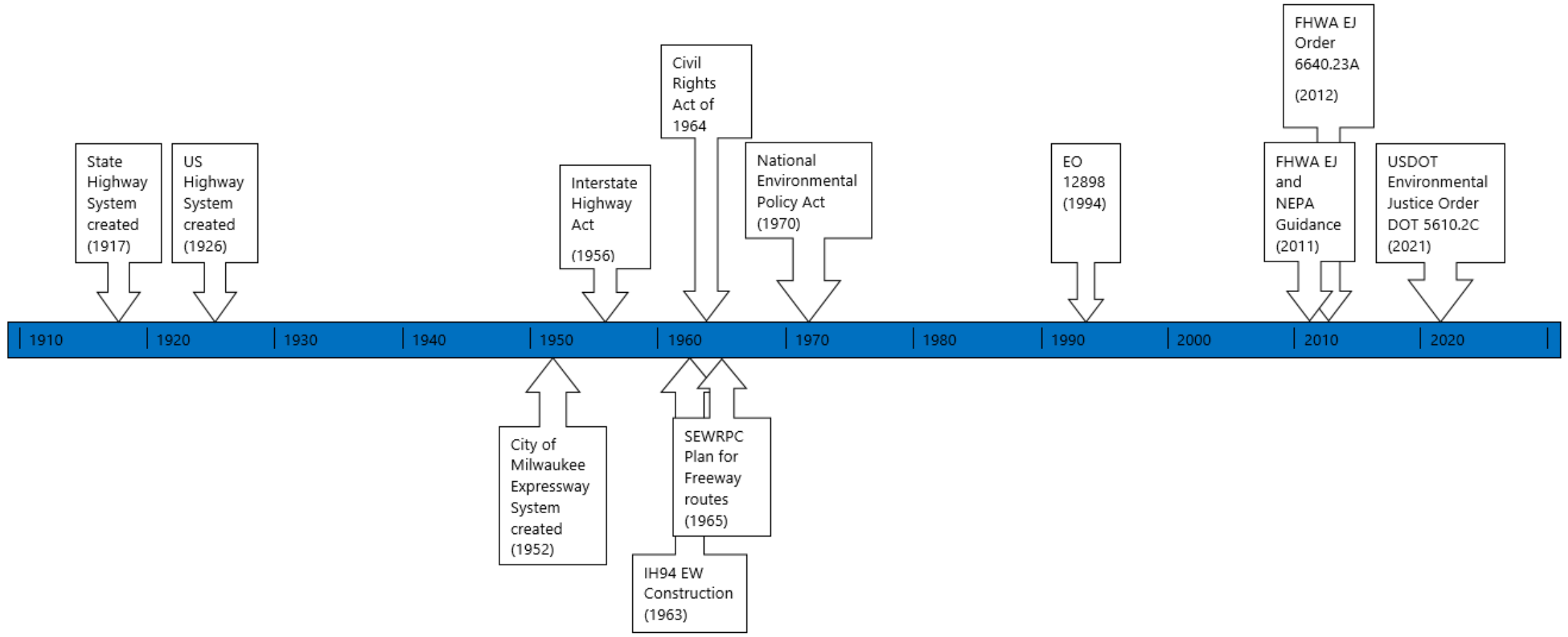
WisDOT

- Identify Minority / Low Income Populations
- Assess Adverse Impacts
- Assess Disproportionate Impacts
- Address Title VI Concerns

<https://wisconsin.gov/Documents/doing-bus/eng-consultants/cnslt-rsrcs/environment/eJflowchart.pdf>



Timeline of Highway Development and Environmental Justice

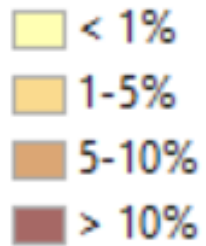


I-94 EW Census Data

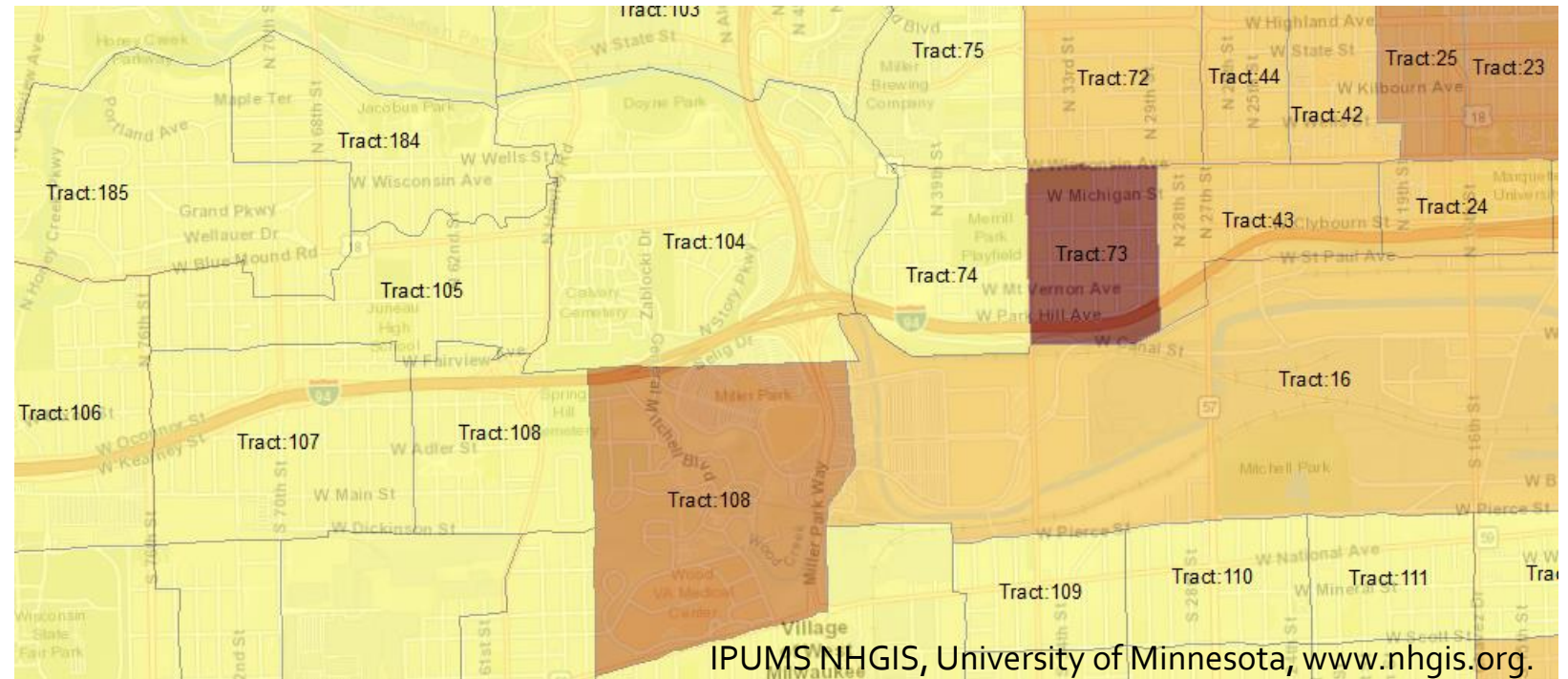


1960 Census Minority Population: present in the Study Area

Percent Non-white Population



Tracts	73	108
Total Population	4,449	2,371
Percent Non-white	17.1%	5.7%



I-94 EW Census Data

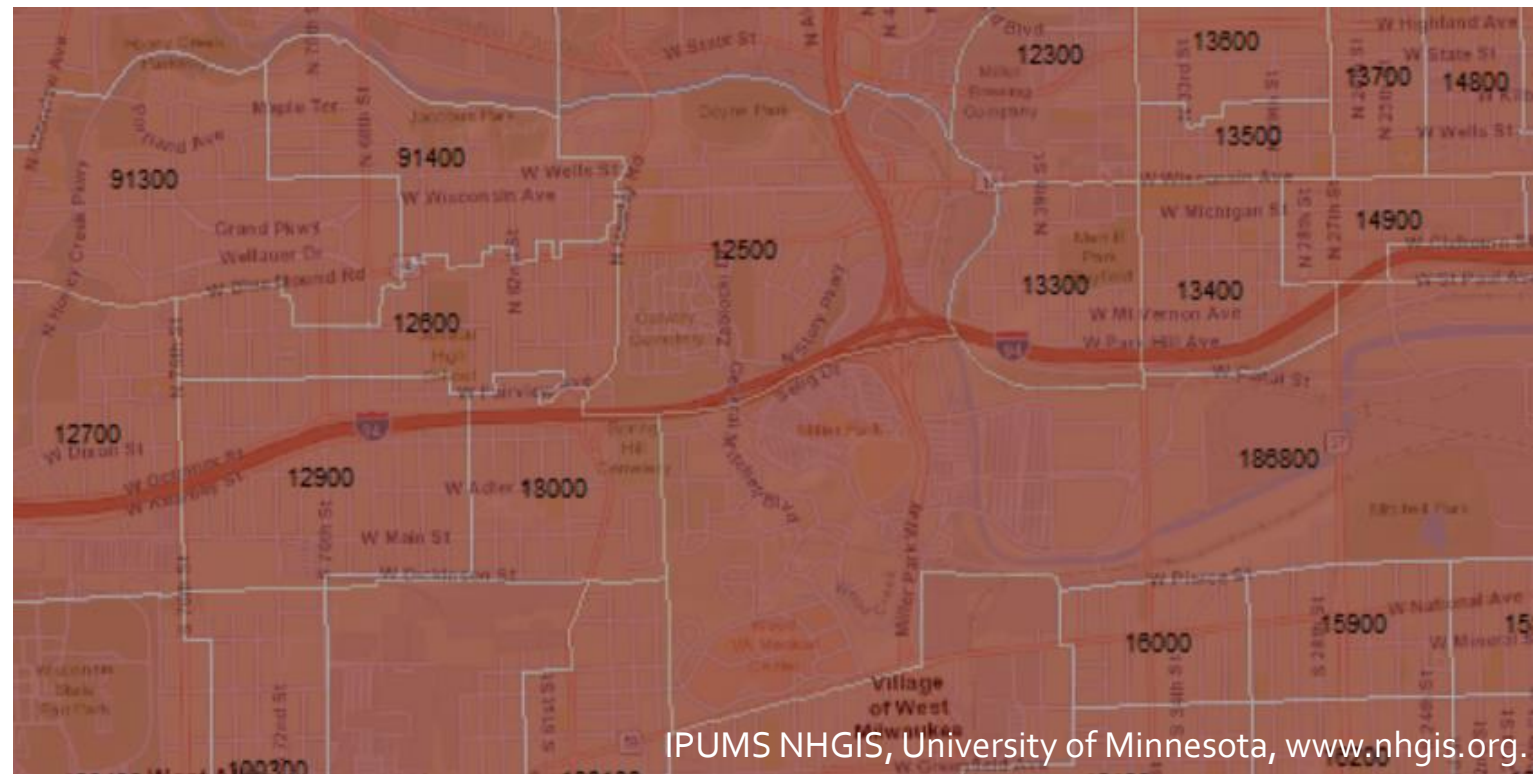


2010 Census Minority Population: present in the Study Area

Percent Black, Indigenous, and People of Color Population

- < 1%
- 1-5%
- 5-10%
- > 10%

Tracts	13400	186800
Total Population	3,098	1,273
Percent BIPOC	85.5%	57.11%



IPUMS NHGIS, University of Minnesota, www.nhgis.org.



2020 update in progress



I-94 EW Census Data

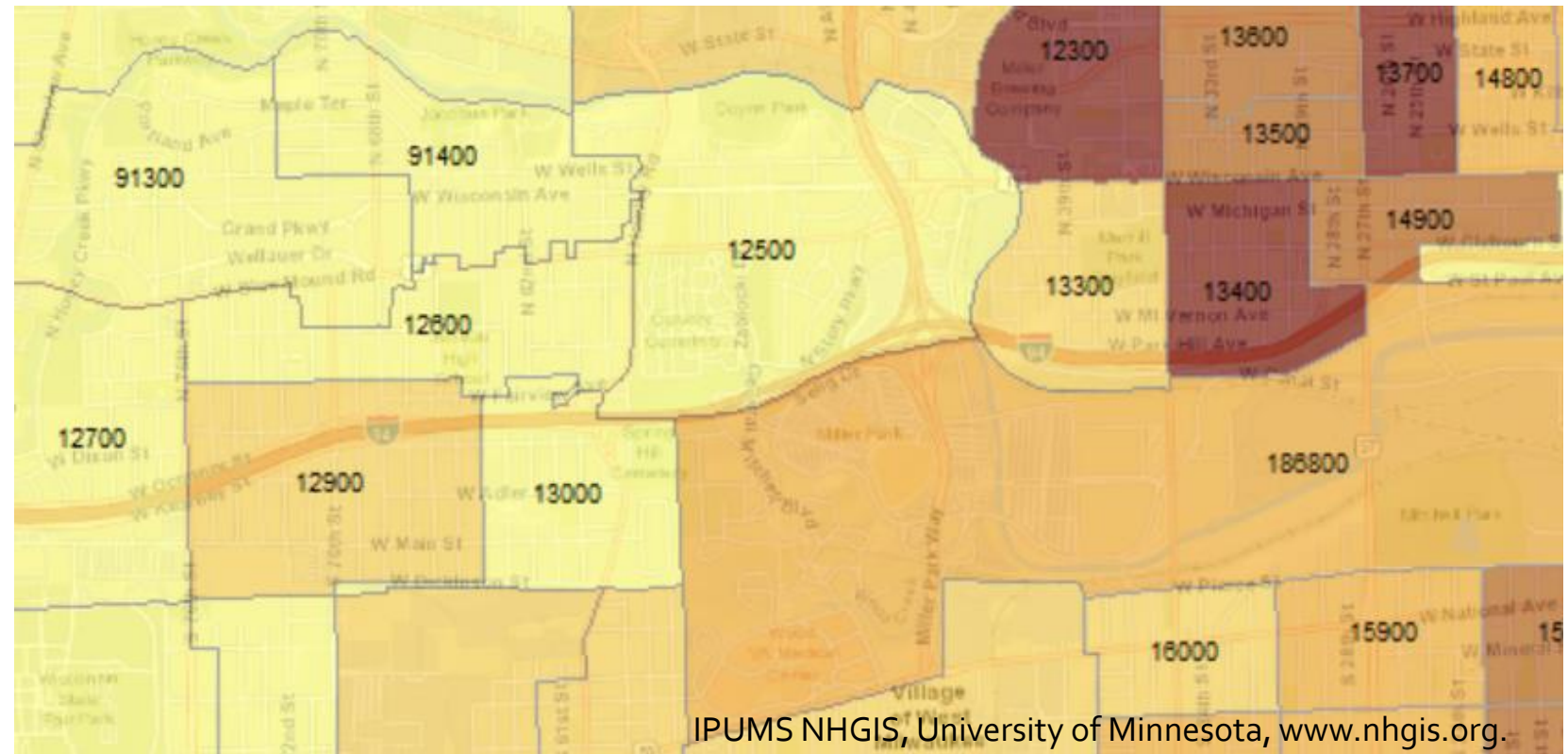


2010 Census Minority Population: present in the Study Area

Percent Black, Indigenous and People of Color Population

- 0-20%
- 20.1-40%
- 40.1-60%
- 60.1-80%
- 80.1-100%

Tracts	13400	186800
Total Population	3,098	1,273
Percent BIPOC	85.5%	57.11%



IPUMS NHGIS, University of Minnesota, www.nhgis.org.

2020 update in progress



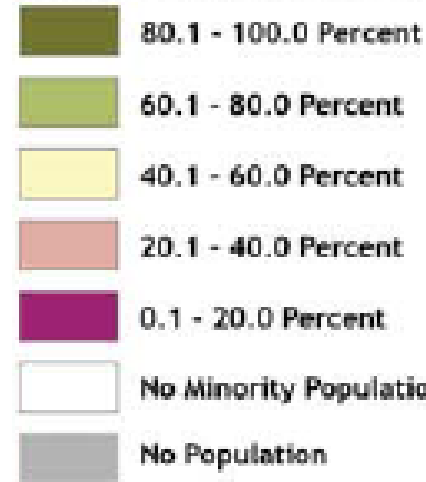
I-94 EW Census Data



2010 Census Minority Population:

Present in the Study Area

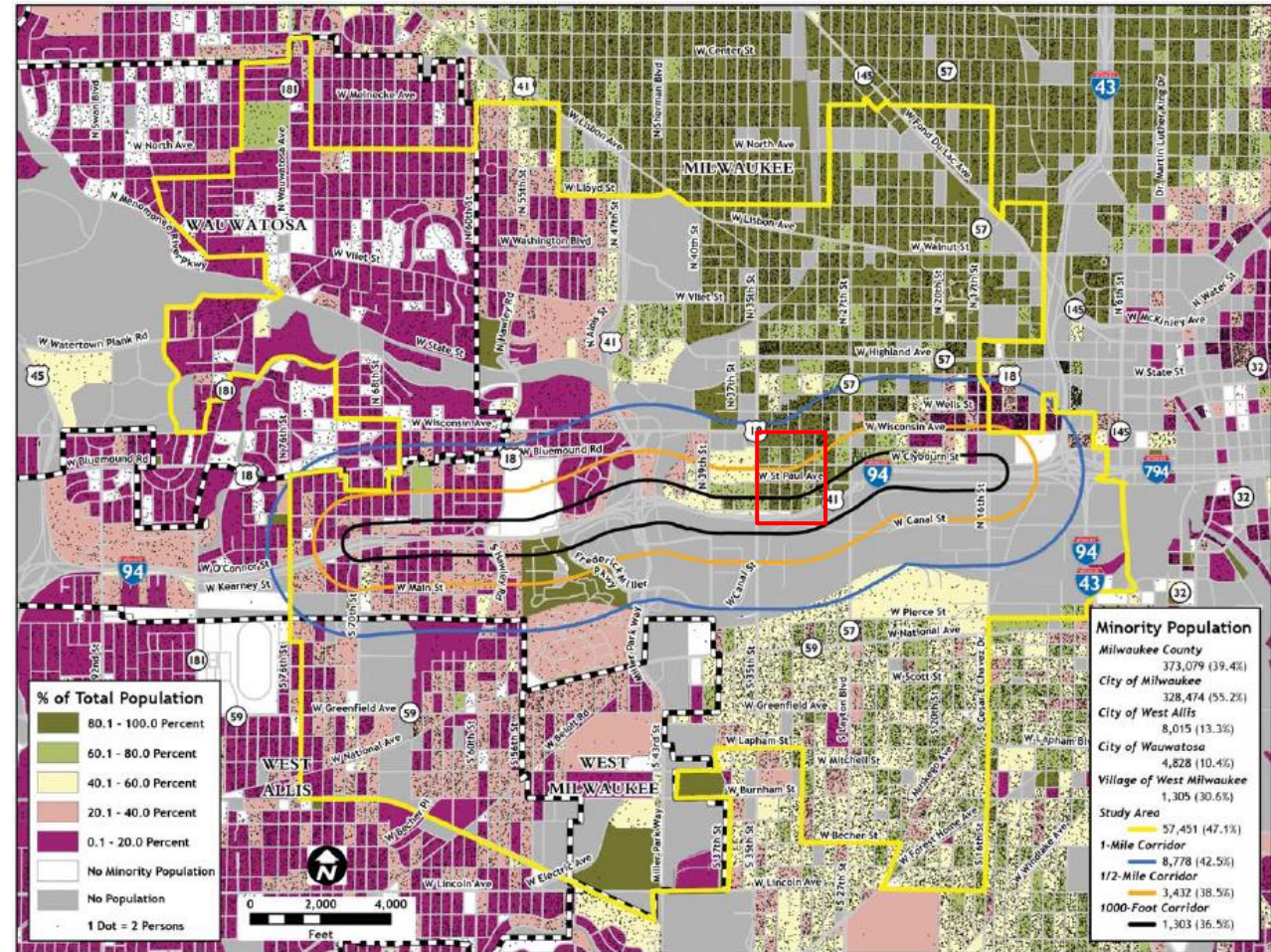
% of Total Population



1 Dot = 2 Persons

Minority Population

Milwaukee County	373,079 (39.4%)
City of Milwaukee	328,474 (55.2%)
City of West Allis	8,015 (13.3%)
City of Wauwatosa	4,828 (10.4%)
Village of West Milwaukee	1,305 (30.6%)
Study Area	57,451 (47.1%)
1-Mile Corridor	8,778 (42.5%)
1/2-Mile Corridor	3,432 (38.5%)
1000-Foot Corridor	1,303 (36.5%)



Note: According to the 2010 Census the areas of no population have no persons living in them.

2020 update in progress



I-94 EW Census Data



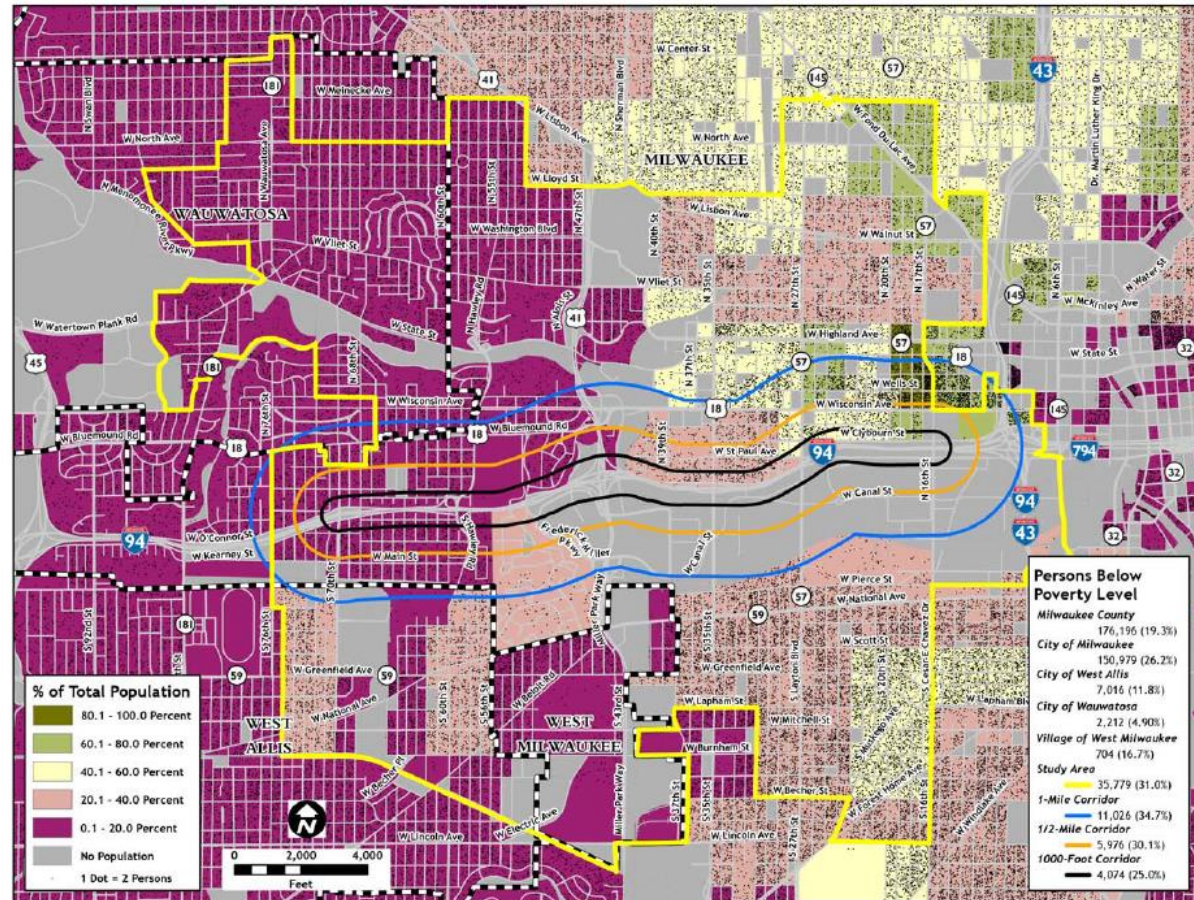
2010 Census Low-income: present in the Study Area

% of Total Population



Persons Below Poverty Level

Milwaukee County	176,196 (19.3%)
City of Milwaukee	150,979 (26.2%)
City of West Allis	7,016 (11.8%)
City of Wauwatosa	2,212 (4.90%)
Village of West Milwaukee	704 (16.7%)
Study Area	35,779 (31.0%)
1-Mile Corridor	11,026 (34.7%)
1/2-Mile Corridor	5,976 (30.1%)
1000-Foot Corridor	4,074 (25.0%)



Note: According to the 2010 Census the areas of no population have no persons living in them.



2020 update in progress



I-94 EW – Outreach outcomes



Outreach 2012-16 Final EIS:

- Over 300 stakeholder meetings held
- Five major public information meetings
- Two public hearings
- Booths at State Fair – 1,000s of visitors

Outcomes:

- Dropped double deck alternative
- Kept split diamond 68th/70th
- Designed Washington Street extension
- Kept 35th Street interchange
- Moved Stadium Interchange south – away from neighborhoods



I-94 EW Outreach outcomes

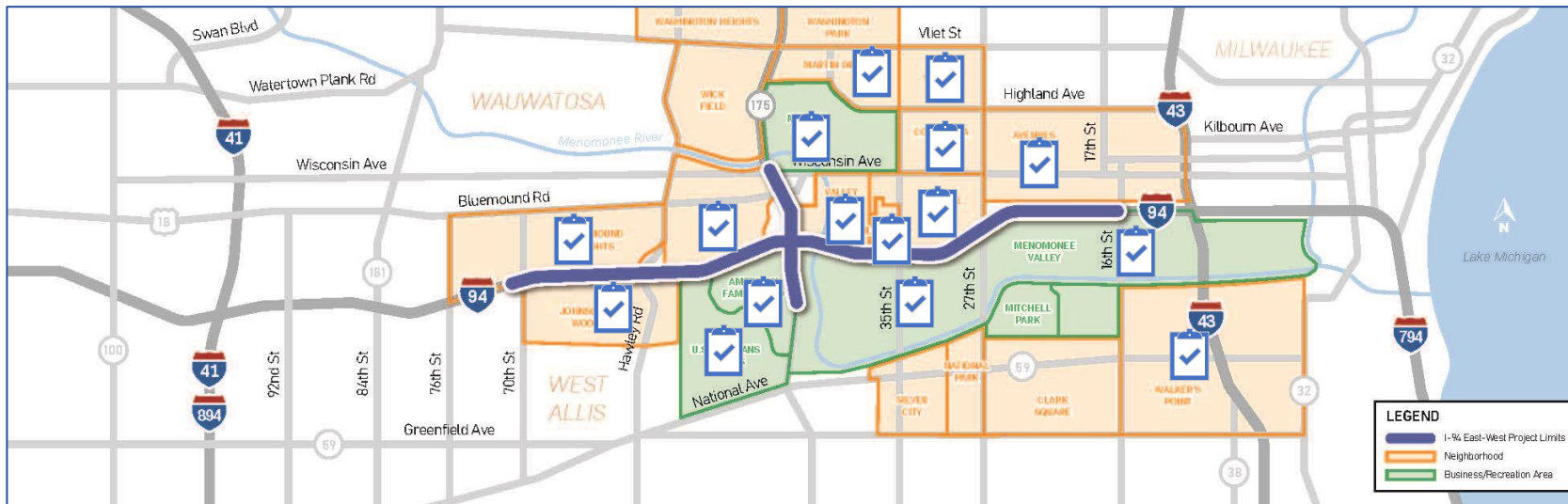


Outreach July 2020-today:

- Over 150 external stakeholder meetings and conversations have taken place
- Public involvement meeting (March 2021)
- Involved technical experts:
 - Municipalities, county, region
 - Special interest (transit, business and workforce development)

Outcomes:

- Determined a Supplemental EIS is needed
- Working to include additional transit as project mitigation
- Department partnerships with Milwaukee County; seek federal transit funding
- East leg connectivity



= neighborhood and association outreach occurred since restart



I-94 EW – Grassroots and new experts



Transit/Community:

- TTAC– lending expertise and input to WisDOT
 - Advising on how/type of funding could be helpful for transit focused mitigation
- CAC – including Community Based Organizations partnering with WisDOT
 - Focus on neighborhoods and traditionally under-represented groups

Grassroots:

- Great to have in-person back!
- Capitalized on existing events – National Night Out (four locations); Community bike/walk events; Business celebrations



I-94 EW – East leg connectivity



Menomonee Valley Partners and Near West Side Partners:

- Specific ask: help them safely connect neighborhoods on north side to businesses in the Valley
 - Challenges of geography
 - Existing access – not perceived as safe or welcoming
- Can I-94 East West be a catalyst for 27th Street and near west side
 - Example – Marquette Interchange and Canal Street
- Working with MVP, NWSP, SEWRPC, City to make connections



I-94 EW – informed conversations



What have we learned? Big picture to details– it all matters!

Big picture

- WisDOT partnering with Milwaukee County to identify and pursue federal transit funding
- On our project committees – we have families impacted by 1950s freeway construction

Details

- Going virtual has its place, but lack of email use in our neighborhoods
- Despite popular opinion, not everyone is into us
 - e.g. 23,000 postcards, ads in seven local paper – 200 attendees, many not from SE Wisconsin
 - People in this corridor understand mega projects (Zoo IC and Marquette IC) – they think we'll fix it, make it better

I-94 EW Project-level Evaluations



Potentially Effected Resource Analysis Elements

- Land Use and Land Use Planning
- Highway Traffic and Operational Characteristics
- Freeway Access Change
- Safety
- Bicycle /Pedestrian
- Residential Development
- Commercial and Industrial Development
- Institutional and Public Services
- Neighborhood and Community Cohesion / Socioeconomic
- Visual
- Surface Water and Fishery
- Noise
- Air Quality
- Hazardous Materials
- Historic Properties
- Recreational Resources / Public Use Land
- Construction Impacts
- Indirect and Cumulative Effects
- Interstate Investment Effects on Transit

Source: I94 EW Final EIS 2016

update in progress!



I-94 EW Project



Next Steps

- Updating Final EIS EJ plan/analysis
- Ongoing data collection and analysis
- Share findings about 6-lane and 8-lane alternatives
- Update analysis regarding affected resources
- Update mitigation and adverse impacts to be reviewed further
- Two-way dialogue continues
 - In the community
 - Public involvement meeting (likely early December)
 - Public hearing – next summer
 - Will COVID keep impacting gatherings? TBD



Thank you!



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