

MINUTES OF THE JOINT MEETING

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

**Advisory Committees on Transportation System
Planning and Programming in the Kenosha,
Milwaukee, and Racine Urbanized Areas**

DATE: April 14, 2008
TIME: 1:30 p.m.
PLACE: Zoofari Conference Center
Main Hall
9715 West Blue Mound Road
Milwaukee, Wisconsin

Milwaukee Urbanized Area Members Present

Voting Members

Daniel A. Boehm Director of Administration,
(Representing George A. Torres) Milwaukee County Transit System
Gary M. EvansHighway Engineering Manager, Waukesha County
(Representing Richard A. Bolte)
Chris Fornal Planning, Development and Intelligent
(Representing Phillip Walzak) Transportation Systems Engineer,
City of Milwaukee
Lois C. Gresl Major Projects Manager, City of Milwaukee
(Representing Paul Vornholt)
Thomas M. Grisa Director of Public Works, City of Brookfield
Andrew Johnson..... Deputy Transit Director, Waukesha Metro Transit
(Representing Robert C. Johnson)
William A. Kappel Director of Public Works, City of Wauwatosa
Michael G. LewisCity Engineer, City of West Allis
Michael LoughranPlanning and Development Manager, City of Milwaukee
(Representing Michael J. Maierle)
Michael J. Martin Director of Public Works, Village of Hales Corners
Jeffrey S. Polenske City Engineer, City of Milwaukee
Clark Wantoch Administration and Transportation Design Manager,
(Representing Jeffrey J. Mantes) City of Milwaukee

Non-Voting Members

Philip C. Evenson, Secretary Executive Director, SEWRPC
Dwight E. McCombPlanning and Program Development Engineer,
(Representing Allen Radliff) Federal Highway Administration,
U.S. Department of Transportation
Peter T. McMullen Program and Planning Analyst,
Bureau of Air Management,
Wisconsin Department of Natural Resources
Scott Ahles Local Program Manager, Southeast Region,
(Representing Dewayne J. Johnson) Wisconsin Department of Transportation

Thomas V. Winter..... Manager of Planning,
(Representing Anita Gulotta-Connelly) Milwaukee County Transit System

Kenosha Urbanized Area Committee Members Present

Frederick J. Patrie, Chairman..... Director, Department of Public Works,
Kenosha County
Philip C. Evenson, Secretary Executive Director, SEWRPC
Michael M. Lemens Director of City Engineering,
City of Kenosha
Dwight E. McComb Planning and Program Development Engineer
(Representing Allen Radliff) Federal Highway Administration
U.S. Department of Transportation
Peter T. McMullen Program and Planning Analyst,
Bureau of Air Management,
Wisconsin Department of Natural Resources
Mike Spence..... Village Engineer, Village of Pleasant Prairie
(Representing Michael R. Pollocoff)
Scott Ahles Local Program Manager, Southeast Region,
(Representing Dewayne J. Johnson) Wisconsin Department of Transportation

Racine Urbanized Area Committee Members Present

Philip C. Evenson, Secretary Executive Director, SEWRPC
Michael J. Glasheen Transit Planner, City of Racine
Dwight E. McComb Planning and Program Development Engineer,
(Representing Allen Radliff) Federal Highway Administration,
U.S. Department of Transportation
Peter T. McMullen Program and Planning Analyst,
Bureau of Air Management,
Wisconsin Department of Natural Resources
William Sasse..... Director of Engineering, Village of Mount Pleasant
(Representing Michael Andreasen)
Scott Ahles Local Program Manager, Southeast Region,
(Representing Dewayne J. Johnson) Wisconsin Department of Transportation

Guests and Staff Present

John R. Duffe Multi-Modal Program Manager,
Wisconsin Department of Transportation
Leland P. Esler Chief of Staff, County Board,
Waukesha County
Michael Friedlander Transportation Analyst, Bureau of Air Management,
Department of Natural Resources
Ryan W. Hoel..... Senior Engineer, SEWRPC
David M. Jolicoeur..... Senior Engineer, SEWRPC
Gregory W. Kessler Director of Community Development,

City of New Berlin
 William D. Kline.....Local Federal Unit Leader,
 Bureau of Transit, Local Roads, Railroads and Harbors
 Wisconsin Department of Transportation
 Ronald Schildt.....Division Engineer for Transportation,
 City of New Berlin
 Paul A. Wydeven Program Manager,
 Local Transportation and Program and Finance Section,
 Wisconsin Department of Transportation
 Kenneth R. Yunker Deputy Director, SEWRPC

ROLL CALL

The meeting was called to order at 1:30 p.m. by Mr. Patrie, Chairman of the Kenosha Urbanized Area Advisory Committee. He welcomed all present and noted that the meeting was a joint meeting of the Transportation Improvement Programming (TIP) Committees for the Kenosha, Racine, and Milwaukee urbanized areas.

Chairman Patrie indicated that a sign-in sheet was being circulated for the purpose of taking roll and recording the names of all persons in attendance at the meeting, and declared a quorum of the three Committees present.

APPROVAL OF THE FEBRUARY 7, 2008, MINUTES

Chairman Patrie indicated that the first item on the agenda was the consideration and approval of the minutes for the previous joint meeting of the committees, held on February 7, 2008. The minutes were approved as written on a motion by Mr. Sasse, seconded by Mr. Kappel, and passed unanimously by action of the three Committees.

CONSIDERATION OF PROPOSED AMENDMENTS TO THE 2007-2010 TRANSPORTATION IMPROVEMENT PROGRAM

Chairman Patrie asked Mr. Yunker to review the 10 proposed amendments to the 2007-2010 Transportation Improvement Program (TIP). There being no discussion regarding the proposed amendments, Mr. Polenske motioned to approve the proposed amendments to the 2007-2010 TIP. Mr. Kappel seconded the motion, and the motion passed unanimously.

CONSIDERATION OF THE PRELIMINARY DRAFT OF SEWRPC STAFF MEMORANDUM ENTITLED, *CANDIDATE CONGESTION MITIGATION AND AIR QUALITY IMPROVEMENT PROGRAM PROJECT RECOMMENDEDATIONS FOR FUNDNG IN YEARS 2008 THROUGH 2010*

Chairman Patrie asked Mr. Yunker to review the Commission staff memorandum regarding potential Congestion Mitigation and Air Quality (CMAQ) improvement projects. Following Mr. Yunker’s review, Chairman Patrie noted that the process to rank and recommend projects for funding CMAQ projects worked well. He added that there was more agreement on the projects recommended to be funded than previous cycles between the three chairmen of the Kenosha, Racine, and Milwaukee Urbanized Area Committees, and the staffs of the Wisconsin Department of Natural Resources, the Wisconsin Department

of Transportation, and the Commission. Chairman Patrie then asked if there was a motion to approve the proposed CMAQ project funding in the years 2008 through 2010. Mr. Lemens motioned to approve the proposed CMAQ project funding. Mr. Martin seconded the motion, and Mr. Patrie asked if there was any discussion on the motion.

Mr. Grisa then asked whether there was a specific allocation of CMAQ funds for each project category—transit, traffic flow improvement, bicycle/pedestrian, and miscellaneous. Mr. Yunker responded that there is not a specific allocation of funds for the four categories. Mr. Duffe stated that it has been discussed in the past and could be considered in the next cycle of CMAQ funding.

Mr. Grisa asked whether there is a need to expand the streetcar system in the City of Kenosha. Mr. Patrie responded that a representative for the Kenosha transit system was not present at the meeting to answer questions regarding the streetcar expansion project directly, but noted that there was strong support in the City of Kenosha in expanding the streetcar system. Mr. Yunker noted that this project was recommended to be funded with \$4.01 million in CMAQ funds—below the \$12.08 million originally requested by the City of Kenosha. Mr. Yunker explained that this project was the last project selected to be recommended for CMAQ funding, and only \$4.01 million was available for this project of the total estimated \$23.2 million available for CMAQ projects in the years 2008 through 2010. Mr. Yunker added that the remainder of the project—about \$11.10 million—is planned to be funded by the City of Kenosha with other discretionary Federal funds and local funds. He stated that if this project does not proceed, the projects recommended for funding but not at the level requested and the projects not recommended for funding, as provided in Attachment 3 to the staff memorandum, will be considered for receiving CMAQ funds in order of their project ranking. Mr. Yunker added that a table showing the ranking of candidate CMAQ projects will be added to the minutes.

[Secretary's Note: The final project rankings for the candidate projects for funding with Federal Congestion Mitigation and Air Quality (CMAQ) funds are provided as Attachment A to these minutes. Note that the candidate projects on page 1 and the first project at the top of page 2 of Attachment A were selected to be funded using CMAQ funds. The remaining projects were not recommended to be funded using CMAQ funds.]

Mr. Grisa noted that a park and ride lot already exists adjacent to USH 45 at STH 60 in the Village of Jackson, yet a new park and ride lot on STH 60 is being proposed. Mr. Ahles responded that the existing park and ride lot does not permit bus access and that the proposed park and ride lot would.

Mr. Loughran suggested that the table which displays the projects not recommended for funding and projects recommended for funding but not at the level requested be separated into two tables. Chairman Patrie responded that these two types of projects will be reported in separate tables in the next project selection cycle.

There being no further discussion on the motion, Chairman Patrie asked for the motion to be put to a vote. The motion to approve the proposed CMAQ project funding in the years 2008 through 2010 passed unanimously.

CONSIDERATION OF PRELIMINARY DRAFT OF SEWRPC STAFF MEMORANDUM ENTITLED, *PROPOSED ALLOCATION OF FY 2010, 2011, AND 2012 SURFACE TRANSPORTATION – MILWAUKEE URBANIZED AREA PROGRAM FUNDS AND SELECTION OF PROJECTS FOR FUNDING WITHIN THE MILWAUKEE URBANIZED AREA*

Chairman Patrie asked Mr. Yunker to review the Commission staff memorandum regarding the proposed allocation of surface transportation program – Milwaukee urbanized area funds (STP-M) and the selection of projects for funding in the Milwaukee urbanized area. Following Mr. Yunker's review, the following comments and questions were raised:

Mr. Grisa asked how the negative ratings were calculated. Mr. Yunker first explained that projects listed with a negative rating are projects that resulted in a negative STP-M fund balance for the implementing communities after the Federal share of the estimated project cost is subtracted from the community's estimated STP-M fund balance for the year 2012. He then explained that the negative project rating is calculated as a ratio of the community's estimated negative STP-M fund balance to the community's estimated annual STP-M allocation in the years 2010 to 2012. Mr. Yunker noted that the negative project rating indicates the estimated number of years that would be required before the community's negative fund balance would be eliminated based upon the community's estimated annual STP-M funding allocation.

Responding to inquiries from Mr. Polenske regarding the Commission staff recommendations that no Federal Transit Administration Section 5307 funds be transferred to fund highway projects and that there be no reduction in the STP-M funds previously transferred to fund public transit capital projects, Mr. Yunker stated that following enactment of the Federal Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991, the major categories of Federal funds allocated to the Milwaukee Urbanized area were Federal Highway Administration STP-M funds and Section 5307 (formerly Section 9) funds. He noted that in the years immediately following the enactment of ISTEA, more STP-M funds than Section 5307 funds were allocated to the Milwaukee urbanized area. He added that under ISTEA, the transfer of funds from one Federal program to another was permitted, and, since 1993, the Milwaukee Urbanized area TIP Committee has recommended that both the STP-M funds and Section 5307 funds should be considered flexible as to allocation between highway and transit capital projects. Mr. Yunker stated that the TIP Committee had also agreed that the STP-M and Section 5307 funds allocated to the Milwaukee Urbanized area be split between highway and public transit modes based upon the relative proportion of capital needs of each mode as determined in the regional transportation system plan in order to address a shortfall in available Section 5307 funding compared to the capital needs of implementing the public transit systems in the Region. Mr. Yunker noted that under the year 2035 regional transportation system plan, 37 percent of the available funds would be allocated to public transit capital needs and 63 percent would be allocated to highway projects. For funds for the years 1995 through 2003, this resulted in a shift of STP-M funds in the total amount of \$10.7 million for transit purposes.

Mr. Yunker stated that starting with the funding levels available for the Federal fiscal years 2004 and 2005 STP-M cycle and continuing through the current cycle, the amount of Section 5307 funding available to the Milwaukee urbanized area exceeded the proportional funding needs for transit as established in the year 2035 regional transportation system plan. Potentially, this would suggest a transfer of Section 5307 funds to arterial streets and highways. However, since Section 5307 can be used by Milwaukee area transit operators to fund transit operating costs as well as capital projects, the Committee has agreed in past meetings to not transfer the funds.

Responding to a question from Ms. Gresl, Mr. Yunker noted that projects on facilities on the National Highway System (NHS) under the jurisdiction of local governments were originally expected to be funded using Federal NHS program funds under the procedure for the distribution of STP-M funds adopted by the TIP committee. He added that needs on the NHS system significantly exceeded available funds, and available NHS program funding was being expended on state highways, with a few exceptions. Accordingly, in 2003 it was determined by the Committee that projects on NHS facilities under the jurisdiction of local governments should be eligible for funding under the Federal STP-M funding program, and that the lane-miles attendant to local government arterial facilities on the NHS would be added to the lane miles of the appropriate local governments thereby increasing the proportionate share of the STP-M funding for those entities.

Ms. Gresl stated that the City had a proposed project to resurface W. St. Paul Avenue between N. 4th Street and N. 13th Street to be funded using STP-M funds. However, she asked whether the project would be funded as part of the Marquette Interchange reconstruction project. Mr. Ahles said he would need to verify whether the project would be constructed as part of the Marquette Interchange reconstruction work. Mr. Yunker stated the status of the project would be reported in the minutes.

[Secretary's Note: Mr. Ahles confirmed that the proposed project to resurface W. St. Paul Avenue between N. 4th Street and N. 13th Street would be constructed as part of the Marquette Interchange reconstruction project.]

Responding to inquires by Ms. Gresl regarding the STP-M funding made available to the City of Milwaukee, Mr. Yunker stated that because the City of Milwaukee's annual program of street and highway projects was sufficiently large the City annually received an STP-M allocation in the range of \$3 - \$6 million dollars to fund eligible projects selected from its program of projects at the discretion of the City. Mr. Yunker added that the amount of Federal STP-M funding initially increased from about \$16 million to \$26 million, but has since declined to a level of about \$16 million today. Mr. McComb noted that Federal STP funding to large metropolitan areas is population based and that the Milwaukee urbanized area has not grown as rapidly as other urban areas throughout the country. As a result, he stated that the proportionate share of STP funding to the Milwaukee area has declined.

Mr. Wantoch noted that street and highway construction costs are rising, and yet the available STP-M funds are decreasing and inadequate to address the highway facility needs of local governments. He asked who is responsible for establishing the level of funding being made available to the Milwaukee urbanized area. Mr. Yunker and Mr. McComb responded that the level of funding is defined by formula established in Federal transportation legislation. Mr. Evenson said that the TIP committee could make its views known to appropriate Federal officials.

Representatives from the Cities of Brookfield, Kenosha, and Milwaukee expressed concern regarding WisDOT's review process during the project design phase for local projects receiving Federal funds and its impact on project costs and timing. Mr. Yunker stated that it would be possible to have a meeting of the TIP committees to discuss the review process, or it could be discussed under a separate agenda item at the next regularly scheduled TIP meeting.

[Secretary's Note: In response to the suggestion that a discussion of the local project review process be a separate agenda item at the next regularly scheduled TIP Committee meeting, the Wisconsin Department of Transportation has met with representatives of the Cities of Brookfield, Kenosha, and Milwaukee to discuss, and address, their concerns. In addition, the Department has held two meetings of the Local Program Advisory Forum since the last TIP Committee meeting.

One of the tasks of the Local Program Advisory Forum is to identify and address continuing and emerging issues related to the management of local federally funded projects. The advisory forum contains representatives from the Department, Federal Highway Administration, and a number of industry organizations, advocacy groups, and local governments, such as the City of Milwaukee. The Department also indicated that it would continue to use individual meetings along with the Local Program Advisory Forum to identify and work through issues associated with the local federally funded projects.]

There being no further questions or comments, on a motion by Mr. Grisa, seconded by Mr. Polenske, and carried unanimously by the Milwaukee Urbanized Area Committee, the proposed allocation of STP-M funds for the years 2010 through 2012, and the list of projects recommended to be funded using STP-M dollars were approved.

[Secretary's Note: Following the meeting, a memo was sent to members of the Milwaukee Urbanized Area Committee, provided as Attachment B to these minutes, presenting a correction and adjustment made to the project rating and ranking of Milwaukee area projects to receive Federal fiscal year 2010, 2011, and 2012 Surface Transportation Program funds for the Milwaukee urbanized area approved by the Milwaukee Urbanized Area Committee. Specifically, the project rating and ranking for one of the candidate projects—the reconstruction of Nicholson Avenue and S. Pennsylvania Avenue between E. Rawson Avenue (CTH BB) and E. College Avenue (CTH ZZ) in the City of South Milwaukee—should have taken into account that this project is a joint project between the Cities of South Milwaukee and Oak Creek, and not a project with South Milwaukee as the sole sponsor. This correction in the rating and ranking of the Nicholson Avenue/Pennsylvania Avenue project resulted in the project being classified as a “funded” rather than a “potential” project. The correction also resulted in the project submitted by the City of Franklin for the reconstruction of Puetz Road between STH 100 and S. 76th Street (CTH U) being reclassified from being the last “funded” project to being the first “potential” project.]

ADJOURNMENT

There being no further business to come before the Committees, the meeting was adjourned at 2:03 p.m. on a motion from Mr. Bolte, seconded by Mr. Jones, and carried unanimously by the Committees.

Respectfully submitted,

Kenneth R. Yunker
Acting Secretary

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2/28/2008

CANDIDATE 2009-2010 FEDERAL CONGESTION MITIGATION AND AIR QUALITY PROGRAM PROJECTS

Project Id	Project Title	Project Description	Sponsor	Sponsor's Priority	Total Cost	CMAQ Cost	Cumulative CMAQ Cost	Project Score				Summary of SEWRPC Project Score ^a	Reduction in Air Pollution Emissions: 2010 (pounds per hot summer day) ^b	
								WisDOT	WisDNR	MPO	Average		Volatile Organic Compounds	Nitrogen Oxide
BP 3	Cross-Town Connector Bike Trail	Construction of tunnel under the Union Pacific Railroad spanning approximately 150 ft. between IH 894 and STH 100 in the City of West Allis.	City of West Allis	1 of 1	1,000,000	800,000	800,000	2.5	1.7	4.3	2.83	5x1x1x0.9x0.95	0.06	0.10
PR 1	Village of Jackson Park-Ride Relocation	Construction of a new park-ride lot north of STH 60 and west of CTH P along Apple Lane and removal of existing park-ride lot in se quadrant of the intersection of STH 60 and CTH P.	Village of Jackson	? of 2	591,546	473,236	1,273,236	4.5	3.7	5.0	4.40	5x1x1x1x1	5.59	11.94
	Improvements to the Train Shed and Platforms at the Downtown Milwaukee Intermodal Station ^f	Replacing and raising the existing train shed roof at the Station. Project will include photo-voltaic panels, improved ventilation and lighting. Construction of a gallery walkway over the three platforms, resurfacing and replacing train platforms, and adjusting track alignment.	WisDOT	1 of 4	11,909,725	5,000,000	6,273,236	4.5	3.9	4.5	4.30	5x1x1x1x1x0.9	38.6	132.4
TF 11	Traffic Signal Systems Analysis	Optimize six signal systems (46 intersections) in the City of Waukesha based on current traffic patterns and the conversion of one-way streets to two-way operation	City of Waukesha	1 of 2	180,850	144,680	6,417,916	4.5	3.3	5.0 ^e	4.27	5x1x1x1x0.8	23.67	23.67
TF 6	Expansion of Traffic Adaptive Signal System	Expansion of the proposed traffic adaptive signal system to include S. 27th Street, W. Forest Home Avenue, and W. Oklahoma Avenue	City of Milwaukee	5 of 10	570,000	456,000	6,873,916	4.5	3.1	5.0 ^e	4.20	5x1x1x1x0.8	10.25	10.25
CV 1	Ride Share Shuttle	Purchase and operation of a ride share van to provide transportation for unemployed low income persons to job hire locations	City of Racine	??	173,063	139,250	7,013,166	4.5	2.7	5.0	4.07	5x1x1x1x1	0.83	1.76
PT 6	Milwaukee-Green Bay Intercity Bus Service	Provision of two additional round-trip bus trips between the Milwaukee Intermodal Station and the City of Manitowoc, with possible extensions to General Mitchell International Airport and to the City of Green Bay	City of Sheboygan	Regional	679,946	543,957	7,557,123	4.0	3.6	4.5	4.03	Not in SEWRPC Region -- Score provided by BLRPC		
TF 2	Signal Interconnect and System Timing Optimization (South)	Signal interconnect and optimization of multiple traffic signals south of Sixth Street in the City of Racine	City of Racine	2 of 3	548,550	438,840	7,995,963	4.0	3.0	5.0 ^e	4.00	5x1x1x1x0.8	9.64	9.64
TF 1	Signal Interconnect and System Timing Optimization (North)	Signal interconnect and optimization of multiple traffic signals north of Sixth Street in the City of Racine	City of Racine	1 of 3	598,000	478,400	8,474,363	4.0	2.8	5.0 ^e	3.93	5x1x1x1x0.8	7.00	7.00
BP 6	Oak Leaf Trail - Phase 3	Construction of 2.1 mile, 10 ft. wide asphalt path within the WE Energies utility corridor between 3900 W. Bradley Road and 2900 W. Mill Road.	Milwaukee County	1 of 1	560,000	448,000	8,922,363	3.5	3.4	4.3	3.73	5x1x1x0.9x0.95	0.11	0.19
PT 1	KRM Commuter Rail Link ^k	Upgrading and rehabilitation of existing trackage, construction of new trackage for passing sidings, installation of train control signals, upgrading of street and highway grade crossing signals, and construction of stations and a train equipment storage and servicing facility as part of the implementation of a 33-mile commuter rail extension from the City of Kenosha through the City of Racine to the City of Milwaukee	Southeastern Wisconsin Regional Transit Authority	Regional	99,200,000	6,000,000	14,922,363	4.0	2.1	5.0	3.70	5x1x1x1x1	20.39	16.55
PT 2	S.E. Wisconsin Marketing Partnership ^g	Improve public awareness of public transportation services in SE Wisconsin through advertising, promotion, and public information	Milwaukee County Transit System	Regional	2,400,000	1,020,000	15,942,363	3.5	2.8 ^h	4.5	3.60	5x1x0.9x1x1	--	--
BP 1	Kenosha Bicycle Routes	Construction of 1.4 miles of off-road, 10 ft. wide asphalt trail and 17.9 miles of on-road bicycle routes at numerous locations in the City of Kenosha	City of Kenosha	2 of 2	261,036	208,829	16,151,192	3.5	2.9	4.3	3.57	5x1x1x0.9x0.95	0.15	0.25
TF 12	Central Business District Proposed Interconnected System	Installation of cameras or inlay pavement loops at nine pre-timed signal locations in the CBD to achieve full actuation and interconnect with 13 other signals in the CBD via Wi-Fi	City of Waukesha	2 of 2	275,900	220,720	16,371,912	2.5	3.2	5.0 ^e	3.57	5x1x1x1x0.8	5.32	5.32
BP 8	Bicycle Lane Installations ⁱ	Installation of approximately 20 to 30 miles of new bicycle lanes on City streets based on a Bicycle Federation of Wisconsin's project which identified 145 miles of high-priority segments for bicycle lanes in the City of Milwaukee	City of Milwaukee	2 of 10	600,000	280,000	16,651,912	3.5	2.8	4.3	3.53	5x1x1x0.9x0.95	0.15	0.25
TF 4	Brown Deer Road Signal and ITS Improvements	Design and install integrated traffic signals and ITS elements (CCTV, pavement detection, VMS) along Brown Deer Road (STH 100) between IH 43 and USH 45	WisDOT	2 of 4	2,156,805	1,725,444	18,377,356	3.0	2.4	5.0 ^e	3.47	5x1x1x1x0.8	8.51	--
MISC 1	Wisconsin Supported Amtrak Hiawatha Service Advertising Program Phase III ^j	Advertising promoting Hiawatha service to include radio and newspaper advertisement in Milwaukee, WI and Chicago, IL	WisDOT	3 of 4	600,000	240,000	18,617,356	3.0	2.7 ^h	4.5	3.40	5x1x0.9x1x1	--	--
TF 9	Installation of Coordinated Traffic Signals at Six All-Way Stop Controlled Intersections ^d	Installation of coordinated traffic signals at six locations: W. Howard Avenue and S. 43rd Street; W. Howard Avenue and S. 51st Street; W. Howard Avenue and S. 68th Street; W. Howard Avenue and S. 84th Street; W. Keefe Avenue and N. 51st Boulevard; and N. Humboldt Avenue and N. Kane Place	City of Milwaukee	9 of 10	390,000	312,000	18,929,356	2.5	2.5	5.0 ^e	3.33	5x1x1x1x0.8	1.39	1.39
AF 1	Clean Fleet Emissions Reduction Initiative ^l	Installation of diesel oxidation catalysts on 28 refuse packers as part of a diesel retrofit program; reprogramming electronic control modules on 73 packers to reduce idling; an increase in biodiesel concentration from B5 to B10 in year 1 and from B10 to B20 in year 2 in the full complement of diesel equipment in the City's on- and off-road fleet.	City of Milwaukee	3 of 10	777,266	264,476	19,193,832	3.5	3.0	3.2	3.23	5x0.8x1x1x0.8	--	--

Project Id	Project Title	Project Description	Sponsor	Sponsor's Priority	Total Cost	CMAQ Cost	Cumulative CMAQ Cost	Project Score				Summary of SEWRPC Project Score ^a	Reduction in Air Pollution Emissions: 2010 (pounds per hot summer day) ^b	
								WisDOT	WisDNR	MPO	Average		Volatile Organic Compounds	Nitrogen Oxide
PT 4	Kenosha Electric Streetcar Expansion	Construction of a 3.4 mile expansion of the current 2-mile electric streetcar system operated by the City of Kenosha	City of Kenosha	1 of 2	5,201,960	4,006,168	23,200,000	3.0	1.6	5.0	3.20	5x1x1x1x1	0.75	1.21
TF 8	Computer Optimization of 74 Traffic Signals on EW Capitol Drive (STH 190) and W. Fond du Lac Avenue (STH 145) ^h	Computer optimization of 74 traffic signals on EW Capitol Drive (STH 190) between Grantosa Drive and Humboldt Boulevard, and on W. Fond du Lac Avenue (STH 145) between W. Hampton Avenue and IH 43	City of Milwaukee	8 of 10	111,000	88,800	23,288,800	5.0	3.5	5.0 ^e	4.50	5x1x1x1x0.8	29.48	29.48
TF 7	Computer Optimization of 34 Traffic Signals in Bay View ^g	Computer optimization of 34 traffic signals in the Milwaukee neighborhood of Bay View. Project limits bounded by Superior Street, Bolivar Avenue, 6th Street, and Bay Street	City of Milwaukee	7 of 10	51,000	40,800	23,329,600	5.0	3.4	5.0 ^e	4.47	5x1x1x1x0.8	7.79	7.79
PT 1	KRM Commuter Rail Link ^k	Upgrading and rehabilitation of existing trackage, construction of some new trackage for passing sidings, installation of train control signals, upgrading of street and highway grade crossing signals, and construction of stations and a train equipment storage and servicing facility as part of the implementation of a 33-mile commuter rail extension from the City of Kenosha through the City of Racine to the City of Milwaukee	Southeastern Wisconsin Regional Transit Authority	Regional	99,200,000	3,000,000	26,329,600	4.0	2.1	5.0	3.70	5x1x1x1x1	20.39	16.55
PT 2	S.E. Wisconsin Marketing Partnership ^g	Improve public awareness of public transportation services in SE Wisconsin through advertising, promotion, and public information	Milwaukee County Transit System	Regional	2,400,000	500,000	26,829,600	3.5	2.8 ^h	4.5	3.60	5x1x0.9x1x1	--	--
BP 8	Bicycle Lane Installations ^s	Installation of approximately 20 to 30 miles of new bicycle lanes on City streets based on a Bicycle Federation of Wisconsin's project which identified 145 miles of high-priority segments for bicycle lanes in the City of Milwaukee	City of Milwaukee	2 of 10	600,000	200,000	27,029,600	3.5	2.8	4.3	3.53	5x1x1x0.9x0.95	0.15	0.25
MISC 1	Wisconsin Supported Amtrak Hiawatha Service Advertising Program Phase III ^f	Advertising promoting Hiawatha service to include radio and newspaper advertisement in Milwaukee, WI and Chicago, IL	WisDOT	3 of 4	600,000	240,000	27,269,600	3.0	2.7 ^h	4.5	3.40	5x1x0.9x1x1	--	--
AF 1	Clean Fleet Emissions Reduction Initiative ^e	Installation of diesel oxidation catalysts on 28 refuse packers as part of a diesel retrofit program; reprogramming electronic control modules on 73 packers to reduce idling; an increase in biodiesel concentration from B5 to B10 in year 1 and from B10 to B20 in year 2 in the full complement of diesel equipment in the City's on- and off-road fleet.	City of Milwaukee	3 of 10	777,266	143,000	27,412,600	3.5	3.0	3.2	3.23	5x0.8x1x1x0.8	--	--
PT 4	Kenosha Electric Streetcar Expansion ^g	Construction of a 3.4 mile expansion of the current 2-mile electric streetcar system operated by the City of Kenosha	City of Kenosha	1 of 2	5,201,960	155,400	27,568,000	3.0	1.6	5.0	3.20	5x1x1x1x1	0.75	1.21
PT 4	Kenosha Electric Streetcar Expansion	Construction of a 3.4 mile expansion of the current 2-mile electric streetcar system operated by the City of Kenosha	City of Kenosha	1 of 2	9,902,708	7,922,166	35,490,166	3.0	1.6	5.0	3.20	5x1x1x1x1	0.75	1.21
BP 17	Two Rivers North Side Trail	Design and construct 1.54 miles of 10 ft wide asphalt trail from Tannery Road to Lincoln Avenue largely along 44th Street in the City of Two Rivers	City of Two Rivers	1 of 1	854,200	667,360	36,157,526	3.0	3.0	3.2	3.07	Not in SEWRPC Region -- Score provided by BLRPC	0.70	0.34
PT 5	New Bus Purchase	Purchase a bus for the purpose of transporting individuals that receive therapeutic recreation service from LakeView RecPlex in the Village of Pleasant Prairie	Village of Pleasant Prairie	1 of 2	301,840	241,472	36,398,998	2.5	2.1	4.0	2.87	5x0.8x1x1x1	0.06	0.10
BP 13	Fox River Crossing	Design and construct a bicycle/pedestrian crossing of the Fox River in the Village of Waterford (0.17 mi)	Village of Waterford	1 of 1	483,153	386,522	36,785,520	3.0	1.8	3.8	2.87	5x0.9x1x0.9x0.95	0.04	0.07
BP 2	City of Delavan Bike Path	Construction of a 0.5 mile, 10 ft. wide concrete bicycle path along STH 50 between Wright Street and the NB IH 43 ramp in the City of Delavan	City of Delavan	1 of 1	294,000	235,200	37,020,720	2.0	2.2	4.3	2.83	5x1x1x0.9x0.95	0.06	0.08
BP 5	Rubicon River Trail	Construction of 0.6 mile, 10 ft. wide asphalt path along West Side Park, Grant Street, the Rubicon River, and North Wacker Drive between W.B. Place Drive and STH 60 in the City of Hartford	City of Hartford	1 of 1	190,800	152,640	37,173,360	1.5	2.7	4.3	2.83	5x1x1x0.9x0.95	0.04	0.07
BP 10	Open Metal Grate Bridge Bike Lanes	Retrofit existing lift bridges with 4 ft. wide anti-slip treatments on the outside edge to improve the deck for bicyclists	City of Milwaukee	10 of 10	700,000	560,000	37,733,360	2.0	2.4	3.8	2.73	5x0.9x1x0.9x0.95	0.15	0.25
BP 18	Lake Shore Drive Bike/Pedestrian Lane	Provide 5 ft bicycle lanes along Lake Shore Drive in the City of Mequon between Mequon Road and Glen Oaks Lane (1.0 mi)	City of Mequon	1 of 1	551,834	441,467	38,174,828	2.0	1.9	4.3	2.73	5x1x1x0.9x0.95	0.07	0.12
TF 3	GPS Based Crash Scene Reconstruction Equipment and Training	Procurement of three GPS based measuring systems including associated hardware and software, and training of officers responsible for using the equipment.	WisDOT	4 of 4	200,000	160,000	38,334,828	2.0	2.1 ^h	4.0 ^e	2.70	5x0.8x1x1x0.8	--	--
BP 4	Fond du Lac Avenue Multi-Use Path	Construct a 1.7 mile, 10 ft. wide asphalt path along Fond du Lac Avenue between 124th Street and Rotary Park in the Village of Menomonee Falls	Village of Menomonee Falls	1 of 1	850,000	680,000	39,014,828	2.0	1.5	4.3	2.60	5x1x1x0.9x0.95	0.04	0.07
BP 12	Racine Sturtevant Bicycle and Pedestrian Trail Phase IV Extension and Bridge	Design and construct 1.1 mile of bicycle and pedestrian trail connecting to Phase II at Rayne Road and Wisconsin Street and to Phase III at CTH H, including a bridge over the Canadian Pacific Railroad about 1,000 ft. south of Rayne Road.	Racine County	1 of 1	2,075,000	1,660,000	40,674,828	2.0	1.3	4.3	2.53	5x1x1x0.9x0.95	0.07	0.11
BP 20	Jackson Shared Use Path	Design and construct a shared use path from Industrial Drive to the DNR pier and park at Hasmer Lake	Village of Jackson	? of 2	272,515	218,012	40,892,840	1.0	2.2	4.3	2.50	5x1x1x0.9x0.95	0.04	0.07
BP 11	Wisconsin Walks Walkable Communities Initiative	Build upon the 2002 Walkable Communities pilot project and offer workshops, technical assistance, and promotion to increase walking trips in southeast Wisconsin	Wisconsin Walks (WisDOT Public Sponsor)	Regional	440,300	352,241	41,245,081	2.5	1.9 ^h	3.0	2.47	5x0.8x0.8x1x0.95	--	--
BP 19	Elkhorn to Walworth County Campus Trail	Design and construct 3.4 miles of 12 ft wide asphalt trail between the Elkhorn Area High School and the White River State Trail near the Walworth County Campus, largely adjacent to CTH NN	Walworth County	1 of 1	3,199,015	2,559,212	43,804,293	2.0	1.1	4.3	2.47	5x1x1x0.9x0.95	0.06	0.08

Project Id	Project Title	Project Description	Sponsor	Sponsor's Priority	Total Cost	CMAQ Cost	Cumulative CMAQ Cost	Project Score				Summary of SEWRPC Project Score ^d	Reduction in Air Pollution Emissions: 2010 (pounds per hot summer day) ^e	
								WisDOT	WisDNR	MPO	Average		Volatile Organic Compounds	Nitrogen Oxide
TF 5	Replacement of Independent Master Clocks	Replacement of 19 independent master clocks that are used by the City of Milwaukee to synchronize the City's 735 traffic signals	City of Milwaukee	4 of 10	3,000,000	2,400,000	46,204,293	1.5	1.9 ^h	4.0 ^e	2.47	5x1x1x1x0.8 x0.8	--	--
BP 9	Self-Service Bicycle Rental Program	Program to provide low-cost, high quality rental bicycles by creating rental stations for 300 bicycles in densely populated neighborhoods and business districts in the City of Milwaukee	City of Milwaukee	6 of 10	940,000	752,000	46,956,293	1.0	2.3	3.4	2.23	5x0.8x1x0.9x0.95	0.15	0.25
BP 14	Washington Street/ STH 33 Pedestrian Underpass	Design and construct an underpass of STH 33 along the west side of the Milwaukee River as part of the City's Riverwalk system	City of West Bend	1 of 1	988,800	791,040	47,747,333	1.0	1.2	4.3	2.17	5x1x1x0.9x0.95	0.04	0.07
BP 16	Pike River Pathway Extension	Design and construct Phase 4 of the Pike River Pathway - a 10ft wide asphalt pathway along the Pike River between the intersection of Mariner Drive and Oakes Road and STH 11, including a 12x12 tunnel under STH 20	Village of Mount Pleasant	1 of 1	2,041,000	1,632,800	49,380,133	1.0	1.2	4.3	2.17	5x1x1x0.9x0.95	0.04	0.07
BP 7	Pedestrian Countdown Timers at 325 Signalized Intersections	Installation of pedestrian countdown timers with 12 inch combination LED "Walk/Don't Walk" housings at 325 signalized intersections in the City of Milwaukee that been identified at crossings of 75 ft. or wider and in commercial districts, along major bus routes, near schools, or near other major pedestrian generators.	City of Milwaukee	1 of 10	2,250,000	1,800,000	51,180,133	1.0	1.6 ^h	3.5	2.03	5x0.5x1x1x0.95	--	--
TF 10	93rd Street Reconstruction	Reconstruction of 93rd Street between 55th Avenue and 48th Avenue from a two-lane to a combination of three and four lane roadway segments with intersection improvements including left turn lanes and a roundabout at Cooper Road.	Village of Pleasant Prairie	2 of 2	1,410,000	1,128,000	52,308,133	1.0	1.5 ^h	3.2	1.90	5x0.8x1x1x0.8	--	--
BP 15	Holy Hill Road Pedestrian/Bike Way	Design and construct 0.7 mile 5 ft. wide concrete path on the south side of Holy Hill Road between Outlook Drive and CTH Z	Village of Twin Lakes	1 of 1	314,410	251,460	52,559,593	1.5	1.8	0.0	1.10	5x0.0x1x0.9x0.95	0.04	0.07
PT 3	Purchase of ADA Accessible Replacement Dial-A-Ride Buses ^f	Purchase four replacement, diesel powered, lift-equipped small buses.	City of Racine	2 of 3	290,000	232,000	52,791,593	2.5	3.4	4.0	3.30	5x1x1x1x1 x0.8	--	--

^dThe SEWRPC project score was determined by multiplying the maximum potential score (5 points) by four criteria multipliers. The four criteria are: 1) implementation of the regional plan; 2) degree to which the project may be expected to deliver benefits; 3) extent of benefit; and, 4) provision of alternative to automobile travel. Within each multiplier, there is a range of possible values from 0.0 to 1.0 which indicates the degree to which then candidate project satisfies the criteria with 1.0 indicating the candidate project fully satisfies the criteria. Scores for projects which provide facility reconstruction or rehabilitation or vehicle replacement, and therefore do not represent facility or service expansion are reduced by 20 percent.

^eEmissions estimates for projects outside of the SEWRPC Region were prepared by Bay Lake Regional Planning Commission; all other emission estimates were prepared by SEWRPC.

^fThe 2007-2009 Wisconsin State Budget requires the Wisconsin Department of Transportation to award \$800,000 Federal for this project.

^gThis project was not included with the original project submittals but was negotiated between the WisDOT, WisDNR, and the TIP Committee Chairs to be included.

^hTraffic flow improvement project ratings were adjusted higher based on the FHWA's renewed emphasis on CMAQ project strategies that reduce emissions and provide congestion mitigation. This adjustment is consistent with the TIP Committee approved procedure for rating candidate CMAQ projects in the SEWRPC Region.

ⁱThe amount of CMAQ funding requested for this project was deferred by \$3.0 million to reflect the current project schedule. That \$3.0 million was moved into the Milwaukee Intermodal Station project during negotiations between the WisDOT, WisDNR, and the TIP Committee Chairs. Should a CMAQ project recommended for funding this cycle not proceed, those CMAQ funds would become available and prioritized for a project(s) that was negotiated at a reduced funding level or voluntarily moved below the "funding line."

^jThe amount of CMAQ funding requested for this project was reduced by \$900,000 during negotiations between the WisDOT, WisDNR, and the TIP Committee Chairs to fund the Milwaukee Intermodal Station project. \$400,000 of the \$900,000 reduction will be funded through other sources identified by the WisDOT. Should a CMAQ project recommended for funding this cycle not proceed, those CMAQ funds would become available and prioritized for a project(s) that was negotiated at a reduced funding level or voluntarily moved below the "funding line."

^kThe WisDNR did not provide scores for these projects because their rating process is based largely on emissions benefits, and no emission reduction estimates were provided for these projects. Therefore a score was synthesized to represent an agency score. This was done by comparing the average WisDNR project score to the average combined WisDOT/MPO score for all rated projects to determine a scaling factor. This factor was then applied to the average WisDOT and MPO score to synthesize a WisDNR score for that particular project.

^lThe amount of CMAQ funding requested for this project was reduced by \$200,000 during negotiations between the WisDOT, WisDNR, and the TIP Committee Chairs to fund the Milwaukee Intermodal Station project. Should a CMAQ project recommended for funding this cycle not proceed, those CMAQ funds would become available and prioritized for a project(s) that was negotiated at a reduced funding level or voluntarily moved below the "funding line."

^mThe amount of CMAQ funding requested for this project was reduced by \$240,000 during negotiations between the WisDOT, WisDNR, and the TIP Committee Chairs to fund the Milwaukee Intermodal Station project. Should a CMAQ project recommended for funding this cycle not proceed, those CMAQ funds would become available and prioritized for a project(s) that was negotiated at a reduced funding level or voluntarily moved below the "funding line."

ⁿThe WisDOT is currently working with the City of Milwaukee to identify if this project could be funded through another program. Should the project, or portions of the project, be funded under another program, those corresponding CMAQ funds requested would be transferred into the Milwaukee Intermodal Station project.

^oThe amount of CMAQ funding requested for this project was reduced by \$143,000 during negotiations between the WisDOT, WisDNR, and the TIP Committee Chairs to fund the Milwaukee Intermodal Station project. Should a CMAQ project recommended for funding this cycle not proceed, those CMAQ funds would become available and prioritized for a project(s) that was negotiated at a reduced funding level or voluntarily moved below the "funding line."

^pThis project scored high and was initially recommended for funding. During negotiations between the WisDOT, WisDNR, and the TIP Committee Chairs to fund the Milwaukee Intermodal Station project, the City of Milwaukee agreed to defer this project until the next CMAQ cycle, where it will be applied for again. Should a CMAQ project recommended for funding this cycle not proceed, those CMAQ funds would become available and prioritized for a project(s) that was negotiated at a reduced funding level or voluntarily moved below the "funding line."

^qThis project scored high and was initially recommended for funding. During negotiations between the WisDOT, WisDNR and the TIP Committee Chairs to fund the Milwaukee Intermodal Station project, the City of Milwaukee agreed to defer this project until the next CMAQ cycle, where it will be applied for again. Should a CMAQ project recommended for funding this cycle not proceed, those CMAQ funds would become available and prioritized for a project(s) that was negotiated at a reduced funding level or voluntarily moved below the "funding line."

^rThis is the amount of the project that was previously above the funding line, prior to the negotiations between the WisDOT, WisDNR and the TIP Committee Chairs to fund the Milwaukee Intermodal Station project. Should a CMAQ project recommended for funding this cycle not proceed, those CMAQ funds would become available and prioritized for a project(s) that was negotiated at a reduced funding level or voluntarily moved below the "funding line."

^sThis project was identified to be funded under another program during negotiations between the WisDOT, WisDNR, and the TIP Committee Chairs.

Note: Project costs will need to be adjusted to reflect project delivery costs which were generally absorbed by WisDOT in the past.

Attachment B

MEMORANDUM

TO: Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area.

FROM: SEWRPC Staff

DATE: August 1, 2008

SUBJECT: REVISED PROJECT RATING AND RANKING OF CANDIDATE LOCAL GOVERNMENT SURFACE TRANSPORTATION PROGRAM PROJECTS FOR THE MILWAUKEE URBANIZED AREA: FEDERAL FISCAL YEARS 2010, 2011, AND 2012

In the rating and ranking of Milwaukee area projects to receive Federal fiscal year 2010, 2011, and 2012 Surface Transportation Program funds for the Milwaukee Urbanized Area, which was approved by the Committee on April 14, 2008, the Commission staff has identified a correction and adjustment that needs to be made. Specifically, the project rating and ranking for one of the candidate projects—the reconstruction of Nicholson Avenue and S. Pennsylvania Avenue between E. Rawson Avenue (CTH BB) and E. College Avenue (CTH ZZ) in the City of South Milwaukee—should have taken into account that this project is a joint project between the Cities of South Milwaukee and Oak Creek, and not a project with South Milwaukee as the sole sponsor. As shown in Attachment A, this project was given a rating of -21.02 and ranked number 14 of 16 projects. Taking into account that the Cities of South Milwaukee and Oak Creek intend to share the total and Federal share of the costs of the project equally, the rating and ranking of the joint project separately for each community would result in a rating of 0.88 and ranking of 2 for the City of Oak Creek portion of the project and rating of -7.71 and ranking of 9 for the City of South Milwaukee portion of the project. (Rating and ranking the entire project as an Oak Creek project would have resulted in a rating of -4.98.)

This correction in the rating and ranking of the Nicholson Avenue/Pennsylvania Avenue project would result in the project being classified as a “funded” rather than a “potential” project. The correction would also result in the project submitted by the City of Franklin for the reconstruction of Puetz Road between STH 100 and S. 76th Street (CTH U) being reclassified from being the last “funded” project to being the first “potential” project. The corrected and revised rating and ranking of candidate projects is shown in Attachment B. In past years, some “funded” projects have been deferred or dropped, and potential projects then are advanced for funding. Therefore, the City of Franklin project, now classified as the first potential project, may still be funded during the 2010-2012 cycle depending upon final decisions relative to the higher ranked projects.

- B-2 -

To assure that all joint projects are correctly identified and evaluated in future project ratings and rankings, the Commission staff will review all projects to identify if they have the potential to be joint projects, contact all project sponsors to assure that projects have been appropriately identified and evaluated, and provide all candidate project sponsors with the ratings and rankings to be considered by the TIP Advisory Committee.

Should you have any questions about the 2010-2012 Surface Transportation Program projects for the Milwaukee urbanized area, please do not hesitate to call.

* * *

CTH/RWH/rwh/lgh
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Table 5 (Original Table reviewed and approved by TIP Advisory Committee on April 14, 2008)

**PROJECT RATING AND RANKING OF CANDIDATE LOCAL GOVERNMENT SURFACE TRANSPORTATION PROGRAM (STP)
 PROJECTS FOR THE MILWAUKEE URBANIZED AREA: FEDERAL FISCAL YEARS: 2010, 2011, AND 2012**

Project Sponsor	Project Sponsor Priority	Project Description	Work Phase	Federal Cost	Accumulated Federal Cost	Project Rating	Rank	Funding Category
City of New Berlin	1	Recondition S. 124 th Street Between Grange Avenue and Cold Spring Road	P.E., Const	\$2,380,400	\$2,380,400	0.38 ^a	1	"Funded" Project
City of New Berlin	2	Reconstruction of Coffee Road Between Calhoun Road and National Avenue (CTH ES)	P.E., Const, Other	\$3,808,000	\$6,188,400	0.96	2	"Funded" Project
Waukesha County	1	Reconstruction with Additional Traffic Lanes of Cleveland Avenue (CTH D) Between Calhoun Road and S. 124 th Street	P.E., Const	\$15,284,800	\$21,473,200	-0.61	3	"Funded" Project
City of St. Francis	1	Resurface S. Packard Avenue Between E. Lunham Avenue and E. Howard Avenue	P.E., Const	\$586,400	\$22,059,600	-2.17	4	"Funded" Project
City of West Allis	1	Resurface S. 76 th Street Between W. Greenfield Avenue (STH 59) and S. Pierce Street	P.E., Const	\$744,000	\$22,803,600	-2.36	5	"Funded" Project
City of Waukesha	1	Reconstruction of N. East Avenue Between a Point 175 feet south of Wabash Avenue and College Avenue	P.E., R.O.W., Const	\$1,346,400	\$24,150,000	-3.83	6	"Funded" Project
City of Waukesha	2	Resurface N. East Avenue Between Sunset Drive and a Point 175 feet south of Wabash Avenue.	P.E., Const	\$619,600	\$24,769,600	-5.28	7	"Funded" Project
City of New Berlin	3	Reconstruction of W. Lincoln Avenue Between S. Calhoun Road and S. Moorland Road (CTH O)	Const	\$2,708,400	\$27,478,000	-8.65	8	"Funded" Project
Milwaukee County	1	Rehabilitation of E. College Avenue (CTH ZZ) S. Howell Avenue (STH 38) to S. Pennsylvania Avenue (STH 794)	Const	\$2,622,400	\$30,100,400	-8.87	9	"Funded" Project
City of Franklin	1	Reconstruction of Puetz Road Between STH 100 to S. 76 th Street (CTH U)	P.E., R.O.W., Const	\$2,609,600	\$32,710,000	-11.03	10	"Funded" Project
City of Cudahy	1	Reconstruction of S. Whitnall Avenue/Ladisch Avenue Between S. Packard Avenue and S. Nicholson Avenue	Const, Other	\$2,815,800	\$35,525,800	-11.36	11	"Potential" Project
Milwaukee County	2	Reconstruction of W. Mill Road (CTH S) Between 84 th Street and N. 56 th Street	P.E., Const, Other	\$6,405,200	\$41,931,000	-12.40	12	"Potential" Project
City of Glendale	1	Reconstruction of W. Glendale Avenue Between N. Green Bay Avenue (STH 57) and N. Port Washington Road	P.E., R.O.W., Const	\$1,225,900	\$43,156,900	-18.79	13	"Potential" Project
City of South Milwaukee	1	Reconstruction of Nicholson Avenue and S. Pennsylvania Avenue Between E. Rawson Avenue (CTH BB) and E. College Avenue (CTH ZZ)	P.E., Const	\$3,536,000	\$46,692,900	-21.02	14	"Potential" Project
Washington County	1	Reconstruction with Additional Traffic Lanes of CTH Q (County Line Road) Between USH 41 and Pilgrim Road	Const	\$2,960,000	\$49,652,900	-22.68	15	"Potential" Project
Village of Shorewood	1	Reconstruction of N. Wilson Drive Between E. Capitol Drive and the North Village limit	P.E., Const	\$1,974,400	\$51,627,300	-53.81	16	"Potential" Project

^a This project is a joint project of the City of New Berlin, City of Greenfield, and Village of Hales Corners. The cost of the project is to be divided between the City of New Berlin (48 percent), City of Greenfield (34 percent), and Village of Hales Corners (18 percent). The corresponding rating for each community would be: New Berlin 0.18, Greenfield 0.34, Hales Corners -22.43. The project rating shown above is presented as if the project is entirely a City of New Berlin project.

Source: Wisconsin Department of Transportation and SEWRPC.

Table 5 (Revised Table with correction of South Milwaukee/Oak Creek joint project)

**PROJECT RATING AND RANKING OF CANDIDATE LOCAL GOVERNMENT SURFACE TRANSPORTATION PROGRAM (STP)
 PROJECTS FOR THE MILWAUKEE URBANIZED AREA: FEDERAL FISCAL YEARS: 2010, 2011, AND 2012**

Project Sponsor	Project Sponsor Priority	Project Description	Work Phase	Federal Cost	Accumulated Federal Cost	Project Rating	Rank	Funding Category
City of New Berlin	1	Recondition S. 124 th Street Between Grange Avenue and Cold Spring Road	P.E., Const	\$2,380,400	\$2,380,400	0.38 ^a	1	"Funded" Project
City of New Berlin	2	Reconstruction of Coffee Road Between Calhoun Road and National Avenue (CTH ES)	P.E., Const, Other	\$3,808,000	\$6,188,400	0.96	2	"Funded" Project
Waukesha County	1	Reconstruction with Additional Traffic Lanes of Cleveland Avenue (CTH D) Between Calhoun Road and S. 124 th Street	P.E., Const	\$15,284,800	\$21,473,200	-0.61	3	"Funded" Project
City of St. Francis	1	Resurface S. Packard Avenue Between E. Lunham Avenue and E. Howard Avenue	P.E., Const	\$586,400	\$22,059,600	-2.17	4	"Funded" Project
City of West Allis	1	Resurface S. 76th Street Between W. Greenfield Avenue (STH 59) and S. Pierce Street	P.E., Const	\$744,000	\$22,803,600	-2.36	5	"Funded" Project
City of Waukesha	1	Reconstruction of N. East Avenue Between a Point 175 feet south of Wabash Avenue and College Avenue	P.E., R.O.W., Const	\$1,346,400	\$24,150,000	-3.83	6	"Funded" Project
City of Oak Creek	1	Reconstruction of Nicholson Avenue and S. Pennsylvania Avenue Between E. Rawson Avenue (CTH BB) and E. College Avenue (CTH ZZ)	P.E., Const	\$3,536,000	\$27,686,000	-4.98 ^b	7	"Funded" Project
City of Waukesha	2	Resurface N. East Avenue Between Sunset Drive and a Point 175 feet south of Wabash Avenue.	P.E., Const	\$619,600	\$28,305,600	-5.28	8	"Funded" Project
City of New Berlin	3	Reconstruction of W. Lincoln Avenue Between S. Calhoun Road and S. Moorland Road (CTH O)	Const	\$2,708,400	\$31,014,000	-8.65	9	"Funded" Project
Milwaukee County	1	Rehabilitation of E. College Avenue (CTH ZZ) S. Howell Avenue (STH 38) to S. Pennsylvania Avenue (STH 794)	Const	\$2,622,400	\$33,636,400	-8.87	10	"Funded" Project
City of Franklin	1	Reconstruction of Puetz Road Between STH 100 to S. 76 th Street (CTH U)	P.E., R.O.W., Const	\$2,609,600	\$36,246,000	-11.03	11	"Potential" Project
City of Cudahy	1	Reconstruction of S. Whitnall Avenue/Ladisch Avenue Between S. Packard Avenue and S. Nicholson Avenue	Const, Other	\$2,815,800	\$39,061,800	-11.36	12	"Potential" Project
Milwaukee County	2	Reconstruction of W. Mill Road (CTH S) Between 84 th Street and N. 56th Street	P.E., Const, Other	\$6,405,200	\$45,467,000	-12.40	13	"Potential" Project
City of Glendale	1	Reconstruction of W. Glendale Avenue Between N. Green Bay Avenue (STH 57) and N. Port Washington Road	P.E., R.O.W., Const	\$1,225,900	\$46,692,900	-18.79	14	"Potential" Project
Washington County	1	Reconstruction with Additional Traffic Lanes of CTH Q (County Line Road) Between USH 41 and Pilgrim Road	Const	\$2,960,000	\$49,652,900	-22.68	15	"Potential" Project
Village of Shorewood	1	Reconstruction of N. Wilson Drive Between E. Capitol Drive and the North Village limit	P.E., Const	\$1,974,400	\$51,627,300	-53.81	16	"Potential" Project

^a This project is a joint project of the City of New Berlin, City of Greenfield, and Village of Hales Corners. The cost of the project is to be divided between the City of New Berlin (48 percent), City of Greenfield (34 percent), and Village of Hales Corners (18 percent). The corresponding rating for each community would be: New Berlin 0.18, Greenfield 0.34, Hales Corners -22.43. The project rating shown above is presented as if the project is entirely a City of New Berlin project.

^b This project is a joint project of the City of Oak Creek and City of South Milwaukee. The cost of the project is to be divided equally between the City of Oak Creek and City of South Milwaukee. The corresponding rating for each community would be: City of Oak Creek 0.88 and City of South Milwaukee -7.71. The project rating shown above is presented as if the project is entirely a City of Oak Creek project.

Source: Wisconsin Department of Transportation and SEWRPC.