

**MINUTES OF THE JOINT MEETING**

**SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION**

**Advisory Committee on Transportation System  
Planning and Programming in the Milwaukee Urbanized Areas**

DATE: April 30, 2009  
TIME: 9:30 A.M.  
PLACE: Milwaukee County Downtown Transit Center  
Harbor Lights Room  
909 East Michigan Street  
Milwaukee, Wisconsin

Milwaukee Urbanized Area Members Present

Voting Members

Brian Dranzik, Chairman ..... Fiscal and Policy Administrator, Department of  
Transportation and Public Works, Milwaukee County  
John M. Bennett ..... City Engineer, City of Franklin  
Rollin Bertran..... Traffic Engineer, Department of Transportation and  
Public Works, Transportation Division, Milwaukee County  
Allison M. Bussler ..... Interim Director, Department of Public Works,  
Waukesha County  
Jennifer Collins ..... Research Analyst, County Board, Milwaukee County  
(Representing Roy de la Rosa)  
Robert R. Dreblow ..... Highway Commissioner, Ozaukee County  
Lois C. Gresl ..... Major Projects Manager, City of Milwaukee  
(Representing City of Milwaukee)  
Thomas M. Grisa ..... Director of Public Works, City of Brookfield  
Robert C. Johnson..... Transit Director, Waukesha Metro Transit,  
City of Waukesha  
Michael G. Lewis ..... City Engineer, City of West Allis  
Michael J. Maierle ..... Manager of Long-Range Planning, City of Milwaukee  
Jeffery J. Mantes ..... Commissioner, Department of Public Works,  
City of Milwaukee  
Michael J. Martin ..... Director of Public Works, Village of Hales Corners  
Daniel Naze..... Director of Public Works, Village of Whitefish Bay  
(Representing Scott Brandmeier)  
Jeffrey S. Polenske..... City Engineer, City of Milwaukee, Milwaukee County  
Jack Takerian ..... Interim Director, Department of Transportation and  
Public Works, Milwaukee County  
Paul Vornholt..... Director, Division of Intergovernmental Relations,  
City of Milwaukee  
Bill Wehrley..... City Engineer, City of Wauwatosa  
(Representing William A. Kappel)  
Joseph Wiczorek ..... Project Engineer, Department of  
(Representing Milwaukee County) Public Works, Milwaukee County

Non-Voting Members

Steven R. Coons..... System Planning Supervisor,  
(Representing Dewayne Johnson) Wisconsin Department of Transportation  
Kenneth R. Yunker ..... Executive Director, SEWRPC

Guests and Staff Present

Tim Barbeau..... Engineer, Village of Butler  
Tom Boyke ..... Project Engineer, Ruekert & Mielke, Inc.  
Charlene Brady ..... County Board Supervisor, Washington County  
Jim Buske..... Engineering and GIS Manager, Village of Brown Deer  
Megan Carr ..... Citizen  
Peter Daniels ..... Project Engineer, City of West Allis  
Paul G. Day ..... Interim Director of Public Works, City of Waukesha  
David De Angelis..... Village Manager, Village of Elm Grove  
Melinda Dejewski ..... City Engineer and Director of Public Works,  
City of St. Francis  
Jon Edgren ..... Highway Commissioner, Washington County  
James F. Engelhardt ..... Wisconsin Business Development Director, Clark Dietz, Inc.  
Melvin K. Ewert..... Trustee, Village of Germantown  
Gary Evans..... Highway Engineering Manager, Waukesha County  
Michael Friedlander ..... Transportation Analyst, Bureau of Air Management,  
Wisconsin Department of Natural Resources  
Mark Frye ..... Director of Public Works, City of Oconomowoc  
Daniel Goetz ..... County Board Supervisor, Washington County  
Thomas J. Hafner ..... Director of Public Works, City of Delafield  
Christopher T. Hiebert ..... Chief Transportation Engineer, SEWRPC  
William J. Hoppe ..... City Engineer, City of Mequon  
Ryan W. Hoel..... Principal Engineer, SEWRPC  
Douglas Johnson ..... Administrative Coordinator, Washington County  
John R. Johnson ..... Mayor, City of Muskego  
James Keegan..... Chief of Planning and Development,  
Milwaukee County Parks  
Thomas Kempinski ..... Village President, Village of Germantown  
Margaret Liedtke..... Engineer, City of Waukesha  
Michael Loughran ..... Planning and Development Manager, City of Milwaukee  
Eric D. Lynde..... Engineer/Planner, SEWRPC  
David Nguyen ..... Major Projects Manager, Office of Recovery and Reinvestment,  
Wisconsin Department of Transportation  
Ann Olson ..... Legislative Policy Advisor, Waukesha County  
Tim Rhode ..... Village Administrator, Village of Butler  
Xylia N. Rueda..... Research Analyst, SEWRPC  
Bill Sell ..... Bay View Neighborhood Association  
David Simpson..... City Engineering/Director of Public Works Projects,  
City of Muskego  
Peter Sorce ..... County Board Supervisor, Washington County

Robert Swiderski..... Senior Transportation Engineer, OMNI Associates, Inc.  
Thomas W. Tollaksen .....Village Manager, Village of River Hills  
Art Zabel ..... Trustee, Village of Germantown

**ROLL CALL**

Chairman Dranzik called the meeting of the Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area (Milwaukee Area TIP Committee) to order at 9:36 a.m. He indicated that a sign-in sheet was being circulated for the purposes of taking roll and recording the names of all persons in attendance at the meeting, and declared a quorum of the Committee present.

**APPROVAL OF MINUTES OF MARCH 20, 2009 MEETING**

Chairman Dranzik indicated that the first item on the agenda was the consideration and approval of the minutes for the previous meeting of the Committee, held on March 20, 2009. The minutes were approved as written on a motion by Mr. Grisa, seconded by Mr. Mantes, and carried unanimously by action of the Committee.

**REVIEW OF CANDIDATE STAGE 1 AND 2 SOLICITATION PROJECTS FOR AMERICAN RECOVERY AND REINVESTMENT ACT FEDERAL HIGHWAY ADMINISTRATION SURFACE TRANSPORTATION PROGRAM – MILWAUKEE URBANIZED AREA FUNDING**

Mr. Dranzik asked Mr. Yunker to review the listing of candidate Stage 1 and 2 solicitation projects deemed eligible for American Recovery and Reinvestment Act Federal Highway Administration Surface Transportation Program – Milwaukee Urbanized Area (ARRA FHWA STP-MUA) funds as determined by the Wisconsin Department of Transportation (WisDOT). Mr. Yunker noted that the list includes over \$220 million in candidate projects seeking \$38.6 million in ARRA FHWA STP-MUA funding, including 11 bridge projects (\$41 million), 85 rehabilitation and reconstruction projects on arterial streets and highways (\$148 million), 30 rehabilitation and reconstruction projects on nonarterial streets (\$24 million), and two rehabilitation projects on streets which include arterial and nonarterial segments (\$4 million). The following questions and comments were raised in the ensuing discussion:

1. Responding to an inquiry by Mr. Robert C. Johnson, Mr. Edgren stated that the project to reconstruct with additional lanes CTH Y between CTH Q and STH 175 would be removed from the project list should WisDOT approve the proposed removal of an area including Lannon Road (CTH Y) from the adjusted year 2000 Milwaukee urbanized area boundary that was requested by Washington County. Mr. Edgren noted that Washington County made the request to remove a segment of CTH Y from the urbanized area based on the understanding that there may be a greater possibility that the CTH Y project would be approved for funding within the \$109.5 million in ARRA FHWA STP funds available for county and municipal projects outside the State’s urbanized areas over 200,000 in population. Responding to an inquiry from Mr. Nguyen, Mr. Yunker stated that the Advisory Committee approved an adjusted year 2000 Milwaukee urbanized area boundary at its November 12, 2003 meeting, and again on December 21, 2004, to incorporate additional modifications proposed by the Wisconsin Department of Transportation. He added that Commission staff agreed to the adjusted urbanized area boundary change proposed by Washington County, and the Advisory Committee on April 16, 2009, and the Executive Committee of the Commission at its

April 23, 2009, meeting approved the proposed modification to the year 2000 adjusted Milwaukee urbanized area. He stated that Commission staff would be sending a letter to WisDOT requesting consideration and approval of the proposed modification to the adjusted year 2000 Milwaukee urbanized area boundary.

[Secretary's Note: A copy of the letter transmitted to WisDOT is included as Attachment A to these minutes, and a copy of a letter from the Secretary of the Wisconsin Department of Transportation response not approving the proposed modification is included as Attachment B to these minutes.]

2. Responding to an inquiry from Mr. Grisa, Mr. Yunker stated that the CTH Y project would remain on the list of project deemed eligible for ARRA FHWA STP-MUA funding, unless the area including CTH Y was approved by WisDOT to be removed from the year 2000 adjusted Milwaukee urbanized area.
3. Responding to an inquire by Mr. Takerian, Mr. Yunker stated that Washington County would no longer be allocated regular annual FHWA STP-MUA funds for the planned lane miles for CTH Y between CTH Q and STH 175 should the area including this segment of CTH Y be approved by WisDOT for removal from the year 2000 adjusted Milwaukee urbanized area.
4. Responding to an inquiry by Mr. Nguyen, Mr. Yunker stated that the \$38.7 million in ARRA would not be reduced should the area including CTH Y be removed from the year 2000 adjusted Milwaukee urbanized area, and that the funding level for the urbanized area is based on the year 2000 Census defined urbanized area. He noted that adjustments can be made adding area to the Census-defined urbanized area, which include adjustments to better define the true urbanized area by including areas of commercial and industrial urban development, not capable of consideration by the Census; adjustments to avoid having a street or highway located alternately within and outside the urbanized area boundary and then having to use Federal urban and rural funds on a single project; adjustments to include entire communities in the urbanized area; and adjustments to create a more uniform urbanized area boundary.

#### **CONTINUED DISCUSSION OF THE PROJECT SELECTION PROCESS FOR AMERICAN RECOVERY AND REINVESTMENT ACT FEDERAL HIGHWAY ADMINISTRATION SURFACE TRANSPORTATION PROGRAM – MILWAUKEE URBANIZED AREA FUNDING**

Mr. Dranzik noted the next item on the agenda was the project selection process. Mr. Yunker suggested that the Advisory Committee consider which criteria should be used in the process to select projects for ARRA FHWA STP-MUA funds. He noted that the criteria could include the proportion of planned lane miles of arterial facilities under jurisdiction of each county and community, priority to candidate projects that can be constructed in 2009, and priority to candidate projects that are located in economically distressed areas. Mr. Yunker suggested that the Advisory Committee also decide whether the selection of projects to receive ARRA FHWA STP-MUA funds should be considered independent of FHWA STP-MUA balances of each county and local government. He noted that counties and local governments having positive FHWA STP-MUA balances would benefit by having ARRA FHWA STP-MUA funds added to their FHWA STP-MUA funds, as they would have a greater probability that their candidate project would potentially be selected for ARRA FHWA STP-MUA funds. He added that counties and local governments having a negative FHWA STP-MUA balance would have a lesser probability that their candidate project would potentially be selected for ARRA FHWA STP-MUA funds. However, these

communities would receive a one-time increase in their FHWA STP-MUA balance potentially giving them a greater chance in their candidate projects being selected for routine annual FHWA STP-MUA funding. The following questions and comments were raised in the ensuing discussion:

1. Mr. Polenske suggested that a method to give projects located in economically distressed areas priority for ARRA FHWA STP-MUA funding by adjusting the proportion of lane miles of the arterial streets and highways within each county and local government based on their average equalized value per capita.
2. Ms. Bussler stated that the Advisory Committee has a long history of using planned lane miles of arterial facilities as a means to allocate FHWA STP-MUA funds between the communities of the Milwaukee urbanized area, and suggested that the Advisory Committee continue to do so in selecting projects for ARRA FHWA STP-MUA funding. Mr. Vornholt stated that the FHWA STP-MUA ARRA funds are different in that the ARRA requires that projects located in economically distressed areas be given priority. Mr. Polenske noted that the Commission staff has provided the Committee with useful information related to economically distressed areas that could be used in prioritizing candidate projects located within economically distressed areas. Mr. Yunker noted that, based on year 2000 census data, economically distressed areas within the Milwaukee urbanized area are particularly located within the City of Milwaukee, but that there are also areas in the Cities of Wauwatosa, Cudahy, South Milwaukee, West Allis, and Waukesha.
3. Mr. Grisa stated that the Committee had tentatively agreed at its March 20, 2009, meeting to divide the ARRA FHWA STP-MUA funding with 30 percent for the rehabilitation and reconstruction of bridges and 70 percent for the resurfacing and reconstruction of arterial streets and highways and collector streets (with the final project selection to be determined following review by the Advisory Committee of the listing of candidate projects), and suggested that instead each community be allowed to determine which of their projects are funded within their allocation of ARRA FHWA STP-MUA funds. Mr. Yunker noted that the rehabilitation and reconstruction of local bridges have been typically funded through FHWA bridge program funds, and have not been historically funded with routine annual FHWA STP-MUA funding. He added that a local bridge fund program was not specifically included in the ARRA, and that any local bridge projects in the Milwaukee area would need to be funded within the \$38.7 million in FHWA ARRA funding allocated to the Milwaukee urbanized area. Mr. Takerian stated that the Advisory Committee did not know the number of candidate bridge projects seeking ARRA funds at the March 20, 2009, meeting when he had suggested to divide the ARRA FHWA STP-MUA funding between the rehabilitation and reconstruction of bridges and the resurfacing and reconstruction of arterial streets and highways and collector streets. He stated that because the candidate bridge projects deemed eligible for ARRA FHWA STP-MUA funds were predominately located within Milwaukee County, he agreed that the ARRA funds not be divided between types of projects. The Committee was in agreement with not dividing ARRA FHWA STP-MUA funds between bridge and arterial street projects.
4. Responding to an inquiry by Mr. Takerian, Mr. Nguyen responded that the ARRA FHWA STP-MUA funds cannot be used to partially fund projects previously obligated for other Federal funding sources, such as routine annual FHWA STP-MUA funds. Mr. Takerian then

suggested that the current FHWA STP-MUA balance for each county and local government should not be credited with their allocation of ARRA FHWA STP-MUA funds.

5. Mr. Grisa suggested that the ARRA FHWA STP-MUA funds be allocated based on the proportion of lane-miles of planned arterial streets and highways in each county and local government, and that the current FHWA STP-MUA balances for each county and local government be credited with their allocated share of ARRA FHWA STP-MUA funding, similar to the process previously recommended by the Advisory Committee for selecting projects for routine annual FHWA STP-MUA funding. He noted that by using this method, every county and local government within the Milwaukee urbanized area would benefit by receiving an increase in their current STP-MUA balance, regardless of whether they had a project selected for ARRA funding. He added that under this method, the City of Milwaukee would still be allocated their proportionate share of the ARRA FHWA STP-MUA funding for implementation of their candidate projects. Mr. Nguyen noted that the selection process previously recommended by the Advisory Committee was developed for funding that was annually allocated to the Milwaukee urbanized area. He added that the ARRA funding is different in that the ARRA funding is likely a one-time allocation, the primary purpose of the ARRA is to create or maintain jobs, and that the ARRA specifically required that priority be given to projects located in economically distressed areas.
6. Mr. Bennett expressed support for treating ARRA FHWA STP-MUA funds separate from the regular annual FHWA STP-MUA funds based on counties or local governments with a negative FHWA STP-MUA balance being less likely to receive ARRA FHWA STP-MUA funding for one or more of their candidate projects.
7. Mr. Goetz stated the two candidate projects in Washington County—the reconstruction with additional traffic lanes of CTH Q between USH 41/45 and Pilgrim Road and the reconstruction with additional traffic lanes of CTH Y between CTH Q and STH 175—are ready for implementation now and noted that these projects would create jobs and economic stimulus in 2009.

Mr. Takerian made a motion to treat ARRA FHWA STP-MUA funds separate from regular annual FHWA STP-MUA funding. Mr. Vornholt seconded the motion. The following questions and comments were raised in the ensuing discussion:

1. Mr. Lewis stated his support for crediting the FHWA STP-MUA balances of each county and local government with their allocation of ARRA FHWA STP-MUA funds based on their proportion of lane-miles of arterial streets and highways, allowing every county and local government to benefit by receiving an increase in their FHWA STP-MUA balance.
2. Responding to an inquiry by Mr. Grisa, Mr. Yunker stated that under Mr. Takerian's motion, the FHWA STP-MUA balances for each community would not be credited with their allocation of ARRA FHWA STP-MUA funding.
3. Mr. Polenske suggested that the Advisory Committee should first determine how the ARRA FHWA STP-MUA funds would be allocated to each county and local government within the Milwaukee urbanized area.

Mr. Takerian agreed, and withdrew his motion, with Mr. Vornholt in agreement.

Mr. Polenske then made a motion that the ARRA FHWA STP-MUA funds be distributed by the proportion of lane-miles of arterial streets and highways within each county and local government adjusted based on their average equalized value per capita. Mr. Vornholt seconded the motion. The following questions and comments were raised in the ensuing discussion:

1. Responding to an inquiry by Mr. Grisa, Mr. Polenske stated that the ARRA states that priority shall be given to projects that are located within economically distressed areas. Mr. Yunker stated that the ARRA also stated that priority shall be given to projects projected to be completed within a three year time period following its enactment. He added that WisDOT has defined an even shorter timeframe for projects to be ready for implementation. He suggested that timing of implementation should also be considered as a criteria in the selection of projects for ARRA FHWA STP-MUA funds. Mr. Dreblow agreed and stated that preference should also be given to shovel-ready projects. Mr. Vornholt noted that there are a number of shovel-ready projects on the list provided by the City of Milwaukee. Mr. Nguyen stated that the State would prefer that priority should be given first to projects which can be completed by the end of the year, and then to projects located within economically distressed areas. He noted that if the Advisory Committee agrees to allocate ARRA FHWA STP-MUA funding based solely on economically distressed areas, shovel-ready projects may not be selected. Mr. Polenske noted that all of the projects deemed eligible for ARRA FHWA STP-MUA funding by WisDOT should be able to be completed within the three year time period specified by the ARRA.
2. Ms. Bussler noted that the City of Milwaukee would greatly benefit should the proportion of lane-miles of arterial street and highways in each county and local government adjusted based on the average equalized value per capita be used as a criteria in selecting candidate projects for ARRA FHWA STP-MUA funding. Mr. Polenske stated that other criteria could be considered, but stated that priority must be given to economically distressed areas.
3. Mr. Yunker suggested that the Advisory Committee allow Commission staff to prepare alternatives for the allocation of funding and selection of projects for ARRA FHWA STP-MUA funds based on the suggestions and concerns identified at this meeting by Advisory Committee members and by local governments within the Milwaukee urbanized area. He noted that WisDOT has requested that the selection of projects for ARRA FHWA STP-MUA funding be made by Friday, May 8, 2010, and suggested that the Advisory Committee meet again on Wednesday, May 6, 2010.

Mr. Polenske agreed to withdraw his motion, with Mr. Vornholt in agreement, based on the Advisory Committee meeting to discuss alternative criteria in selection candidate projects for ARRA FHWA STP-MUA funding at a subsequent Committee meeting.

Mr. Naze asked if a county or local government could determine which projects would proceed based on their allocation of ARRA FHWA STP-MUA funding. Mr. Yunker stated that the Commission staff would likely identify potential projects within the total amount of funding allocated to counties and local governments. However, it would be the staff's intent to not require that these potential projects be selected for funding, but rather that each county and community work with the Wisconsin Department of

Transportation and Commission staff to determine the projects to be completed within their total allocated funding.

**ADJOURNMENT**

There being no further business to come before the Committees, the meeting was adjourned on a motion from Mr. Mantes, seconded by Mr. Vornholt, and carried unanimously by the Committee.

Respectfully submitted,

Kenneth R. Yunker  
Acting Secretary

\* \* \*

KRY/RWH/XNR/xnr/mlh  
6/23/09

#144545 V1 - TIP '09-'12 MUA COMMITTEE MEETING MINUTES 04-30-09



## Attachment A

# SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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April 30, 2009

Ms. Aileen I. Switzer  
Chief, Urban Planning Section  
Division of Transportation  
Investment Management  
Wisconsin Department of Transportation  
4802 Sheboygan Avenue, Room 933  
P.O. Box 7913  
Madison, WI 53707-7913

Mr. Dewayne J. Johnson  
Director, Southeast Region  
Wisconsin Department of Transportation  
141 NW Barstow Street, Room202  
P.O. Box 798  
Waukesha, WI 53187-0798

Dear Ms. Switzer and Mr. Johnson:

The Southeastern Wisconsin Regional Planning Commission asks that the Wisconsin Department of Transportation consider modifying the adjusted Milwaukee urbanized area, as requested by Washington County. The modification would remove an area including Lannon Road (CTH Y) from the year 2000 adjusted Milwaukee urbanized area. The enclosed maps show the current and proposed modified adjusted Milwaukee urbanized area. Making this change in the urbanized area would remove Lannon Road (CTH Y) between County Line Road (CTH Q) and STH 175 from the year 2000 adjusted Milwaukee urbanized area, which would result in the proposed Lannon Road (CTH Y) reconstruction project not being capable of being funded with Federal Highway Administration Surface Transportation Program – Milwaukee Urbanized Area (FHWA STP-MUA) funds, including American Recovery and Reinvestment Act of 2009 (ARRA) FHWA STP-MUA funds. The project would then be eligible for funding with ARRA FHWA STP funds available for county and local projects within the State and located outside the urbanized areas over 200,000 in population (total of \$109.5 million of ARRA funds as compared to \$38.7 million of such funds available to the Milwaukee urbanized area).

The Milwaukee urbanized area is delineated after each decennial U.S. census by the U.S. Bureau of the Census based solely on population and population density. The Southeastern Wisconsin Regional Planning Commission working with local officials (the Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area), and the Wisconsin Department of Transportation are responsible for proposing an adjusted urbanized area. The adjustments—all additions to the census defined urbanized area—are to be made for a number of reasons. The adjustments are made to better define the true urbanized area by including areas of commercial and industrial urban development, not capable of consideration by the Census. The adjustments are also to be made to avoid having a street or highway located alternately within and outside the urbanized area boundary and then having to use Federal urban and rural funds on a single project. Neither of these criteria apply to the area encompassing Lannon Road (CTH Y). The adjustments are also made to include entire communities in the urbanized area, and to create a more uniform urbanized area boundary.

The Commission's Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area approved an adjusted year 2000 Milwaukee urbanized area boundary at its November 12, 2003, meeting, and again on December 21, 2004, to incorporate additional modifications proposed by the Wisconsin Department of Transportation. The Commission staff agreed to the adjusted

Attachment A (continued)

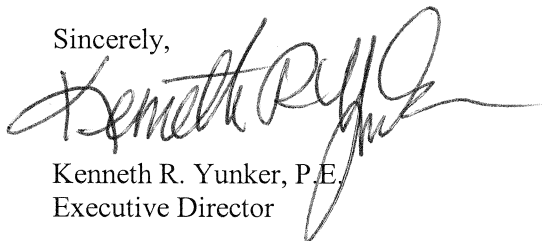
Ms. Aileen I. Switzer and Mr. Dewayne J. Johnson  
April 30, 2009  
Page 2

urbanized area boundary change proposed by Washington County, and the Commission's Advisory Committee on April 16, 2009, approved the proposed modification of the Milwaukee urbanized area. In addition, the Executive Committee of the Southeastern Wisconsin Regional Planning Commission at its April 23, 2009, meeting approved the modification to the year 2000 adjusted Milwaukee urbanized area.

We hope that this change to the adjusted Milwaukee urbanized area boundary can be approved by the Wisconsin Department of Transportation, and that you will then forward it to the Federal Highway Administration. We further hope that the Lannon Road project can then be funded by WisDOT within the \$109.5 million of funds available for county and municipal projects outside the State's urbanized areas of over 200,000 population.

Should you have any questions about the Advisory Committee's or the Commission's actions with respect to the proposed modification, please do not hesitate to contact us.

Sincerely,

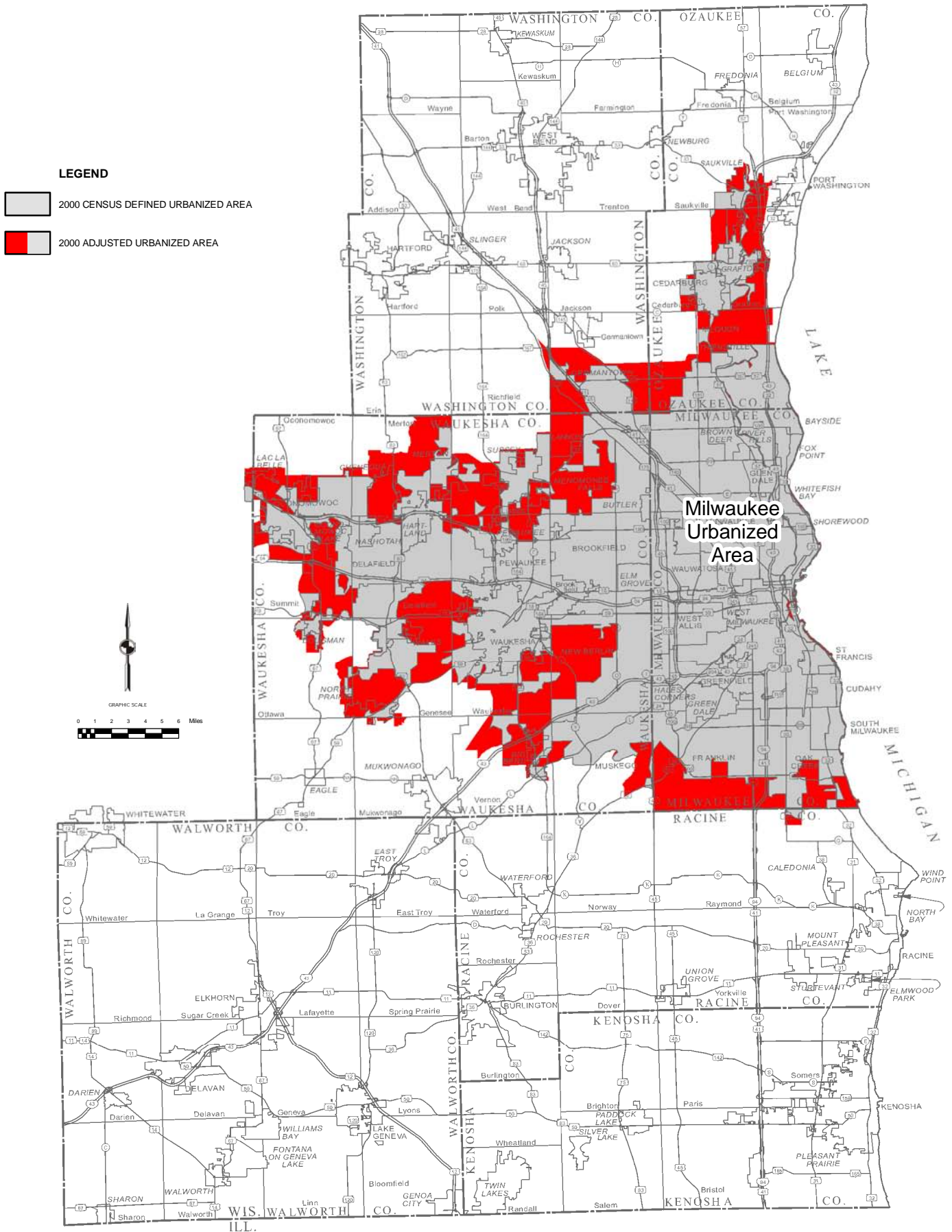


Kenneth R. Yunker, P.E.  
Executive Director

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#144540 v1 - Switzer/Johnson ltr

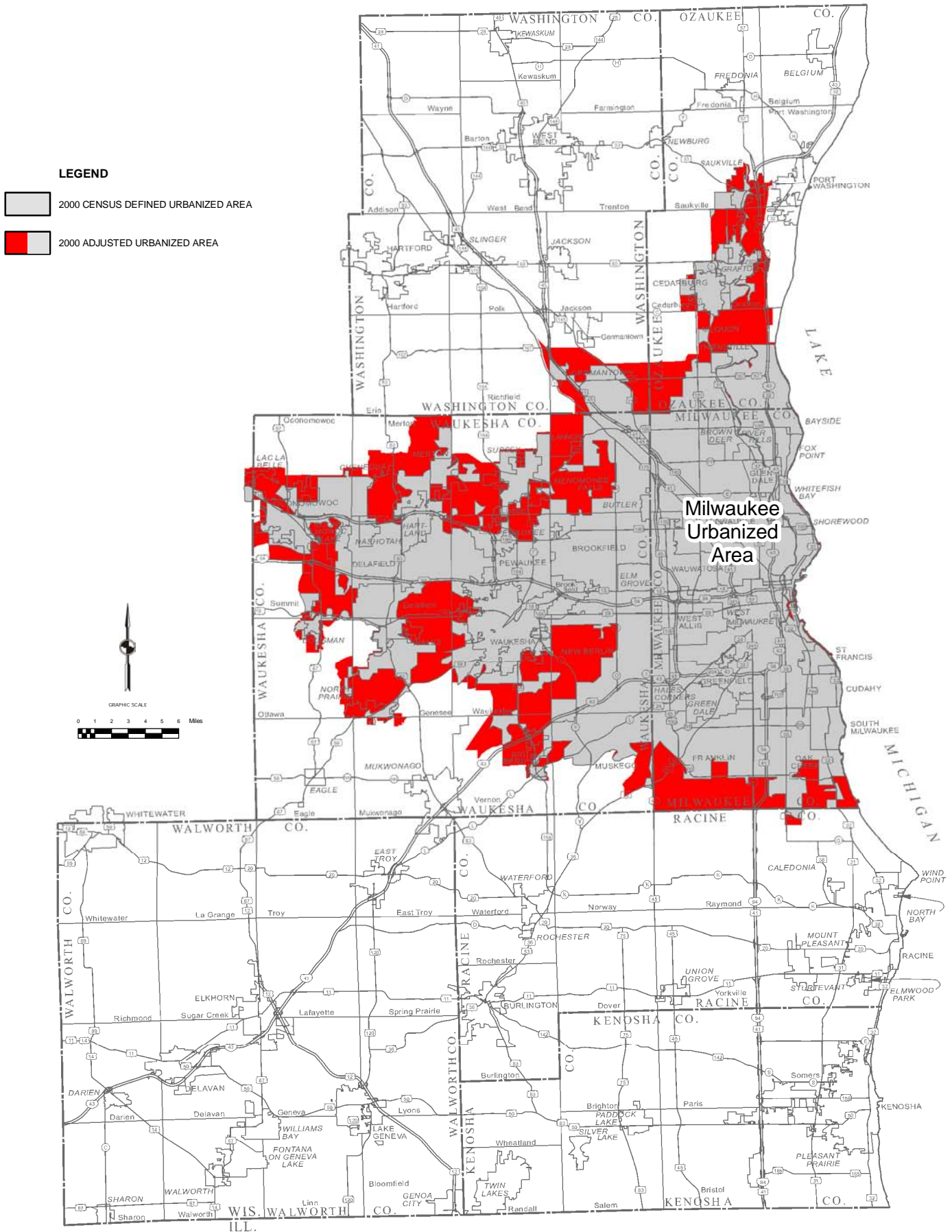
cc: Christopher Klein, Executive Assistant, Wisconsin Department of Transportation  
Sandra K. Beaupre, Director, Bureau of Planning and Economic Development, Division of  
Transportation Investment Management, Department of Transportation  
Donna L. Brown, Southeast Urban Planning Manager, Southeast Region, Wisconsin Department  
of Transportation  
Rodney A. Clark, Director, Bureau of Transit, Local Roads, Rails and Harbors, Division of  
Transportation Investment Management, Department of Transportation  
Dwight E. McComb, Planning and Program Development Engineer, Federal Highway  
Administration, U.S. Department of Transportation  
Jon Edgren, Highway Commissioner, Washington County

Attachment A (continued)  
MILWAUKEE URBANIZED AREA: 2000



Source: U.S. Bureau of the Census, Wisconsin Department of Transportation, and SEWRPC.

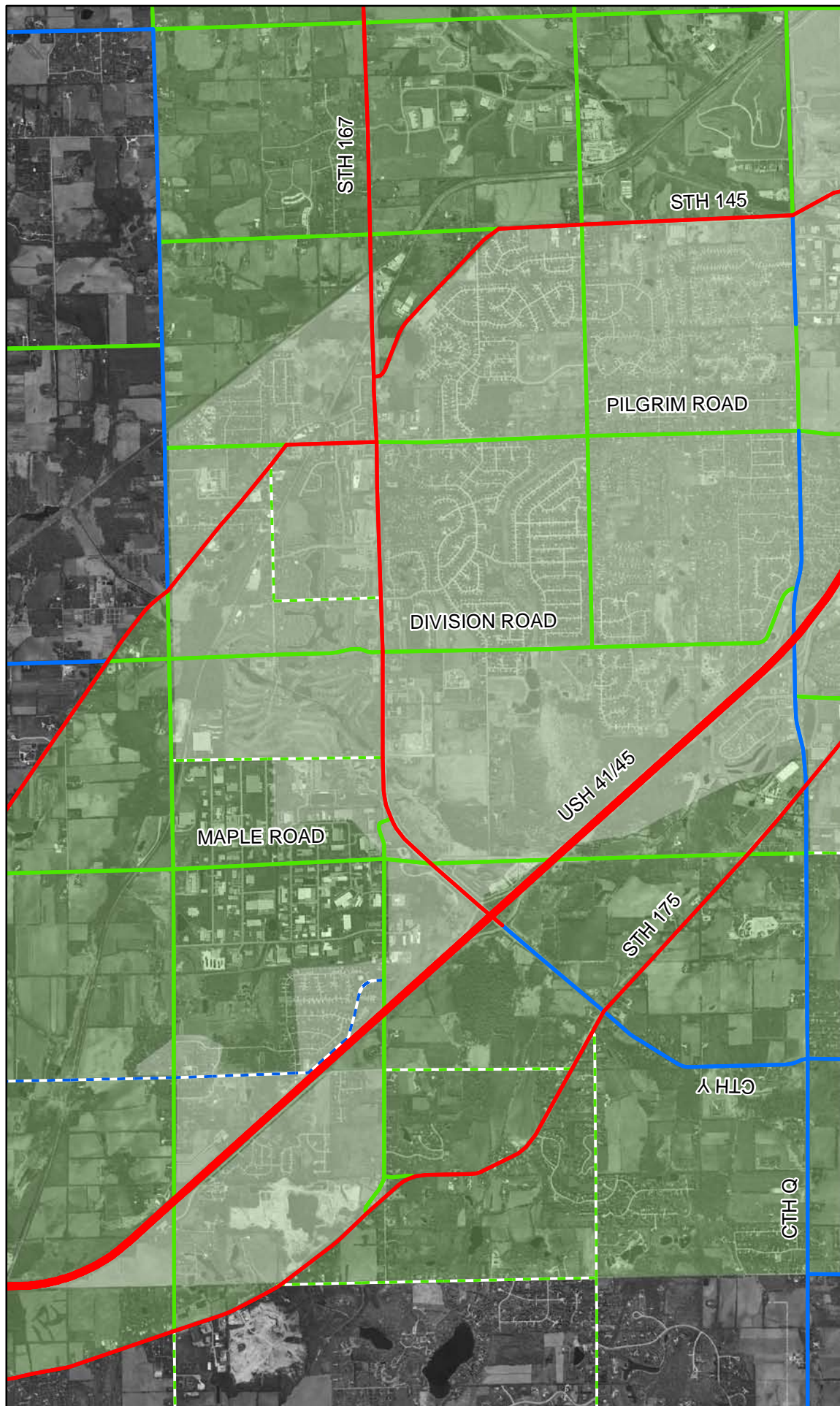
**Attachment A (continued)**  
**PROPOSED MODIFIED MILWAUKEE URBANIZED AREA: 2000**



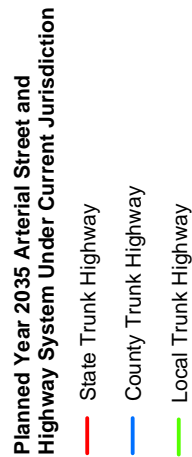
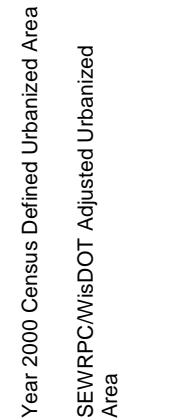
Source: U.S. Bureau of the Census, Wisconsin Department of Transportation, and SEWRPC.



MILWAUKEE URBANIZED AREA: 2000



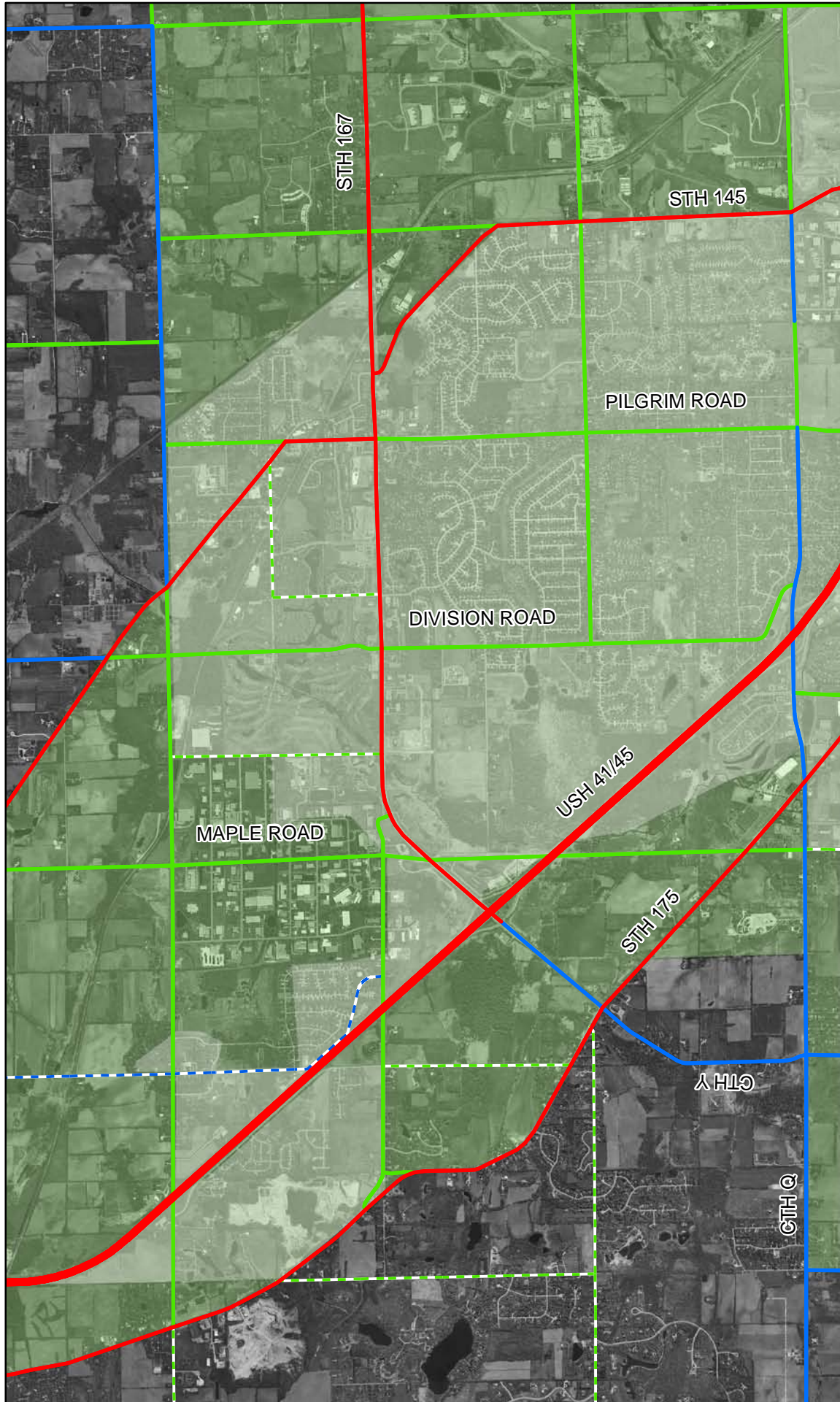
Source: Census 2000, Wisconsin Department of Transportation, and SEWRPC.



Arterial and Collector Streets As Defined By The Wisconsin Department of Transportation and not included as an arterial in the Year 2035 Regional Transportation System Plan for Southeastern Wisconsin



PROPOSED MODIFIED MILWAUKEE URBANIZED AREA: 2000



Source: Census 2000, Wisconsin Department of Transportation, and SEWRPC.



Year 2000 Census Defined Urbanized Area  
SEWRPC/WisDOT Adjusted Urbanized Area

**Planned Year 2035 Arterial Street and Highway System Under Current Jurisdiction**

- State Trunk Highway
- County Trunk Highway
- Local Trunk Highway

**Arterial and Collector Streets As Defined By The Wisconsin Department of Transportation and not included as an arterial in the Year 2035 Regional Transportation System Plan for Southeastern Wisconsin**

- - - County Trunk Highway
- - - Local Trunk Highway





## Wisconsin Department of Transportation

[www.dot.wisconsin.gov](http://www.dot.wisconsin.gov)

Jim Doyle  
Governor

Frank J. Busalacchi  
Secretary

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4802 Sheboygan Avenue, Room 120B  
P O Box 7910  
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Telephone: 608-266-1113  
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May 14, 2009

Kenneth Yunker, Executive Director  
Southeastern Wisconsin Regional Planning Commission  
W239 N1812 Rockwood Drive  
PO Box 1607  
Waukesha, WI 53187-1607

Dear Mr. Yunker:

Thank you for your letter dated April 30, 2009 regarding the Southeastern Wisconsin Regional Planning Commission's (SEWRPC) request that the Wisconsin Department of Transportation (WisDOT) consider modifying the adjusted Milwaukee Urbanized Area (MUA) boundary. After a thorough review, we find that we cannot approve the requested boundary change because it fails to meet the required criteria. For this reason, it is the position of the Department that responsibility for decision making regarding the CTH Y project continues to rest with SEWRPC and the Milwaukee Urbanized Area Advisory Committee.

As described in your letter, the proposed boundary modification would remove the area between County Line Road (CTH Q) and STH 175, including Lannon Road (CTH Y) from the year 2000 adjusted Milwaukee urbanized area.

When reviewing a proposed change to the adjusted urbanized area boundary, the review must evaluate whether the proposal will:

- Smooth out irregularities along the Census defined boundary
- Maintain administrative continuity of routes, and
- Offer a logical boundary that does not unduly distort the urbanized area.

The County Line Road (CTH Q) boundary, as currently identified, clearly delineates the urban area of the Village of Richfield and the Milwaukee Urbanized Area. County Line Road offers a logical and reasonable boundary for the Milwaukee Urbanized Area and the areas adjacent to it. The proposed modification would shift the location of the boundary off of County Line Road, and create a rural 'island' within the Village of Germantown; a solution that offers no foreseeable benefits beyond the immediate. In addition to the above considerations, federal guidelines indicate that boundary modifications are not recommended to accommodate a single project.

The department thanks you for your efforts to meet the vision and goals established under ARRA. If you have additional questions, you can contact Sandy Beaupre, at 608 266-7575.

Sincerely,

A handwritten signature in black ink that reads "Frank J. Busalacchi".

Frank J. Busalacchi  
Secretary