

MINUTES OF THE JOINT MEETING

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

**Advisory Committees on Transportation System Planning and Programming
for the Milwaukee, Kenosha, Racine, and Round-Lake Beach Urbanized Areas**

DATE: February 9, 2011

TIME: 9:30 A.M.

PLACE: Wisconsin State Fair Park
Wisconsin Exposition Center, 2nd Floor Meeting Room 1
8200 W. Greenfield Avenue
West Allis, WI

Milwaukee Urbanized Area Members Present

Brian Dranzik, Chairman Director of Administration, Department of
Transportation and Public Works, Milwaukee County
John M. Bennett City Engineer, City of Franklin
Scott Brandmeier Director of Public Works/Village Engineer,
Village of Fox Point
Rollin Bertran Director of Highway Operations,
Department of Transportation and Public Works,
Milwaukee County
Gary M. Evans Highway Engineering Manager, Waukesha County
(Representing Allison Bussler)
Peter Daniels Engineer, City of West Allis
(Representing Michael Lewis)
Lois C. Gresl Major Projects Manager, City of Milwaukee
(Representing Jeffrey Mantes)
Thomas M. Grisa Director of Public Works, City of Brookfield
Robert C. Johnson Transit Director, Waukesha Metro Transit,
City of Waukesha
Michael J. Maierle Manager of Long-Range Planning,
Department of City Development, City of Milwaukee
Michael J. Martin Director of Public Works, Village of Hales Corners
Jeffrey S. Polenske City Engineer, City of Milwaukee
Jack Takerian Director, Department of Transportation
(Representing Marvin Pratt) and Public Works, Milwaukee County
Martin Weddle Research Analyst, Milwaukee County
(Representing Lee Holloway)
William Wehrley Acting Director of Public Works, City of Wauwatosa
Thomas Winter Manager of Planning, Milwaukee County Transit System
(Representing Anita Gulotta-Connelly)

Non-Voting Members

Kenneth Yunker, Secretary Executive Director, SEWRPC
 Dwight McComb Planning and Program Development Engineer,
 (Representing George Poirier) U.S. Department of Transportation,
 Federal Highway Administration
 Peter T. McMullen Program and Planning Analyst,
 Wisconsin Department of Natural Resources
 Sheri Schmit Systems Planning Chief, Southeast Region,
 (Representing Dewayne Johnson) Wisconsin Department of Transportation

Kenosha Urbanized Area Members Present

Kenneth Yunker, Secretary Executive Director, SEWRPC
 Matthew Fineour Assistant Village Engineer, Village of Pleasant Prairie
 (Representing Michael Spence)
 Ron Iwen Director, Department of Transportation, City of Kenosha
 Michael M. Lemens Director, Engineering Division,
 Department of Public Works, City of Kenosha
 Dwight McComb Planning and Program Development Engineer,
 (Representing George Poirier) U.S. Department of Transportation,
 Federal Highway Administration
 Peter T. McMullen Program and Planning Analyst,
 Wisconsin Department of Natural Resources
 Sheri Schmit Systems Planning Chief, Southeast Region,
 (Representing Dewayne Johnson) Wisconsin Department of Transportation

Racine Urbanized Area Members Present

David Prott, Chairman Director, Department of Public Works, Racine County
 Kenneth Yunker, Secretary Executive Director, SEWRPC
 John Rooney Assistant City Engineer,
 (Representing Richard M. Jones) Department of Public Works, City of Racine
 Dwight McComb Planning and Program Development Engineer,
 (Representing George Poirier) U.S. Department of Transportation,
 Federal Highway Administration
 Peter T. McMullen Program and Planning Analyst,
 Wisconsin Department of Natural Resources
 Sheri Schmit Systems Planning Chief, Southeast Region,
 (Representing Dewayne Johnson) Wisconsin Department of Transportation

Round Lake Beach Urbanized Area Members Present

Kenneth Yunker, Secretary Executive Director, SEWRPC
 Randy Kerkman Village Administrator, Village of Bristol
 (Representing Richard J. Gossling)
 Dwight McComb Planning and Program Development Engineer,
 (Representing George Poirier) U.S. Department of Transportation,
 Federal Highway Administration

Peter T. McMullen..... Program and Planning Analyst,
Wisconsin Department of Natural Resources
Sheri Schmit..... Systems Planning Chief, Southeast Region,
(Representing Dewayne Johnson) Wisconsin Department of Transportation

Guests and Staff Present

Stephen P. Adams..... Public Involvement and Outreach Manager, SEWRPC
Jason Biernat..... Engineer, SEWRPC
Brionne Bischke..... Village Engineer, Village of Germantown
Roslin Burns..... Program Policy Analyst, Southeast Region,
Wisconsin Department of Transportation
Jim Buske..... Engineering and GIS Manager, Village of Brown Deer
Jon Edgren..... Highway Commissioner, Washington County
Mark Frye..... Director of Public Works, City of Oconomowoc
Christopher T. Hiebert..... Chief Transportation Engineer, SEWRPC
Alexis Kuklenski..... Community Planner, U.S. Department of Transportation,
Federal Highway Administration
Thomas Longtin..... State Program Engineer, Southeast Region,
Wisconsin Department of Transportation
Dianne Robertson..... Village Administrator, Village of Thiensville
Wisconsin Department of Transportation
Xylia Rueda..... Planner, SEWRPC
Robert Schmidt..... Local Program Manager, Southeast Region,
Wisconsin Department of Transportation
Richard Sokol..... Director of Neighborhood Services, City of Greenfield
Kenneth Ward..... Principal, Ruekert and Mielke, Inc.
Art Zabel..... Trustee, Village of Germantown

ROLL CALL

The meeting was called to order at 9:35 a.m. by Chairman Dranzik, Chairman of the Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area. He welcomed all present and noted that the meeting was a joint meeting of the Advisory Committees on Transportation System Planning and Programming for the Kenosha, Milwaukee, Racine, and Round Lake Beach Urbanized Areas (TIP Committees).

Chairman Dranzik 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 four Committees present.

APPROVAL OF MINUTES OF APRIL 3, 2009 MEETING

Chairman Dranzik indicated that the first item on the agenda was the consideration and approval of the minutes for a previous meeting of the Milwaukee Urbanized Area TIP Committee held on April 3, 2009. The minutes were approved as written on a motion by Mr. Polenske, seconded by Mr. Grisa, and carried unanimously by action of the Milwaukee Urbanized Area TIP Committee.

APPROVAL OF MINUTES OF APRIL 30, 2009 MEETING

Chairman Dranzik stated the second item on the agenda was the consideration and approval of the minutes for a previous meeting of the Milwaukee Urbanized Area TIP Committee held on April 30, 2009. The minutes were approved as written on a motion by Mr. Grisa, seconded by Mr. Brandmeier, and carried unanimously by action of the Milwaukee Urbanized Area TIP Committee.

APPROVAL OF MINUTES OF AUGUST 25, 2010 MEETING

Chairman Dranzik stated the third item on the agenda was the consideration and approval of the minutes for the previous joint meeting of the TIP Committees held on August 25, 2010. The minutes were approved as written on a motion by Mr. Lemens, seconded by Mr. Takerian, and carried unanimously by action of the four TIP Committees.

CONSIDERATION OF PRELIMINARY DRAFT OF *A TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN: 2011 – 2014.*

At the request of Chairman Dranzik, Mr. Yunker reviewed the draft transportation improvement program (TIP), which had been provided to Committee members prior to the meeting. Mr. Yunker added that members of the TIP Committees were provided three handouts upon arriving at the meeting containing changes requested by project sponsors to the draft TIP. One handout provided 20 new projects to be added to the TIP, one provided proposed changes to 24 projects listed in the draft TIP, and one provided 23 projects to be dropped from the draft TIP. He noted that most of the requested changes were minor, but that two requested changes—the adding of a project for the purchasing of 33 40-foot replacement buses for the Milwaukee County Transit System (MCTS), and the increasing of project costs for project number 362, the resurfacing of STH 144 from the City of West Bend North City Limit to the North Washington County Line—would require public comment before being made to the TIP. He added that Commission staff was currently soliciting public comment on these two projects, and that any comments received would be forwarded to the members of the TIP Committees and the Commission.

Mr. Yunker then stated that the draft TIP would be reviewed section by section. He asked that any revisions, such as the modification, addition, or deletion of projects, be brought to the Committee's attention during the meeting, and that any minor changes in funding or project schedule could be reported to the Commission staff following the meeting. Mr. Yunker then led the Committee through the draft TIP. The following comments, questions, and revisions were raised by the Committee members:

[Secretary's Note:

No public comments were received for the two requested changes to the draft TIP prior to the meeting—the adding of a project for the purchasing of 33 40-foot replacement buses for MCTS, and increasing the project costs for project number 362, Resurfacing of STH 144 from the City of West Bend North City Limit to the North Washington County Line.]

1. Responding to an inquiry by Mr. Grisa, Mr. Yunker stated that the projects in the draft TIP indicated to be funded with Federal Highway Administration (FHWA) High Speed Rail funding are rail crossing safety projects along the existing Hiawatha Amtrak passenger rail line.

8. Mr. Lemens indicated that project numbers 526 and 536 both propose reconstruction of STH 50 (75th Street) from IH 94 to 43rd Avenue in the City of Kenosha and Village of Pleasant Prairie. Mr. Yunker stated that Commission staff would correctly show the project in the final TIP.

[Secretary's Note: Following the meeting, WisDOT staff indicated to Commission staff that project number 536 should remain in the draft TIP, and that project number 526 should be removed from the TIP.]

9. Ms. Gresl requested that the project limits and estimated project costs be updated for a project shown in the listing of new projects to be added to the TIP requested by project sponsors prior to the meeting—Reconstruction of W. Lloyd Street from 47th Street to 60th Street in the City of Milwaukee. Mr. Yunker stated that Commission staff would update the project limits and estimated costs for the project in the final TIP.

[Secretary's Note: A number of minor changes were received by Commission staff from Committee members following the meeting, and were incorporated in the final TIP. City of Milwaukee staff provided Commission staff with updates in project costs and limits for project numbers 189, 204, and 223. Milwaukee County staff provided Commission staff with updates in project costs for project numbers 110. The City of Milwaukee, Washington County, City of Waukesha, and the State of Wisconsin provided Commission staff a total of eight projects to be added to the final TIP. None of the projects added would require the solicitation of public comment before adding them to the TIP.]

There being no further discussion, the transportation improvement program as amended for the Kenosha, Milwaukee, Racine, and Round Lake Beach urbanized areas was approved on a motion by Mr. Takerian, seconded by Mr. Polenske, and carried unanimously by joint action of the Kenosha, Milwaukee, Racine, and Round Lake Beach Area TIP Committees.

REVIEW AND CONSIDERATION OF PRELIMINARY DRAFT OF SEWRPC STAFF MEMORANDUM ENTITLED, *PROPOSED ALLOCATION OF FY YEAR 2013 AND 2014 SURFACE TRANSPORTATION PROGRAM FUNDS AND SELECTION OF PROJECTS FOR FUNDING WITHIN THE MILWAUKEE URBANIZED AREA*

Chairman Dranzik asked Mr. Yunker to review the Commission staff memorandum regarding the proposed allocation of Federal Highway Administration (FHWA) Surface Transportation Program – Milwaukee Urbanized Area funds (STP-MUA) (see Attachment A to these minutes) and the selection of projects for funding in the Milwaukee urbanized area. Mr. Yunker began by indicating that Tables 5, 6, and 7 of the draft memorandum were revised to correct the requested STP-MUA funding for candidate projects submitted by Milwaukee County, and to reflect a request made by the City of Franklin to replace their initial candidate project involving the reconstruction of Martins Road between USH 45 and S. Chapel Hill Drive with a project involving funding the City's portion of the reconstruction with additional traffic lanes of S. 76th Street (CTH U) between Puetz Road and Imperial Drive. (Attachment B to these minutes contains a copy of the revised staff memorandum.) Mr. Yunker added that the STP-MUA funds requested for the replacement project requested by the City of Franklin are less than their original candidate project.

Mr. Yunker noted that the estimated STP-MUA balances through 2014 shown on Table 2 of the staff memorandum includes the adjustment of STP-MUA balances resulting from a county or local government receiving an ARRA FHWA STP-MUA funded project in excess of their allocated ARRA funding, as approved by the Milwaukee Urbanized Area TIP Committee at its May 6, 2011, meeting.

Mr. Yunker also noted that Milwaukee County indicated to Commission staff its intention to utilize the \$10 million in STP-MUA funding initially approved in 2002 by the Milwaukee Urbanized Area TIP Committee for the construction of the Downtown Connector project, and then approved in 2010 by the Committee to fund replacement of a portion of the MCTS fleet of buses. He added that the funding for the project was initially deferred while a study was conducted to determine the locally preferred alternative for the project, which resulted in potential highway projects that were ready for implementation being advanced and funded to ensure that all of the annual allocation of STP-MUA funding was used each year. Mr. Yunker stated that as a result, \$10.0 million of the of the \$31.1 million of STP funding allocated to all other local units of government in the Milwaukee urbanized area outside of the City of Milwaukee in the years 2013 and 2014 would be used for the MCTS bus replacement project.

During and following Mr. Yunker's review, the following comments and questions were raised:

1. Responding to an inquiry by Mr. Martin, Mr. Yunker stated that the total year 2035 planned arterial lane miles represents an increase of about 10 percent over the existing arterial lane miles. He noted that this increase in lane miles includes new facilities and widening of existing arterial facilities with additional travel lanes that are recommended in the year 2035 regional transportation plan.
2. Ms. Gresl stated that while Table 2 of the draft memorandum indicates that the City of Milwaukee had an adjusted estimated STP-MUA balance through 2012 of \$3.7 million for the City of Milwaukee, WisDOT staff had informed City staff that the current STP-MUA balance is about \$150,000. Mr. Schmidt responded that the STP-MUA balance for the City of Milwaukee was reduced to account for cost overruns on several projects funded with ARRA FHWA STP-MUA funds.
3. Responding to a question from Mr. Sokol, Mr. Yunker stated that the estimated balance for each local community is a "paper" balance of STP-MUA funds used for the purposes in the selection of candidate projects for STP-MUA funding, and is not a banking of the STP-MUA funds that can be utilized by the local government. He added that the Commission, acting as the Metropolitan Planning Organization for the Milwaukee urbanized area, works with local governments through the Milwaukee Urbanized Area TIP Committee and WisDOT to select candidate projects for STP-MUA funding according to the guidelines developed by the Committee. He added that WisDOT administers the STP-MUA funding program, and works with local governments to implement their projects selected for STP-MUA funding.
4. Responding to an inquiry by Mr. Brandmeier, Mr. Yunker suggested that any local government having a "potential" project should periodically contact WisDOT to establish if funding has become available as a result of a project selected for STP-MUA funding being dropped or deferred.
5. Responding to a question from Ms. Gresl, Mr. Yunker stated that initially under the guidelines developed by the Milwaukee Urbanized Area TIP Committee for the distribution of STP-MUA funds, projects on segments of the National Highway System (NHS) under the jurisdiction of local governments were originally expected to be funded using Federal NHS

program funds available statewide, and not with STP-MUA funds. He added that needs on the NHS system significantly exceeded available funds, and available NHS program funding was being expended on state highways, with only 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-MUA 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-MUA funding for those entities.

6. Mr. Schmidt inquired about the timing of Milwaukee County utilizing the \$10 million in STP-MUA funding approved for the replacement of a portion of the MCTS fleet of buses. Chairman Dranzik responded that the \$10 million in STP-MUA funds approved for bus replacement would be used to fund buses that have already been placed on order by MCTS. Mr. Yunker noted that WisDOT had indicated it was unlikely that the \$10 million in STP-MUA funding approved for the replacement of a portion of the MCTS fleet of buses would be available from a previous STP-MUA funding cycle, and as a result, the \$10 million in STP-MUA funding would come from the years 2013 and 2014.
7. Mr. Evans asked why the Janesville Road (CTH L) project was not listed as a candidate project by Waukesha County for STP-MUA funding. Mr. Schmidt responded that Waukesha County had dropped a project to reconstruct with additional traffic lanes Cleveland Avenue (CTH D) between Calhoun Road and the Waukesha County line which was approved for STP-MUA funding. Three other Waukesha County projects had been substituted for the Cleveland Avenue project, including the project to reconstruct with additional lanes Janesville Road (CTH L) from Racine Avenue (CTH Y) to Moorland Road (CTH O) in the City of Muskego.
8. Mr. Grisa asked how was it determined to categorize a candidate project as “not funded” as shown on Table 7 of the staff memorandum. Mr. Yunker responded that the “not funded” category was created because of the total in STP-MUA funds that was requested for candidate projects by the local governments within the Milwaukee Urbanized Area outside the City of Milwaukee (\$78.0 million) far exceeded the \$21.1 million in STP-MUA funds available for candidate projects by local government within the urbanized area and outside the City of Milwaukee. He further responded that based on the rating and analysis of candidate projects shown on Table 7 of the staff memorandum, those projects with an accumulated Federal share that exceeds 100 percent of the \$21.1 million in available STP-MUA funding were categorized as “not funded.” These projects would be extremely unlikely to be funded with STP-MUA funds, even if funding would become available as a result of “funded” projects being deferred or dropped.
9. Mr. Schmidt inquired about the project to reconstruct with additional traffic lanes of South 76th Street (CTH U) from Puetz Road to Imperial Drive requested by the City of Franklin. This project would replace a project to reconstruct Martins Road between USH 45 and South Chapel Hill Drive. Mr. Yunker responded that the \$680,000 in STP-MUA requested for the project would fund a portion of the 76th Street (CTH U) project. Mr. Bennett noted that this substitution would make available about \$450,000 in STP-MUA funding for other candidate projects.

There being no further discussion, on a motion by Mr. Bennett, seconded by Mr. Polenske, and carried unanimously by the Milwaukee Urbanized Area TIP Committee, the proposed allocation of STP-MUA

funds for the years 2013 through 2014, and the list of projects recommended to be funded using STP-MUA dollars were approved.

ADJOURNMENT

There being no further business to come before the TIP Committees, the meeting was adjourned at 10:50 a.m. on a motion from Mr. Martin, seconded by Mr. Johnson, and carried unanimously by the TIP Committees.

Respectfully submitted,

Kenneth R. Yunker
Acting Secretary

KRY/RWH/XR/JB/dad

10/04/2011

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SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

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MEMORANDUM

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

FROM: SEWRPC Staff

DATE: January 19, 2011

SUBJECT: PROPOSED ALLOCATION OF FY 2013 and 2014 SURFACE TRANSPORTATION PROGRAM FUNDS AND SELECTION OF PROJECTS FOR FUNDING WITHIN THE MILWAUKEE URBANIZED AREA.

INTRODUCTION

There is a need at this time to select those transportation projects to be funded in the years 2013 and 2014 with Federal Highway Administration Surface Transportation Program (STP) funds designated for the Milwaukee urbanized area. The Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area (Milwaukee Area TIP Committee) has developed guidelines for the selection of projects to be funded with STP-Milwaukee urbanized area funds; has previously selected projects for funding for the years 1992 through 2012 under those guidelines; and has programmed those projects for implementation in previous transportation improvement programs for southeastern Wisconsin.

The purpose of this memorandum is to review the guidelines, and apply the guidelines for the years 2013 and 2014, so that projects can be recommended for funding.

GUIDELINES FOR SELECTION OF PROJECTS FOR FUNDING

At meetings held on April 16 and May 28, 1992, April 20, 1993, September 15, 1995, November 6, 1997, January 5, 2000, February 7, 2002, November 12, 2003, January 19, 2006, and April 14, 2008, the Committee acted to recommend, and/or reaffirm, to the Regional Planning Commission as the Metropolitan Transportation Planning Organization (MPO) for the Milwaukee urbanized area, guidelines for the selection of projects to receive Milwaukee urbanized area STP funds. The following briefly summarizes the Committee's recommendations to date:

1. Projects of a "safety" and "transportation enhancement" nature should be funded through funds made available on a statewide basis for these two Federal program categories, and not with STP funds allocated to the Milwaukee urbanized area.

Attachment A (continued)

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2. Projects of a “transportation control” nature, having positive air quality impacts, should be funded with Federal congestion mitigation and air quality (CMAQ) improvement program funds which apply to the entire air quality nonattainment area in Wisconsin, and not with STP funds allocated to the Milwaukee urbanized area.
3. Prior to November 2003, projects on those arterial streets and highways identified for inclusion in the National Highway System (NHS) were to be funded with Federal funds provided statewide for this purpose, and not with STP funds allocated to the Milwaukee urbanized area. In addition, the lane-miles of NHS arterial facilities were not used for STP fund allocation. At its November 2003 meeting, the TIP Committee determined that projects on NHS facilities under the jurisdiction of county and municipal governments would be eligible for funding with STP-M funds because available NHS funds prior to that date had been spent almost exclusively on facilities under the jurisdiction of the Wisconsin Department of Transportation (WisDOT). It was also determined that lane-miles of NHS facilities under county and municipal jurisdiction would be used for STP fund allocation. Lastly, it was recommended in November 2003 that efforts to obtain an NHS local program should continue, and should they be successful, county and municipal NHS lane-miles would then cease to be used for STP fund allocation.
4. Projects on streets and highways identified as arterials on the adopted regional transportation system and county jurisdictional highway system plans should be funded with STP funds allocated to the Milwaukee urbanized area. Projects on non-arterials—collector and land access streets—which are not identified in regional transportation or county jurisdictional highway system plans should not be funded with STP funds designated for the Milwaukee urbanized area.
5. Both major categories of Federal transportation funds which are allocated by the U.S. Department of Transportation directly to the Milwaukee urbanized area—Federal Highway Administration (FHWA) STP funds and the Federal Transit Administration (FTA) Section 5307 (formerly Section 9) capital funds—should be considered flexible as to allocation to transportation mode, being available to meet both arterial highway and transit capital needs as identified under the adopted regional transportation system plan. Federal law explicitly encourages such flexible treatment of funds. The FTA Section 5307 capital and FHWA STP funds allocated to the Milwaukee urbanized area would be divided between public transit and county and local arterial highways based upon their capital funding needs as determined by the adopted regional transportation system plan. That need under the adopted year 2035 regional plan has been determined to result in an allocation of 37 percent of the available capital funds to the transit mode and 63 percent of the available funds to the highway mode. Such allocation of funds based on the year 2035 plan is proposed to be used by the Advisory Committee and the Commission to allocate FHWA STP and FTA Section 5307 funding between arterial highways and public transit for the years 2013 through 2014. The year 2035 plan was used to allocate funding for the years 2010 through 2012; the year 2020 plan was used to allocate such funding for the years year 2002 through 2009; the year 2010 plan was used to allocate such funding for the years 1997 through 2001, and the year 2000 plan was used to allocate such funding for the years 1995 and 1996.
6. All STP funds determined to be available for transit would be kept in a single “pool” for use by all transit operators in the Milwaukee urbanized area. Prior to the year 2001 the operators

annually negotiated a division of FTA Section 5307 capital funding in the Milwaukee urbanized area. Since 2001, the transit operators determined to use a formula to allocate FTA Section 5307 funds annually among the transit operators. The transit operators could choose to use that same formula or some other method, such as a negotiation and selection of projects to be funded, to allocate STP funds among the transit operators.

7. The TIP Committee recommended that all STP funds be expended annually on eligible projects, with the selection of such projects to be related to a “paper” allocation system whereby each governmental unit having current jurisdictional responsibility for eligible facilities (all arterial facilities on the year 2035 regional transportation plan except those facilities on the NHS prior to November 2003, and all arterial facilities on the year 2035 regional transportation plan under the jurisdiction of county and local governments since November 2003) would be credited STP funds annually based on its proportion of total eligible existing and planned system facility lane-miles in the year 2035 regional transportation plan. The “paper” allocations would be accumulated from year-to-year, with debits to occur from each account as projects are selected for implementation. The ratio of each governmental unit’s account balance to the Federal share of a proposed project would constitute the primary basis for arterial highway project selection annually.
8. The amount of annual funding historically allocated to the City of Milwaukee (approximately \$4 to \$5 million) has permitted the City to implement each year a number of substantial highway improvement projects. For the remaining local communities and for the counties involved, implementation of a substantial project is possible perhaps once every few or several years or more. Consequently, a project evaluation and ranking procedure is used to rank projects for Federal funding for these local governments. This procedure considers for each project the potential Federal funding requested and the Federal funding balance credited to the community concerned.

These recommendations of the Committee were accepted by the MPO when the Commission approved the 1993-1998 TIP and its successors, the 1995-1997 TIP, the 1998-2000 TIP, the 2000-2002 TIP, the 2002-2004 TIP, the 2005-2007 TIP, the 2007-2010 TIP, and the 2009-2012 TIP.

A first step in applying these guidelines for the years 2013 and 2014 is to allocate STP funds for the years 2013 and 2014 between highway and transit projects. The guideline recommends that Milwaukee area FHWA STP funds and FTA section 5307 funds should be combined and allocated between highway and transit needs based upon their relative capital project needs as set forth in the year 2035 regional transportation plan. In that plan Milwaukee area county and local arterial highway capital project needs represent an estimated 63 percent of total area capital project needs, and Milwaukee area public transit capital project needs represent 37 percent of total area capital project needs. It is unknown at this time how much Federal funding the U.S. Congress will authorize and appropriate in FY 2013 and 2014 with respect to FTA Section 5307 and FHWA STP funds for the Milwaukee urbanized area. Accordingly, it is necessary to estimate those authorizations and appropriations, recognizing that the actual appropriations may be more or less than the estimate, and that the quantitative analysis set forth herein may need to be revised. Based on historic annual authorized and appropriated funding levels, the Federal funding for the Milwaukee urbanized area for FY 2013 and 2014 is estimated to include \$21.8 million annually of FHWA STP funds and \$21.3 million annually of FTA Section 5307 funds (based year 2010 FTA funding), for an annual total of \$43.1 million of Federal funds.

To support planning operations, the Regional Planning Commission has received an annual allocation of \$150,000 of Milwaukee urbanized area FTA Section 5307 capital funds since 1990, and an annual allocation of STP funds since 1996, with the latest allocation being \$500,000 annually in 2010, 2011 and 2012. The Commission is requesting for the years 2013 and 2014 a continued annual allocation of \$150,000 of FTA funds and \$500,000 of STP funds to support Commission transportation planning and programming, including air quality conformity analyses.

Given the estimated annual funding levels for FY 2013 and 2014 noted above (total of \$43.1 million) and adjusting those funding levels to account for the proposed Commission planning needs, about \$42.4 million of Federal funds is expected to be available annually to the Milwaukee urbanized area for capital highway and transit projects – \$21.3 million of STP funds and \$21.1 million of Section 5307 funds. Applying the foregoing principles which would allocate the available funding between transit and highways based upon the funding needs established in the year 2035 regional transportation plan, the following allocation to the two modes results:

<u>Transit:</u>	\$42.4 million x 37 percent = \$15.7 million annual funding
<u>Highways:</u>	\$42.4 million x 63 percent = \$26.7 million annual funding

This potential allocation of Federal funds would entail the transfer of \$5.4 million annually of FTA section 5307 transit funds to arterial streets and highways. Consistent with past advisory committee practice, the Commission staff recommends that no transfer of FTA Section 5307 funds be made to streets and highways, and that the balance of STP funds for public transit capital projects not be reduced. The FTA Section 5307 funds may be used by Milwaukee area transit operators to fund transit operating cost as well as capital projects.

SELECTION OF PROJECTS TO RECEIVE FTA SECTION 5307 AND FHWA STP FUNDING

The currently approved procedure for selecting transit capital projects to be Federally funded with FTA Section 5307 funds is for the Milwaukee area public transit operators to program projects against the FTA Section 5307 funds (\$21.1 million annually in 2013 and 2014) allocated to each operator by formula. With respect to STP funds to be used for transit projects, the transit operators could through negotiation select transit projects to be proposed for STP funding. Alternatively, each Milwaukee area transit operator could be allocated their portion of the “paper” balance of \$10.7 million of STP funds allocated to transit in previous years with such allocation based upon the same procedure with which FTA Section 5307 funds are distributed, and each operator could then request STP funding for their transit project(s). Milwaukee County in 2002 requested and received approval for \$10.0 million of STP funding in 2004 and 2005 for the construction of the downtown connector project, but the use of these funds were deferred while a study was conducted to determine the locally preferred alternative for the project. This has resulted in highway projects ready for implementation being advanced to ensure that all of the annual allocation of STP funding is spent each year. In 2010, Milwaukee County requested and received approval from the Milwaukee Area TIP Committee to transfer the \$10.0 million of STP funding from the downtown connector project to a project which would replace a portion of Milwaukee County Transit System’s (MCTS) existing fleet of buses.

With respect to arterial streets and highways, each unit of government—municipal and county—is allocated an annual amount of the STP funds determined to be available for highways based on its proportionate share of the planned lane-miles of eligible arterial facilities on the adopted regional transportation system plan under its current jurisdiction within the appropriate adjusted Census defined

Milwaukee urbanized area—the year 1990 adjusted Census defined area prior to November 2003, and the year 2000 adjusted Census defined urbanized area since November 2003.

The estimated eligible planned arterial lane-miles by municipality and county based on the adopted regional transportation plan for the year 2000 adjusted Census defined Milwaukee urbanized area is shown on Table 1. Table 1 also sets forth the proportionate share of Milwaukee urbanized area planned lane-miles of eligible arterial facilities by municipality and county.

Table 2 shows the estimated current and potential 2013 and 2014 STP funds to be credited to each municipality and county based upon the 2000 Census adjusted areas, under the adopted allocation methodology, along with the estimated 2014 fund balance for each unit of government. Of the \$21.3 million of annual STP funding to be allocated under the recommended alternative to arterial streets and highways in the years 2013 and 2014, approximately 27 percent, or \$5.8 million annually, would be allocated to the City of Milwaukee; and the remaining 73 percent, or \$15.5 million annually, would be allocated to all other local units of government in the Milwaukee urbanized area.

Table 2 also shows the transfer of STP balance approved by the Milwaukee Area TIP Committee as a condition of projects receiving American Recovery and Reinvestment Act (ARRA) funding in excess of a municipality's or county's allocated ARRA funding. While this was a onetime allocation of funding, such municipalities were proposed to return 80 percent of the excess ARRA funding received through transfer of their existing STP-M balance to municipalities not receiving a project. Municipalities and counties with sufficient allocated ARRA funding to fully fund, or nearly fully fund, a project would not transfer any of their existing STP balances. A total of three projects were approved for ARRA funding in municipalities which were not allocated sufficient ARRA funding:

- Rehabilitation of River Road Bridge over Indian Creek in the Village of River Hills (STP balance of \$199,320 to be returned to communities in Milwaukee County)
- Rehabilitation of Valentine Road bridge over Oconomowoc Lake in the Village of Oconomowoc Lake (STP balance of \$119,860 to be returned to communities in Waukesha County)
- Reconstruction with additional traffic lanes of County Line Road (CTH Q) between USH 41/45 and Pilgrim Road in Washington County (STP balance of \$625,322 of Washington County and \$1,923,788 of the Village of Germantown, or a total of \$2,549,110, to be returned to communities in Ozaukee, Waukesha, and Racine Counties.)

Tables 3 and 4 summarize the distribution of STP balances from municipalities receiving ARRA funding for projects in excess of their onetime ARRA allocation to municipalities not receiving an ARRA project as approved by the Milwaukee Area TIP Committee. These adjustments are reflected in each municipality's estimated balance through 2012 in Table 2.

The amount of annual funding historically allocated to the City of Milwaukee (about \$5.8 million annually in 2013 and 2014) has permitted the City to implement each year a number of substantial highway improvement projects. For the remaining local communities and for the counties involved, implementation of a substantial project was only possible perhaps once every few or several years. Consequently, a project evaluation and ranking procedure was used to rank projects for Federal funding. This procedure considers for each project the potential Federal funding requested and the Federal funding balance credited to the community concerned and as well for transit projects. The estimated STP fund

Table 1

**ESTIMATED PLANNED ARTERIAL LANE-MILES WITHIN THE MILWAUKEE URBANIZED AREA ELIGIBLE FOR
SURFACE TRANSPORTATION PROGRAM-MILWAUKEE URBANIZED AREA FUNDING**

Implementing Agency	Year 2000 Urbanized Area	
	Total Year 2035 Planned Lane-Miles	Proportionate Share
MILWAUKEE COUNTY		
County	375.68	0.11956
Village of Bayside	0.06	0.00002
Village of Brown Deer	16.18	0.00515
City of Cudahy	27.44	0.00873
Village of Fox Point	2.36	0.00075
City of Franklin	28.78	0.00916
City of Glendale	13.98	0.00445
Village of Greendale	18.98	0.00604
City of Greenfield	42.92	0.01366
Village of Hales Corners	6.98	0.00222
City of Milwaukee	850.20	0.27058
City of Oak Creek	63.32	0.02015
Village of River Hills	7.96	0.00253
City of Francis	14.94	0.00475
Village of Shorewood	9.78	0.00311
City of South Milwaukee	27.50	0.00875
City of Wauwatosa	71.76	0.02284
City of West Allis	97.38	0.03099
Village of West Milwaukee	13.38	0.00426
Village of Whitefish Bay	15.64	0.00498
Milwaukee-County Total	1,705.22	0.54270
WAUKESHA COUNTY		
County	734.06	0.23362
Village of Big Bend	1.56	0.00050
City of Brookfield	72.14	0.02296
Town of Brookfield	1.56	0.00050
Village of Butler	1.98	0.00063
City of Delafield	13.60	0.00433
Village of Elm Grove	14.76	0.00470
Village of Hartland	4.60	0.00146
Village of Lannon	1.68	0.00053
Town of Lisbon	12.08	0.00384
Village of Menomonee Falls	61.72	0.01964
Town of Merton	0.78	0.00025
Village of Merton	0.12	0.00004
City of Muskego	29.26	0.00931
City of New Berlin	48.98	0.01559
City of Oconomowoc	21.38	0.00680
Town of Oconomowoc	6.78	0.00216
Village of Oconomowoc Lake	0.02	0.00001

Attachment A (continued)

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Table 1 (continued)

Implementing Agency	Year 2000 Urbanized Area	
	Total Year 2035 Planned Lane-Miles	Proportionate Share
City of Pewaukee	2.02	0.00064
Village of Pewaukee	7.30	0.00232
Town of Summit	2.10	0.00067
Village of Sussex	9.86	0.00314
Town of Vernon	3.26	0.00104
City of Waukesha	88.22	0.02808
Town of Waukesha	1.90	0.00060
Waukesha County-Total	1,141.72	0.36336
OZAUKEE COUNTY		
County	73.92	0.02353
City of Cedarburg	17.06	0.00543
Town of Cedarburg	3.86	0.00123
Town of Grafton	6.56	0.00209
Village of Grafton	9.96	0.00317
City of Mequon	96.16	0.03060
Town of Saukville	0.68	0.00022
Village of Saukeville	1.36	0.00043
Village of Thiensville	7.20	0.00229
Ozaukee County-Total	216.76	0.06899
RACINE COUNTY		
County	0.00	0.00000
Town of Caledonia	4.06	0.00129
Town of Norway	0.00	0.00000
Town of Raymond	0.00	0.00000
Racine County-Total	4.06	0.00129
WASHINGTON COUNTY		
County	21.28	0.00677
Town of Germantown	0.00	0.00000
Village of Germantown	53.06	0.01689
Washington County-Total	74.34	0.02366
Milwaukee Urbanized Area-Total	3,142.10	1.00000

Source: SEWRPC.

Attachment A (continued)

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Table 2

**ESTIMATED CURRENT FEDERAL AID PROGRAM BALANCES IN THE MILWAUKEE URBANIZED AREA AND
POTENTIAL FEDERAL FISCAL YEAR 2013 AND 2014 FORMULA ALLOCATIONS, AND 2014 BALANCES**

Implementing Agency	Accumulative Share--1974 Through 2012	Projects Committed to Agreement and Scheduled to Contract	Transfer of STP funds to Credit or Debit Community Balances due to ARRA	Adjusted Estimated Balance Through 2012	Formula Allocation for 2013 - 2014	Estimated Balance Through 2014
MILWAUKEE COUNTY						
County	\$46,542,157	\$59,469,943	\$0	(\$12,927,786)	\$5,101,214	(\$7,826,572)
Village of Bayside	\$8,867	(\$0)	\$36	\$8,903	\$815	\$9,717
Village of Brown Deer	\$2,263,555	\$1,859,504	\$9,590	\$413,641	\$219,702	\$633,343
City of Cudahy	\$3,713,637	\$2,394,662	\$26,927	\$1,345,902	\$372,597	\$1,718,499
Village of Fox Point	\$372,121	\$133,514	\$1,399	\$240,005	\$32,046	\$272,051
City of Franklin	\$4,976,410	\$3,899,675	\$17,058	\$1,093,793	\$390,793	\$1,484,586
City of Glendale	\$2,152,908	\$2,195,097	\$8,286	(\$33,903)	\$189,829	\$155,926
Village of Greendale	\$2,445,184	\$4,409,973	\$11,250	(\$1,953,539)	\$257,722	(\$1,695,817)
City of Greenfield	\$5,079,014	\$3,473,282	\$25,440	\$1,631,172	\$582,794	\$2,213,966
Village of Hales Corners	\$1,048,990	\$1,804,492	\$4,137	(\$751,366)	\$94,779	(\$656,587)
City of Milwaukee	\$152,543,846	\$148,892,123	\$0	\$3,651,723	\$11,544,538	\$15,196,261
City of Oak Creek	\$9,936,518	\$9,560,737	\$37,531	\$413,312	\$859,798	\$1,273,110
Village of River Hills	\$1,252,741	\$577,346	(\$199,320)	\$476,075	\$108,086	\$584,161
City of Saint Francis	\$2,162,848	\$2,313,887	\$8,855	(\$142,185)	\$202,865	\$60,680
Village of Shorewood	\$1,076,976	\$708,261	\$5,797	\$374,512	\$132,799	\$507,310
City of South Milwaukee	\$4,039,812	\$5,063,099	\$25,813	(\$997,474)	\$373,412	(\$624,062)
City of Wauwatosa	\$10,086,581	\$11,297,795	\$0	(\$1,211,214)	\$974,401	(\$236,813)
City of West Allis	\$14,070,254	\$15,599,416	\$0	(\$1,529,162)	\$1,322,285	(\$206,877)
Village of West Milwaukee	\$1,490,273	\$1,876,948	\$7,931	(\$378,744)	\$181,682	(\$197,062)
Village of Whitefish Bay	\$2,231,302	\$1,148,090	\$9,270	\$1,092,482	\$212,370	\$1,304,852
Milwaukee-County Total	\$267,493,992	\$276,677,844	\$0	(\$9,183,852)	\$23,154,525	\$13,970,674
WAUKESHA COUNTY						
County	\$64,188,985	\$60,367,296	\$0	\$3,821,689	\$9,967,518	\$13,789,207
Village of Big Bend	\$166,765	\$0	\$10,596	\$177,361	\$21,183	\$198,543
City of Brookfield	\$14,255,014	\$17,917,985	\$490,004	(\$3,172,967)	\$979,561	(\$2,193,406)
Town of Brookfield	\$402,577	\$589,238	\$10,596	(\$176,066)	\$21,183	(\$154,883)
Village of Butler	\$323,930	\$431,320	\$13,449	(\$93,941)	\$26,886	(\$67,055)
Village of Chenequa	\$9,026	\$0	\$0	\$9,026	\$0	\$9,026
City of Delafield	\$1,046,394	\$1,183,218	\$92,377	(\$44,448)	\$184,669	\$140,222
Town of Delafield	\$4,411	\$0	\$0	\$4,411	\$0	\$4,411
Village of Elm Grove	\$1,729,332	\$1,547,560	\$100,256	\$282,028	\$200,420	\$482,448
Village of Hartland	\$426,217	\$188,419	\$31,245	\$269,042	\$62,462	\$331,504
Village of Lannon	\$260,169	\$346,051	\$11,411	(\$74,472)	\$22,812	(\$51,659)
Town of Lisbon	\$1,115,151	\$148	\$82,052	\$1,197,055	\$164,030	\$1,361,084
Village of Menomonee Falls	\$9,210,283	\$11,560,347	\$419,227	(\$1,930,836)	\$838,072	(\$1,092,764)
Town of Merton	\$31,981	\$0	\$5,298	\$37,279	\$10,591	\$47,871
Village of Merton	\$4,735	(\$0)	\$815	\$5,550	\$1,629	\$7,179
City of Muskego	\$3,709,419	\$3,365,660	\$198,746	\$542,505	\$397,310	\$939,815
Village of Nashotah	\$10,862	\$0	\$0	\$10,862	\$0	\$10,862
City of New Berlin	\$8,966,696	\$10,289,327	\$332,692	(\$989,939)	\$665,081	(\$324,858)
City of Oconomowoc	\$1,989,571	\$673,084	\$145,222	\$1,461,709	\$290,311	\$1,752,019
Town of Oconomowoc	\$216,528	\$184	\$46,053	\$262,398	\$92,063	\$354,461
Village of Oconomowoc Lake	\$99,013	(\$0)	(\$119,860)	(\$20,847)	\$272	(\$20,576)
City of Pewaukee	\$671,467	\$110	\$13,721	\$685,078	\$27,429	\$712,507
Village of Pewaukee	\$1,002,042	\$555,378	\$49,585	\$496,249	\$99,124	\$595,373
Town of Summit	\$154,500	\$0	\$14,264	\$168,764	\$28,515	\$197,279
Village of Sussex	\$1,387,382	\$1,467,437	\$66,973	(\$13,082)	\$133,885	\$120,804
Town of Vernon	\$125,837	\$0	\$22,143	\$147,980	\$44,266	\$192,246
City of Waukesha	\$12,023,040	\$13,838,969	\$0	(\$1,815,929)	\$1,197,905	(\$618,023)
Town of Waukesha	\$403,378	\$596,813	\$12,906	(\$180,528)	\$25,799	(\$154,729)
Waukesha County-Total	\$123,934,705	\$124,918,545	\$2,049,771	\$1,065,931	\$15,502,976	\$16,568,907

Attachment A (continued)

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Table 2 (continued)

Implementing Agency	Accumulative Share--1974 Through 2012	Projects Committed to Agreement and Scheduled to Contract	Transfer of STP funds to Credit or Debit Community Balances due to ARRA	Adjusted Estimated Balance Through 2012	Formula Allocation for 2013 - 2014	Estimated Balance Through 2014
OZAUKEE COUNTY						
County	\$7,200,362	\$5,188,825	\$0	\$2,011,537 \$0	\$1,003,731	\$3,015,268
City of Cedarburg	\$2,007,718	\$2,552,245	\$75,226	(\$469,301)	\$231,651	(\$237,649)
Town of Cedarburg	\$527,901	\$52,983	\$17,021	\$491,939	\$52,413	\$544,352
Town of Grafton	\$504,813	\$199,963	\$28,926	\$333,776	\$89,076	\$422,851
Village of Grafton	\$1,267,790	\$994,302	\$43,918	\$317,406	\$135,243	\$452,649
City of Mequon	\$18,590,141	\$16,715,950	\$265,685	\$2,139,876	\$1,305,720	\$3,445,595
Town of Saukville	\$24,900	(\$0)	\$2,998	\$27,898	\$9,233	\$37,131
Village of Saukville	\$51,448	(\$0)	\$5,997	\$57,445	\$18,467	\$75,912
Village of Thiensville	\$1,012,622	\$455,224	\$31,748	\$589,146	\$97,766	\$686,912
Ozaukee County-Total	\$31,187,694	\$26,159,492	\$471,519	\$5,499,721	\$2,943,301	\$8,443,022
RACINE COUNTY						
County	\$608,142	\$506,439	\$0	\$101,703	\$0	\$101,703
Village of Caledonia	\$814,508	\$170,270	\$27,820	\$672,059	\$55,129	\$727,188
Town of Norway	\$536,945	\$0	\$0	\$536,945	\$0	\$536,945
Town of Raymond	\$195,002	\$0	\$0	\$195,002	\$0	\$195,002
Racine County-Total	\$2,154,597	\$676,709	\$27,820	\$1,505,709	\$55,129	\$1,560,838
WASHINGTON COUNTY						
County	\$4,232,022	\$3,760,206	(\$625,322)	(\$153,506)	\$288,953	\$135,447
Town of Germantown	\$151,638	\$0	\$0	\$151,638	\$0	\$151,638
Village of Germantown	\$9,457,606	\$6,065,123	(\$1,923,788)	\$1,468,694	\$720,481	\$2,189,176
Washington County-Total	\$13,841,265	\$9,825,329	(\$2,549,110)	\$1,466,826	\$1,009,434	\$2,476,261
Milwaukee Urbanized Area						
Transit Capital Funding	\$10,740,000					
TOTAL	\$449,352,253	\$438,257,918	\$0	\$11,094,336	\$42,665,365	\$43,019,701

Source: Wisconsin Department of Transportation and SEWRPC

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Attachment A (continued)

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Table 3

**FEDERAL HIGHWAY ADMINISTRATION SURFACE TRANSPORTATION PROGRAM - MILWAUKEE URBANIZED
AREA BALANCES APPROVED TO BE CREDITED TO COMMUNITIES IN MILWAUKEE COUNTY**

County	Communities	Portion of STP Balance Debited from the Village of River Hills
Milwaukee	Village of Bayside	\$36
	Village of Brown Deer	\$9,590
	City of Cudahy	\$26,927
	Village of Fox Point	\$1,399
	City of Franklin	\$17,058
	City of Glendale	\$8,286
	Village of Greendale	\$11,250
	City of Greenfield	\$25,440
	Village of Hales Corners	\$4,137
	City of Oak Creek	\$37,531
	City of St. Francis	\$8,855
	Village of Shorewood	\$5,797
	City of South Milwaukee	\$25,813
	Village of West Milwaukee	\$7,931
	Village of Whitefish Bay	\$9,270
Total		\$199,320

Source: Wisconsin Department of Transportation and SEWRPC.

Table 4
FEDERAL HIGHWAY ADMINISTRATION SURFACE TRANSPORTATION PROGRAM - MILWAUKEE URBANIZED AREA BALANCES
APPROVED TO BE CREDITED TO COMMUNITIES IN OZAUKEE, RACINE, AND WAUKESHA COUNTIES

County	Communities	Portion of STP Balance Debited from the Village of Germantown, and Washington County ^a	Portion of STP Balance Debited from the Village of Oconomowoc Lake	Total STP Balances Credited to Communities	
Ozaukee	City of Cedarburg	\$75,226	\$0	\$75,226	
	Town of Cedarburg	\$17,021	\$0	\$17,021	
	Town of Grafton	\$28,926	\$0	\$28,926	
	Village of Grafton	\$43,918	\$0	\$43,918	
	City of Mequon	\$265,685	\$0	\$265,685	
	Town of Saukville	\$2,998	\$0	\$2,998	
	Village of Saukeville	\$5,997	\$0	\$5,997	
	Village of Thiensville	\$31,748	\$0	\$31,748	
	Total for Ozaukee County	\$471,520	\$0	\$471,520	
	Waukesha	Village of Big Bend	\$10,011	\$585	\$10,596
		City of Brookfield	\$462,934	\$27,070	\$490,004
		Town of Brookfield	\$10,011	\$585	\$10,596
		Village of Butler	\$12,706	\$743	\$13,449
City of Delafield		\$87,273	\$5,103	\$92,377	
Village of Elm Grove		\$94,717	\$5,539	\$100,256	
Village of Hartland		\$29,519	\$1,726	\$31,245	
Village of Lannon		\$10,781	\$630	\$11,411	
Town of Lisbon		\$77,519	\$4,533	\$82,052	
Village of Menomonee Falls		\$396,067	\$23,160	\$419,227	
Town of Merton		\$5,005	\$293	\$5,298	
Village of Merton		\$770	\$45	\$815	
City of Muskego		\$187,766	\$10,980	\$198,746	
City of New Berlin		\$314,313	\$18,379	\$332,692	
City of Oconomowoc		\$137,199	\$8,023	\$145,222	
Town of Oconomowoc		\$43,508	\$2,544	\$46,053	
City of Pewaukee		\$12,963	\$758	\$13,721	
Village of Pewaukee		\$46,845	\$2,739	\$49,585	
Town of Summit		\$13,476	\$788	\$14,264	
Village of Sussex		\$63,273	\$3,700	\$66,973	
Town of Vernon		\$20,920	\$1,223	\$22,143	
Town of Waukesha		\$12,193	\$713	\$12,906	
Total for Waukesha County		\$2,049,770	\$119,860	\$2,169,630	
Racine	Village of Caledonia	\$27,820	\$0	\$27,820	
Total for Racine County	\$27,820	\$0	\$27,820		
Total	\$2,549,110	\$119,860	\$2,668,970		

^a Of the \$2,549,110 in STP-MUA balance proposed to be credited to communities in Ozaukee and Waukesha Counties for the CTH Q reconstruction project between USH 41/45 and Pilgrim Road, \$625,322 is proposed to come from Washington County and \$1,923,788 is proposed to come from the Village of Germantown.

Source: Wisconsin Department of Transportation and SEWRPC.

balance as of the end of Federal fiscal year 2012 for each local unit of government and for transit projects in the Milwaukee urbanized area is provided in Table 2. The estimated annual funding allocated in 2013 and 2014 to the Federal Surface Transportation Program fund balances for local communities within the Milwaukee urbanized area other than the City of Milwaukee ranges from less than \$1,000 to about \$5.0 million.

EVALUATION OF CANDIDATE PROJECTS

In March 2010, local communities within the Milwaukee urbanized area were requested to submit candidate arterial street and highway projects for consideration for Federal funding. The Wisconsin Department of Transportation Southeast Region staff has reviewed the projects to assure that the schedule and cost estimate for each project is reasonable. A total of 42 candidate projects requesting STP funds were submitted and are listed in Table 5. The evaluation of candidate projects and ranking of projects for use of STP funds is documented in Tables 6 and 7. The projects were evaluated by comparing each community's or county's estimated potential Federal fiscal year 2014 STP fund balance to the requested Federal funding share of each candidate project. Projects from communities having positive 2014 STP fund balances—including the Federal cost of the requested project—were ranked higher than projects from communities or counties with negative balances. With respect to projects submitted by those communities or counties having a positive balance of STP funding as of 2014, the ratio of the Federal share of the cost of the candidate project to the 2014 STP balance for the community was calculated, and projects were ranked with the project with the lowest ratio being ranked first. The ratio so calculated would indicate the proportion of a community's or county's fund balance necessary to implement the project.

With respect to projects from those communities with an estimated negative balance of STP funding in 2014 (including the Federal cost of the requested project), the ratio of the negative fund balance for the community (including the Federal funding for the requested project) to the estimated STP funding allocated annually to the community was calculated, and the project with the lowest ratio was ranked first among these communities with negative fund balances. The ratio so calculated indicates the number of years it may require a community to eliminate its negative balance.

As already noted, a total of 42 candidate projects with total attendant Federal STP funding of about \$78.5 million were submitted by local governments and counties in the Milwaukee urbanized area. The preliminary engineering, right-of-way, and construction elements of each project are shown in Tables 5 and 6.

Table 7 identifies the ranking of the candidate projects for Federal STP funding approval. With respect to funding approval, the projects are grouped into three categories: "funded", "potential", and "not funded" projects. "Funded" projects are the highest priority projects and are recommended to receive funding in 2013 through 2014 and could be advanced into 2011 or 2012, should prior programmed funds become available. "Potential" projects are the next priority projects and are recommended to be approved for funding if "funded" projects are advanced into 2011 or 2012 and leave funding available in years 2013 and 2014; or if "funded" projects are dropped or deferred and thus funding becomes available.

The total amount of funding estimated to be available over the years 2013 and 2014 for "funded" projects is about \$15.5 million annually, or a total of \$31.1 million. Milwaukee County intends to utilize \$10.0 million in STP funding approved in 2010 by the Milwaukee Area TIP Committee to implement the replacement of a portion of MCTS's existing fleet of buses. These STP funds were previously approved

Table 5

**CANDIDATE LOCAL GOVERNMENT SURFACE TRANSPORTATION PROGRAM (STP) PROJECTS FOR THE
MILWAUKEE URBANIZED AREA: FEDERAL FISCAL YEARS 2011, 2012, 2013, AND 2014**

Project Sponsor	Project Sponsor Priority	Project Description	Requested 2011 Federal Funding	Requested 2012 Federal Funding	Requested 2013 Federal Funding	Requested 2014 Federal Funding
Village of Brown Deer	1	Pavement Replacement of N. 60th Street Between W. Fairy Chasm Road and W. County Line Road	\$99,200	\$435,473	--	--
City of Delafield	1	Reconstruction of Golf Road Between STH 83 and Greywood Lane	--	--	--	\$1,701,080
	2	Reconstruction of Golf Road Between STH 83 and Greywood Lane	--	\$288,680	--	--
Village of Fox Point	1	Pavement Replacement of Green Tree Road Between N. Seneca Avenue and N. Lake Drive (STH 32)	--	--	\$222,640	--
City of Franklin	1	Reconstruction of Martins Road Between USH 45 and S. Chapel Hill Drive	\$178,400	\$96,000	\$856,000	--
Village of Grafton	1	Reconditioning of 1st Avenue Between Wisconsin Avenue and Maple Street	--	\$236,000	\$1,106,352	--
Village of Germantown	1	Reconditioning of Donges Bay Road Between Division Road S and STH 145	\$463,200	--	--	--
	2	Reconditioning of Donges Bay Road Between Division Road S and STH 145	--	--	--	\$2,315,200
City of Greenfield	1	Reconstruction of W. Morgan Avenue Between W. Forest Home Avenue (STH 24) and S. 43rd Street	--	\$233,600	--	--
	2	Reconstruction of W. Morgan Avenue Between W. Forest Home Avenue (STH 24) and S. 43rd Street	--	--	\$1,200,600	--
	3	Reconstruction of W. Edgerton Avenue Between W. Loomis Road (STH 36) and S. 27th Street (STH 241)	--	--	--	\$288,000
	4	Reconstruction of W. Edgerton Avenue Between W. Loomis Road (STH 36) and S. 27th Street (STH 241)	--	--	\$388,800	--
Village of Hartland	1	Pavement Replacement of Hartbrook Drive Between CTH E and CTH KC	--	--	\$230,000	--
Village of Menomonee Falls	1	Reconstruction of Menomonee Avenue Between Arthur Avenue and Town Hall Road	--	\$330,880	\$48,000	\$2,714,880
Milwaukee County	1	Reconstruction of S. 13th Street (CTH V) Between S. County Line Road and W. Ryan Road (STH 100)	\$1,000,000	--	--	--
	2	Reconstruction of S. 13th Street (CTH V) Between W. Ryan Road (STH 100) and W. Rawson Avenue (CTH BB)	\$2,920,000	--	--	--
	3	Reconstruction of W. College Avenue (CTH ZZ) Between S. 51st Street and S. 27th Street (STH 241)	\$1,480,000	--	--	--
	4	Reconstruction of S. 13th Street (CTH V) Between S. County Line Road and W. Ryan Road (STH 100)	--	\$800,000	--	--
	5	Reconstruction of S. 13th Street (CTH V) Between W. Ryan Road (STH 100) and W. Rawson Avenue (CTH BB)	--	\$800,000	--	--
	6	Reconstruction of W. College Avenue (CTH ZZ) Between S. 51st Street and S. 27th Street (STH 241)	--	\$800,000	--	--

Table 5 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Requested 2011 Federal Funding	Requested 2012 Federal Funding	Requested 2013 Federal Funding	Requested 2014 Federal Funding	
Milwaukee County (continued)	7	Reconstruction of S. 13th Street (CTH V) Between S. County Line Road and W. Ryan Road (STH 100) - Phase 1	--	--	\$8,280,000 Const	--	
	8	Reconstruction of S. 13th Street (CTH V) Between W. Ryan Road (STH 100) and W. Rawson Avenue (CTH BB) - Phase 1	--	--	\$2,760,000 Const	--	
	9	Reconstruction of W. College Avenue (CTH ZZ) Between S. 51st Street and S. 27th Street (STH 241) - Phase 1	--	--	\$4,140,000 Const	--	
	10	Reconstruction of S. 13th Street (CTH V) Between S. County Line Road and W. Ryan Road (STH 100) - Phase 2	--	--	--	\$8,280,000 Const	
	11	Reconstruction of S. 13th Street (CTH V) Between W. Ryan Road (STH 100) and W. Rawson Avenue (CTH BB) - Phase 2	--	--	--	\$2,760,000 Const	
	12	Reconstruction of W. College Avenue (CTH ZZ) Between S. 51st Street and S. 27th Street (STH 241) - Phase 2	--	--	--	\$4,140,000 Const	
	City of Muskego	1	Reconstruction of Tess Corners Road Between Janesville Road (CTH L) and Woods Road	\$204,000 P.E.	\$1,265,000 Const	--	--
	City of Oconomowoc	1	Pavement Replacement of Summit Avenue Between 2nd Street and Thackery Trail	--	\$1,334,400 Const	--	--
	Village of River Hills	1	Resurfacing of Green Tree Road Between Jean Nicolet Road and River Road	\$32,800 P.E.	\$94,400 Const	--	--
	Village of Shorewood	1	Reconstruction of Wilson Drive Between Capitol Drive (STH 190) and E. Glendale Avenue	--	--	\$1,380,000 Const	--
	Village of Thiensville	1	Reconstruction of Green Bay Road Between Grand Avenue and Green Bay Road (Municipal Boundary)	\$93,600 P.E.	\$451,184 Const	--	--
	Waukesha County	2	Resurfacing of Main Street Between Cedarburg Road and Division Street	\$52,800 P.E.	\$120,000 Const	--	--
1		Reconstruction of W. Waukesha Bypass Between STH 59 and IH 94	\$280,000 P.E.	\$2,880,000 Const \$40,000 Util.	--	--	
2		Reconditioning of Redford Boulevard (CTH F) Between Busse Road and Capitol Drive (STH 190) - South Ramps	--	--	--	\$3,418,400 Const	
3		Reconstruction of Silver Spring Road (CTH VV) Between CTH Y and Jackson Drive	--	--	\$9,672,000 Const	--	
4		State Review of Moorland Road (CTH O) Between CTH HH and Grange Avenue	\$16,000 P.E.	--	--	--	
5	State Review of North Avenue (CTH M) Between Pilgrim Road (CTH YY) and N. 124th Street	\$40,000 P.E.	--	--	--		

Table 5 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Requested 2011 Federal Funding	Requested 2012 Federal Funding	Requested 2013 Federal Funding	Requested 2014 Federal Funding
City of Waukesha	1	Reconstruction of S. East Avenue Between 175' South of Wabash Avenue and College Avenue	--	\$76,000 R.O.W.	\$745,600 Const	--
	2	Reconstruction of S. East Avenue Between Sunset Drive and 175' South of Wabash Avenue	--	\$80,000 R.O.W.	\$2,359,400 Const	--
	3	Reconstruction of Arcadian Avenue Between Blackstone Avenue and Les Paul Parkway (STH 164)	--	\$460,000 P.E.	--	\$76,000 R.O.W.
	4	Reconstruction of Arcadian Avenue Between Caroline Street and Blackstone Avenue	--	\$460,000 P.E.	--	\$100,000 R.O.W.
City of West Allis	1	Resurfacing of S. 76th Street Between W. Greenfield Avenue (STH 59) and W. Pierce Street	--	\$1,104,000 Const	--	\$60,000 R/R

Source: Wisconsin Department of Transportation and SEWRPC

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Table 6
PROJECT RATING AND RANKING OF CANDIDATE LOCAL GOVERNMENT SURFACE TRANSPORTATION PROGRAM (STP)
PROJECTS FOR THE MILWAUKEE URBANIZED AREA: FEDERAL FISCAL YEARS 2011, 2012, 2013, AND 2014

Project Sponsor	Project Sponsor Priority	Project Description	Requested 2011 Federal Funding	Requested 2012 Federal Funding	Requested 2013 Federal Funding	Requested 2014 Federal Funding	Estimated Local Government Adjusted 2014 STP Balance	Project Rating	Rank
Village of Brown Deer	1	Pavement Replacement of N. 60th Street Between W. Fairy Chasm Road and W. County Line Road	\$99,200 P.E.	\$435,473 Const	-- --	-- --	\$633,343	0.84	14
City of Delafield	1	Reconstruction of Golf Road Between STH 83 and Greywood Lane	-- --	-- --	-- --	\$1,701,080 Const	\$140,222	-16.90	40
	2	Reconstruction of Golf Road Between STH 83 and Greywood Lane	-- --	\$288,680 P.E.	-- --	-- --	(\$1,560,858)	-20.03	42
Village of Fox Point	1	Pavement Replacement of Green Tree Road Between N. Seneca Avenue and N. Lake Drive (STH 32)	-- --	-- --	\$222,640 Const	-- --	\$272,051	0.82	13
City of Franklin	1	Reconstruction of Martins Road Between USH 45 and S. Chapel Hill Drive	\$178,400 P.E.	\$96,000 R.O.W.	\$856,000 Const	-- --	\$1,484,586	0.76	9
Village of Grafton	1	Reconditioning of 1st Avenue Between Wisconsin Avenue and Maple Street	-- --	\$236,000 P.E.	\$1,106,352 Const	-- --	\$452,649	-13.16	37
Village of Germantown	1	Reconditioning of Donges Bay Road Between Division Road S and STH 145	\$463,200 P.E.	-- --	-- --	-- --	\$2,189,176	0.21	2
	2	Reconditioning of Donges Bay Road Between Division Road S and STH 145	-- --	-- --	-- --	\$2,315,200 Const	\$1,725,976	-1.64	19
City of Greenfield	1	Reconstruction of W. Morgan Avenue Between W. Forest Home Avenue (STH 24) and S. 43rd Street	-- --	\$233,600 P.E.	-- --	-- --	\$2,213,966	0.11	1
	2	Reconstruction of W. Morgan Avenue Between W. Forest Home Avenue (STH 24) and S. 43rd Street	-- --	-- --	\$1,200,600 Const	-- --	\$1,980,366	0.61	7
	3	Reconstruction of W. Edgerton Avenue Between W. Loomis Road (STH 36) and S. 27th Street (STH 241)	-- --	-- --	-- --	\$288,000 R.O.W.	\$779,766	0.37	6
	4	Reconstruction of W. Edgerton Avenue Between W. Loomis Road (STH 36) and S. 27th Street (STH 241)	-- --	-- --	\$388,800 P.E.	-- --	\$491,766	0.79	11
Village of Harland	1	Pavement Replacement of Hartbrook Drive Between CTH E and CTH KC	-- --	-- --	\$230,000 Const	-- --	\$331,504	0.69	8
	1	Reconstruction of Menomonee Avenue Between Arthur Avenue and Town Hall Road	-- --	\$330,880 P.E.	\$48,000 R.O.W.	\$2,714,880 Const	(\$1,092,764)	-9.99	33
Milwaukee County	1	Reconstruction of S. 13th Street (CTH V) Between S. County Line Road and W. Ryan Road (STH 100)	\$1,000,000 P.E.	-- --	-- --	-- --	(\$7,826,572)	-3.46	23
	2	Reconstruction of S. 13th Street (CTH V) Between W. Ryan Road (STH 100) and W. Rawson Avenue (CTH BB)	\$2,920,000 P.E.	-- --	-- --	-- --	(\$8,826,572)	-4.61	24
	3	Reconstruction of W. College Avenue (CTH ZZ) Between S. 51st Street and S. 27th Street (STH 241)	\$1,480,000 P.E.	-- --	-- --	-- --	(\$11,746,572)	-5.19	25
	4	Reconstruction of S. 13th Street (CTH V) Between S. County Line Road and W. Ryan Road (STH 100)	-- --	\$800,000 R.O.W.	-- --	-- --	(\$13,226,572)	-5.50	26

Table 6 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Requested 2011 Federal Funding	Requested 2012 Federal Funding	Requested 2013 Federal Funding	Requested 2014 Federal Funding	Estimated Local Government Adjusted 2014 STP Balance	Project Rating	Rank	
Milwaukee County (continued)	5	Reconstruction of S. 13th Street (CTH V) Between W. Ryan Road (STH 100) and W. Rawson Avenue (CTH BB)	--	\$800,000 R.O.W.	--	--	(\$14,026,572)	-5.81	27	
	6	Reconstruction of W. College Avenue (CTH ZZ) Between S. 51st Street and S. 27th Street (STH 241)	--	\$800,000 R.O.W.	--	--	(\$14,826,572)	-6.13	28	
	7	Reconstruction of S. 13th Street (CTH V) Between S. County Line Road and W. Ryan Road (STH 100) - Phase 1	--	--	\$8,280,000 Const	--	(\$15,626,572)	-9.37	32	
	8	Reconstruction of S. 13th Street (CTH V) Between W. Ryan Road (STH 100) and W. Rawson Avenue (CTH BB) - Phase 1	--	--	\$2,760,000 Const	--	(\$23,906,572)	-10.45	34	
	9	Reconstruction of W. College Avenue (CTH ZZ) Between S. 51st Street and S. 27th Street (STH 241) - Phase 1	--	--	\$4,140,000 Const	--	(\$26,666,572)	-12.08	35	
	10	Reconstruction of S. 13th Street (CTH V) Between S. County Line Road and W. Ryan Road (STH 100) - Phase 2	--	--	--	\$8,280,000 Const	(\$30,806,572)	-15.32	38	
	11	Reconstruction of S. 13th Street (CTH V) Between W. Ryan Road (STH 100) and W. Rawson Avenue (CTH BB) - Phase 2	--	--	--	\$2,760,000 Const	(\$39,086,572)	-16.41	39	
	12	Reconstruction of W. College Avenue (CTH ZZ) Between S. 51st Street and S. 27th Street (STH 241) - Phase 2	--	--	--	\$4,140,000 Const	(\$41,846,572)	-18.03	41	
	City of Muskego	1	Reconstruction of Tess Corners Road Between Janesville Road (CTH L) and Woods Road	\$204,000 P.E.	\$1,265,000 Const	--	--	\$939,815	-2.66	22
	City of Oconomowoc	1	Pavement Replacement of Summit Avenue Between 2nd Street and Thackery Trail	--	\$1,334,400 Const	--	--	\$1,752,019	0.76	9
	Village of River Hills	1	Resurfacing of Green Tree Road Between Jean Nicolet Road and River Road	\$32,800 P.E.	\$94,400 Const	--	--	\$584,161	0.22	3
	Village of Shorewood	1	Reconstruction of Wilson Drive Between Capitol Drive (STH 190) and E. Glendale Avenue	--	--	\$1,380,000 Const	--	\$507,310	-13.14	36
Village of Thiensville	1	Reconstruction of Green Bay Road Between Grand Avenue and Green Bay Road (Municipal Boundary)	\$93,600 P.E.	\$451,184 Const	--	--	\$686,912	0.79	11	
	2	Resurfacing of Main Street Between Cedarburg Road and Division Street	\$52,800 P.E.	\$120,000 Const	--	--	\$142,128	-0.63	18	

Table 6 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Requested 2011 Federal Funding	Requested 2012 Federal Funding	Requested 2013 Federal Funding	Requested 2014 Federal Funding	Estimated Local Government Adjusted 2014 STP Balance	Project Rating	Rank
Waukesha County	1	Reconstruction of W. Waukesha Bypass Between STH 59 and IH 94	\$280,000 P.E.	\$2,880,000 Const \$40,000 Util.	--	--	\$13,789,207	0.23	4
	2	Reconditioning of Redford Boulevard (CTH F) Between Busse Road and Capitol Drive (STH 190) - South Ramps	--	--	--	\$3,418,400 Const	\$10,589,207	0.32	5
	3	Reconstruction of Silver Spring Road (CTH VV) Between CTH Y and Jackson Drive	--	--	\$9,672,000 Const	--	\$7,170,807	-0.50	15
	4	State Review of Moorland Road (CTH O) Between CTH HH and Grange Avenue	\$16,000 P.E.	--	--	--	(\$2,501,193)	-0.51	16
	5	State Review of North Avenue (CTH M) Between Pilgrim Road (CTH YY) and N. 124th Street	\$40,000 P.E.	--	--	--	(\$2,517,193)	-0.51	16
City of Waukesha	1	Reconstruction of S. East Avenue Between 175' South of Wabash Avenue and College Avenue	--	\$76,000 R.O.W.	\$745,600 Const	--	(\$618,023)	-2.41	21
	2	Reconstruction of S. East Avenue Between Sunset Drive and 175' South of Wabash Avenue	--	\$80,000 R.O.W.	\$2,359,400 Const	--	(\$1,443,623)	-6.48	29
	3	Reconstruction of Arcadian Avenue Between Blackstone Avenue and Les Paul Parkway (STH 164)	--	\$460,000 P.E.	--	\$76,000 R.O.W.	(\$3,883,023)	-7.38	30
	4	Reconstruction of Arcadian Avenue Between Caroline Street and Blackstone Avenue	--	\$460,000 P.E.	--	\$100,000 R.O.W.	(\$4,419,023)	-8.41	31
City of West Allis	1	Resurfacing of S. 76th Street Between W. Greenfield Avenue (STH 59) and W. Pierce Street	--	\$1,104,000 Const	--	(\$206,877)	-1.98	20	

Source: Wisconsin Department of Transportation and SEWRPC

Table 7

**PROJECT RATING AND RANKING OF CANDIDATE LOCAL GOVERNMENT SURFACE TRANSPORTATION PROGRAM (STP)
PROJECTS FOR THE MILWAUKEE URBANIZED AREA: FEDERAL FISCAL YEARS: 2011, 2012, 2013, AND 2014**

Project Sponsor	Project Sponsor Priority	Project Description	Work Phase	Federal Cost	Accumulated Federal Cost	Project Rating	Rank	Funding Category
City of Greenfield	1	Reconstruction of W. Morgan Avenue Between W. Forest Home Avenue (STH 24) and S. 43rd Street	P.E.	\$233,600	\$233,600	0.11	1	"Funded" Project
Village of Germantown	1	Reconditioning of Donges Bay Road Between Division Road S and STH 145	P.E.	\$463,200	\$696,800	0.21	2	"Funded" Project
Village of River Hills	1	Resurfacing of Green Tree Road Between Jean Nicolet Road and River Road	P.E., Const	\$127,200	\$824,000	0.22	3	"Funded" Project
Waukesha County	1	Reconstruction of W. Waukesha Bypass Between STH 59 and IH 94	P.E., Const, Util.	\$3,200,000	\$4,024,000	0.23	4	"Funded" Project
Waukesha County	2	Reconditioning of Redford Boulevard (CTH F) Between Busse Road and Capitol Drive (STH 190) - South Ramps	Const	\$3,418,400	\$7,442,400	0.32	5	"Funded" Project
City of Greenfield	3	Reconstruction of W. Edgerton Avenue Between W. Loomis Road (STH 36) and S. 27th Street (STH 241)	R.O.W.	\$288,000	\$7,730,400	0.37	6	"Funded" Project
City of Greenfield	2	Reconstruction of W. Morgan Avenue Between W. Forest Home Avenue (STH 24) and S. 43rd Street	Const	\$1,200,600	\$8,931,000	0.61	7	"Funded" Project
Village of Hartland	1	Pavement Replacement of Hartbrook Drive Between CTH E and CTH KC	Const	\$230,000	\$9,161,000	0.69	8	"Funded" Project
City of Franklin	1	Reconstruction of Martins Road Between USH 45 and S. Chapel Hill Drive	P.E., R.O.W., Const	\$1,130,400	\$10,291,400	0.76	9	"Funded" Project
City of Oconomowoc	1	Pavement Replacement of Summit Avenue Between 2nd Street and Thackery Trail	Const	\$1,334,400	\$11,625,800	0.76	9	"Funded" Project
City of Greenfield	4	Reconstruction of W. Edgerton Avenue Between W. Loomis Road (STH 36) and S. 27th Street (STH 241)	P.E.	\$388,800	\$12,014,600	0.79	11	"Funded" Project
Village of Thiensville	1	Reconstruction of Green Bay Road Between Grand Avenue and Green Bay Road (Municipal Boundary)	P.E., Const	\$544,784	\$12,559,384	0.79	11	"Funded" Project
Village of Fox Point	1	Pavement Replacement of Green Tree Road Between N. Seneca Avenue and N. Lake Drive (STH 32)	Const	\$222,640	\$12,782,024	0.82	13	"Funded" Project
Village of Brown Deer	1	Pavement Replacement of N. 60th Street Between W. Fairy Chasm Road and W. County Line Road	P.E., Const	\$534,673	\$13,316,697	0.84	14	"Funded" Project
Waukesha County	3	Reconstruction of Silver Spring Road (CTH VV) Between CTH Y and Jackson Drive	Const	\$9,672,000	\$22,988,697	-0.50	15	"Funded" Project
Waukesha County	4	State Review of Mootland Road (CTH O) Between CTH HH and Grange Avenue	P.E.	\$16,000	\$23,004,697	-0.51	16	"Potential" Project
Waukesha County	5	State Review of North Avenue (CTH M) Between Pilgrim Road (CTH YY) and N. 124th Street	P.E.	\$40,000	\$23,044,697	-0.51	16	"Potential" Project
Village of Thiensville	2	Resurfacing of Main Street Between Cedarburg Road and Division Street	P.E., Const	\$172,800	\$23,217,497	-0.63	18	"Potential" Project
Village of Germantown	2	Reconditioning of Donges Bay Road Between Division Road S and STH 145	Const	\$2,315,200	\$25,532,697	-1.64	19	"Potential" Project
City of West Allis	1	Resurfacing of S. 76th Street Between W. Greenfield Avenue (STH 59) and W. Pierce Street	Const	\$1,104,000	\$26,636,697	-1.98	20	"Potential" Project
City of Waukesha	1	Reconstruction of S. East Avenue Between 175' South of Wabash Avenue and College Avenue	R.O.W., Const	\$825,600	\$27,462,297	-2.41	21	"Potential" Project
City of Muskego	1	Reconstruction of Tess Corners Road Between Janesville Road (CTH L) and Woods Road	P.E., Const	\$1,469,000	\$28,931,297	-2.66	22	"Potential" Project
Milwaukee County	1	Reconstruction of S. 13th Street (CTH V) Between S. County Line Road and W. Ryan Road (STH 100)	P.E.	\$1,000,000	\$29,931,297	-3.46	23	"Potential" Project

Table 7 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Work Phase	Federal Cost	Accumulated Federal Cost	Project Rating	Rank	Funding Category
Milwaukee County	2	Reconstruction of S. 13th Street (CTH V) Between W. Ryan Road (STH 100) and W. Rawson Avenue (CTH BB)	P.E.	\$2,920,000	\$32,851,297	-4.61	24	"Potential" Project
Milwaukee County	3	Reconstruction of W. College Avenue (CTH ZZ) Between S. 51st Street and S. 27th Street (STH 241)	P.E.	\$1,480,000	\$34,331,297	-5.19	25	"Potential" Project
Milwaukee County	4	Reconstruction of S. 13th Street (CTH V) Between S. County Line Road and W. Ryan Road (STH 100)	R.O.W.	\$800,000	\$35,131,297	-5.50	26	"Potential" Project
Milwaukee County	5	Reconstruction of S. 13th Street (CTH V) Between W. Ryan Road (STH 100) and W. Rawson Avenue (CTH BB)	R.O.W.	\$800,000	\$35,931,297	-5.81	27	"Potential" Project
Milwaukee County	6	Reconstruction of W. College Avenue (CTH ZZ) Between S. 51st Street and S. 27th Street (STH 241)	R.O.W.	\$800,000	\$36,731,297	-6.13	28	"Potential" Project
City of Waukesha	2	Reconstruction of S. East Avenue Between Sunset Drive and 175' South of Wabash Avenue	R.O.W., Const	\$2,439,400	\$39,170,697	-6.48	29	"Potential" Project
City of Waukesha	3	Reconstruction of Arcadian Avenue Between Blackstone Avenue and Les Paul Parkway (STH 164)	P.E., R.O.W.	\$536,000	\$39,706,697	-7.38	30	"Potential" Project
City of Waukesha	4	Reconstruction of Arcadian Avenue Between Caroline Street and Blackstone Avenue	P.E., R.O.W., R/R	\$620,000	\$40,326,697	-8.41	31	"Potential" Project
Milwaukee County	7	Reconstruction of S. 13th Street (CTH V) Between S. County Line Road and W. Ryan Road (STH 100) - Phase 1	Const	\$8,280,000	\$48,606,697	-9.37	32	"Potential" Project
Village of Menomonee Falls	1	Reconstruction of Menomonee Avenue Between Arthur Avenue and Town Hall Road	P.E., R.O.W., Const	\$3,093,760	\$51,700,457	-9.99	33	"Not Funded" Project
Milwaukee County	8	Reconstruction of S. 13th Street (CTH V) Between W. Ryan Road (STH 100) and W. Rawson Avenue (CTH BB) - Phase 1	Const	\$2,760,000	\$54,460,457	-10.45	34	"Not Funded" Project
Milwaukee County	9	Reconstruction of W. College Avenue (CTH ZZ) Between S. 51st Street and S. 27th Street (STH 241) - Phase 1	Const	\$4,140,000	\$58,600,457	-12.08	35	"Not Funded" Project
Village of Shorewood	1	Reconstruction of Wilson Drive Between Capitol Drive (STH 190) and E. Glendale Avenue	Const	\$1,380,000	\$59,980,457	-13.14	36	"Not Funded" Project
Village of Grafton	1	Reconditioning of 1st Avenue Between Wisconsin Avenue and Maple Street	P.E., Const	\$1,342,352	\$61,322,808	-13.16	37	"Not Funded" Project
Milwaukee County	10	Reconstruction of S. 13th Street (CTH V) Between S. County Line Road and W. Ryan Road (STH 100) - Phase 2	Const	\$8,280,000	\$69,602,808	-15.32	38	"Not Funded" Project
Milwaukee County	11	Reconstruction of S. 13th Street (CTH V) Between W. Ryan Road (STH 100) and W. Rawson Avenue (CTH BB) - Phase 2	Const	\$2,760,000	\$72,362,808	-16.41	39	"Not Funded" Project
City of Delafield	1	Reconstruction of Golf Road Between STH 83 and Greywood Lane	Const	\$1,701,080	\$74,063,888	-16.90	40	"Not Funded" Project
Milwaukee County	12	Reconstruction of W. College Avenue (CTH ZZ) Between S. 51st Street and S. 27th Street (STH 241) - Phase 2	Const	\$4,140,000	\$78,203,888	-18.03	41	"Not Funded" Project
City of Delafield	2	Reconstruction of Golf Road Between STH 83 and Greywood Lane	P.E.	\$288,680	\$78,492,568	-20.03	42	"Not Funded" Project

Source: Wisconsin Department of Transportation and SEWRPC.

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in 2002 for the construction of the Downtown Connector project. The funding of this project was deferred while a study was conducted to determine the locally preferred alternative for the project. This resulted in “potential” highway projects which were ready for implementation being advanced and funded to ensure that all of the annual allocation of STP funding was spent each year. As a result, it is necessary to allocate \$10.0 million of the \$31.1 million of STP funding allocated to all other local units of government in the Milwaukee urbanized area outside of the City of Milwaukee in the years 2013 and 2014 for the MCTS bus replacement project. This results in \$21.1 million, or \$10.5 million annually, in STP funds being available for candidate projects in the communities and counties within the Milwaukee urbanized area and outside of the City of Milwaukee. The total funding allocated to approved, “funded” projects—\$23.0 million—is somewhat more than the \$21.1 million in available funding. This is because the last approved project has a total Federal funding need of \$9.7 million. “Potential” projects represent another \$26 million in project Federal Funding. “Not funded” projects represent an additional \$30 million.

It is the joint responsibility of local governments with “funded” projects and the Wisconsin Department of Transportation to work together to utilize this approved 2013 through 2014 Federal funding, and to explore the potential to use any available 2011 or 2012 funding.

With respect to local governments with “potential” projects, it is the responsibility of the Wisconsin Department of Transportation to notify local governments of possible opportunities for funding—for 2013 and 2014. The “potential” projects are not approved at this time for funding, but are to be held in reserve in case a project selected for funding is deferred or dropped, or should Milwaukee County choose to not use all of the \$10.0 million of STP funding approved for the replacement of a portion of MCTS’s existing fleet of buses in the years 2013 and 2014. The highest ranked “potential” project may then be approved for funding. The Wisconsin Department of Transportation is to notify communities and approve funding if such reserve projects become eligible for funding.

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MEMORANDUM

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

FROM: SEWRPC Staff

DATE: January 19, 2011

SUBJECT: PROPOSED ALLOCATION OF FY 2013 and 2014 SURFACE TRANSPORTATION PROGRAM FUNDS AND SELECTION OF PROJECTS FOR FUNDING WITHIN THE MILWAUKEE URBANIZED AREA.

INTRODUCTION

There is a need at this time to select those transportation projects to be funded in the years 2013 and 2014 with Federal Highway Administration Surface Transportation Program (STP) funds designated for the Milwaukee urbanized area. The Advisory Committee on Transportation System Planning and Programming for the Milwaukee Urbanized Area (Milwaukee Area TIP Committee) has developed guidelines for the selection of projects to be funded with STP-Milwaukee urbanized area funds; has previously selected projects for funding for the years 1992 through 2012 under those guidelines; and has programmed those projects for implementation in previous transportation improvement programs for southeastern Wisconsin.

The purpose of this memorandum is to review the guidelines, and apply the guidelines for the years 2013 and 2014, so that projects can be recommended for funding.

GUIDELINES FOR SELECTION OF PROJECTS FOR FUNDING

At meetings held on April 16 and May 28, 1992, April 20, 1993, September 15, 1995, November 6, 1997, January 5, 2000, February 7, 2002, November 12, 2003, January 19, 2006, and April 14, 2008, the Committee acted to recommend, and/or reaffirm, to the Regional Planning Commission as the Metropolitan Transportation Planning Organization (MPO) for the Milwaukee urbanized area, guidelines for the selection of projects to receive Milwaukee urbanized area STP funds. The following briefly summarizes the Committee's recommendations to date:

1. Projects of a "safety" and "transportation enhancement" nature should be funded through funds made available on a statewide basis for these two Federal program categories, and not with STP funds allocated to the Milwaukee urbanized area.

Attachment B (continued)

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2. Projects of a “transportation control” nature, having positive air quality impacts, should be funded with Federal congestion mitigation and air quality (CMAQ) improvement program funds which apply to the entire air quality nonattainment area in Wisconsin, and not with STP funds allocated to the Milwaukee urbanized area.
3. Prior to November 2003, projects on those arterial streets and highways identified for inclusion in the National Highway System (NHS) were to be funded with Federal funds provided statewide for this purpose, and not with STP funds allocated to the Milwaukee urbanized area. In addition, the lane-miles of NHS arterial facilities were not used for STP fund allocation. At its November 2003 meeting, the TIP Committee determined that projects on NHS facilities under the jurisdiction of county and municipal governments would be eligible for funding with STP-M funds because available NHS funds prior to that date had been spent almost exclusively on facilities under the jurisdiction of the Wisconsin Department of Transportation (WisDOT). It was also determined that lane-miles of NHS facilities under county and municipal jurisdiction would be used for STP fund allocation. Lastly, it was recommended in November 2003 that efforts to obtain an NHS local program should continue, and should they be successful, county and municipal NHS lane-miles would then cease to be used for STP fund allocation.
4. Projects on streets and highways identified as arterials on the adopted regional transportation system and county jurisdictional highway system plans should be funded with STP funds allocated to the Milwaukee urbanized area. Projects on non-arterials—collector and land access streets—which are not identified in regional transportation or county jurisdictional highway system plans should not be funded with STP funds designated for the Milwaukee urbanized area.
5. Both major categories of Federal transportation funds which are allocated by the U.S. Department of Transportation directly to the Milwaukee urbanized area—Federal Highway Administration (FHWA) STP funds and the Federal Transit Administration (FTA) Section 5307 (formerly Section 9) capital funds—should be considered flexible as to allocation to transportation mode, being available to meet both arterial highway and transit capital needs as identified under the adopted regional transportation system plan. Federal law explicitly encourages such flexible treatment of funds. The FTA Section 5307 capital and FHWA STP funds allocated to the Milwaukee urbanized area would be divided between public transit and county and local arterial highways based upon their capital funding needs as determined by the adopted regional transportation system plan. That need under the adopted year 2035 regional plan has been determined to result in an allocation of 37 percent of the available capital funds to the transit mode and 63 percent of the available funds to the highway mode. Such allocation of funds based on the year 2035 plan is proposed to be used by the Advisory Committee and the Commission to allocate FHWA STP and FTA Section 5307 funding between arterial highways and public transit for the years 2013 through 2014. The year 2035 plan was used to allocate funding for the years 2010 through 2012; the year 2020 plan was used to allocate such funding for the years year 2002 through 2009; the year 2010 plan was used to allocate such funding for the years 1997 through 2001, and the year 2000 plan was used to allocate such funding for the years 1995 and 1996.
6. All STP funds determined to be available for transit would be kept in a single “pool” for use by all transit operators in the Milwaukee urbanized area. Prior to the year 2001 the operators

annually negotiated a division of FTA Section 5307 capital funding in the Milwaukee urbanized area. Since 2001, the transit operators determined to use a formula to allocate FTA Section 5307 funds annually among the transit operators. The transit operators could choose to use that same formula or some other method, such as a negotiation and selection of projects to be funded, to allocate STP funds among the transit operators.

7. The TIP Committee recommended that all STP funds be expended annually on eligible projects, with the selection of such projects to be related to a “paper” allocation system whereby each governmental unit having current jurisdictional responsibility for eligible facilities (all arterial facilities on the year 2035 regional transportation plan except those facilities on the NHS prior to November 2003, and all arterial facilities on the year 2035 regional transportation plan under the jurisdiction of county and local governments since November 2003) would be credited STP funds annually based on its proportion of total eligible existing and planned system facility lane-miles in the year 2035 regional transportation plan. The “paper” allocations would be accumulated from year-to-year, with debits to occur from each account as projects are selected for implementation. The ratio of each governmental unit’s account balance to the Federal share of a proposed project would constitute the primary basis for arterial highway project selection annually.
8. The amount of annual funding historically allocated to the City of Milwaukee (approximately \$4 to \$5 million) has permitted the City to implement each year a number of substantial highway improvement projects. For the remaining local communities and for the counties involved, implementation of a substantial project is possible perhaps once every few or several years or more. Consequently, a project evaluation and ranking procedure is used to rank projects for Federal funding for these local governments. This procedure considers for each project the potential Federal funding requested and the Federal funding balance credited to the community concerned.

These recommendations of the Committee were accepted by the MPO when the Commission approved the 1993-1998 TIP and its successors, the 1995-1997 TIP, the 1998-2000 TIP, the 2000-2002 TIP, the 2002-2004 TIP, the 2005-2007 TIP, the 2007-2010 TIP, and the 2009-2012 TIP.

A first step in applying these guidelines for the years 2013 and 2014 is to allocate STP funds for the years 2013 and 2014 between highway and transit projects. The guideline recommends that Milwaukee area FHWA STP funds and FTA section 5307 funds should be combined and allocated between highway and transit needs based upon their relative capital project needs as set forth in the year 2035 regional transportation plan. In that plan Milwaukee area county and local arterial highway capital project needs represent an estimated 63 percent of total area capital project needs, and Milwaukee area public transit capital project needs represent 37 percent of total area capital project needs. It is unknown at this time how much Federal funding the U.S. Congress will authorize and appropriate in FY 2013 and 2014 with respect to FTA Section 5307 and FHWA STP funds for the Milwaukee urbanized area. Accordingly, it is necessary to estimate those authorizations and appropriations, recognizing that the actual appropriations may be more or less than the estimate, and that the quantitative analysis set forth herein may need to be revised. Based on historic annual authorized and appropriated funding levels, the Federal funding for the Milwaukee urbanized area for FY 2013 and 2014 is estimated to include \$21.8 million annually of FHWA STP funds and \$21.3 million annually of FTA Section 5307 funds (based year 2010 FTA funding), for an annual total of \$43.1 million of Federal funds.

To support planning operations, the Regional Planning Commission has received an annual allocation of \$150,000 of Milwaukee urbanized area FTA Section 5307 capital funds since 1990, and an annual allocation of STP funds since 1996, with the latest allocation being \$500,000 annually in 2010, 2011 and 2012. The Commission is requesting for the years 2013 and 2014 a continued annual allocation of \$150,000 of FTA funds and \$500,000 of STP funds to support Commission transportation planning and programming, including air quality conformity analyses.

Given the estimated annual funding levels for FY 2013 and 2014 noted above (total of \$43.1 million) and adjusting those funding levels to account for the proposed Commission planning needs, about \$42.4 million of Federal funds is expected to be available annually to the Milwaukee urbanized area for capital highway and transit projects – \$21.3 million of STP funds and \$21.1 million of Section 5307 funds. Applying the foregoing principles which would allocate the available funding between transit and highways based upon the funding needs established in the year 2035 regional transportation plan, the following allocation to the two modes results:

<u>Transit:</u>	\$42.4 million x 37 percent = \$15.7 million annual funding
<u>Highways:</u>	\$42.4 million x 63 percent = \$26.7 million annual funding

This potential allocation of Federal funds would entail the transfer of \$5.4 million annually of FTA section 5307 transit funds to arterial streets and highways. Consistent with past advisory committee practice, the Commission staff recommends that no transfer of FTA Section 5307 funds be made to streets and highways, and that the balance of STP funds for public transit capital projects not be reduced. The FTA Section 5307 funds may be used by Milwaukee area transit operators to fund transit operating cost as well as capital projects.

SELECTION OF PROJECTS TO RECEIVE FTA SECTION 5307 AND FHWA STP FUNDING

The currently approved procedure for selecting transit capital projects to be Federally funded with FTA Section 5307 funds is for the Milwaukee area public transit operators to program projects against the FTA Section 5307 funds (\$21.1 million annually in 2013 and 2014) allocated to each operator by formula. With respect to STP funds to be used for transit projects, the transit operators could through negotiation select transit projects to be proposed for STP funding. Alternatively, each Milwaukee area transit operator could be allocated their portion of the “paper” balance of \$10.7 million of STP funds allocated to transit in previous years with such allocation based upon the same procedure with which FTA Section 5307 funds are distributed, and each operator could then request STP funding for their transit project(s). Milwaukee County in 2002 requested and received approval for \$10.0 million of STP funding in 2004 and 2005 for the construction of the downtown connector project, but the use of these funds were deferred while a study was conducted to determine the locally preferred alternative for the project. This has resulted in highway projects ready for implementation being advanced to ensure that all of the annual allocation of STP funding is spent each year. In 2010, Milwaukee County requested and received approval from the Milwaukee Area TIP Committee to transfer the \$10.0 million of STP funding from the downtown connector project to a project which would replace a portion of Milwaukee County Transit System’s (MCTS) existing fleet of buses.

With respect to arterial streets and highways, each unit of government—municipal and county—is allocated an annual amount of the STP funds determined to be available for highways based on its proportionate share of the planned lane-miles of eligible arterial facilities on the adopted regional transportation system plan under its current jurisdiction within the appropriate adjusted Census defined

Milwaukee urbanized area—the year 1990 adjusted Census defined area prior to November 2003, and the year 2000 adjusted Census defined urbanized area since November 2003.

The estimated eligible planned arterial lane-miles by municipality and county based on the adopted regional transportation plan for the year 2000 adjusted Census defined Milwaukee urbanized area is shown on Table 1. Table 1 also sets forth the proportionate share of Milwaukee urbanized area planned lane-miles of eligible arterial facilities by municipality and county.

Table 2 shows the estimated current and potential 2013 and 2014 STP funds to be credited to each municipality and county based upon the 2000 Census adjusted areas, under the adopted allocation methodology, along with the estimated 2014 fund balance for each unit of government. Of the \$21.3 million of annual STP funding to be allocated under the recommended alternative to arterial streets and highways in the years 2013 and 2014, approximately 27 percent, or \$5.8 million annually, would be allocated to the City of Milwaukee; and the remaining 73 percent, or \$15.5 million annually, would be allocated to all other local units of government in the Milwaukee urbanized area.

Table 2 also shows the transfer of STP balance approved by the Milwaukee Area TIP Committee as a condition of projects receiving American Recovery and Reinvestment Act (ARRA) funding in excess of a municipality's or county's allocated ARRA funding. While this was a onetime allocation of funding, such municipalities were proposed to return 80 percent of the excess ARRA funding received through transfer of their existing STP-M balance to municipalities not receiving a project. Municipalities and counties with sufficient allocated ARRA funding to fully fund, or nearly fully fund, a project would not transfer any of their existing STP balances. A total of three projects were approved for ARRA funding in municipalities which were not allocated sufficient ARRA funding:

- Rehabilitation of River Road Bridge over Indian Creek in the Village of River Hills (STP balance of \$199,320 to be returned to communities in Milwaukee County)
- Rehabilitation of Valentine Road bridge over Oconomowoc Lake in the Village of Oconomowoc Lake (STP balance of \$119,860 to be returned to communities in Waukesha County)
- Reconstruction with additional traffic lanes of County Line Road (CTH Q) between USH 41/45 and Pilgrim Road in Washington County (STP balance of \$625,322 of Washington County and \$1,923,788 of the Village of Germantown, or a total of \$2,549,110, to be returned to communities in Ozaukee, Waukesha, and Racine Counties.)

Tables 3 and 4 summarize the distribution of STP balances from municipalities receiving ARRA funding for projects in excess of their onetime ARRA allocation to municipalities not receiving an ARRA project as approved by the Milwaukee Area TIP Committee. These adjustments are reflected in each municipality's estimated balance through 2012 in Table 2.

The amount of annual funding historically allocated to the City of Milwaukee (about \$5.8 million annually in 2013 and 2014) has permitted the City to implement each year a number of substantial highway improvement projects. For the remaining local communities and for the counties involved, implementation of a substantial project was only possible perhaps once every few or several years. Consequently, a project evaluation and ranking procedure was used to rank projects for Federal funding. This procedure considers for each project the potential Federal funding requested and the Federal funding balance credited to the community concerned and as well for transit projects. The estimated STP fund

Attachment B (continued)

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Table 1

**ESTIMATED PLANNED ARTERIAL LANE-MILES WITHIN THE MILWAUKEE URBANIZED AREA ELIGIBLE FOR
SURFACE TRANSPORTATION PROGRAM-MILWAUKEE URBANIZED AREA FUNDING**

Implementing Agency	Year 2000 Urbanized Area	
	Total Year 2035 Planned Lane-Miles	Proportionate Share
MILWAUKEE COUNTY		
County	375.68	0.11956
Village of Bayside	0.06	0.00002
Village of Brown Deer	16.18	0.00515
City of Cudahy	27.44	0.00873
Village of Fox Point	2.36	0.00075
City of Franklin	28.78	0.00916
City of Glendale	13.98	0.00445
Village of Greendale	18.98	0.00604
City of Greenfield	42.92	0.01366
Village of Hales Corners	6.98	0.00222
City of Milwaukee	850.20	0.27058
City of Oak Creek	63.32	0.02015
Village of River Hills	7.96	0.00253
City of Francis	14.94	0.00475
Village of Shorewood	9.78	0.00311
City of South Milwaukee	27.50	0.00875
City of Wauwatosa	71.76	0.02284
City of West Allis	97.38	0.03099
Village of West Milwaukee	13.38	0.00426
Village of Whitefish Bay	15.64	0.00498
Milwaukee-County Total	1,705.22	0.54270
WAUKESHA COUNTY		
County	734.06	0.23362
Village of Big Bend	1.56	0.00050
City of Brookfield	72.14	0.02296
Town of Brookfield	1.56	0.00050
Village of Butler	1.98	0.00063
City of Delafield	13.60	0.00433
Village of Elm Grove	14.76	0.00470
Village of Hartland	4.60	0.00146
Village of Lannon	1.68	0.00053
Town of Lisbon	12.08	0.00384
Village of Menomonee Falls	61.72	0.01964
Town of Merton	0.78	0.00025
Village of Merton	0.12	0.00004
City of Muskego	29.26	0.00931
City of New Berlin	48.98	0.01559
City of Oconomowoc	21.38	0.00680
Town of Oconomowoc	6.78	0.00216
Village of Oconomowoc Lake	0.02	0.00001

Attachment B (continued)

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Table 1 (continued)

Implementing Agency	Year 2000 Urbanized Area	
	Total Year 2035 Planned Lane-Miles	Proportionate Share
City of Pewaukee	2.02	0.00064
Village of Pewaukee	7.30	0.00232
Town of Summit	2.10	0.00067
Village of Sussex	9.86	0.00314
Town of Vernon	3.26	0.00104
City of Waukesha	88.22	0.02808
Town of Waukesha	1.90	0.00060
Waukesha County-Total	1,141.72	0.36336
OZAUKEE COUNTY		
County	73.92	0.02353
City of Cedarburg	17.06	0.00543
Town of Cedarburg	3.86	0.00123
Town of Grafton	6.56	0.00209
Village of Grafton	9.96	0.00317
City of Mequon	96.16	0.03060
Town of Saukville	0.68	0.00022
Village of Saukeville	1.36	0.00043
Village of Thiensville	7.20	0.00229
Ozaukee County-Total	216.76	0.06899
RACINE COUNTY		
County	0.00	0.00000
Town of Caledonia	4.06	0.00129
Town of Norway	0.00	0.00000
Town of Raymond	0.00	0.00000
Racine County-Total	4.06	0.00129
WASHINGTON COUNTY		
County	21.28	0.00677
Town of Germantown	0.00	0.00000
Village of Germantown	53.06	0.01689
Washington County-Total	74.34	0.02366
Milwaukee Urbanized Area-Total	3,142.10	1.00000

Source: SEWRPC.

Attachment B (continued)

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Table 2

**ESTIMATED CURRENT FEDERAL AID PROGRAM BALANCES IN THE MILWAUKEE URBANIZED AREA AND
POTENTIAL FEDERAL FISCAL YEAR 2013 AND 2014 FORMULA ALLOCATIONS, AND 2014 BALANCES**

Implementing Agency	Accumulative Share--1974 Through 2012	Projects Committed to Agreement and Scheduled to Contract	Transfer of STP funds to Credit or Debit Community Balances due to ARRA	Adjusted Estimated Balance Through 2012	Formula Allocation for 2013 - 2014	Estimated Balance Through 2014
MILWAUKEE COUNTY						
County	\$46,542,157	\$59,469,943	\$0	(\$12,927,786)	\$5,101,214	(\$7,826,572)
Village of Bayside	\$8,867	(\$0)	\$36	\$8,903	\$815	\$9,717
Village of Brown Deer	\$2,263,555	\$1,859,504	\$9,590	\$413,641	\$219,702	\$633,343
City of Cudahy	\$3,713,637	\$2,394,662	\$26,927	\$1,345,902	\$372,597	\$1,718,499
Village of Fox Point	\$372,121	\$133,514	\$1,399	\$240,005	\$32,046	\$272,051
City of Franklin	\$4,976,410	\$3,899,675	\$17,058	\$1,093,793	\$390,793	\$1,484,586
City of Glendale	\$2,152,908	\$2,195,097	\$8,286	(\$33,903)	\$189,829	\$155,926
Village of Greendale	\$2,445,184	\$4,409,973	\$11,250	(\$1,953,539)	\$257,722	(\$1,695,817)
City of Greenfield	\$5,079,014	\$3,473,282	\$25,440	\$1,631,172	\$582,794	\$2,213,966
Village of Hales Corners	\$1,048,990	\$1,804,492	\$4,137	(\$751,366)	\$94,779	(\$656,587)
City of Milwaukee	\$152,543,846	\$148,892,123	\$0	\$3,651,723	\$11,544,538	\$15,196,261
City of Oak Creek	\$9,936,518	\$9,560,737	\$37,531	\$413,312	\$859,798	\$1,273,110
Village of River Hills	\$1,252,741	\$577,346	(\$199,320)	\$476,075	\$108,086	\$584,161
City of Saint Francis	\$2,162,848	\$2,313,887	\$8,855	(\$142,185)	\$202,865	\$60,680
Village of Shorewood	\$1,076,976	\$708,261	\$5,797	\$374,512	\$132,799	\$507,310
City of South Milwaukee	\$4,039,812	\$5,063,099	\$25,813	(\$997,474)	\$373,412	(\$624,062)
City of Wauwatosa	\$10,086,581	\$11,297,795	\$0	(\$1,211,214)	\$974,401	(\$236,813)
City of West Allis	\$14,070,254	\$15,599,416	\$0	(\$1,529,162)	\$1,322,285	(\$206,877)
Village of West Milwaukee	\$1,490,273	\$1,876,948	\$7,931	(\$378,744)	\$181,682	(\$197,062)
Village of Whitefish Bay	\$2,231,302	\$1,148,090	\$9,270	\$1,092,482	\$212,370	\$1,304,852
Milwaukee-County Total	\$267,493,992	\$276,677,844	\$0	(\$9,183,852)	\$23,154,525	\$13,970,674
WAUKESHA COUNTY						
County	\$64,188,985	\$60,367,296	\$0	\$3,821,689	\$9,967,518	\$13,789,207
Village of Big Bend	\$166,765	\$0	\$10,596	\$177,361	\$21,183	\$198,543
City of Brookfield	\$14,255,014	\$17,917,985	\$490,004	(\$3,172,967)	\$979,561	(\$2,193,406)
Town of Brookfield	\$402,577	\$589,238	\$10,596	(\$176,066)	\$21,183	(\$154,883)
Village of Butler	\$323,930	\$431,320	\$13,449	(\$93,941)	\$26,886	(\$67,055)
Village of Chenequa	\$9,026	\$0	\$0	\$9,026	\$0	\$9,026
City of Delafield	\$1,046,394	\$1,183,218	\$92,377	(\$44,448)	\$184,669	\$140,222
Town of Delafield	\$4,411	\$0	\$0	\$4,411	\$0	\$4,411
Village of Elm Grove	\$1,729,332	\$1,547,560	\$100,256	\$282,028	\$200,420	\$482,448
Village of Hartland	\$426,217	\$188,419	\$31,245	\$269,042	\$62,462	\$331,504
Village of Lannon	\$260,169	\$346,051	\$11,411	(\$74,472)	\$22,812	(\$51,659)
Town of Lisbon	\$1,115,151	\$148	\$82,052	\$1,197,055	\$164,030	\$1,361,084
Village of Menomonee Falls	\$9,210,283	\$11,560,347	\$419,227	(\$1,930,836)	\$838,072	(\$1,092,764)
Town of Merton	\$31,981	\$0	\$5,298	\$37,279	\$10,591	\$47,871
Village of Merton	\$4,735	(\$0)	\$815	\$5,550	\$1,629	\$7,179
City of Muskego	\$3,709,419	\$3,365,660	\$198,746	\$542,505	\$397,310	\$939,815
Village of Nashotah	\$10,862	\$0	\$0	\$10,862	\$0	\$10,862
City of New Berlin	\$8,966,696	\$10,289,327	\$332,692	(\$989,939)	\$665,081	(\$324,858)
City of Oconomowoc	\$1,989,571	\$673,084	\$145,222	\$1,461,709	\$290,311	\$1,752,019
Town of Oconomowoc	\$216,528	\$184	\$46,053	\$262,398	\$92,063	\$354,461
Village of Oconomowoc Lake	\$99,013	(\$0)	(\$119,860)	(\$20,847)	\$272	(\$20,576)
City of Pewaukee	\$671,467	\$110	\$13,721	\$685,078	\$27,429	\$712,507
Village of Pewaukee	\$1,002,042	\$555,378	\$49,585	\$496,249	\$99,124	\$595,373
Town of Summit	\$154,500	\$0	\$14,264	\$168,764	\$28,515	\$197,279
Village of Sussex	\$1,387,382	\$1,467,437	\$66,973	(\$13,082)	\$133,885	\$120,804
Town of Vernon	\$125,837	\$0	\$22,143	\$147,980	\$44,266	\$192,246
City of Waukesha	\$12,023,040	\$13,838,969	\$0	(\$1,815,929)	\$1,197,905	(\$618,023)
Town of Waukesha	\$403,378	\$596,813	\$12,906	(\$180,528)	\$25,799	(\$154,729)
Waukesha County-Total	\$123,934,705	\$124,918,545	\$2,049,771	\$1,065,931	\$15,502,976	\$16,568,907

Attachment B (continued)

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Table 2 (continued)

Implementing Agency	Accumulative Share--1974 Through 2012	Projects Committed to Agreement and Scheduled to Contract	Transfer of STP funds to Credit or Debit Community Balances due to ARRA	Adjusted Estimated Balance Through 2012	Formula Allocation for 2013 - 2014	Estimated Balance Through 2014
OZAUKEE COUNTY						
County	\$7,200,362	\$5,188,825	\$0	\$2,011,537 \$0	\$1,003,731	\$3,015,268
City of Cedarburg	\$2,007,718	\$2,552,245	\$75,226	(\$469,301)	\$231,651	(\$237,649)
Town of Cedarburg	\$527,901	\$52,983	\$17,021	\$491,939	\$52,413	\$544,352
Town of Grafton	\$504,813	\$199,963	\$28,926	\$333,776	\$89,076	\$422,851
Village of Grafton	\$1,267,790	\$994,302	\$43,918	\$317,406	\$135,243	\$452,649
City of Mequon	\$18,590,141	\$16,715,950	\$265,685	\$2,139,876	\$1,305,720	\$3,445,595
Town of Saukville	\$24,900	(\$0)	\$2,998	\$27,898	\$9,233	\$37,131
Village of Saukville	\$51,448	(\$0)	\$5,997	\$57,445	\$18,467	\$75,912
Village of Thiensville	\$1,012,622	\$455,224	\$31,748	\$589,146	\$97,766	\$686,912
Ozaukee County-Total	\$31,187,694	\$26,159,492	\$471,519	\$5,499,721	\$2,943,301	\$8,443,022
RACINE COUNTY						
County	\$608,142	\$506,439	\$0	\$101,703	\$0	\$101,703
Village of Caledonia	\$814,508	\$170,270	\$27,820	\$672,059	\$55,129	\$727,188
Town of Norway	\$536,945	\$0	\$0	\$536,945	\$0	\$536,945
Town of Raymond	\$195,002	\$0	\$0	\$195,002	\$0	\$195,002
Racine County-Total	\$2,154,597	\$676,709	\$27,820	\$1,505,709	\$55,129	\$1,560,838
WASHINGTON COUNTY						
County	\$4,232,022	\$3,760,206	(\$625,322)	(\$153,506)	\$288,953	\$135,447
Town of Germantown	\$151,638	\$0	\$0	\$151,638	\$0	\$151,638
Village of Germantown	\$9,457,606	\$6,065,123	(\$1,923,788)	\$1,468,694	\$720,481	\$2,189,176
Washington County-Total	\$13,841,265	\$9,825,329	(\$2,549,110)	\$1,466,826	\$1,009,434	\$2,476,261
Milwaukee Urbanized Area						
Transit Capital Funding	\$10,740,000					
TOTAL	\$449,352,253	\$438,257,918	\$0	\$11,094,336	\$42,665,365	\$43,019,701

Source: Wisconsin Department of Transportation and SEWRPC

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Attachment B (continued)

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Table 3

FEDERAL HIGHWAY ADMINISTRATION SURFACE TRANSPORTATION PROGRAM - MILWAUKEE URBANIZED AREA BALANCES APPROVED TO BE CREDITED TO COMMUNITIES IN MILWAUKEE COUNTY

County	Communities	Portion of STP Balance Debited from the Village of River Hills
Milwaukee	Village of Bayside	\$36
	Village of Brown Deer	\$9,590
	City of Cudahy	\$26,927
	Village of Fox Point	\$1,399
	City of Franklin	\$17,058
	City of Glendale	\$8,286
	Village of Greendale	\$11,250
	City of Greenfield	\$25,440
	Village of Hales Corners	\$4,137
	City of Oak Creek	\$37,531
	City of St. Francis	\$8,855
	Village of Shorewood	\$5,797
	City of South Milwaukee	\$25,813
	Village of West Milwaukee	\$7,931
	Village of Whitefish Bay	\$9,270
Total		\$199,320

Source: Wisconsin Department of Transportation and SEWRPC.

Table 4
FEDERAL HIGHWAY ADMINISTRATION SURFACE TRANSPORTATION PROGRAM - MILWAUKEE URBANIZED AREA BALANCES
APPROVED TO BE CREDITED TO COMMUNITIES IN OZAUKEE, RACINE, AND WAUKESHA COUNTIES

County	Communities	Portion of STP Balance Debited from the Village of Germantown, and Washington County ^a	Portion of STP Balance Debited from the Village of Oconomowoc Lake	Total STP Balances Credited to Communities	
Ozaukee	City of Cedarburg	\$75,226	\$0	\$75,226	
	Town of Cedarburg	\$17,021	\$0	\$17,021	
	Town of Grafton	\$28,926	\$0	\$28,926	
	Village of Grafton	\$43,918	\$0	\$43,918	
	City of Mequon	\$265,685	\$0	\$265,685	
	Town of Saukville	\$2,998	\$0	\$2,998	
	Village of Saukeville	\$5,997	\$0	\$5,997	
	Village of Thiensville	\$31,748	\$0	\$31,748	
	Total for Ozaukee County	\$471,520	\$0	\$471,520	
	Waukesha	Village of Big Bend	\$10,011	\$585	\$10,596
		City of Brookfield	\$462,934	\$27,070	\$490,004
		Town of Brookfield	\$10,011	\$585	\$10,596
		Village of Butler	\$12,706	\$743	\$13,449
		City of Delafield	\$87,273	\$5,103	\$92,377
Village of Elm Grove		\$94,717	\$5,539	\$100,256	
Village of Hartland		\$29,519	\$1,726	\$31,245	
Village of Lannon		\$10,781	\$630	\$11,411	
Town of Lisbon		\$77,519	\$4,533	\$82,052	
Village of Menomonee Falls		\$396,067	\$23,160	\$419,227	
Town of Merton		\$5,005	\$293	\$5,298	
Village of Merton		\$770	\$45	\$815	
City of Muskego		\$187,766	\$10,980	\$198,746	
City of New Berlin		\$314,313	\$18,379	\$332,692	
City of Oconomowoc		\$137,199	\$8,023	\$145,222	
Town of Oconomowoc		\$43,508	\$2,544	\$46,053	
City of Pewaukee		\$12,963	\$758	\$13,721	
Village of Pewaukee		\$46,845	\$2,739	\$49,585	
Town of Summit		\$13,476	\$788	\$14,264	
Village of Sussex		\$63,273	\$3,700	\$66,973	
Town of Vernon		\$20,920	\$1,223	\$22,143	
Town of Waukesha		\$12,193	\$713	\$12,906	
Total for Waukesha County		\$2,049,770	\$119,860	\$2,169,630	
Racine	Village of Caledonia	\$27,820	\$0	\$27,820	
Total for Racine County	\$27,820	\$0	\$27,820		
Total	\$2,549,110	\$119,860	\$2,668,970		

^a Of the \$2,549,110 in STP-MUA balance proposed to be credited to communities in Ozaukee and Waukesha Counties for the CTH Q reconstruction project between USH 41/45 and Pilgrim Road, \$625,322 is proposed to come from Washington County and \$1,923,788 is proposed to come from the Village of Germantown.

Source: Wisconsin Department of Transportation and SEWRPC.

balance as of the end of Federal fiscal year 2012 for each local unit of government and for transit projects in the Milwaukee urbanized area is provided in Table 2. The estimated annual funding allocated in 2013 and 2014 to the Federal Surface Transportation Program fund balances for local communities within the Milwaukee urbanized area other than the City of Milwaukee ranges from less than \$1,000 to about \$5.0 million.

EVALUATION OF CANDIDATE PROJECTS

In March 2010, local communities within the Milwaukee urbanized area were requested to submit candidate arterial street and highway projects for consideration for Federal funding. The Wisconsin Department of Transportation Southeast Region staff has reviewed the projects to assure that the schedule and cost estimate for each project is reasonable. A total of 42 candidate projects requesting STP funds were submitted and are listed in Table 5. The evaluation of candidate projects and ranking of projects for use of STP funds is documented in Tables 6 and 7. The projects were evaluated by comparing each community's or county's estimated potential Federal fiscal year 2014 STP fund balance to the requested Federal funding share of each candidate project. Projects from communities having positive 2014 STP fund balances—including the Federal cost of the requested project—were ranked higher than projects from communities or counties with negative balances. With respect to projects submitted by those communities or counties having a positive balance of STP funding as of 2014, the ratio of the Federal share of the cost of the candidate project to the 2014 STP balance for the community was calculated, and projects were ranked with the project with the lowest ratio being ranked first. The ratio so calculated would indicate the proportion of a community's or county's fund balance necessary to implement the project.

With respect to projects from those communities with an estimated negative balance of STP funding in 2014 (including the Federal cost of the requested project), the ratio of the negative fund balance for the community (including the Federal funding for the requested project) to the estimated STP funding allocated annually to the community was calculated, and the project with the lowest ratio was ranked first among these communities with negative fund balances. The ratio so calculated indicates the number of years it may require a community to eliminate its negative balance.

As already noted, a total of 42 candidate projects with total attendant Federal STP funding of about \$78.0 million were submitted by local governments and counties in the Milwaukee urbanized area. The preliminary engineering, right-of-way, and construction elements of each project are shown in Tables 5 and 6.

Table 7 identifies the ranking of the candidate projects for Federal STP funding approval. With respect to funding approval, the projects are grouped into three categories: "funded", "potential", and "not funded" projects. "Funded" projects are the highest priority projects and are recommended to receive funding in 2013 through 2014 and could be advanced into 2011 or 2012, should prior programmed funds become available. "Potential" projects are the next priority projects and are recommended to be approved for funding if "funded" projects are advanced into 2011 or 2012 and leave funding available in years 2013 and 2014; or if "funded" projects are dropped or deferred and thus funding becomes available.

The total amount of funding estimated to be available over the years 2013 and 2014 for "funded" projects is about \$15.5 million annually, or a total of \$31.1 million. Milwaukee County intends to utilize \$10.0 million in STP funding approved in 2010 by the Milwaukee Area TIP Committee to implement the replacement of a portion of MCTS's existing fleet of buses. These STP funds were previously approved

Table 5

**CANDIDATE LOCAL GOVERNMENT SURFACE TRANSPORTATION PROGRAM (STP) PROJECTS FOR THE
MILWAUKEE URBANIZED AREA: FEDERAL FISCAL YEARS 2011, 2012, 2013, AND 2014**

Project Sponsor	Project Sponsor Priority	Project Description	Requested 2011 Federal Funding	Requested 2012 Federal Funding	Requested 2013 Federal Funding	Requested 2014 Federal Funding
Village of Brown Deer	1	Pavement Replacement of N. 60th Street Between W. Fairy Chasm Road and W. County Line Road	\$99,200	\$435,473	---	---
City of Delafield	1	Reconstruction of Golf Road Between STH 83 and Greywood Lane	---	---	---	\$1,701,080
	2	Reconstruction of Golf Road Between STH 83 and Greywood Lane	---	\$288,680	---	---
Village of Fox Point	1	Pavement Replacement of Green Tree Road Between N. Seneca Avenue and N. Lake Drive (STH 32)	---	---	\$222,640	---
City of Franklin	1	Reconstruction with Additional Traffic Lanes of S. 76 th Street (CTH U) from Puetz Road to Imperial Drive (City of Franklin Contribution)	---	---	\$680,000	---
Village of Grafton	1	Reconditioning of 1st Avenue Between Wisconsin Avenue and Maple Street	---	---	---	---
Village of Germantown	1	Reconditioning of Donges Bay Road Between Division Road S and STH 145	\$463,200	---	---	---
	2	Reconditioning of Donges Bay Road Between Division Road S and STH 145	---	---	---	\$2,315,200
City of Greenfield	1	Reconstruction of W. Morgan Avenue Between W. Forest Home Avenue (STH 24) and S. 43rd Street	---	\$233,600	---	---
	2	Reconstruction of W. Morgan Avenue Between W. Forest Home Avenue (STH 24) and S. 43rd Street	---	---	\$1,200,600	---
	3	Reconstruction of W. Edgerton Avenue Between W. Loomis Road (STH 36) and S. 27th Street (STH 241)	---	---	---	\$288,000
Village of Hartland	4	Reconstruction of W. Edgerton Avenue Between W. Loomis Road (STH 36) and S. 27th Street (STH 241)	---	---	\$388,800	---
	1	Pavement Replacement of Hartbrook Drive Between CTH E and CTH KC	---	---	\$230,000	---
Village of Menomonee Falls	1	Reconstruction of Menomonee Avenue Between Arthur Avenue and Town Hall Road	---	\$330,880	---	\$2,714,880
Milwaukee County	1	Reconstruction of S. 13th Street (CTH V) Between S. County Line Road and W. Ryan Road (STH 100)	\$1,000,000	---	---	---
	2	Reconstruction of S. 13th Street (CTH V) Between W. Ryan Road (STH 100) and W. Rawson Avenue (CTH BB)	\$2,920,000	---	---	---
	3	Reconstruction of W. College Avenue (CTH ZZ) Between S. 51st Street and S. 27th Street (STH 241)	\$1,480,000	---	---	---
	4	Reconstruction of S. 13th Street (CTH V) Between S. County Line Road and W. Ryan Road (STH 100)	---	\$800,000	---	---
	5	Reconstruction of S. 13th Street (CTH V) Between W. Ryan Road (STH 100) and W. Rawson Avenue (CTH BB)	---	\$800,000	---	---

Table 5 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Requested 2011 Federal Funding	Requested 2012 Federal Funding	Requested 2013 Federal Funding	Requested 2014 Federal Funding	
Milwaukee County (continued)	6	Reconstruction of W. College Avenue (CTH ZZ) Between S. 51st Street and S. 27th Street (STH 241)	--	\$800,000 R.O.W.	--	--	
	7	Reconstruction of S. 13th Street (CTH V) Between S. County Line Road and W. Ryan Road (STH 100) - Phase 1	--	--	\$2,760,000 Const	--	
	8	Reconstruction of S. 13th Street (CTH V) Between W. Ryan Road (STH 100) and W. Rawson Avenue (CTH BB) - Phase 1	--	--	\$8,280,000 Const	--	
	9	Reconstruction of W. College Avenue (CTH ZZ) Between S. 51st Street and S. 27th Street (STH 241) - Phase 1	--	--	\$4,140,000 Const	--	
	10	Reconstruction of S. 13th Street (CTH V) Between S. County Line Road and W. Ryan Road (STH 100) - Phase 2	--	--	--	\$2,760,000 Const	
	11	Reconstruction of S. 13th Street (CTH V) Between W. Ryan Road (STH 100) and W. Rawson Avenue (CTH BB) - Phase 2	--	--	--	\$8,280,000 Const	
	12	Reconstruction of W. College Avenue (CTH ZZ) Between S. 51st Street and S. 27th Street (STH 241) - Phase 2	--	--	--	\$4,140,000 Const	
	City of Muskego	1	Reconstruction of Tess Corners Road Between Janesville Road (CTH L) and Woods Road	\$204,000 P.E.	\$1,265,000 Const	--	--
	City of Oconomowoc	1	Pavement Replacement of Summit Avenue Between 2nd Street and Thackery Trail	--	\$1,334,400 Const	--	--
	Village of River Hills	1	Resurfacing of Green Tree Road Between Jean Nicolet Road and River Road	\$32,800 P.E.	\$94,400 Const	--	--
	Village of Shorewood	1	Reconstruction of Wilson Drive Between Capitol Drive (STH 190) and E. Glendale Avenue	--	--	\$1,380,000 Const	--
	Village of Thiensville	1	Reconstruction of Green Bay Road Between Grand Avenue and Green Bay Road (Municipal Boundary)	\$93,600 P.E.	\$451,184 Const	--	--
Waukesha County	2	Resurfacing of Main Street Between Cedarburg Road and Division Street	\$52,800 P.E.	\$120,000 Const	--	--	
	1	Reconstruction of W. Waukesha Bypass Between STH 59 and IH 94	\$280,000 P.E.	\$2,880,000 Const	--	--	
	2	Reconditioning of Redford Boulevard (CTH F) Between Busse Road and Capitol Drive (STH 190) - South Ramps	--	\$40,000 Util.	--	\$3,418,400 Const	
	3	Reconstruction of Silver Spring Road (CTH VV) Between CTH Y and Jackson Drive	--	--	\$9,672,000 Const	--	
	4	State Review of Moorland Road (CTH O) Between CTH HH and Grange Avenue	\$16,000 P.E.	--	--	--	
	5	State Review of North Avenue (CTH M) Between Pilgrim Road (CTH Y) and N. 124th Street	\$40,000 P.E.	--	--	--	

Table 5 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Requested 2011 Federal Funding	Requested 2012 Federal Funding	Requested 2013 Federal Funding	Requested 2014 Federal Funding
City of Waukesha	1	Reconstruction of S. East Avenue Between 175' South of Wabash Avenue and College Avenue	--	\$76,000 R.O.W.	\$745,600 Const	--
	2	Reconstruction of S. East Avenue Between Sunset Drive and 175' South of Wabash Avenue	--	\$80,000 R.O.W.	\$2,359,400 Const	--
	3	Reconstruction of Arcadian Avenue Between Blackstone Avenue and Les Paul Parkway (STH 164)	--	\$460,000 P.E.	--	\$76,000 R.O.W.
	4	Reconstruction of Arcadian Avenue Between Caroline Street and Blackstone Avenue	--	\$460,000 P.E.	--	\$100,000 R.O.W.
City of West Allis	1	Resurfacing of S. 76th Street Between W. Greenfield Avenue (STH 59) and W. Pierce Street	--	\$1,104,000 Const	--	\$60,000 R/R

Source: Wisconsin Department of Transportation and SEWRPC

Table 6
PROJECT RATING AND RANKING OF CANDIDATE LOCAL GOVERNMENT SURFACE TRANSPORTATION PROGRAM (STP)
PROJECTS FOR THE MILWAUKEE URBANIZED AREA: FEDERAL FISCAL YEARS 2011, 2012, 2013, AND 2014

Project Sponsor	Project Sponsor Priority	Project Description	Requested 2011 Federal Funding	Requested 2012 Federal Funding	Requested 2013 Federal Funding	Requested 2014 Federal Funding	Estimated Local Government Adjusted 2014 STP Balance	Project Rating	Rank
Village of Brown Deer	1	Pavement Replacement of N. 60th Street Between W. Fairy Chasm Road and W. County Line Road	\$99,200 P.E.	\$435,473 Const	-- --	-- --	\$633,343	0.84	14
City of Delafield	1	Reconstruction of Golf Road Between STH 83 and Greywood Lane	-- --	-- --	-- --	\$1,701,080 Const	\$140,222	-16.90	40
	2	Reconstruction of Golf Road Between STH 83 and Greywood Lane	-- --	\$288,680 P.E.	-- --	-- --	(\$1,560,858)	-20.03	42
Village of Fox Point	1	Pavement Replacement of Green Tree Road Between N. Seneca Avenue and N. Lake Drive (STH 32)	-- --	-- --	\$222,640 Const	-- --	\$272,051	0.82	13
City of Franklin	1	Reconstruction with Additional Traffic Lanes of S. 76 th Street (CTH U) from Puetz Road to Imperial Drive (City of Franklin Contribution)	-- --	-- --	\$680,000 Const	-- --	\$1,484,586	0.46	7
Village of Grafton	1	Reconditioning of 1st Avenue Between Wisconsin Avenue and Maple Street	-- --	\$236,000 P.E.	\$1,106,352 Const	-- --	\$452,649	-13.16	37
Village of Germantown	1	Reconditioning of Donges Bay Road Between Division Road S and STH 145	\$463,200 P.E.	-- --	-- --	-- --	\$2,189,176	0.21	2
	2	Reconditioning of Donges Bay Road Between Division Road S and STH 145	-- --	-- --	-- --	\$2,315,200 Const	\$1,725,976	-1.64	19
City of Greenfield	1	Reconstruction of W. Morgan Avenue Between W. Forest Home Avenue (STH 24) and S. 43rd Street	-- --	\$233,600 P.E.	-- --	-- --	\$2,213,966	0.11	1
Village of Hartland	2	Reconstruction of W. Morgan Avenue Between W. Forest Home Avenue (STH 24) and S. 43rd Street	-- --	-- --	\$1,200,600 Const	-- --	\$1,980,366	0.61	8
	3	Reconstruction of W. Edgerton Avenue Between W. Loomis Road (STH 36) and S. 27th Street (STH 241)	-- --	-- --	-- --	\$288,000 R.O.W.	\$779,766	0.37	6
Village of Harland	4	Reconstruction of W. Edgerton Avenue Between W. Loomis Road (STH 36) and S. 27th Street (STH 241)	-- --	-- --	\$388,800 P.E.	-- --	\$491,766	0.79	11
	1	Pavement Replacement of Hartbrook Drive Between CTH E and CTH KC	-- --	-- --	\$230,000 Const	-- --	\$331,504	0.69	9
Village of Menomonee Falls	1	Reconstruction of Menomonee Avenue Between Arthur Avenue and Town Hall Road	-- --	\$330,880 P.E.	\$48,000 R.O.W.	\$2,714,880 Const	(\$1,092,764)	-9.99	33
Milwaukee County	1	Reconstruction of S. 13th Street (CTH V) Between S. County Line Road and W. Ryan Road (STH 100)	\$1,000,000 P.E.	-- --	-- --	-- --	(\$7,826,572)	-3.46	23
	2	Reconstruction of S. 13th Street (CTH V) Between W. Ryan Road (STH 100) and W. Rawson Avenue (CTH BB)	\$2,920,000 P.E.	-- --	-- --	-- --	(\$8,826,572)	-4.61	24
	3	Reconstruction of W. College Avenue (CTH ZZ) Between S. 51st Street and S. 27th Street (STH 241)	\$1,480,000 P.E.	-- --	-- --	-- --	(\$11,746,572)	-5.19	25
Village of Menomonee Falls	4	Reconstruction of S. 13th Street (CTH V) Between S. County Line Road and W. Ryan Road (STH 100)	-- --	\$800,000 R.O.W.	-- --	-- --	(\$13,226,572)	-5.50	26

Table 6 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Requested 2011 Federal Funding	Requested 2012 Federal Funding	Requested 2013 Federal Funding	Requested 2014 Federal Funding	Estimated Local Government Adjusted 2014 STP Balance	Project Rating	Rank	
Milwaukee County (continued)	5	Reconstruction of S. 13th Street (CTH V) Between W. Ryan Road (STH 100) and W. Rawson Avenue (CTH BB)	--	\$800,000 R.O.W.	--	--	(\$14,026,572)	-5.81	27	
	6	Reconstruction of W. College Avenue (CTH ZZ) Between S. 51st Street and S. 27th Street (STH 241)	--	\$800,000 R.O.W.	--	--	(\$14,826,572)	-6.13	28	
	7	Reconstruction of S. 13th Street (CTH V) Between S. County Line Road and W. Ryan Road (STH 100) - Phase 1	--	--	\$2,760,000 Const	--	(\$15,626,572)	-7.20	30	
	8	Reconstruction of S. 13th Street (CTH V) Between W. Ryan Road (STH 100) and W. Rawson Avenue (CTH BB) - Phase 1	--	--	\$8,280,000 Const	--	(\$18,386,572)	-10.45	34	
	9	Reconstruction of W. College Avenue (CTH ZZ) Between S. 51st Street and S. 27th Street (STH 241) - Phase 1	--	--	\$4,140,000 Const	--	(\$26,666,572)	-12.08	35	
	10	Reconstruction of S. 13th Street (CTH V) Between S. County Line Road and W. Ryan Road (STH 100) - Phase 2	--	--	--	\$2,760,000 Const	(\$30,806,572)	-13.16	37	
	11	Reconstruction of S. 13th Street (CTH V) Between W. Ryan Road (STH 100) and W. Rawson Avenue (CTH BB) - Phase 2	--	--	--	\$8,280,000 Const	(\$33,566,572)	-16.41	39	
	12	Reconstruction of W. College Avenue (CTH ZZ) Between S. 51st Street and S. 27th Street (STH 241) - Phase 2	--	--	--	\$4,140,000 Const	(\$41,846,572)	-18.03	41	
	City of Muskego	1	Reconstruction of Tess Corners Road Between Janesville Road (CTH L) and Woods Road	\$204,000 P.E.	\$1,265,000 Const	--	--	\$939,815	-2.66	22
	City of Oconomowoc	1	Pavement Replacement of Summit Avenue Between 2nd Street and Thackery Trail	--	\$1,334,400 Const	--	--	\$1,752,019	0.76	10
	Village of River Hills	1	Resurfacing of Green Tree Road Between Jean Nicolet Road and River Road	\$32,800 P.E.	\$94,400 Const	--	--	\$584,161	0.22	3
	Village of Shorewood	1	Reconstruction of Wilson Drive Between Capitol Drive (STH 190) and E. Glendale Avenue	--	--	\$1,380,000 Const	--	\$507,310	-13.14	36
Village of Thiensville	1	Reconstruction of Green Bay Road Between Grand Avenue and Green Bay Road (Municipal Boundary)	\$93,600 P.E.	\$451,184 Const	--	--	\$686,912	0.79	11	
	2	Resurfacing of Main Street Between Cedarburg Road and Division Street	\$52,800 P.E.	\$120,000 Const	--	--	\$142,128	-0.63	18	

Table 6 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Requested 2011 Federal Funding	Requested 2012 Federal Funding	Requested 2013 Federal Funding	Requested 2014 Federal Funding	Estimated Local Government Adjusted 2014 STP Balance	Project Rating	Rank
Waukesha County	1	Reconstruction of W. Waukesha Bypass Between STH 59 and IH 94	\$280,000 P.E.	\$2,880,000 Const \$40,000 Util.	--	--	\$13,789,207	0.23	4
	2	Reconditioning of Redford Boulevard (CTH F) Between Busse Road and Capitol Drive (STH 190) - South Ramps	--	--	--	\$3,418,400 Const	\$10,589,207	0.32	5
	3	Reconstruction of Silver Spring Road (CTH VV) Between CTH Y and Jackson Drive	--	--	\$9,672,000 Const	--	\$7,170,807	-0.50	15
	4	State Review of Moorland Road (CTH O) Between CTH HH and Grange Avenue	\$16,000 P.E.	--	--	--	(\$2,501,193)	-0.51	16
	5	State Review of North Avenue (CTH M) Between Pilgrim Road (CTH YY) and N. 124th Street	\$40,000 P.E.	--	--	--	(\$2,517,193)	-0.51	16
City of Waukesha	1	Reconstruction of S. East Avenue Between 175' South of Wabash Avenue and College Avenue	--	\$76,000 R.O.W.	\$745,600 Const	--	(\$618,023)	-2.41	21
	2	Reconstruction of S. East Avenue Between Sunset Drive and 175' South of Wabash Avenue	--	\$80,000 R.O.W.	\$2,359,400 Const	--	(\$1,443,623)	-6.48	29
	3	Reconstruction of Arcadian Avenue Between Blackstone Avenue and Les Paul Parkway (STH 164)	--	\$460,000 P.E.	--	\$76,000 R.O.W.	(\$3,883,023)	-7.38	31
	4	Reconstruction of Arcadian Avenue Between Caroline Street and Blackstone Avenue	--	\$460,000 P.E.	--	\$100,000 R.O.W.	(\$4,419,023)	-8.41	32
City of West Allis	1	Resurfacing of S. 76th Street Between W. Greenfield Avenue (STH 59) and W. Pierce Street	--	\$1,104,000 Const	--	--	(\$206,877)	-1.98	20

Source: Wisconsin Department of Transportation and SEWRPC

Table 7

**PROJECT RATING AND RANKING OF CANDIDATE LOCAL GOVERNMENT SURFACE TRANSPORTATION PROGRAM (STP)
PROJECTS FOR THE MILWAUKEE URBANIZED AREA: FEDERAL FISCAL YEARS: 2011, 2012, 2013, AND 2014**

Project Sponsor	Project Sponsor Priority	Project Description	Work Phase	Federal Cost	Accumulated Federal Cost	Project Rating	Rank	Funding Category
City of Greenfield	1	Reconstruction of W. Morgan Avenue Between W. Forest Home Avenue (STH 24) and S. 43rd Street	P.E.	\$233,600	\$233,600	0.11	1	"Funded" Project
Village of Germantown	1	Reconditioning of Donges Bay Road Between Division Road S and STH 145	P.E.	\$463,200	\$696,800	0.21	2	"Funded" Project
Village of River Hills	1	Resurfacing of Green Tree Road Between Jean Nicolet Road and River Road	P.E., Const	\$127,200	\$824,000	0.22	3	"Funded" Project
Waukesha County	1	Reconstruction of W. Waukesha Bypass Between STH 59 and IH 94	P.E., Const, Util.	\$3,200,000	\$4,024,000	0.23	4	"Funded" Project
Waukesha County	2	Reconditioning of Redford Boulevard (CTH F) Between Busse Road and Capitol Drive (STH 190) - South Ramps	Const	\$3,418,400	\$7,442,400	0.32	5	"Funded" Project
City of Greenfield	3	Reconstruction of W. Edgerton Avenue Between W. Loomis Road (STH 36) and S. 27th Street (STH 241)	R.O.W.	\$288,000	\$7,730,400	0.37	6	"Funded" Project
City of Franklin	1	Reconstruction with Additional Traffic Lanes of S. 76 th Street (CTH U) from Puetz Road to Imperial Drive (City of Franklin Contribution)	Const	\$680,000	\$8,410,400	0.46	7	"Funded" Project
City of Greenfield	2	Reconstruction of W. Morgan Avenue Between W. Forest Home Avenue (STH 24) and S. 43rd Street	Const	\$1,200,600	\$9,611,000	0.61	8	"Funded" Project
Village of Hartland	1	Pavement Replacement of Hartbrook Drive Between CTH E and CTH KC	Const	\$230,000	\$9,841,000	0.69	9	"Funded" Project
City of Oconomowoc	1	Pavement Replacement of Summit Avenue Between 2nd Street and Thackery Trail	Const	\$1,334,400	\$11,175,400	0.76	10	"Funded" Project
City of Greenfield	4	Reconstruction of W. Edgerton Avenue Between W. Loomis Road (STH 36) and S. 27th Street (STH 241)	P.E.	\$388,800	\$11,564,200	0.79	11	"Funded" Project
Village of Thiensville	1	Reconstruction of Green Bay Road Between Grand Avenue and Green Bay Road (Municipal Boundary)	P.E., Const	\$544,784	\$12,108,984	0.79	11	"Funded" Project
Village of Fox Point	1	Pavement Replacement of Green Tree Road Between N. Seneca Avenue and N. Lake Drive (STH 32)	Const	\$222,640	\$12,331,624	0.82	13	"Funded" Project
Village of Brown Deer	1	Pavement Replacement of N. 60th Street Between W. Fairy Chasm Road and W. County Line Road	P.E., Const	\$534,673	\$12,866,297	0.84	14	"Funded" Project
Waukesha County	3	Reconstruction of Silver Spring Road (CTH VV) Between CTH Y and Jackson Drive	Const	\$9,672,000	\$22,538,297	-0.50	15	"Funded" Project
Waukesha County	4	State Review of Moorland Road (CTH O) Between CTH HH and Grange Avenue	P.E.	\$16,000	\$22,554,297	-0.51	16	"Potential" Project
Waukesha County	5	State Review of North Avenue (CTH M) Between Pilgrim Road (CTH YY) and N. 124th Street	P.E.	\$40,000	\$22,594,297	-0.51	16	"Potential" Project
Village of Thiensville	2	Resurfacing of Main Street Between Cedarburg Road and Division Street	P.E., Const	\$172,800	\$22,767,097	-0.63	18	"Potential" Project
Village of Germantown	2	Reconditioning of Donges Bay Road Between Division Road S and STH 145	Const	\$2,315,200	\$25,082,297	-1.64	19	"Potential" Project
City of West Allis	1	Resurfacing of S. 76th Street Between W. Greenfield Avenue (STH 59) and W. Pierce Street	Const	\$1,104,000	\$26,186,297	-1.98	20	"Potential" Project
City of Waukesha	1	Reconstruction of S. East Avenue Between 175' South of Wabash Avenue and College Avenue	R.O.W., Const	\$825,600	\$27,011,897	-2.41	21	"Potential" Project
City of Muskego	1	Reconstruction of Tess Corners Road Between Janesville Road (CTH L) and Woods Road	P.E., Const	\$1,469,000	\$28,480,897	-2.66	22	"Potential" Project
Milwaukee County	1	Reconstruction of S. 13th Street (CTH V) Between S. County Line Road and W. Ryan Road (STH 100)	P.E.	\$1,000,000	\$29,480,897	-3.46	23	"Potential" Project

Table 7 (continued)

Project Sponsor	Project Sponsor Priority	Project Description	Work Phase	Federal Cost	Accumulated Federal Cost	Project Rating	Rank	Funding Category
Milwaukee County	2	Reconstruction of S. 13th Street (CTH V) Between W. Ryan Road (STH 100) and W. Rawson Avenue (CTH BB)	P.E.	\$2,920,000	\$32,400,897	-4.61	24	"Potential" Project
Milwaukee County	3	Reconstruction of W. College Avenue (CTH ZZ) Between S. 51st Street and S. 27th Street (STH 241)	P.E.	\$1,480,000	\$33,880,897	-5.19	25	"Potential" Project
Milwaukee County	4	Reconstruction of S. 13th Street (CTH V) Between S. County Line Road and W. Ryan Road (STH 100)	R.O.W.	\$800,000	\$34,680,897	-5.50	26	"Potential" Project
Milwaukee County	5	Reconstruction of S. 13th Street (CTH V) Between W. Ryan Road (STH 100) and W. Rawson Avenue (CTH BB)	R.O.W.	\$800,000	\$35,480,897	-5.81	27	"Potential" Project
Milwaukee County	6	Reconstruction of W. College Avenue (CTH ZZ) Between S. 51st Street and S. 27th Street (STH 241)	R.O.W.	\$800,000	\$36,280,897	-6.13	28	"Potential" Project
City of Waukesha	2	Reconstruction of S. East Avenue Between Sunset Drive and 175' South of Wabash Avenue	R.O.W., Const	\$2,439,400	\$38,720,297	-6.48	29	"Potential" Project
Milwaukee County	7	Reconstruction of S. 13th Street (CTH V) Between S. County Line Road and W. Ryan Road (STH 100) - Phase 1	Const	\$2,760,000	\$41,480,297	-7.20	30	"Potential" Project
City of Waukesha	3	Reconstruction of Arcadian Avenue Between Blackstone Avenue and Les Paul Parkway (STH 164)	P.E., R.O.W.	\$536,000	\$42,016,297	-7.38	31	"Potential" Project
City of Waukesha	4	Reconstruction of Arcadian Avenue Between Caroline Street and Blackstone Avenue	P.E., R.O.W., R/R	\$620,000	\$42,636,297	-8.41	32	"Potential" Project
Village of Menomonee Falls	1	Reconstruction of Menomonee Avenue Between Arthur Avenue and Town Hall Road	P.E., R.O.W., Const	\$3,093,760	\$45,730,057	-9.99	33	"Not Funded" Project
Milwaukee County	8	Reconstruction of S. 13th Street (CTH V) Between W. Ryan Road (STH 100) and W. Rawson Avenue (CTH BB) - Phase 1	Const	\$8,280,000	\$54,010,057	-10.45	34	"Not Funded" Project
Milwaukee County	9	Reconstruction of W. College Avenue (CTH ZZ) Between S. 51st Street and S. 27th Street (STH 241) - Phase 1	Const	\$4,140,000	\$58,150,057	-12.08	35	"Not Funded" Project
Village of Shorewood	1	Reconstruction of Wilson Drive Between Capitol Drive (STH 190) and E. Glendale Avenue	Const	\$1,380,000	\$59,530,057	-13.14	36	"Not Funded" Project
Village of Grafton	1	Reconditioning of 1st Avenue Between Wisconsin Avenue and Maple Street	P.E., Const	\$1,342,352	\$60,872,408	-13.16	37	"Not Funded" Project
Milwaukee County	10	Reconstruction of S. 13th Street (CTH V) Between S. County Line Road and W. Ryan Road (STH 100) - Phase 2	Const	\$2,760,000	\$69,152,408	-13.16	37	"Not Funded" Project
Milwaukee County	11	Reconstruction of S. 13th Street (CTH V) Between W. Ryan Road (STH 100) and W. Rawson Avenue (CTH BB) - Phase 2	Const	\$8,280,000	\$71,912,408	-16.41	39	"Not Funded" Project
City of Delafield	1	Reconstruction of Golf Road Between STH 83 and Greywood Lane	Const	\$1,701,080	\$73,613,488	-16.90	40	"Not Funded" Project
Milwaukee County	12	Reconstruction of W. College Avenue (CTH ZZ) Between S. 51st Street and S. 27th Street (STH 241) - Phase 2	Const	\$4,140,000	\$77,753,488	-18.03	41	"Not Funded" Project
City of Delafield	2	Reconstruction of Golf Road Between STH 83 and Greywood Lane	P.E.	\$288,680	\$78,042,168	-20.03	42	"Not Funded" Project

Source: Wisconsin Department of Transportation and SEWRPC.

in 2002 for the construction of the Downtown Connector project. The funding of this project was deferred while a study was conducted to determine the locally preferred alternative for the project. This resulted in “potential” highway projects which were ready for implementation being advanced and funded to ensure that all of the annual allocation of STP funding was spent each year. As a result, it is necessary to allocate \$10.0 million of the \$31.1 million of STP funding allocated to all other local units of government in the Milwaukee urbanized area outside of the City of Milwaukee in the years 2013 and 2014 for the MCTS bus replacement project. This results in \$21.1 million, or \$10.5 million annually, in STP funds being available for candidate projects in the communities and counties within the Milwaukee urbanized area and outside of the City of Milwaukee. The total funding allocated to approved, “funded” projects—\$22.5 million—is somewhat more than the \$21.1 million in available funding. This is because the last approved project has a total Federal funding need of \$9.7 million. “Potential” projects represent another \$20 million in project Federal Funding. “Not funded” projects represent an additional \$35 million.

It is the joint responsibility of local governments with “funded” projects and the Wisconsin Department of Transportation to work together to utilize this approved 2013 through 2014 Federal funding, and to explore the potential to use any available 2011 or 2012 funding.

With respect to local governments with “potential” projects, it is the responsibility of the Wisconsin Department of Transportation to notify local governments of possible opportunities for funding—for 2013 and 2014. The “potential” projects are not approved at this time for funding, but are to be held in reserve in case a project selected for funding is deferred or dropped, or should Milwaukee County choose to not use all of the \$10.0 million of STP funding approved for the replacement of a portion of MCTS’s existing fleet of buses in the years 2013 and 2014. The highest ranked “potential” project may then be approved for funding. The Wisconsin Department of Transportation is to notify communities and approve funding if such reserve projects become eligible for funding.

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