A TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN: 2021-2024



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RESOLUTION NO. 2020-14

RESOLUTION OF THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION ENDORSING THE URBAN TRANSPORTATION PLANNING PROCESS IN SOUTHEASTERN WISCONSIN, THE ADOPTED YEAR 2050 REGIONAL TRANSPORTATION PLAN, AND THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN

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

WHEREAS, the Southeastern Wisconsin Regional Planning Commission has been designated by the Governor of the State of Wisconsin as the official cooperative, comprehensive, continuing areawide transportation planning agency (Metropolitan Planning Organization, or MPO) under the rules and regulations promulgated by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration, with respect to the Kenosha, Milwaukee, Racine, West Bend, and Wisconsin portion of the Round Lake Beach urbanized areas, such rules and regulations being found in the *Federal Register*, dated Friday, May 27, 2016; and

WHEREAS, the aforesaid rules and regulations promulgated by the U.S. Department of Transportation, Federal Highway Administration and Federal Transit Administration, require that the MPO shall develop and update a transportation improvement program (TIP) in cooperation with State and local officials, transit operators, and other affected agencies and individuals; and

WHEREAS, the Southeastern Wisconsin Regional Planning Commission has, in carrying out its responsibilities as the MPO, prepared, in full cooperation with all concerned State and local officials, transit operators, and other interested parties, a document entitled, *A Transportation Improvement Program for Southeastern Wisconsin: 2021-2024;* and

WHEREAS, the subject program identifies transportation improvements recommended for advancement during the period 2021-2024, provides for a staging of improvements over the period 2021-2024 consistent with the regional transportation plan, includes estimates of costs and revenues for the period 2021-2024, and relates the improvements recommended in the program to the adopted transportation plan for the Region; and

WHEREAS, the Fiscally Constrained Transportation System, as amended, and transportation improvement program have been determined to conform with the 2006 24-hour fine particulate standard and the existing State of Wisconsin Air Quality Redesignation and Maintenance Plan for the year 2006 24-hour fine particulate standard, the 1997 eight-hour ozone standard and the existing State of Wisconsin Maintenance Plan for the 1997 eight-hour ozone standard, the 2008 eight-hour ozone standard and the existing State of Wisconsin Attainment Plan for the 2008 eight-hour ozone standard, and the 2015 eight-hour ozone standard and the budget tests described in 40 CFR 93.109 and 40 CFR 93.118 as required by the Federal Clean Air Act Amendments of 1990; and

WHEREAS, the transportation improvement program was taken to a virtual public hearing on Wednesday, November 18, 2020, and the comments received during that public hearing and in a comment period ending December 3, 2020, are documented in Appendix J of the aforereferenced document;

NOW, THEREFORE, BE IT RESOLVED:

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

1. 23 U.S.C. 134 and 49 U.S.C. 5303, and this subpart;

2. In non-attainment and maintenance areas, Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)) and 40 CFR part 93;

3. Title VI of the Civil Rights Act of 1964, as amended (42 U.S.C. 2000d-1) and 49 CFR part 21;

4. 49 U.S.C. 5332, prohibiting discrimination on the basis of race, color creed, national origin, sex, or age in employment or business opportunity;

5. Section 1101(b) of the Fixing America's Surface Transportation (FAST) Act (P.L. 114-357) and 49 CFR Part 26 regarding the involvement of disadvantaged business enterprises in USDOT funded projects;

6. 23 CFR part 230, regarding the implementation of an equal employment opportunity program on Federal and Federal-aid highway construction contracts;

7. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 *et seq.*) and 49 CFR Parts 27, 37, and 38;

8. The Older Americans Act, as amended (42 U.S.C. 6101), prohibiting discrimination on the basis of age in programs or activities receiving Federal financial assistance;

9. Section 324 of title 23 U.S.C. regarding the prohibition of discrimination based on gender; and

10. Section 504 of the Rehabilitation Act of 1973 (29 U.S.C. 794) and 49 CFR 27 regarding discrimination against individuals with disabilities.

SECOND: That the document entitled*, A Transportation Improvement Program for Southeastern Wisconsin: 2021-2024*, be, and hereby is, endorsed as the transportation improvement program for the seven-county Southeastern Wisconsin Region.

THIRD: That, to obviate the need to reconsider the transportation improvement program in the event that the air quality conformity findings for the new regional transportation system plan and the TIP lapse, a revised program of projects would then be comprised of the projects identified as "Exempt" in Appendix A of the aforereferenced document, as well as those projects that have either: 1) completed the NEPA process at such time as the air quality conformity finding lapses, or 2) are identified in the Code of Federal Regulations (Table 3, 40 CFR 51.462).

FOURTH: That a true, correct, and exact copy of this resolution and the document entitled, *A Transportation Improvement Program for Southeastern Wisconsin: 2021-2024*, shall be forthwith transmitted through the Secretary of the Wisconsin Department of Transportation to the Governor, the Federal Highway Administration, and the Federal Transit Administration.

The foregoing resolution, upon motion duly made and seconded, was regularly adopted at the meeting of the Southeastern Wisconsin Regional Planning Commission held on the 9th day of December 2020, the vote being Ayes 20, Nays 0.

Charles L. Colman, Chairman

ATTEST:

Kevin J. Muhs, Deputy Secretary

A TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN: 2021-2024

Prepared by the
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U.S. Department of Transportation
Federal Highway Administration
Federal Transit Administration

December 2020

TABLE OF CONTENTS

INTRODUCTION 1
TIP DEVELOPMENT PROCESS 3
Preparation of TIP 5
Advisory Committees 6
Public Involvement 6
Project Selection for Federal and State Transportation Funding 7
TIP AMENDMENT PROCESS 9
LIST OF OBLIGATED PROJECTS 9
THE TRANSPORTATION IMPROVEMENT PROGRAM AND REGIONAL TRANSPORTATION PLANNING 10
THE 2021 THROUGH 2024 TRANSPORTATION IMPROVEMENT PROGRAM 11
STATUS OF PROJECTS IDENTIFIED WITHIN ANNUAL ELEMENT OF THE 2019 THROUGH 2022 TRANSPORTATION IMPROVEMENT PROGRAM 16
SUMMARY 16

APPENDIX A
2021 THROUGH 2024 TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN 21

APPENDIX B
IMPLEMENTATION STATUS OF PROJECTS IN THE 2019 THROUGH 2022 TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN 87

APPENDIX C
ASSESSMENT OF CONFORMITY OF THE YEAR 2050 FISCALLY CONSTRAINED TRANSPORTATION SYSTEM AND THE YEAR 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM 123

APPENDIX D
ASSESSMENT OF AVAILABLE FUNDING FOR THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM 125

APPENDIX E
THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM CONTRIBUTION TOWARDS ACHIEVING THE PERFORMANCE GOALS OF VISION 2050 AND THE ESTABLISHED TARGETS FOR THE NATIONAL PERFORMANCE MEASURES 129
CONTRIBUTION OF PROJECTS IN THE 2021-2024 TIP TOWARDS ACHIEVEMENT OF VISION 2050 PERFORMANCE GOALS 129
CONTRIBUTION OF PROJECTS IN THE 2021-2024 TIP TOWARDS ACHIEVEMENT OF NATIONAL PERFORMANCE MEASURE TARGETS 130
Transit Asset Management Targets 132
Highway Safety Targets 133
Pavement and Bridge Condition Targets 136
System Reliability and Freight Reliability Targets 136
CMAQ Targets 136
Remaining National Performance Targets 139

APPENDIX F
ADVISORY COMMITTEE MEMBERSHIPS 141

TABLE OF CONTENTS

APPENDIX G
SELECTION PROCESSES FOR FEDERAL FUNDING SOURCES AVAILABLE TO LOCAL HIGHWAY AND TRANSIT PROJECTS 149

APPENDIX H
PROJECTED 2021 THROUGH 2024 OPERATIONS AND PLANNING INFORMATION, CAPITAL PROJECT JUSTIFICATIONS AND FINANCIAL CAPACITY ANALYSES FOR PUBLIC TRANSIT OPERATORS IN SOUTHEASTERN WISCONSIN 155

APPENDIX I
ASSESSMENT OF THE BENEFITS AND IMPACTS OF THE REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM ON MINORITY POPULATIONS AND LOW-INCOME POPULATIONS IN SOUTHEASTERN WISCONSIN 219

INTRODUCTION 219
LOCATION AND TRAVEL PATTERNS OF MINORITY POPULATIONS, LOW-INCOME POPULATIONS, AND PEOPLE WITH DISABILITIES IN SOUTHEASTERN WISCONSIN 219
TRANSPORTATION IMPROVEMENT PROGRAM 232
EVALUATION OF THE BENEFITS AND IMPACTS OF THE TRANSIT, HIGHWAY, AND BICYCLE AND PEDESTRIAN EXPENDITURES PROGRAMMED IN THE 2021-2024 TIP ON MINORITY POPULATIONS, LOW-INCOME POPULATIONS, AND PEOPLE WITH DISABILITIES 235
- Evaluation of the Effect of the Programmed Transit Preservation Projects on Minority Populations, Low-Income Populations, and People with Disabilities 235
- Evaluation of the Benefits and Impacts of Programmed Transit Improvement and Expansion Projects in the 2021-2024 TIP on Minority Populations, Low-Income Populations, and People with Disabilities 248
- Evaluation of the Benefits and Impacts of Programmed Highway Preservation Projects on Minority Populations and Low-Income Populations 256
- Evaluation of the Benefits and Impacts of Programmed Highway Improvement Projects in the 2021-2024 TIP on Minority Populations and Low-Income Populations 256
- Evaluation of the Benefits and Impacts of Programmed Bicycle and Pedestrian Improvement and Expansion Projects in the 2021-2024 TIP on Minority Populations, Low-Income Populations, and People with Disabilities 258
- Transportation-Related Air Pollution Impacts on Minority Populations and Low-Income Populations 259

TRANSPORTATION PROJECT IMPLEMENTATION AND FUNDING STATUS 269

APPENDIX J
SUMMARY OF RECORD OF PUBLIC INVOLVEMENT 271

BACKGROUND AND CONTEXT 271
SUMMARY OF COMMENTS 272
- Summaries of the Written Questions/Comments Provided Electronically on the Draft TIP 272
- Comments Received in a Letter from Ms. Karyn L. Rotker of the American Civil Liberties Union of Wisconsin, Dennis M Grzezinski, Fred Royal of the NAACP – Milwaukee Branch, Lester Williams of the Milwaukee Inner-City Congregations Allied for Hope (MICAH), Gregg May of the 1000 Friends of Wisconsin, Elizabeth Ward of the Sierra Club – Wisconsin Chapter, and Matt Casale of the Wisconsin Public Interest Research Group (WISPIRG) Foundation 274

LIST OF FIGURES

Figure 1 Transportation Improvement Program Development Process 4
Figure 2 Types of Changes to the Transportation Improvement Program (TIP) 10
Figure 3 Distribution of Expenditures in 2021 of the 2021-2024 Transportation Improvement Program by Project Category 17

Appendix E
Figure E.1 Total Funding in 2021-2024 TIP 131

Appendix I
Figure I.1 Distribution of Expenditures in 2021 of the 2021-2024 TIP by Project Category 235

Appendix J
Figure J.1 Notice of Public Meeting and Review Period 278
Figure J.2 Public Meeting Summary and Attendance Record 287
Figure J.3 Comments Submitted via Email or Online Form During the Public Comment Period 288

LIST OF MAPS

Map 1 The Southeastern Wisconsin Region and Census Defined and Adjusted Urbanized Area Boundaries: 2010 2

Appendix C
Map C.1 Nonattainment and Maintenance Areas Within Southeastern Wisconsin 124

Appendix E
Map E.1 The Southeastern Wisconsin Region and Census Defined and Adjusted Urbanized Area Boundaries: 2010 134

Appendix I
Map I.1 Concentrations of Black/African American People in the Region: 2010 220
Map I.2 Concentrations of American Indian and Alaska Native People in the Region: 2010 221
Map I.3 Concentrations of Asian and Pacific Islander People in the Region: 2010 222
Map I.4 Concentrations of Other Minority People in the Region: 2010 223
Map I.5 Concentrations of Hispanic People in the Region: 2010 224
Map I.6 Concentrations of Total Minority Population in the Region: 2010 225
Map I.7 Concentrations of Year 2010 Races/Ethnicities 226
Map I.8 Concentrations of Families in Poverty in the Region: 2014-2018 228
Map I.9 Concentrations of Families with Incomes Less Than Twice the Poverty Level: 2014-2018 229
Map I.10 Concentrations of People with Disabilities: 2014-2018 231
Map I.11 Public Transit Services in the Region: 2019 236
Map I.12 Comparison of Concentrations of Total Minority Population to Existing Public Transit 238
Map I.13 Comparison of Concentrations of Year 2010 Races/Ethnicities to Existing Public Transit 239
Map I.14 Comparison of Concentrations of Families in Poverty to Existing Public Transit 240
Map I.15 Comparison of Concentrations of Families with Incomes Less Than Twice the Poverty Level to Existing Public Transit 241
Map I.16 Comparison of Concentrations of People with Disabilities in the Region to Existing Public Transit 242
Map I.17 Existing Transit Service Quality 243
Map I.18 Comparison of Existing Concentrations of Total Minority Population to Existing Transit Service Quality 244

Map I.19 Comparison of Existing Concentrations of Families in Poverty to Existing Transit Service Quality 245
Map I.20 Comparison of Concentrations of Families with Incomes Less Than Twice the Poverty Level to Existing Transit Service Quality 246
Map I.21 Comparison of Concentrations of People with Disabilities to Existing Transit Service Quality 247
Map I.22 Jobs Accessible Within 30 Minutes by Transit: Existing 249
Map I.23 Comparison of Concentrations of Total Minority Population to Proposed Transit Improvement and Expansion Projects Programmed for the Years 2021 Through 2024 252
Map I.24 Comparison of Concentrations of Families in Poverty to Proposed Transit Improvement and Expansion Projects Programmed for the Years 2021 Through 2024 253
Map I.25 Comparison of Concentrations of Families with Incomes Less Than Twice the Poverty Level to Proposed Transit Improvement and Expansion Projects Programmed for the Years 2021 Through 2024 254
Map I.26 Comparison of Concentrations of People with Disabilities to Proposed Transit Improvement and Expansion Projects Programmed for the Years 2021 Through 2024 255
Map I.27 Jobs Accessible Within 30 Minutes by Automobile: Existing 257
Map I.28 Comparison of Concentrations of Total Minority Population to the Highway Preservation, Improvement, and Expansion Projects Programmed for the Years 2021 Through 2024 260
Map I.29 Comparison of Existing Concentrations of Families in Poverty to the Highway Preservation, Improvement, and Expansion Projects Programmed for the Years 2021 Through 2024 261
Map I.30 Comparison of Concentrations of Families with Incomes Less Than Twice the Poverty Level to the Highway Preservation, Improvement, and Expansion Projects Programmed for the Years 2021 Through 2024 262
Map I.31 Proportion of Automobile Trips Using the Programmed Highway Improvement or Expansion Surface Arterial Projects Within each Traffic Analysis Zone: 2021-2024 TIP 263
Map I.32 Proportion of Automobile Trips Using the Programmed Freeway Widening Projects Within each Traffic Analysis Zone: 2021-2024 TIP 264
Map I.33 Comparison of Concentrations of Total Minority Population to the Bicycle and Pedestrian Preservation, Improvement, and Expansion Projects Programmed for the Years 2021 Through 2024 265
Map I.34 Comparison of Concentrations of Families in Poverty to the Bicycle and Pedestrian Preservation, Improvement, and Expansion Projects Programmed for the Years 2021 Through 2024 266
Map I.35 Comparison of Concentrations of Families with Incomes Less Than Twice the Poverty Level to the Bicycle and Pedestrian Preservation, Improvement, and Expansion Projects Programmed for the Years 2021 Through 2024 267
Map I.36 Comparison of Concentrations of People with Disabilities to the Bicycle and Pedestrian Preservation, Improvement, and Expansion Projects Programmed for the Years 2021 Through 2024 268

LIST OF TABLES

Table 1 Cost Summary of Projects Within First Four Years of 2021-2024 Transportation Improvement Program 12
Table 2 Cost Summary of Projects the First Year of the Transportation Improvement Program–2021–by Federal Aid Program and Area 13
Table 3 Cost Summary of FHWA-Funded Projects in the First Year of the Transportation Improvement Program—2021 14
Table 4 Cost Summary of FTA-Funded Projects in First Year of the Transportation Improvement Program—2021 15

Appendix A

Table A.1 Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024 25
Table A.1 Transportation Improvement Program for the Milwaukee Transportation Management Area—Ozaukee County 2021-2024 53
Table A.1 Transportation Improvement Program for the Milwaukee Transportation Management Area—Washington County 2021-2024 55
Table A.2 Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Kenosha County 2021-2024 70
Table A.2 Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Racine County 2021-2024 75
Table A.2 Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Walworth County 2021-2024 81

Appendix B

Table B.1 Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024 91
Table B.2 Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Milwaukee Transportation Management Area—Ozaukee County 2021-2024 104
Table B.3 Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Milwaukee Transportation Management Area—Washington County 2021-2024 106
Table B.4 Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Milwaukee Transportation Management Area—Waukesha County 2021-2024 109
Table B.5 Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Kenosha County 2021-2024 114
Table B.6 Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Racine County 2021-2024 117
Table B.7 Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Walworth County 2021-2024 120

Appendix D

Table D.1 Assessment of Available Funding for the 2021 Through 2024 Transportation Improvement Program 126

Appendix E

Table E.1 Potential Contribution of Projects Towards Achieving VISION 2050 Goals 132
Table E.2 National Performance Measures 133
Table E.3 Transit Asset Management Targets 135
Table E.4 Targets for Safety-Related Performance Measures 135
Table E.5 Year 2021 NHS Pavement and Bridge Condition Targets 137
Table E.6 Potential Contribution of Highway Preservation and Improvement Projects Towards Achieving Pavement Condition Performance Measures 137
Table E.7 Potential Contribution of Highway Preservation Projects Towards Achieving the Bridge Condition Performance Targets 137
Table E.8 Time Reliability and Freight Reliability Targets 138
Table E.9 Potential Contribution of Highway Improvement and Expansion Projects Towards Achieving the Travel Time and Freight Reliability Performance Targets 138
Table E.10 Years 2019 and 2021 Congestion-Related CMAQ Targets Established for the Milwaukee Urbanized Area in Southeastern Wisconsin 138
Table E.11 Emission Reduction CMAQ Targets for the Seven-County Region 138

Table E.12 Potential Contribution of Transit Improvement and Expansion and Bike and Pedestrian Projects Towards Achieving CMAQ Performance Targets 139

Appendix H

Table H.1 Public Transit Operator Report for Hartford City Taxi Service: 2021-2024 157
Table H.2 Public Transit Operator Capital Project Justification for Hartford City Taxi Service: 2021-2024 157
Table H.3 Financial Capacity Analysis Background Data for Hartford City Taxi Service: 2016-2025 158
Table H.4 Change in Basic Financial Capacity Analysis Indicators for Hartford Taxi Service – City of Hartford: 2016-2025 160
Table H.5 Public Transit Operator Report for Kenosha Area Transit System: 2021-2024 162
Table H.6 Public Transit Operator Capital Project Justification for Kenosha Area Transit System: 2021-2024 162
Table H.7 Financial Capacity Analysis Background Data for the Kenosha Area Transit System: 2016-2025 163
Table H.8 Change in Basic Financial Capacity Analysis Indicators for Kenosha Area Transit System: 2016-2025 165
Table H.9 Public Transit Operator Report for Milwaukee County Transit System: 2021-2024 167
Table H.10 Public Transit Operator Capital Project Justification for the Milwaukee County Transit System: 2021-2024 168
Table H.11 Financial Capacity Analysis Background Data for the Milwaukee County Transit System: 2016-2025 170
Table H.12 Change in Basic Financial Capacity Analysis Indicators for the Milwaukee County Transit System: 2016-2025 172
Table H.13 Public Transit Operator Report for Ozaukee County Transit System: 2021-2024 174
Table H.14 Public Transit Operator Capital Project Justification for Ozaukee County Transit: 2021-2024 174
Table H.15 Financial Capacity Analysis Background Data for Ozaukee County Transit System: 2016-2025 175
Table H.16 Change in Basic Financial Capacity Analysis Indicators for Ozaukee County Transit System: 2016-2025 177
Table H.17 Public Transit Operator Report for RYDE (City of Racine Transit System): 2021-2024 179
Table H.18 Public Transit Operator Capital Project Justification for RYDE (City of Racine Transit System): 2019-2022 180
Table H.19 Financial Capacity Analysis Background Data for RYDE (City of Racine Transit System): 2016-2025 181
Table H.20 Change in Basic Financial Capacity Analysis Indicators for RYDE (City of Racine Transit System): 2016-2025 183
Table H.21 Public Transit Operator Report for Walworth County Shared-Ride Transit Program: 2021-2024 185
Table H.22 Public Transit Operator Capital Project Justification for Walworth County Shared-Ride Transit Program: 2021-2024 185
Table H.23 Financial Capacity Analysis Background Data for Walworth County Shared-Ride Transit Program: 2016-2025 186
Table H.24 Change in Basic Financial Capacity Analysis Indicators for Walworth County Shared-Ride Transit Program: 2016-2025 188
Table H.25 Public Transit Operator Report for Washington County Transit System: 2021-2024 190
Table H.26 Public Transit Operator Capital Project Justification for Washington County Transit System: 2021-2024 190
Table H.27 Financial Capacity Analysis Background Data for Washington County Transit System: 2016-2025 191
Table H.28 Change in Basic Financial Capacity Analysis Indicators for Washington County Transit System: 2016-2025 193

Table H.29 Public Transit Operator Report for City of Waukesha Metro Transit System and Waukesha County Transit System: 2021-2024 195
Table H.30 Public Transit Operator Capital Project Justification for City of Waukesha Metro Transit System and Waukesha County Transit System: 2021-2024 196
Table H.31 Financial Capacity Analysis Background Data for City of Waukesha Metro Transit System and Waukesha County Transit System: 2016-2025 197
Table H.32 Change in Basic Financial Capacity Analysis Indicators for City of Waukesha Metro Transit System and Waukesha County Transit System: 2016-2025 199
Table H.33 Public Transit Operator Report for City of West Bend Taxi Service: 2021-2024 202
Table H.34 Public Transit Operator Capital Project Justification for City of West Bend Taxi Service: 2021-2024 202
Table H.35 Financial Capacity Analysis Background Data for City of West Bend Taxi Service: 2016-2025 203
Table H.36 Change in Basic Financial Capacity Analysis Indicators for City of West Bend Taxi Service: 2016-2025 205
Table H.37 Public Transit Operator Report for Western Kenosha Country Transit: 2021-2024 207
Table H.38 Public Transit Operator Capital Project Justification for Western Kenosha County Transit: 2021-2024 207
Table H.39 Financial Capacity Analysis Background Data for Western Kenosha County Transit: 2016-2025 208
Table H.40 Change in Basic Financial Capacity Analysis Indicators for Western Kenosha County Transit: 2016-2025 210
Table H.41 Public Transit Operator Report for City of Whitewater Taxi Service: 2021-2024 212
Table H.42 Public Transit Operator Capital Project Justification for City of Whitewater Taxi Service: 2021-2024 212
Table H.43 Financial Capacity Analysis Background Data for City of Whitewater Taxi Service: 2016-2025 212
Table H.44 Change in Basic Financial Capacity Analysis Indicators for City of Whitewater Taxi Service: 2016-2025 212
Table H.45 Public Transit Operator Report for the City of Milwaukee Streetcar: 2021-2024 213
Table H.46 Public Transit Operator Capital Project Justification for the City of Milwaukee Streetcar Service: 2021-2024 213
Table H.47 Financial Capacity Analysis Background Data for the City of Milwaukee Streetcar Service: 2016-2025 214
Table H.48 Change in Basic Financial Capacity Analysis Indicators for the City of Milwaukee Streetcar Service: 2016-2025 216

Appendix I

Table I.1 Population by Race and Hispanic Ethnicity in the Region by County: 2010 227
Table I.2 Families with Incomes Below the Poverty Level in the Region by County: 2014-2018 230
Table I.3 Poverty Thresholds by Size of Family and Number of Children Under 18 Years of Age: 2018 Average 230
Table I.4 Families with Income Less Than Twice the Poverty Level in the Region by County: 2014-2018 230
Table I.5 People with Disabilities in the Region by County: 2014-2018 232
Table I.6 Distribution of Employed People by County of Residence, Race, and Mode of Travel to Work: 2014-2018 233
Table I.7 Comparison of the Percentages of Minority Populations and Minority Population Transit Ridership in Milwaukee, Ozaukee, Washington, and Waukesha Counties, and the Cities of Kenosha, Racine, and Waukesha 234
Table I.8 Percentage Distribution of Employed Region Residents by County of Residence, County of Work, and Race: 2012-2016 234
Table I.9 Access to Jobs Within 30 Minutes by Transit (2017) 250
Table I.10 Access to Lower-Wage Jobs Within 30 Minutes by Transit (2017) 250
Table I.11 Reasonable Access to Activity Centers by Transit (2017) 251

Table I.12 Access to Jobs Within 30 Minutes by Automobile 258
Table I.13 Access to Lower-Wage Jobs Within 30 Minutes by Automobile 258
Table I.14 Reasonable Access to Activity Centers by Automobile 259

INTRODUCTION

This transportation improvement program (TIP) is the thirty-first such program prepared for the Southeastern Wisconsin Region. The TIP is a Federally required listing of all arterial highway and public transit improvement projects proposed to be carried out by State and local governments over the next four years (2021-2024) in the seven-county Southeastern Wisconsin Region.

The TIP was developed under the guidance of the Southeastern Wisconsin Regional Planning Commission's Advisory Committees on Transportation System Planning and Programming for the Kenosha, Milwaukee, Racine, Round Lake Beach, and West Bend Urbanized Areas, and in close cooperation with municipal, county, and State transportation implementation agencies. The rosters of these committees are listed in Appendix F of this report. Map 1 shows the Southeastern Wisconsin Region and the approved adjusted boundaries for the five Census-defined urbanized areas within the Region. The TIP contains 396 projects within the Region for the four-year programming period of 2021 through 2024. The TIP represents a total potential investment in transportation improvements and services of $2.66 billion. Of this total, $1.49 billion, or about 56.2 percent, is proposed to be provided in Federal aids; $803 million, or about 30.2 percent, in State funds; and $362 million, or about 13.6 percent, in local monies.

The first year of the four-year program—2021—is significant as it constitutes an agreed to list of projects for project selection purposes and no further project selection action is required for the implementing agency to proceed with its project. Under Federal regulations, the Commission in consultation with WisDOT and area transit operators can advance a project from the remaining three years of the TIP following the request by the implementing agency, with the exception of projects on the National Highway System (NHS) funded with National Highway Performance Program (NHPP) funds, which can be advanced by WisDOT in consultation with the Commission and the area transit operators from the remaining three years of the TIP. Proposed expenditures in the first year of the TIP—2021—total $834 million.

The key elements of this TIP document are:

1. A project-by-project listing of the transportation improvement projects constituting the 2021-2024 transportation improvement program, including identification of the projects programmed for each of the four years of the TIP: 2021, 2022, 2023, and 2024 (Appendix A).

2. A list of the status of projects contained in the previous 2019-2022 TIP including an identification of projects which were completed or dropped from the TIP (Appendix B).

3. An assessment of conformity of the 2021-2024 TIP with the Wisconsin State Implementation Plan for air quality. (Appendix C).

4. An assessment of the ability of available funding to implement the 2021-2024 TIP (Appendix D).

5. An assessment of how the projects programmed in the 2021-2024 TIP contribute to the achievement of both the VISION 2050 performance goals and the targets established for the National performance measures (Appendix E).

6. A list of the membership of the Advisory Committees on Transportation System Planning and Programming (Appendix F).

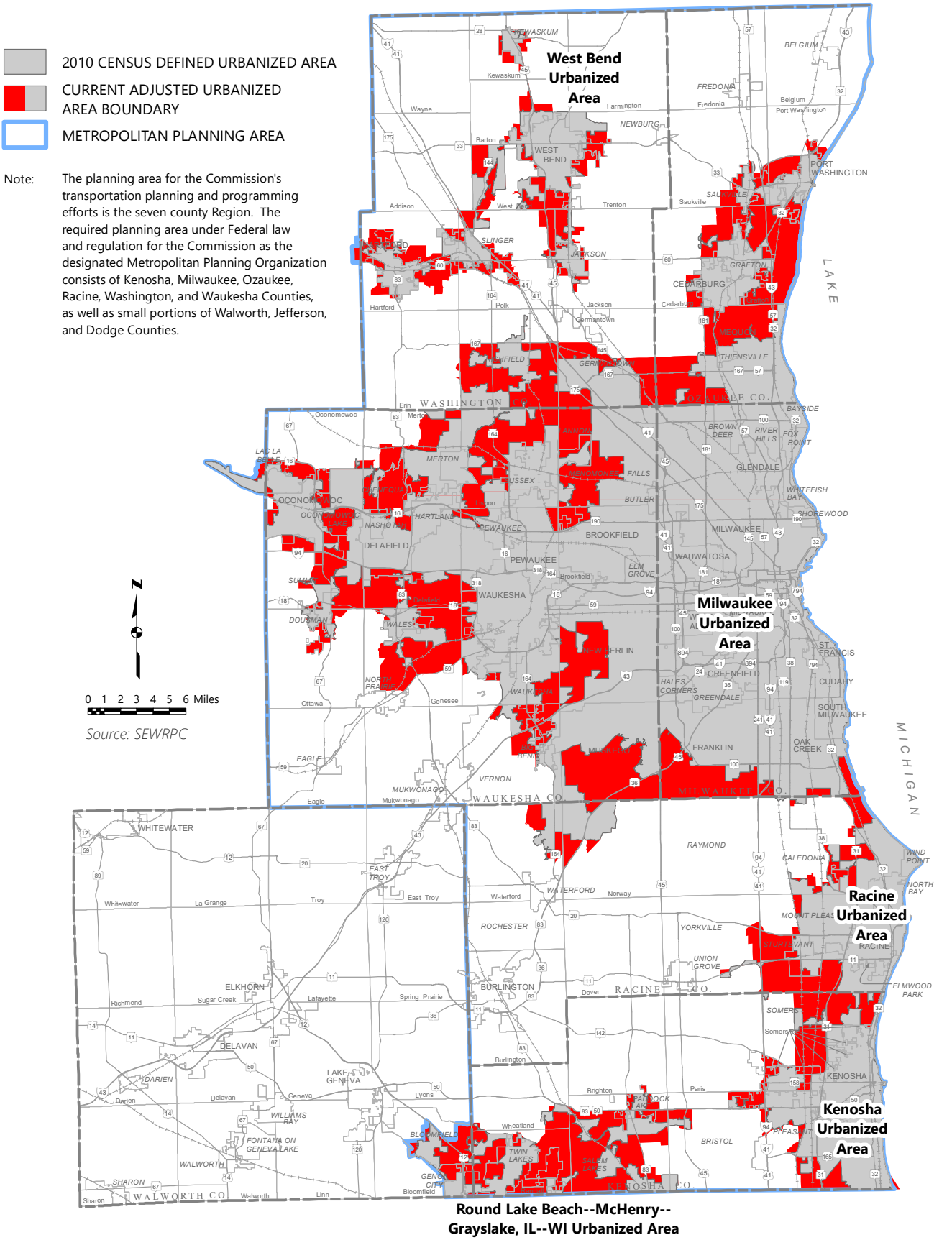
7. A summary of the selection processes used for Federal funding sources for local highway and transit projects (Appendix G).

8. A tabular description of projected 2021 operations of the nine transit operators in the Region and a description of the financial capacity of the nine transit operators in the Region (Appendix H).

9. An assessment of the impacts of the regional TIP on minority and low-income populations in Southeastern Wisconsin (Appendix I).

10. A summary of the public comment received on the draft 2021-2024 TIP (Appendix J).

Map 1
The Southeastern Wisconsin Region and Census Defined and Adjusted Urbanized Area Boundaries: 2010



Federal regulations require that transit and arterial highway improvement projects within the seven-county Southeastern Wisconsin Region be included in this TIP if these projects are to be eligible for capital or operating Federal funding. The program also includes non-Federally funded transit and arterial highway projects within the Region. The program provides information to identify each project; shows estimated total costs and the estimated amounts of Federal, State, and local funds proposed to be obligated during the program period against those costs; designates the proposed type of Federal funds to be used by the project; and identifies the State and local agencies responsible for carrying out each project. Federal regulations also require that the TIP be determined to be consistent with the adopted regional transportation plan and be approved by the Regional Planning Commission as the Metropolitan Planning Organization for the urbanized areas in Southeastern Wisconsin. Approval by the Governor of the State of Wisconsin, or his designee, the Secretary of the Wisconsin Department of Transportation, is also required. Specifically, the Southeastern Wisconsin TIP must be approved by the State and incorporated into the Statewide transportation improvement program, which is submitted by WisDOT to the Federal Transit Administration and Federal Highway Administration for approval and potential funding action by these agencies.

The TIP by definition indicates the transportation improvement priorities of State and local governments by their program of projects for implementation in each of the four years of the program. The TIP represents a stage of implementation of VISION 2050—the year 2050 regional land use and transportation plan.[1] The TIP includes an assessment of how the projects programmed contribute to the achievement of both the VISION 2050 transportation performance goals and the targets established for the National performance measure. The TIP also includes a demonstration that available funding sources are adequate to implement the TIP by comparing total TIP costs and revenues for the program period. Federal regulations allow projects eligible for a particular Federal and State funding source, but that are not approved for such funding, to be illustratively listed in the TIP for informational purposes. Illustrative projects would be added to the TIP, and included in the assessment of available funding, should they be approved for the Federal or State funds being sought.

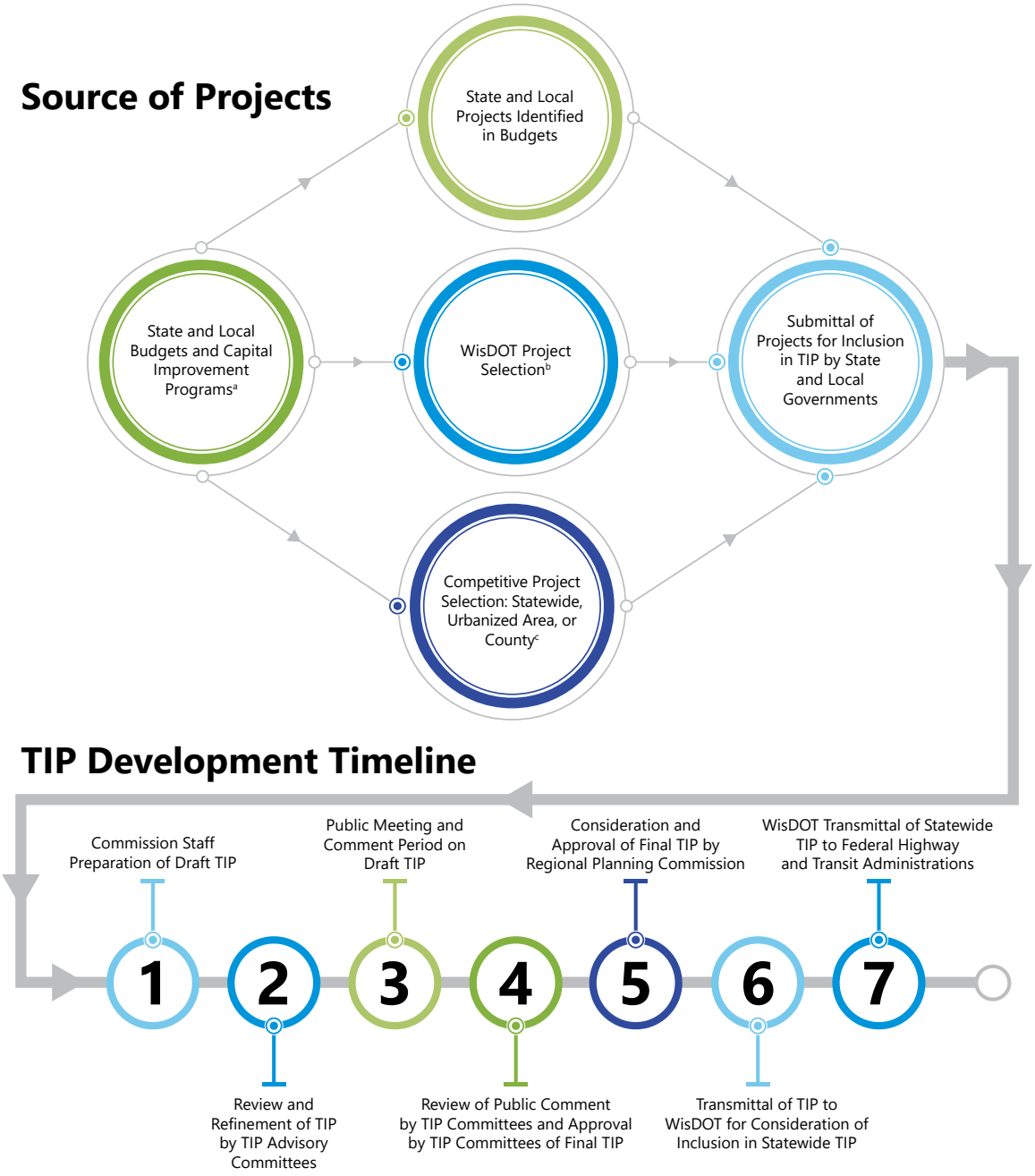
TIP DEVELOPMENT PROCESS

Figure 1 shows the process used to develop the TIP every two years. The identification of proposed TIP projects is generally accomplished by the State and local governments in Southeastern Wisconsin ahead of the development of the four-year TIP. State and local government budgets identify levels of funding for specific programs, and typically also identify specific projects. While the TIP covers a four-year period, the State budget is only for a two-year period and local budgets are for one year. Generally, the levels of funding provided in current State and local budgets are anticipated to extend through the four-year time frame of the TIP. State and local multi-year capital improvement programs also provide guidance on potential budgets and identify projects over the TIP four-year period. For some categories of funding, such as Federal Highway Administration (FHWA) Surface Transportation Block Grant Program - Other (STP-O) and National Highway Performance Program (NHPP) funding and State funding, WisDOT selects projects for funding in addition to those specifically identified in the State budget. For other categories of funding, a competitive process is utilized to select projects for funding, including at the State level for FHWA Transportation Alternatives Program and FHWA Safety funding, at the urbanized area level for STP-Urbanized Area funding, and at the county level for Federal/State Bridge funding. The projects are typically selected for a multi-year period, which can extend beyond the four-year TIP period.

As part of the development of the draft TIP, the Commission staff conducts a financial feasibility analysis by comparing the total amount of Federal, State, and local funding programmed in the TIP to an estimate of available revenues. The Commission staff also reviews the projects proposed to be included in the TIP for

[1] *See SEWRPC Planning No. 55, VISION 2050: VISION 2050: A Regional Land Use and Transportation System Plan for Southeastern Wisconsin.*

Figure 1
Transportation Improvement Program Development Process



[a] *State and local government budgets identify levels of funding for specific programs, and typically also identify specific projects. While the TIP covers a four year period, the State budget is only for a two year period and local budgets are for one year. Generally, the levels of funding provided in State and local budgets are anticipated to extend through the TIP four year time frame. State and local multi-year capital improvement programs also provide guidance on potential budgets and identify projects over the TIP four year period.*

[b] *For some categories of funding, such as Federal Highway Administration (FHWA) Surface Transportation Program - Other (STP-O) and National Highway Performance Program (NHPP) funding and State funding, WisDOT selects projects for funding in addition to those identified in the State budget.*

[c] *For some categories of funding, a competitive project selection process selects projects for funding, including at the State level for FHWA Transportation Alternatives Program and FHWA Safety funding, at the urbanized area level for STP-Urbanized Area funding, and at the county level for Bridge funding. The projects are typically selected for a multi-year period which extends to or beyond the TIP four year period. Listed below for each category of Federal transportation funding is the level at which project selection processes are conducted:*

Statewide
FHWA Highway Safety Improvement
FHWA Transportation Alternatives
FHWA Congestion Mitigation and Air Quality
FTA 5339 Bus and Bus Facilities Capital Funding
FTA 5310 Mobility for Seniors and People with Disabilities FTA 5307/5340 Transit Operating and Capital Funding for Urbanized Areas 50,000 - 200,000 Population (Funding Allocated to Transit Operators)
FTA 5311 Rural and Small Urban Operating and Capital Funding (Funding Allocated to Transit Operators)

Urbanized Area
FHWA Surface Transportation Program - Urbanized Area
FHWA Transportation Alternatives (Milwaukee Only)
FTA 5310 Mobility for Seniors and People with Disabilities (Only Milwaukee)
FTA 5339 Bus and Bus Facilities Capital Funding (Only Milwaukee)
FTA 5307/5340 Transit Capital and Capitalized Maintenance Funding (Milwaukee Only-Allocated to Transit Operators)

County
FHWA/State Bridge Replacement (WisDOT determines amount of funding available to each county)

consistency with VISION 2050, specifically, the year 2050 fiscally constrained transportation system (FCTS).[2] In addition, an assessment is conducted of the contribution of projects listed in the draft TIP towards achieving the VISION 2050 performance goals and the targets established for the National performance measure. An assessment is also conducted of the impacts—positive and negative—on the minority populations and low-income populations within Southeastern Wisconsin.

The draft TIP is provided to the Advisory Committees established for each of the five urbanized areas for their review and refinement. The draft TIP is also made available to the public for review at a public meeting and on the Commission website. The public can provide comment on the draft TIP at the public meeting and during a public comment period. The Advisory Committees consider the proposed refinements to, and public comment on, the draft TIP when considering the recommendation of approval of a final TIP by the Commission. The approved final TIP is then provided to the Secretary of the Wisconsin Department of Transportation for review and consideration of approval for inclusion in the Statewide Transportation Improvement Program (STIP). Following WisDOT approval of the final TIP and inclusion into the STIP, the final STIP is transmitted to FHWA and FTA.

The following sections provides more detail on the preparation of the TIP, the Advisory Committees established to guide TIP development, public involvement for the TIP, and project selection.

Preparation of TIP

The technical effort required to develop the TIP is provided by an interagency staff team composed of representatives of the WisDOT, Southeast Region; the Milwaukee County Department of Transportation; the Milwaukee County Transit System; the City of Milwaukee; and the Regional Planning Commission. Commission staff contact local engineers, planners, and transit operators within the Region to assure not only participation in, and understanding of, the program development process, but also to assure that all proposed State and local government transportation projects are considered for inclusion in the TIP. Requests were made to implementing agencies to provide Commission staff an update for all projects listed in the previous TIP and new projects to be considered for addition to the new TIP, including projects that were recommended for FHWA and FTA funding since the adoption of the previous TIP and that have not yet been added by amendment. In addition, pursuant to Federal regulations, transit operators provide Commission staff with a description of the operating assistance and planning elements of the FTA Section 5307 program of projects, a description of the justification for the transit capital projects to be included in the four years of the TIP, and financial data and nonfinancial operating statistics for their transit system, as set forth in Appendix H.

The information provided by the implementing agencies was used by Commission staff to prepare a project-by-project listing, provided in Appendix A, that includes for each project a brief description to identify the project, the estimated total costs and the estimated amounts of Federal, State, and local funds proposed to be obligated during the program period against those costs, the proposed type of Federal funds to be used by the project, and the State and local agencies responsible for carrying out the project. Commission staff reviewed each project proposed to be listed in the TIP for consistency with the adopted year 2050 fiscally constrained transportation system (FCTS). In addition, an assessment was made of the contribution of the projects programmed in the TIP towards achievement of both the VISION 2050 performance goals and the targets established for the National performance measures. This assessment is provided in Appendix E.

The Commission staff also compared the total costs of the proposed projects in the TIP to estimates of available Federal, State, and local funding to ensure that available funding sources are adequate to implement the TIP (see Appendix D). The estimate of available funding is based upon authorized Federal funding levels and historical State and local funding sources. Federal regulations allow projects eligible for a

[2] *An important aspect related to implementing VISION 2050 relates to funding. The amount of public funding needed to construct, operate, and maintain the transportation component of VISION 2050 has been compared to the amount of funding expected to be available. Federal metropolitan planning regulations (23 CFR Part 450) and conformity regulations (40 CFR Part 93.108) require that the Region's transportation plan be "fiscally constrained"—only including projects that can be funded with expected funds, taking into account the limitations placed on these funding sources by Federal and State law. Therefore, only the portion of VISION 2050 that can be funded with these revenues is considered the "fiscally constrained" regional plan by the Federal Government and is titled the Fiscally Constrained Transportation System (FCTS). The FCTS is used in the determination of conformity and in the development of the transportation improvement program.*

particular Federal and State funding source, but that are not approved for such funding, to be illustratively listed in the TIP for informational purposes. These projects would not be required to be included in the assessment of available funding. Such projects would be added to the TIP, and included in the assessment of available funding, should they be approved for the Federal or State funds being sought.

The information provided by the implementing agencies was also used to prepare a list of the status of projects contained in the previous TIP, including an identification of projects that were completed or dropped from the TIP, as provided in Appendix B.

In addition, the Commission staff conducted an evaluation assessing the impact of the projects programmed in the TIP on minority populations and low-income populations—both positive and negative—and evaluated whether minority populations and low-income populations may be expected to receive a proportionate share of TIP benefits, and not receive a disproportionate share of TIP negative impacts. Specifically, the evaluation included identifying the magnitude and location of minority populations and low-income populations within the Region; a comparison of the mode of travel used by minority populations and by white (non-hispanic) populations; and a comparison of the programmed transit, arterial highway, and bicycle/pedestrian projects with locations of concentrations of minority populations and low-income populations. This evaluation is documented in Appendix I.

Advisory Committees

To assist in, and guide, the preparation of the TIP, the Commission has established advisory committees in each of the urbanized areas of the Region—Advisory Committees on Transportation System Planning and Programming for the Kenosha, Milwaukee, Racine, Round Lake Beach, and West Bend Urbanized Areas (TIP Committees). These committees include local technical staff and elected officials and State and Federal agency representatives responsible for transportation system improvement, operation, and maintenance within each urbanized area. The TIP Committees are charged with the responsibility of reviewing and approving the TIP as it is prepared biennially for submission to the Commission and then to the State and Federal governments. In addition, the TIP Committees, as necessary, provide guidance in the development of procedures for the evaluation and recommendation of projects for various Federal funding programs, including FHWA Surface Transportation Program-Milwaukee Urbanized Area (STP-M) funding. Rosters of the TIP Committees are set forth in Appendix F.

The Milwaukee TIP Committee which guides the development of the TIP for the Milwaukee urbanized area is established on a population-proportional basis reflecting the population proportionality of each County and municipality within the Milwaukee urbanized area. The 22 members of the Milwaukee TIP Committee include local technical staff and elected officials typically appointed by the community/county's chief elected official, and include five members representing Milwaukee County (with four members appointed by the County Executive and one member appointed by the County Board Chairman) and six members representing the City of Milwaukee (with five members appointed by the Mayor and one member appointed by the City Council President). The Milwaukee TIP Committee also includes representation from each of the five public transit operators within the Milwaukee urbanized area—Milwaukee County, Waukesha County, City of Waukesha, Washington County, and Ozaukee County. The Milwaukee TIP Committee guides the development and application of procedures to evaluate, prioritize, and recommend projects for FHWA Surface Transportation Program – Milwaukee Urbanized Area (STP-M) funding.

Public Involvement

There is public involvement attendant to each project in the TIP. The TIP is consistent with, and drawn from, the regional transportation plan and the Commission conducts extensive public involvement efforts as part of that planning process. Also, each project as proposed by State and local governments likely has had, or will have, public involvement as part of the preparation of preliminary engineering, environmental assessment, annual government budget, and/or a capital improvement program.

During the development of the 2021-2024 TIP, the Commission staff prepared a draft copy of the TIP that was made available to the public on the Commission's website. Hard copies of the draft TIP were also available upon request. There was a 30-day comment period on the draft TIP, and a public meeting was held on the draft TIP, consistent with the Commission's public participation plan. Due to the COVID-19 pandemic occurring at the time of the development of the draft 2021-2024 TIP, the public meeting was held virtually.

Formal announcement of the public meeting and comment period was provided through paid notices appearing in the regional Milwaukee Journal-Sentinel newspaper and two minority newspapers—the Milwaukee Community Journal and El Conquistador—as well as the Commission's website.

Under the Commission's outreach to minority and low-income populations outlined in its public participation plan, the Commission staff provided the draft TIP—including an evaluation of impacts (positive and negative) of the draft TIP on minority and low-income populations—to members of the Commission's Environmental Justice Task Force (EJTF) for review and comment. Members were invited to attend the public informational meeting and to provide additional comment, either at the meeting or during the 30-day comment period. In addition, the Commission staff maintains a list of approximately 90 minority and low-income groups and organizations that are consulted regarding the most effective means and materials for interacting with their membership and/or populations, and are informed of the Commission's public participation opportunities for its planning and programming activities, including the TIP. During the preparation of the TIP, the Commission staff sent a letter to each of these groups and organizations briefly describing the purpose of the TIP, and informing them of the availability of the draft TIP, the evaluation of impacts of the draft TIP on minority populations and low-income populations, and the public information meeting. The Commission staff offered to meet with each group and organization to further explain the TIP and obtain their comments.

Commission staff prepared a formal record of the public meeting and comments received on the draft TIP, including responses to each comment received, as documented in Appendix J. The response to comments received may result in changes to the draft TIP that are recommended by Commission staff to be included in the final TIP. The record of public meeting and comments, including any potential changes to the draft TIP, was reviewed by the TIP Committees and the Commission when considering approval of the TIP. In addition, the public participation process for the TIP satisfies the public participation process for the Program of Projects, as prescribed in accordance with Chapter 53 of Title 49, United States Code, and the current metropolitan and statewide planning regulations, for the following Transit Administration grantees: the City of Hartford, City of Kenosha, Kenosha County, the City of Milwaukee, Milwaukee County, Ozaukee County, the City of Racine, Walworth County, Washington County, Waukesha County, and the City of West Bend.

Project Selection for Federal and State Transportation Funding

Federal and State transportation funding have specific project eligibility, and other limitations and requirements. Funding may be limited to a specific transportation mode, program, or geographic area, or may require funding to be used only for capital projects and not operating costs. Federal law allows the transfer, or flexing, of FHWA funds, such as Surface Transportation Block Grant Program (STP), National Highway Performance Program (NHPP), and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, to fund transit capital projects, and in the case of CMAQ to also fund the operation of transit improvement or expansion projects for a limited number of years. With regards to State funding for transportation projects, the amount of State and Federal funding that is available for State and local transportation projects is established in the State biennial budget. The biennial budget is very prescriptive with respect to the State and Federal funding available for different types of transportation projects throughout the State. For example, the State budget establishes the amount of State and Federal funding that will be available for transit operating expenses, and also for the maintenance and reconstruction of the freeway system in Southeastern Wisconsin.

The process used for selecting projects for State and Federal funding, and inclusion in the TIP, varies by funding source. The level of the Commission's involvement in the evaluation and recommendation of projects for funding also depends on the funding source. With regards to State projects, WisDOT provides the Commission a listing of projects proposed to be included in the TIP for use of State and Federal funding, including FHWA NHPP funding and STP funding that are available to State projects statewide, including within Southeastern Wisconsin. The process of selecting State highway projects for implementation (and inclusion in the TIP) varies depending on the size and complexity of the projects. Most State highway rehabilitation and reconstruction projects are funded under the State Highway Rehabilitation (SHR) program. The WisDOT determines which projects are implemented based on various factors, such as condition, physical characteristics, rate of crashes, and traffic characteristics. Larger projects are generally funded under

the State Majors Program.[3] Potential Majors projects in the Region have to compete for Majors Program funding against other large projects statewide based on the basis of economic impact, traffic flow, safety, and environmental considerations. The evaluation of the potential Majors projects are considered by the State's Transportation Projects Commission in recommending projects for enumeration in the State biennial budget. The funding for large freeway reconstruction projects in Southeastern Wisconsin is specifically enumerated in the State biennial budget under the Southeast Wisconsin Freeway Megaproject Program.[4] Historically, this has included the projects to reconstruct the Marquette Interchange, the Zoo Interchange, and IH 94 from the Mitchell Interchange to the State line.

With respect to local projects, WisDOT solicits highway, transit, and other projects for all FHWA funding programs and transit projects for some FTA funding programs. The solicitations typically occur annually or biennially, depending on the funding source. The Commission is directly involved with the selection of projects for FHWA funding specifically allocated to the Milwaukee urbanized area, such as FHWA STP and FHWA Transportation Alternative Program (TAP) funding. The Commission staff has also been asked from time-to time to assist in evaluating and prioritizing projects for FHWA STP funding allocated to the other four urbanized areas within the Region (Kenosha, Racine, Round Lake Beach, and West Bend) and for FHWA STP/State Bridge Replacement funding available for local projects within counties. WisDOT evaluates and recommends local projects on a statewide basis for FHWA/State Bridge and FHWA Highway Safety Improvement Program (HSIP) funding. WisDOT, the Wisconsin Department of Natural Resources, and the Commission work cooperatively to prioritize and recommend projects for FHWA CMAQ funding. Additional information on the project selection processes for FHWA funding is provided in Appendix G.

With regards to transit projects, the Commission works with the transit operators in the Milwaukee urbanized area on the distribution of FTA Section 5307/5340 Urbanized Area Formula Program, FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, and FTA Section 5339 Bus and Bus Facilities Program funding that is specifically allocated to the urbanized area. The designated recipients of these funds—each transit operator in the Milwaukee urbanized area in the case of Section 5307/5340 and Section 5339 funds and Milwaukee County in the case of Section 5310 funds—applies directly to FTA for the projects recommended for these funding sources. Since the Round Lake Beach urbanized area was extended from Illinois into Kenosha County based on the 2000 U.S. Census, and into Walworth County based on the 2010 Census, the FTA Section 5307/5340 funding allocated to the Wisconsin portion of the urbanized area has been transferred to transit operators located in the Illinois portion of the urbanized area due to a lack of an eligible local transit operator. WisDOT determines the distribution of FTA Section 5307/5340 funding to the other urbanized areas having a population between 50,000 and 200,000 within Southeastern Wisconsin. For the FTA Section 5339 funding available to bus and bus facilities projects statewide, WisDOT distributes a portion of the funding to the urbanized areas within the State with a population of 200,000 or more, such as the Milwaukee urbanized area. WisDOT solicits, evaluates, and recommends projects for the remaining FTA Section 5339 that is available for all of the urbanized areas within the State.

WisDOT also solicits, evaluates, and recommends mobility projects serving seniors and people with disabilities for FTA Section 5310 funding available to projects statewide, outside of the urbanized areas with populations of 200,000 or more. In addition, WisDOT distributes Section 5311 Non-Urbanized Area Formula Grant funds to transit systems outside of the urbanized areas, such as the shared-ride taxi systems in the City of Whitewater and Walworth County. The State also distributes State operating assistance funds to the transit operators in Southeastern Wisconsin to supplement the FTA funding used by the transit operators for the operation and maintenance of their systems. Additional information on the project selection processes for FTA funding is provided in Appendix G.

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[3] *Based on Wisconsin State Statutes, Major projects include projects with a total cost of $35.7 million or more (adjusted with inflation) and involve 1) constructing a new highway 2.5 miles or more in length; 2) reconstructing or reconditioning an existing highway by relocating 2.5 miles or adding 5 or more miles in length; or 3) improving to freeway standards 10 or more miles of an existing divided highway having two or more lanes in either direction. Major projects also include SHR projects with a cost of at least $89.2 million (adjusted with inflation)—that do not otherwise meet the other statutory requirements for the State Majors Program.*

[4] *Based on Wisconsin State Statutes, projects in the Southeast Wisconsin Freeway Reconstruction Megaproject Program include the freeway reconstruction projects that have a minimum cost of $596.8 million (adjusted with inflation).*

The Region also receives FTA Section 5337 funding for maintaining two existing fixed-guideway transit systems—Waukesha County Transit System's bus service operated in a reserved lane on W. Bluemound Road and the City of Kenosha's streetcar system. Projects recommended for Section 5337 funds are provided by the operators of these two systems for inclusion in the TIP. Based on the implementation of the Milwaukee streetcar system in 2018, it is expected that the City of Milwaukee will become a recipient of these funds beginning in Federal Fiscal Year 2026.

TIP AMENDMENT PROCESS

Following approval of a TIP by the Commission and appropriate State and Federal agencies, changes to projects listed in the TIP, and the addition or deletion of projects within the TIP, are requested periodically by the various levels of governments and agencies. Figure 2 summarizes the criteria used to determine if a proposed change to the TIP is considered a major amendment, minor amendment, or an administrative modification.

In general, amendments to the TIP are used for adding projects to, or removing projects from, the TIP and for changes to projects already listed in the TIP that would substantially modify project scope, cost, or timing. Major amendments to the TIP involve the addition or deletion of a transportation capacity expansion project, the addition or deletion of a project of more than $3 million in construction costs, or a significant change in project scope, cost, or timing. Public review and comment are formally solicited for major amendments, which is noticed with a 14-day comment period on the Commission's website (www.sewrpc.org) and for such amendments that do not also require an amendment to the FCTS of the regional transportation plan. Per the Commission's public participation plan, full notification and a 30-day public review and comment period would occur for any amendment to the TIP that would also require an amendment to the regional transportation plan. While public review and comment is not formally solicited for minor amendments, such amendments are posted on the Commission's webpage and sent to interested parties that have indicated that they would like to receive all TIP-related information. Amendments typically occur bimonthly and are generally noticed on the Commission's website during the first or second week of those months. Proposed amendments are reviewed by the TIP Committee(s) where the projects contained within the proposed amendment are located prior to being approved by the Commission.

Administrative modifications are used for modest changes to the TIP—such as modest changes in project cost, a change in funding source, and changes in project timing within the four years of the program—that do not require the solicitation of public comment, air quality conformity determination, and demonstration of fiscal constraint. Administrative modifications are also used to correct data entry or typographical errors, splitting or combining projects, and changing or clarifying elements of the project description, as long as these changes would not modify the original scope of the project. The Commission and the TIP Committees are not required to approve administrative modifications to the TIP.

The above TIP amendment procedures would also be utilized for adding projects illustratively included in the TIP— as Federal funding has not yet been awarded—that are subsequently approved for full or partial Federal funding. However, as the project information for the illustrative projects are already included in the TIP (and have been reviewed by the Committees and the public), formally adding illustrative projects to the TIP, which do not also require other changes necessitating a minor or major amendment (as outlined in Figure 2), would be done through an administrative modification.

Like the TIP document, approved amendments and processed administrative modifications to the TIP are submitted for approval to the appropriate State and Federal agencies. All pending and approved amendments, and all processed administrative modifications, to the TIP are posted on the Commission's webpage, and sent to interested parties that have indicated that they would like to receive all TIP related information.

LIST OF OBLIGATED PROJECTS

Each year, the Commission staff, in coordination with staffs from the Wisconsin Department of Transportation, area transit operators, and the U.S. Department of Transportation Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), prepares a listing of projects that were obligated for FHWA or FTA funding during the previous calendar year. The obligation of funds for a project by the appropriate Federal

Figure 2
Types of Changes to the Transportation Improvement Program (TIP)

MAJOR AMENDMENT

Requires formal public comment period[a]

- Adding or deleting a project of more than $3 million in construction costs
- Adding or deleting a capacity expansion project
- A significant change in cost ($3 million or more)

MINOR AMENDMENT

Does not require formal public comment period[a]

- Adding or deleting a project of less than $3 million in construction costs
- Adding or deleting non-capacity expansion project
- Minor changes in cost (less than $3 million)

ADMINISTRATIVE MODIFICATION

Does not require formal public comment period[b]

- Modest changes in TIP that do not require the solicitation of public comment, air quality conformity determination, and demonstration of financial constraint:
  - Modest changes in cost (less than $200,000)
  - Changes in non-discretionary funding sources (for example changing State funding to NHPP funding for state highway projects)
  - Changes in project timing within the four years of the program
- In addition, administrative modification can be used to correct data entries or typographical errors, splitting or combining projects, and changing clarifying elements of the project description as long as these changes do not modify the original scope of the project.

[a] *Amendments to the TIP require approval by the appropriate TIP Advisory Committee and the Commission. All potential amendments are posted on the Commission's website and sent to a listing of interested parties regardless of whether the TIP amendments require a formal comment period.*

[b] *Administrative modifications can be made without formal approval by the TIP Advisory Committees and the Commission. Completed administrative modifications are posted on the Commission's website.*

Source: SEWRPC

agency—FHWA or FTA—indicates the Federal government's commitment to fund the approved Federal share of the cost of a project. The listing of obligated projects is completed within the first three months of the year and made available to the public on the TIP webpage of the Commission's website. It should be noted that projects for which funds have been obligated are not necessarily initiated or completed in the four program years of the TIP. Further, the Federal funding for projects, or elements of projects, which have been previously obligated are not required to be listed in the TIP.

THE TRANSPORTATION IMPROVEMENT PROGRAM AND REGIONAL TRANSPORTATION PLANNING

Since 1961, the Regional Planning Commission has carried out the planning necessary to guide transportation improvement programming within the Region. The adopted regional land use and transportation plan for the year 2050 (VISION 2050) is documented in SEWRPC Planning Report No. 55, *VISION 2050: A Regional Land Use and Transportation System Plan for Southeastern Wisconsin*.

VISION 2050 includes recommendations for which arterial facilities require preservation or improvement (widening to provide additional lanes) and new arterial facilities proposed as system expansion. VISION 2050 recommends those transit facilities and services that should be preserved, improved, and expanded. Demand and traffic management actions are also recommended to increase the capacity of the existing transportation system at low costs and disruption. VISION 2050 also recommends bicycle accommodations on surface arterial streets and off-street bicycle facilities. Appendix E includes an assessment of how the projects programmed in the 2021-2024 TIP contribute to the achievement of VISION 2050 performance goals.

As described previously, implementation of VISION 2050 relies on adequate funding for transportation infrastructure and services. The amount of public funding needed to construct, operate, and maintain the transportation component of VISION 2050 has been compared to the amount of funding expected to be available. Federal metropolitan planning regulations (23 CFR Part 450) and conformity regulations (40 CFR Part 93.108) require that the Region's transportation plan be "fiscally constrained"—only including projects that can be funded with expected funds, taking into account the limitations placed on these funding sources by Federal and State law. Therefore, only the portion of VISION 2050 within the FCTS (which can be funded within these revenue limitations) is considered the regional plan by the Federal Government. The FCTS is used in the determination of conformity and in the development of the TIP.

To establish a consistent nationwide process for monitoring the effectiveness of Federal transportation investments, MAP-21, enacted in 2012, created a framework for a national performance management approach to transportation decision-making on investments with Federal highway and transit funding. In implementing the performance management approach, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have developed 1) specific highway and transit performance measures and 2) requirements for States, transit operators, and Metropolitan Planning Organizations (MPOs) in establishing and reporting targets, along with the monitoring of achievement of the targets, for each performance measure. The Commission is responsible for establishing baseline data and performance targets for all of the performance measures for Southeastern Wisconsin, and is required to report in VISION 2050 the established baseline data and the performance targets. In addition, the Commission is required to include in the TIP a description of how the projects programmed in the TIP promote the achievement of the performance targets. Appendix E provides a summary of the targets established by the Commission, and an evaluation of how the projects programmed in the TIP are expected to contribute to the achievement of the targets.

THE 2021 THROUGH 2024 TRANSPORTATION IMPROVEMENT PROGRAM

Table 1 summarizes the total funds required to implement the projects located in each of the seven counties in Southeastern Wisconsin within each of the four years of the TIP. The total funds required to implement the projects contained within the first year—2021—of the TIP are $834,423,000; and, Federal funding sources would supply $508,985,400; State sources, $206,780,600; and local sources, the remaining $118,657,000. A more detailed program cost summary by Federal aid program, area, and project category is presented for the year 2021 in Tables 2 through 4.

Appendix A presents a project-by-project listing of the transportation improvement program. Sufficient information is provided to identify the type of project; the termini and length of the project; the estimated total cost and amount of Federal, State, and local funds proposed to be obligated during the program year[5]; and the proposed Federal funding program; and the recipient or agency responsible for implementing the project. Table A.1 of Appendix A sets forth the transportation improvement program for the Milwaukee area, including Milwaukee, Ozaukee, Washington, and Waukesha Counties, one table for each county; and, Appendix Table A.2 for the Kenosha-Racine-Walworth area. Each table is structured to indicate the TIP projects listed by order of implementing agency and, for each implementing agency, in ten categories: highway system preservation, highway system improvement, highway system expansion, transit system preservation, transit system improvement, transit system expansion, bicycle and pedestrian, highway safety, environmental enhancement, and off-system highway. Descriptions of each category are provided in the following text.

[5] *The costs shown in Appendix A are as provided by project sponsors. These cost estimates were treated as constant dollars for purposes of the assessment (Appendix D).*

Table 1
Cost Summary of Projects Within First Four Years of 2021-2024 Transportation Improvement Program

Milwaukee Area		2021	2022	2023	2024
Milwaukee County	Federal	204,886,200	253,058,800	207,395,800	128,102,900
	State	109,162,000	125,254,600	230,077,300	91,427,900
	Local	85,421,300	61,133,600	51,983,200	44,526,500
	Total	399,469,500	439,448,000	489,457,300	264,058,300
Ozaukee County	Federal	202,703,900	26,483,700	4,885,100	1,518,500
	State	59,224,600	37,378,600	2,833,000	2,042,300
	Local	1,772,900	1,919,500	1,634,500	1,654,200
	Total	263,701,700	65,781,800	9,352,600	5,215,000
Washington County	Federal	4,641,100	5,808,200	12,854,100	22,298,700
	State	5,271,200	2,716,000	4,160,300	7,631,700
	Local	2,985,500	3,645,600	4,494,800	2,119,700
	Total	12,897,800	12,169,800	21,509,200	32,050,100
Waukesha County	Federal	18,827,100	30,761,900	39,525,000	60,021,000
	State	8,459,400	9,899,200	10,650,100	13,928,200
	Local	14,724,500	12,409,500	15,754,100	6,532,400
	Total	42,011,000	53,070,600	65,929,200	80,481,600
Area Subtotal	Federal	431,058,300	316,112,600	264,660,000	211,941,100
	State	182,117,200	175,248,400	247,720,700	115,030,100
	Local	104,904,200	79,108,200	73,866,600	54,832,800
	Total	718,079,700	570,469,200	586,247,300	381,804,000
Kenosha, Racine, Walworth Area		**2021**	**2022**	**2023**	**2024**
Kenosha County	Federal	26,473,700	37,297,200	11,683,400	16,683,700
	State	7,871,100	8,608,300	3,617,200	5,181,500
	Local	5,379,000	6,191,400	4,852,900	5,445,900
	Total	39,723,800	52,096,900	20,153,500	27,311,100
Racine County	Federal	18,852,400	23,552,600	28,347,000	27,457,400
	State	7,851,300	11,933,100	7,912,000	5,694,000
	Local	7,290,400	3,206,900	3,486,200	4,703,100
	Total	33,994,100	38,692,600	39,745,200	37,854,500
Walworth County	Federal	32,601,200	8,837,700	28,027,700	9,093,600
	State	8,940,400	5,812,900	7,528,000	2,073,900
	Local	1,084,000	1,876,200	3,221,000	2,117,000
	Total	42,625,600	16,526,800	38,776,700	13,284,500
Area Subtotal	Federal	77,927,300	69,687,500	68,058,100	53,234,700
	State	24,662,800	26,354,300	19,057,200	12,949,400
	Local	13,753,400	11,274,500	11,560,100	12,266,000
	Total	116,343,500	107,316,300	98,675,400	78,450,100
Region		**2021**	**2022**	**2023**	**2024**
Region Total	Federal	508,985,600	385,800,100	332,718,100	265,175,800
	State	206,780,000	201,602,700	266,777,900	127,979,500
	Local	118,657,600	90,382,700	85,426,700	67,098,800
	Total	834,423,200	677,785,500	684,922,700	460,254,100

Source: SEWRPC

Table 2
Cost Summary of Projects the First Year of the Transportation Improvement Program–2021–by Federal Aid Program and Area

Federal Aid Program	Milwaukee Area[a]	Kenosha, Racine, and Walworth Area[b]	Total
FTA			
Section 5307	45,071,500	14,588,900	59,660,400
Section 5309	55,050,000	--	55,050,000
Section 5310	130,000	214,000	344,000
Section 5311	--	3,428,600	3,428,600
Section 5337	200,000	125,000	325,000
Section 5339	8,766,000	7,106,700	15,872,700
FTA Subtotal[c]	109,392,500	25,463,200	134,855,700
FHWA			
NHPP	386,325,200	64,744,900	451,070,100
IH-Substitution	585,600	--	585,600
STP-B	4,624,400	4,895,400	9,519,800
TAP	6,321,200	159,700	6,480,900
STP-M	18,359,700	--	18,359,700
STP-O	22,150,700	5,288,700	27,439,400
HSIP	11,802,500	1,214,000	13,016,500
CMAQ	12,983,900	5,422,500	18,406,400
PL	4,388,900	--	4,388,900
FHWA Subtotal	467,497,100	81,770,200	549,267,300
Total[d]	576,999,600	107,233,400	684,233,000

Note: Costs shown are total project costs including State and local match.

[a] *Includes Milwaukee, Ozaukee, Washington, and Waukesha Counties.*

[b] *Includes Kenosha, Racine, and Walworth Counties.*

[c] *Approximately $175,000 from a combination of Federal Transit Administration funding sources ($60,000 in FTA Section 5339 funds, $80,000 in FTA Section 5307 funds, and $35,000 in local funds) are programmed in the Milwaukee Transportation Management Area*

[d] *Includes $110,000 in U.S. Transportation Investment Generating Economic Recovery (TIGER) grant funds programmed in the Milwaukee Transportation Management Area*

Source: SEWRPC

- Highway Preservation: Projects that result in little or no increase in the traffic-carrying capacity of the existing arterial street system, but are necessary to maintain existing capacity and structural adequacy of the arterial facility for which the project is proposed. These projects which are described as resurfacing or reconstruction may also provide bicycle and pedestrian accommodations and incorporate modernization of the existing arterial facility to address safety and other concerns, by including intersection improvements, shoulder widening, and vertical and horizontal alignment improvements.

- Highway Improvement: Projects generally involve roadway reconstruction (similar to highway preservation), but also include in the reconstruction an increase in the traffic carrying capacity of the existing arterial highway system, typically through the addition of traffic lanes.

- Highway Expansion: Projects that increase the traffic carrying capacity of the arterial highway system through development of new arterial streets or highways.

- Transit Preservation: Projects that are necessary to maintain the current quality and level of service on the existing transit system.

- Transit Improvement: Projects that improve the quality and level of service on the existing transit system.

Table 3
Cost Summary of FHWA-Funded Projects in the First Year of the Transportation Improvement Program—2021

Funding Source	Highway System			Transit System			Bike and Pedestrian	Off-System	Safety	Environmental Enhancement	Total
	Preservation	Improvement	Expansion	Preservation	Improvement	Expansion					
Interstate Highway – Completion or Substitution											
Federal	--	--	--	419	--	--	--	--	--	--	419
Local	--	--	--	167	--	--	--	--	--	--	167
Total	--	--	--	586	--	--	--	--	--	--	586
Federal Bridge											
Federal	7,327	--	--	--	--	--	--	--	--	--	7,327
Local	2,193	--	--	--	--	--	--	--	--	--	2,193
Total	9,520	--	--	--	--	--	--	--	--	--	9,520
Congestion Mitigation and Air Quality Improvement											
Federal	--	--	--	7,132	--	2,641	2,073	--	--	2,879	14,725
Local	--	--	--	1,783	--	660	518	--	--	720	3,681
Total	--	--	--	8,915	--	3,302	2,592	--	--	3,598	18,406
Highway Safety Improvement Program											
Federal	--	--	--	--	--	--	--	1,221	8,617	--	9,838
Local	--	--	--	--	--	--	--	559	2,620	--	3,179
Total	--	--	--	--	--	--	--	1,780	11,237	--	13,016
Surface Transportation Program – Milwaukee Urbanized Area											
Federal	13,138	805	--	471	--	--	--	--	--	--	14,414
Local	3,627	201	--	118	--	--	--	--	--	--	3,946
Total	16,765	1,006	--	589	--	--	--	--	--	--	18,360
Surface Transportation Program – Other (rural, other urban & urbanized areas, discretionary)											
Federal	21,215	--	--	--	--	--	--	--	--	--	21,215
Local	6,224	--	--	--	--	--	--	--	--	--	6,224
Total	27,439	--	--	--	--	--	--	--	--	--	27,439
Metropolitan Planning (PL) Funds											
Federal	3,511	--	--	--	--	--	--	--	--	--	3,511
Local	878	--	--	--	--	--	--	--	--	--	878
Total	4,389	--	--	--	--	--	--	--	--	--	4,389
Transportation Alternatives Program (TAP)											
Federal	--	--	--	--	--	--	5,021	--	--	--	5,021
Local	--	--	--	--	--	--	1,460	--	--	--	1,460
Total	--	--	--	--	--	--	6,481	--	--	--	6,481
National Highway Performance Program											
Federal	147,019	198,652	--	--	--	--	--	--	--	--	345,671
Local	42,323	63,076	--	--	--	--	--	--	--	--	105,399
Total	189,342	261,728	--	--	--	--	--	--	--	--	451,070
Total											
Federal	192,210	199,457	--	8,022	--	2,641	7,094	1,221	8,617	2,879	422,140
Local	55,245	63,277	--	2,068	--	660	1,978	559	2,620	720	127,127
Total	247,455	262,734	--	10,090	--	3,302	9,072	1,780	11,237	3,598	549,267

Note: Local match includes State funding. Costs are in thousands of dollars.

Source: SEWRPC

Table 4
Cost Summary of FTA-Funded Projects in First Year of the Transportation Improvement Program—2021

Funding Source	Transit System			Environmental Enhancement	Total
	Preservation	Improvement	Expansion		
			Section 5307		
Federal	34,708	--	--	--	34,708
Local	25,052	--	--	--	25,052
Total	59,760	--	--	--	59,760
			Section 5309		
Federal	--	--	40,900	--	40,900
Local	--	--	14,150	--	14,150
Total	--	--	55,050	--	55,050
			Section 5310		
Federal	277	--	--	--	277
Local	67	--	--	--	67
Total	344	--	--	--	344
			Section 5339		
Federal	8,637	--	--	--	8,637
Local	7,311	--	--	--	7,311
Total	15,948	--	--	--	15,948
			Section 5311		
Federal	2,008	--	--	--	2,008
Local	1,421	--	--	--	1,421
Total	3,429	--	--	--	3,429
			Section 5337 (State of Good Repair)		
Federal	260	--	--	--	260
Local	65	--	--	--	65
Total	325	--	--	--	325
			Total		
Federal	45,890	--	40,900	--	86,790
Local	33,916	--	14,150	--	48,066
Total	79,806	--	55,050	--	134,856

Note: Local match includes State funding. Costs are in thousands of dollars.

Source: SEWRPC

- Transit Expansion: Projects that either expand the existing transit system or create new transit systems or subsystems.

- Bicycle/Pedestrian: Projects that involve preservation, improvement, and expansion of bicycle and pedestrian accommodations along arterial streets and highways, or on adjacent roadway corridors or off-roadway locations.

- Highway Safety: Projects designed to improve or eliminate existing unsafe conditions on the Federal aid highway system as it currently exists, and are candidates for special Federal safety program funding.

- Environmental Enhancement: Projects that can reduce air, noise, or visual pollution, and provide some benefit to highway system operation or capacity.

- Highway Off-System: Projects on streets or highways that are not on the arterial street and highway system and are candidates for special Federal funding.

Figure 3 graphically presents the proposed expenditures in the first year of the TIP—2021—by each of the ten project categories for each of two areas, the Milwaukee Transportation Management Area including Milwaukee, Ozaukee, Washington, and Waukesha Counties, and the Kenosha, Racine, and Walworth Transportation Management Area including Kenosha, Racine, and Walworth Counties. Certain expenditure patterns are apparent from an examination of Figure 3. These include the following:

- A significant portion of financial resources programmed for 2021 are to be devoted to the preservation of the existing transportation facilities and services—both highway and transit—about $481.6 million, or 57.7 percent of expenditures in the Region. This allocation of resources does not involve routine highway operations and maintenance activities—snowplowing, ice control, grass cutting, and power for traffic control and street lighting.

- The expenditures for highway improvement in 2021 are approximately $262.7 million, or 31.5 percent of total expenditures. (It should be noted that much of the cost of a highway improvement project is due to the reconstruction of the existing highway facility. The cost of additional traffic lanes provided may only represent 10 to 20 percent of the total costs of a highway improvement project.) In 2021, none of the expenditures are programmed for highway expansion projects.

- About $264.6 million, or 31.7 percent of total financial resources in 2021, is devoted to public transit projects. Of the total year 2021 programmed resources for public transit, $206.2 million, or 77.9 percent, is for preservation and $58.5 million, or 22.1 percent, is for service expansion. However, one of the transit expansion projects also includes transit improvement activities.

Similar programmed funding patterns exist for the full four years of the 2021-2024 TIP. About $1.75 billion, or 65.7 percent of the total $2.66 billion 2021-2024 programmed funding, is for highways. Of the total 2021-2024 programmed resources for highways, $1.08 billion, or 61.6 percent, is for highway preservation and $670.3 million, or 38.4 percent, is for highway improvement. There are not any highway expansion projects programmed in the 2021-2024 TIP. About $805.9 million, or 30.3 percent, of the 2021-2024 programmed funding is for transit. Of the total 2021-2024 programmed resources for transit, $735.5 million, or 91.3 percent, is for transit preservation, and $70.3 million, or 8.7 percent, is for transit expansion. However, one of the transit expansion projects also includes transit improvement activities.

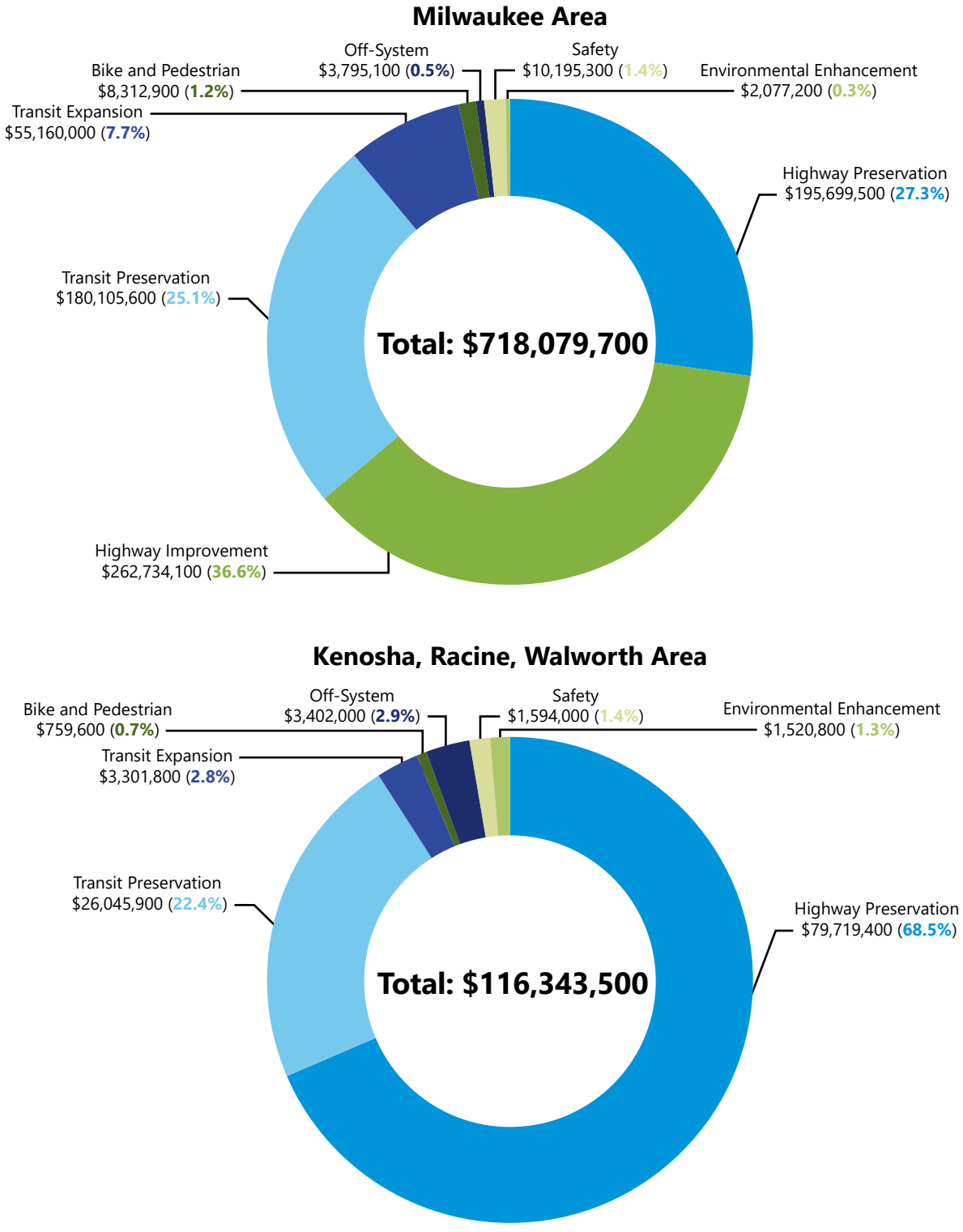
STATUS OF PROJECTS IDENTIFIED WITHIN ANNUAL ELEMENT OF THE 2019 THROUGH 2022 TRANSPORTATION IMPROVEMENT PROGRAM

Appendix B of the transportation improvement program reports on the status of projects contained within the 2019-2022 transportation improvement program. These projects have been completed; are currently underway and are intended to continue or be completed within the time period of this 2021-2024 transportation improvement program; are on schedule to be initiated during the time period of the 2021-2024 TIP; were deferred from the 2019-2022 TIP and are contained in the 2021-2024 TIP; are not included in the 2021-2024 TIP due to the project no longer being considered for implementation or the project being combined with another project in the 2021-2024 TIP; or were programmed in the 2019-2022 TIP, but have no work scheduled until beyond the last year of the 2021-2024 TIP.

SUMMARY

This transportation improvement program sets forth, in tabular format in Appendix A, the list of projects for improving transportation facilities and services proposed for the years 2021 through 2024 by State and local governments within Southeastern Wisconsin. All projects have been determined to be in conformance with the adopted regional transportation plan.

Figure 3
Distribution of Expenditures in 2021 of the 2021-2024 Transportation Improvement Program by Project Category



Note: For 2021 through 2024, no expenditures are expected to be incurred for transit improvement or highway expansion for the Milwaukee Area. No expenditures are expected to be incurred for transit improvement, highway improvement, or highway expansion for the Kenosha, Racine, Walworth Area. However, one of the transit expansion projects for the Kenosha, Racine, Walworth Area also includes transit improvement activities.

Source: SEWRPC

APPENDICES

2021 THROUGH 2024 TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN

APPENDIX A

Appendix A is the list of projects constituting the transportation improvement program for the seven county Southeastern Wisconsin Region.

Table A.1: The TIP for the Milwaukee Transportation Management Area (Milwaukee, Ozaukee, Washington, and Waukesha Counties)

Table A.2: The TIP for the Kenosha County, Racine County, and Walworth County Transportation Management Area

Within each table, projects are listed in order by implementing agency—the State of Wisconsin first, then the appropriate county in alphabetical order; and then by municipality in alphabetical order within the county. The TIP projects of each implementing agency are arranged in order by the following project categories: highway preservation, highway improvement, highway expansion, transit preservation, transit improvement, transit expansion, bicycle and pedestrian projects, highway safety, off-system highway improvement, and highway-related environmental enhancement.

An explanation of the abbreviations used in the appendix follows:

SOURCE OF FUNDS (FEDERAL AND STATE FUND CODES)

BUILD	Better Utilizing Investments to Leverage Development Grant Program
CMAQ	Congestion Mitigation and Air Quality Improvement Program
COMB	Combination of FHWA and FTA Funds
FTA 5307	FTA Section 5307 Funds--Urban Formula Program
FTA 5309	FTA Section 5309 Funds--Capital Program
FTA 5310	FTA Section 5310 Funds--Elderly and Persons with Disabilities Program
FTA 5311	FTA Section 5311 Funds--Nonurban Area Formula Program
FTA 5337	FTA Section 5337 Funds--State of Good Repair Grant Program
FTA 5339	FTA Section 5339 Funds--Bus and Bus Facilities Formula Program
HSIP	Highway Safety Improvement Program
IH-C/S	Interstate Highway Cost Estimate Funds - Completion or Substitution
INFRA	Infrastructure for Rebuilding America Grant Program
LRIP	Local Road Improvement Program
NHPP	National Highway Performance Program
OTHER FED	Federal funding programs not sponsored by FHWA or FTA (Economic Development Funds and Community Development Block Grants are examples)
OTHER FHWA	FHWA funding program other than those listed (includes certain limited demonstration funds)
PL	FHWA Public Law Funds (Federal Metropolitan Planning Funds)
STP-B	FHWA Surface Transportation Block Grant Program - Bridge
STP-M	Surface Transportation Block Grant Program - Milwaukee Urbanized Area Funds
STP-O	Surface Transportation Block Grant Program - Other Funds (Rural, other urban and urbanized areas, discretionary)
TAP	Transportation Alternatives Program
TIGER	Transportation Investment Generating Economic Recovery Program

PROJECT NO.

1	Project number for project in 2021-2024 TIP
(1)	2019-2022 TIP project number for project contained in 2021-2024 TIP
I	Indicates that the project is being shown in the TIP for informational purposes, and is not included in the evaluation of fiscal constraint.

PROJECT DESCRIPTION

CTH	County trunk highway
IH	Interstate highway
STH	State trunk highway
M or MI	Miles

"C/" represents "City of"
"V/" represents "Village of"
"T/" represents "Town of"

PROJECT TYPE

HP	Highway Preservation
HI	Highway Improvement
HE	Highway Expansion
TP	Transit Preservation
TI	Transit Improvement
TE	Transit Expansion
BP	Bicycle/Pedestrian
EE	Environmental Enhancement
HS	Highway Safety
OH	Off Arterial Highway System

COST[1]

PE	Preliminary engineering
ROW	Right-of-way
CONST	Construction
OTHER	Purchase and/or installation of equipment, operation of transit services, and planning activities (not related to preliminary engineering work)
REMAINING	The remaining estimated project costs expected to occur beyond the four years of the TIP. (Does not include estimated costs for annual expenditures, such as operating costs.)

AIR QUALITY STATUS

EXEMPT	Project implementation is exempt from air quality conformity assessment. Such projects are considered to have no impact on air quality.
NON-EXEMPT AIR QUALITY NEUTRAL	Project implementation requires air quality conformity assessment. However, project is considered to have a minimal impact on air quality and does not need to be included in a regional emissions analysis supporting an air quality conformity assessment.
NON-EXEMPT	Project implementation requires air quality conformity assessment. Project is considered to have an impact on air quality and must be included in a regional emissions analysis supporting an air quality conformity assessment.

[1] *The costs shown in Appendix A are as provided by project sponsors. For purposes of the comparison of programmed costs and available revenues (Appendix D), they are treated as constant dollars.*

Table A.1
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	1	CONTINUATION OF THE REGIONAL TRANSPORTATION PLANNING PROGRAM CONDUCTED BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	4,388.9	4,388.9	4,388.9	4,388.9	- -	
	(1)				TOTAL	4,388.9	4,388.9	4,388.9	4,388.9	- -	
				SOURCE OF FUNDS	LOCAL	674.9	674.9	674.9	674.9		
					STATE	202.9	202.9	202.9	202.9		
					FEDERAL	3,511.1	3,511.1	3,511.1	3,511.1		
		8000180		PL	TOTAL	4,388.9	4,388.9	4,388.9	4,388.9		
	2	INSTALLATION OF NEW AND REPLACEMENT SIGNALS AT VARIOUS LOCATIONS IN SE WISCONSIN	HP	DETAIL COSTS	PE	- -	- -	50.0	50.0	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	2,300.0	2,200.0	250.0	250.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(2)				TOTAL	2,300.0	2,200.0	300.0	300.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	2,300.0	2,200.0	300.0	300.0		
					FEDERAL	- -	- -	- -	- -		
		8000046			TOTAL	2,300.0	2,200.0	300.0	300.0		
	3	INSPECTION OF VARIOUS BRIDGES IN MILWAUKEE, OZAUKEE, WAUKESHA, KENOSHA, RACINE, WALWORTH AND WASHINGTON COUNTIES	HP	DETAIL COSTS	PE	200.0	200.0	200.0	200.0	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(3)				TOTAL	200.0	200.0	200.0	200.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	200.0	200.0	200.0	200.0		
					FEDERAL	- -	- -	- -	- -		
		8000074			TOTAL	200.0	200.0	200.0	200.0		
	4	REPLACEMENT AND REPAIR OF SIGN BRIDGES WITHIN SOUTHEASTERN WISCONSIN	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	300.0	150.0	150.0	150.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(5)				TOTAL	300.0	150.0	150.0	150.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	300.0	150.0	150.0	150.0		
					FEDERAL	- -	- -	- -	- -		
		8000189 1000-20-67			TOTAL	300.0	150.0	150.0	150.0		
	5	BRIDGE MAINTENANCE AT VARIOUS LOCATIONS IN SE WISCONSIN	HP	DETAIL COSTS	PE	100.0	100.0	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	850.0	600.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(6)				TOTAL	950.0	700.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	270.0	220.0	- -	- -		
					FEDERAL	680.0	480.0	- -	- -		
		8000153 1000-09-03		STP-O	TOTAL	950.0	700.0	- -	- -		
	6	RAILROAD SURFACE CROSSING REPAIRS AT VARIOUS LOCATIONS IN SOUTHEASTERN WISCONSIN	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	300.0	300.0	300.0	300.0	- -	
	(8)				TOTAL	300.0	300.0	300.0	300.0	- -	
				SOURCE OF FUNDS	LOCAL	45.0	45.0	45.0	45.0		
					STATE	255.0	255.0	255.0	255.0		
					FEDERAL	- -	- -	- -	- -		
		8009682 2791-01-50			TOTAL	300.0	300.0	300.0	300.0		
	7	PAVEMENT MARKING WITHIN SOUTHEASTERN WISCONSIN	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,200.0	1,200.0	1,200.0	1,200.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(9)				TOTAL	1,200.0	1,200.0	1,200.0	1,200.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	240.0	240.0	240.0	240.0		
					FEDERAL	960.0	960.0	960.0	960.0		
		8009778 1000-77-13		STP-O	TOTAL	1,200.0	1,200.0	1,200.0	1,200.0		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	PROJECT TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	8 (456)	REHABILITATION OF NOISE WALLS IN VARIOUS LOCATIONS IN SE WISCONSIN (LIST AVAILABLE UPON REQUEST) 8000191 1060-53-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	572.5	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	572.5	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	114.5	- -		
					FEDERAL	- -	- -	458.0	- -		
				NHPP	TOTAL	- -	- -	572.5	- -		
	9	RESURFACING OF IH 41 FROM BURLEIGH ST TO SILVER SPRING DR IN MILWAUKEE COUNTY (2.92 MI) 8000183 1100-20-70	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	25,123.0	23,261.0	- -	
					OTHER	- -	- -	300.0	750.0	- -	
					TOTAL	- -	- -	25,423.0	24,011.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	5,324.6	5,402.2		
					FEDERAL	- -	- -	20,098.4	18,608.8		
				NHPP	TOTAL	- -	- -	25,423.0	24,011.0		
	10 (10)	REHABILTATION OF IH 41 BRIDGES FROM MILWAUKEE COUNTY LINE TO STH 100 (B40-800-804, 807, C30) IN MILWAUKEE COUNTY 8008923 1030-07-07	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	732.6	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	732.6	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	146.5	- -	- -		
					FEDERAL	- -	586.1	- -	- -		
				NHPP	TOTAL	- -	732.6	- -	- -		
	11 (369)	DIAMOND GRINDING OF IH 41 FROM GOOD HOPE ROAD TO WAUKESHA COUNTY LINE IN MILWAUKEE COUNTY (1.12 MI) 8000240 1100-17-06	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	5,400.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	5,400.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	1,080.0	- -	- -		
					FEDERAL	- -	4,320.0	- -	- -		
				NHPP	TOTAL	- -	5,400.0	- -	- -		
	12 (13)	REHABILITATION OF THE IH 41/94 BRIDGES OVER OAK CREEK (B40-805, B40-808) AND STH 100 BRIDGE OVER IH 41/94 (B40-809) IN THE CITY OF OAK CREEK 8000531 1030-07-08	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	385.8	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	385.8	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	77.2	- -	- -		
					FEDERAL	- -	308.6	- -	- -		
				NHPP	TOTAL	- -	385.8	- -	- -		
	13 (471)	RESURFACING OF THE IH 41 MITCHELL INTERCHANGE FROM RAWSON AVE (CTH BB) (S) TO HOWARD AVE (N) AND 35TH ST (W) IN MILWAUKEE COUNTY (6.09 MI) 8000254 1030-43-01	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	18.0	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*44,800.0*	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	18.0	- -	- -	- -	*44,800.0*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	18.0	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
				NHPP	TOTAL	18.0	- -	- -	- -		
	14 (322)	REPLACEMENT OF THE IH 43 BRIDGES FROM CAPITOL DR TO HAMPTON AVE (B40-66, 67, 73, 115-11, 1014, 1016, 1018-1021), & CULVERT (C40-111), RETAINING WALL (R40-706, 7, 9-13), & NOISE WALL WORK (40-94-96) IN MILWAUKEE COUNTY 8001902 1228-22-71	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	72,748.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	72,748.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	14,549.6	- -	- -	- -		
					FEDERAL	58,198.4	- -	- -	- -		
				NHPP	TOTAL	72,748.0	- -	- -	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	15 (14)	RESURFACING OF IH 43 FROM BROWN ST TO CAPITOL DR, DECK REPLACEMENT OF THE BRIDGES AT LOCUST (207) & BURLEIGH (206), DECK OVERLAY OF THE BRIDGES AT WRIGHT (209) & BROWN (215), & PAINTING OF BRIDGE AT CENTER (208) 8000071 1228-22-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	47,830.0	- -	- -	
					OTHER	- -	- -	250.0	- -	- -	
					TOTAL	- -	- -	48,080.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	9,816.0	- -		
					FEDERAL	- -	- -	38,264.0	- -		
				NHPP	TOTAL	- -	- -	48,080.0	- -		
	16 (457)	RESURFACING OF IH 43 FROM MITCHELL INTERCHANGE TO MARQUETTE INTERCHANGE AND THIN POLYMER OVERLAY OR DECK SEAL TO BRIDGES ALONG THE CORRIDOR (3.55 MI) (LIST AVAILABLE UPON REQUEST) 8000224 1228-09-03	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	28,750.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	28,750.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	5,750.0	- -	- -		
					FEDERAL	- -	23,000.0	- -	- -		
				NHPP	TOTAL	- -	28,750.0	- -	- -		
	17 (324)	REPLACEMENT OF THE IH 43 BRIDGE AT 60TH ST (B195) AND THE LOOMIS RD (STH 36) BRIDGE (B198) IN MILWAUKEE COUNTY 8001904 1100-46-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	30.0	- -	- -	- -	
					CONST	- -	8,175.0	- -	- -	*11,935.0*	
					OTHER	- -	500.0	- -	- -	- -	
					TOTAL	- -	8,705.0	- -	- -	*11,935.0*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	1,347.5	- -	- -		
					FEDERAL	- -	7,357.5	- -	- -		
				NHPP	TOTAL	- -	8,705.0	- -	- -		
	18 (372)	RESURFACING AND BRIDGE DECK OVERLAY OF IH 43 FROM 84TH ST TO 35TH ST AND NOISE WALL REPAIRS (9-10) IN MILWAUKEE COUNTY (3.08 MI) (B40-191, 192, 196, 197, 321) 8009451 1100-45-70	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	39,600.0	- -	- -	
					OTHER	- -	- -	500.0	- -	- -	
					TOTAL	- -	- -	40,100.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	4,471.0	- -		
					FEDERAL	- -	- -	35,629.0	- -		
				NHPP	TOTAL	- -	- -	40,100.0	- -		
	19 (373)	REHABILITATION OF THE IH 43 BRIDGES FROM KEEFE AVE TO CAPITOL DR IN MILWAUKEE COUNTY (B40-72, 74, 76, 78, 116, 117, 158, 204, 205) 8000125 1228-22-03	HP	DETAIL COSTS	PE	- -	1,000.0	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*53,686.0*	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	1,000.0	- -	- -	*53,686.0*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	200.0	- -	- -		
					FEDERAL	- -	800.0	- -	- -		
				NHPP	TOTAL	- -	1,000.0	- -	- -		
	20	REHABILITATON OF THE HALE INTERCHANGE BRIDGES (B190, 304, 323) IN MILWAUKEE COUNTY 8000170 1090-32-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	110.0	- -	- -	
					CONST	- -	- -	- -	- -	*5,746.0*	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	110.0	- -	*5,746.0*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	110.0	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	- -	- -	110.0	- -		
	21 (374)	REHABILITATION OF THE IH 43 BRIDGES AT 124TH ST AND 116TH ST B40-376 & B40-377 IN THE VILLAGE OF HALES CORNERS 8000072 1090-05-02	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	185.6	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	185.6	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	37.1	- -	- -	- -		
					FEDERAL	148.5	- -	- -	- -		
				NHPP	TOTAL	185.6	- -	- -	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	PROJECT TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	22	CONSTRUCTION OF NOISE WALLS ALONG IH 43 FROM 84TH ST TO 35TH ST IN THE CITY OF GREENFIELD (3.06 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	9,765.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(375)				TOTAL	- -	- -	9,765.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	1,953.0	- -		
					FEDERAL	- -	- -	7,812.0	- -		
		8000124 1100-45-01		NHPP	TOTAL	- -	- -	9,765.0	- -		
	23	LANDSCAPING ALONG USH 45 FROM MAYFAIR RD TO BURLEIGH ST IN MILWAUKEE COUNTY	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	545.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(51)				TOTAL	- -	- -	545.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	545.0	- -		
					FEDERAL	- -	- -	- -	- -		
		8000205 1060-35-82			TOTAL	- -	- -	545.0	- -		
	24	CONSTRUCTION OF NOISE WALL ALONG IH 94 FROM COLD SPRING RD TO HOWARD AVE IN THE CITY OF MILWAUKEE (0.5 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	3,330.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(472)				TOTAL	- -	3,330.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	666.0	- -	- -		
					FEDERAL	- -	2,664.0	- -	- -		
		8000256 1100-20-02		NHPP	TOTAL	- -	3,330.0	- -	- -		
	25	RESURFACING OF LAKE PARKWAY (STH 794) FROM E LINCOLN AVE TO S PENNSYLVANIA AVE, NOISE WALL REPAIR TO WALLS 029-032, AND BRIDGE REHABILITATION TO THE IH 794 BRIDGE AT UP RR (B40-609) IN MILWAUKEE COUNTY (3.82 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	9,837.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(22)				TOTAL	9,837.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	1,967.4	- -	- -	- -		
					FEDERAL	7,869.6	- -	- -	- -		
		8000248 1300-03-72		NHPP	TOTAL	9,837.0	- -	- -	- -		
	26	REHABILITATION OF THE USH 18 BRIDGE OVER STH 175 AND THE STH 175 BRIDGE OVER STATE ST IN THE CITY OF MILWAUKEE	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,523.7	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(405)				TOTAL	1,523.7	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	304.7	- -	- -	- -		
					FEDERAL	1,219.0	- -	- -	- -		
		8001100 1000-09-05		STP-O	TOTAL	1,523.7	- -	- -	- -		
	27	RECONSTRUCTION OF WELLS ST (USH 18) FROM N BROADWAY TO N PROSPECT AVE IN THE CITY OF MILWAUKEE (0.43 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	4,975.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(24)				TOTAL	- -	- -	4,975.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	2,646.7	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	2,328.3	- -		
		8008949 2195-04-00		STP-O	TOTAL	- -	- -	4,975.0	- -		
	28	DECK OVERLAY OF THE BRIDGES ALONG IH 41 BETWEEN BURLEIGH ST AND GOOD HOPE ROAD (5.03 MI) (B248/9, B354/5, B369, B939/40, B333/4)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	14,048.3	- -	- -	- -	- -	
					OTHER	420.5	- -	- -	- -	- -	
	(25)				TOTAL	14,468.8	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	2.4	- -	- -	- -		
					STATE	3,229.7	- -	- -	- -		
					FEDERAL	11,236.7	- -	- -	- -		
		8009495 1100-01-07		NHPP	TOTAL	14,468.8	- -	- -	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	29	RECONSTRUCTION OF USH 45/STH 100 FROM RAWSON AVE TO COLLEGE AVE IN THE CITY OF FRANKLIN (1.0 MI) 8000135 2040-14-70	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	855.0	- -	- -	- -	- -	
					CONST	- -	- -	- -	13,387.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	855.0	- -	- -	13,387.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	855.0	- -	- -	2,677.4		
					FEDERAL	- -	- -	- -	10,709.6		
				NHPP	TOTAL	855.0	- -	- -	13,387.0		
	30 (458)	RESURFACING OF STH 24 FROM USH 45 TO 45TH ST IN MILWAUKEE COUNTY (5.27 MI) 8000196 2120-18-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	13,315.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	13,315.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	2,663.0		
					FEDERAL	- -	- -	- -	10,652.0		
				NHPP	TOTAL	- -	- -	- -	13,315.0		
	31 (459)	RESURFACING OF STH 32 (N LAKE DR) FROM SCHOOL RD TO DEAN RD IN THE VILLAGE OF FOX POINT (2.63 MI) 8000198 2225-00-03	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	2,712.5	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	2,712.5	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	542.5		
					FEDERAL	- -	- -	- -	2,170.0		
				STP-O	TOTAL	- -	- -	- -	2,712.5		
	32 (27)	RECONSTRUCTION OF LAKE DR (STH 32) FROM NEWBERRY BLVD TO EDGEWOOD AVE IN THE CITY OF MILWAUKEE (0.85 MI) 8008956 2225-15-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	5,610.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	5,610.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	606.1		
					STATE	- -	- -	- -	2,720.0		
					FEDERAL	- -	- -	- -	2,283.9		
				NHPP	TOTAL	- -	- -	- -	5,610.0		
	33 (460)	RESURFACING OF STH 36 FROM STH 100 TO 51ST ST IN MILWAUKEE COUNTY (5.34 MI) 8000219 2240-00-08	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	15.0	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	12,061.1	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	15.0	- -	- -	- -	12,061.1	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	15.0	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	15.0	- -	- -	- -		
	34	REPLACEMENT OF THE CHASE AVE (STH 38) BRIDGE OVER THE UNION PACIFIC RAILROAD (B40-571) IN THE CITY OF MILWAUKEE 8009400 2060-18-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	321.0	- -	- -	- -	- -	
					CONST	- -	- -	5,450.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	321.0	- -	5,450.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	321.0	- -	1,090.0	- -		
					FEDERAL	- -	- -	4,360.0	- -		
				STP-O	TOTAL	321.0	- -	5,450.0	- -		
	35 (595)	RESURFACING OF HOWELL AVE (STH 38) FROM OAKWOOD RD TO GRANGE AVE IN THE CITY OF MILWAUKEE AND CITY OF OAK CREEK (6.37 MI) 8000352 2060-20-00	HP	DETAIL COSTS	PE	623.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	9,478.5	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	623.0	- -	- -	- -	9,478.5	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	498.4	- -	- -	- -		
					FEDERAL	124.6	- -	- -	- -		
				NHPP	TOTAL	623.0	- -	- -	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	36	IMPROVEMENTS AT INTERSECTION OF STH 57 (GREEN BAY RD) AND TEUTONIA AVE IN THE VILLAGE OF BROWN DEER	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	3,110.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(378)				TOTAL	3,110.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	550.0	- -	- -	- -		
					STATE	512.0	- -	- -	- -		
					FEDERAL	2,048.0	- -	- -	- -		
		8008961 2565-07-00		NHPP	TOTAL	3,110.0	- -	- -	- -		
	37	RESURFACING OF N 20TH ST (STH 57) FROM NORTH AVE TO HOPKINS ST IN THE CITY OF MILWAUKEE (1.06 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	3,808.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(31)				TOTAL	- -	- -	3,808.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	105.8	- -		
					STATE	- -	- -	969.4	- -		
					FEDERAL	- -	- -	2,732.8	- -		
		8008936 2275-05-00		STP-O	TOTAL	- -	- -	3,808.0	- -		
	38	RECONSTRUCTION OF W NATIONAL AVE (STH 59) FROM 39TH ST TO 1ST ST IN THE CITY OF MILWAUKEE (2.62 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	67.0	- -	- -	
					CONST	- -	- -	- -	- -	*22,000.0*	
					OTHER	- -	- -	- -	- -	- -	
	(481)				TOTAL	- -	- -	67.0	- -	*22,000.0*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	67.0	- -		
					FEDERAL	- -	- -	- -	- -		
		8000265 2410-10-00			TOTAL	- -	- -	67.0	- -		
	39	REHABILITATION OF THE BROWN DEER RD (STH 100) BRIDGES OVER THE MILWAUKEE RIVER IN MILWAUKEE COUNTY (B40-504 & B40-505)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	2,236.5	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(33)				TOTAL	2,236.5	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	447.3	- -	- -	- -		
					FEDERAL	1,789.2	- -	- -	- -		
		8000273 2150-00-02		NHPP	TOTAL	2,236.5	- -	- -	- -		
	40	RESURFACING OF STH 100 FROM BURLEIGH ST TO W SILVER SPRING RD AND REPLACEMENT OF THE STH 100 BRIDGES (B40-0339 & B40-0340) OVER THE MENOMONEE RIVER IN THE CITY OF MILWAUKEE AND CITY OF WAUWATOSA (2.99 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	60.0	- -	- -	- -	
					CONST	- -	- -	- -	16,823.8	- -	
					OTHER	- -	- -	- -	- -	- -	
	(495)				TOTAL	- -	60.0	- -	16,823.8	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	60.0	- -	3,364.8		
					FEDERAL	- -	- -	- -	13,459.0		
		8000283 2030-10-01		NHPP	TOTAL	- -	60.0	- -	16,823.8		
	41	RESURFACING OF STH 100 (BROWN DEER RD) FROM 91ST ST TO DEERBROOK TRAIL IN MILWAUKEE COUNTY (3.19 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	12,137.8	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(35)				TOTAL	12,137.8	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	1,509.6	- -	- -	- -		
					STATE	2,125.6	- -	- -	- -		
					FEDERAL	8,502.6	- -	- -	- -		
		8001029 2150-00-71		NHPP	TOTAL	12,137.8	- -	- -	- -		
	42	BRIDGE DECK REPLACEMENT OF RYAN RD (STH 100) OVER THE UP RR (B40-530) IN THE CITY OF OAK CREEK	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	1,552.5	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(37)				TOTAL	- -	- -	1,552.5	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	310.5	- -		
					FEDERAL	- -	- -	1,242.0	- -		
		8000155 2040-20-00		NHPP	TOTAL	- -	- -	1,552.5	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	43	RESURFACING OF RYAN ROAD (STH 100) FROM SHEPARD AVE TO STH 32 IN THE CITY OF OAK CREEK (2.39 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	2,720.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(482)				TOTAL	- -	- -	2,720.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	544.0	- -		
					FEDERAL	- -	- -	2,176.0	- -		
		8000262 2040-03-05		NHPP	TOTAL	- -	- -	2,720.0	- -		
	44	PAVEMENT REPLACEMENT OF THE STH 119 RAMPS AT HOWELL AVE IN THE CITY OF MILWAUKEE (0.21 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	2,352.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(38)				TOTAL	- -	- -	- -	2,352.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	470.4		
					FEDERAL	- -	- -	- -	1,881.6		
		8000116 2015-10-11		NHPP	TOTAL	- -	- -	- -	2,352.0		
	45	RESURFACING OF STH 145 FROM GOOD HOPE RD TO N 68TH ST AND BRIDGE PAINTING OF THE STH 145 AND GRANDTOSA BRIDGES (B40-280/281) IN THE CITY OF MILWAUKEE (4.1 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	13,420.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(40)				TOTAL	- -	- -	13,420.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	2,684.0	- -		
					FEDERAL	- -	- -	10,736.0	- -		
		8008938 1360-15-00		NHPP	TOTAL	- -	- -	13,420.0	- -		
	46	RESURFACING OF THE SHOULDER OF STH 145 FROM GOOD HOPE ROAD TO W COUNTY LINE RD IN THE CITY OF MILWAUKEE (0.73 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	593.6	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(496)				TOTAL	- -	- -	593.6	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	118.7	- -		
					FEDERAL	- -	- -	474.9	- -		
		8000281 1360-16-00		NHPP	TOTAL	- -	- -	593.6	- -		
	47	BRIDGE REHABILITATION OF THE GRANTOSA DR BRIDGE (B40-280 & B40-281) AND THE FLAGG AVE BRIDGE (B278/9) OVER STH 145 IN THE CITY OF MILWAUKEE	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	3,900.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(41)				TOTAL	- -	- -	3,900.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	780.0	- -		
					FEDERAL	- -	- -	3,120.0	- -		
		8008997 1360-11-00		NHPP	TOTAL	- -	- -	3,900.0	- -		
	48	BRIDGE DECK REPLACEMENT OF FOND DU LAC AVE (STH 145) AT 107TH ST IN THE CITY OF MILWAUKEE (B-40-252)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	4,580.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	4,580.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	916.0	- -		
					FEDERAL	- -	- -	3,664.0	- -		
		8000158 1360-12-00		NHPP	TOTAL	- -	- -	4,580.0	- -		
	49	BRIDGE DECK OVERLAY OF FOND DU LAC AVE (STH 145) AT SILVER SPRING DR (B40-253/254), BRIDGE DECK REPLACEMENT OF 76TH ST (B-40 255/256), & STRUCTURE REPAIR OF STH 145 PEDESTRIAN BRIDGES IN MILWAUKEE COUNTY (B40-297, 298)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	4,110.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(379)				TOTAL	- -	- -	4,110.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	822.0	- -		
					FEDERAL	- -	- -	3,288.0	- -		
		8000154 1360-13-00		NHPP	TOTAL	- -	- -	4,110.0	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2021	2022	2023	2024	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	50 (597)	THIN POLYMER OVERLAY TO THE BRIDGES ON STH 175 AT LITTLE MENOMONEE RIVER, CTH S, & 91ST ST (B40-271/2,274/5,276/7), ON STH 175 AT CTH E (B40-328), & ON STH 181 AT CTH E (B40-766), & CULVERT REPAIRS (C40-005/6/8/9) 8000351 1360-17-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	1,887.5	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	1,887.5	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	377.5	- -		
					FEDERAL	- -	- -	1,510.0	- -		
				NHPP	TOTAL	- -	- -	1,887.5	- -		
	51 (42)	BRIDGE REHABILITATION OF THE STH 181/76TH ST BRIDGES OVER THE UP RR (B40-380/381) AND THE STH 175 BRIDGE OVER MENOMONEE RIVER (B40-402) IN MILWAUKEE COUNTY 8008989 2967-17-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	4,147.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	4,147.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	829.4	- -		
					FEDERAL	- -	- -	3,317.6	- -		
				STP-O	TOTAL	- -	- -	4,147.0	- -		
	52	RESURFACING OF CAPITOL DR FROM 124TH ST TO STH 100 & BRIDGE DECK OVERLAY OF CAPITOL DR BRIDGE OVER THE MENOMONEE RIVER (B335) & MENOMONEE RIVE PKWY (B336), & RETAINING WALL REHABILITATION IN THE CITY OF WAUWATOSA 8000157 2025-20-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	1,820.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	1,820.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	364.0	- -		
					FEDERAL	- -	- -	1,456.0	- -		
				NHPP	TOTAL	- -	- -	1,820.0	- -		
	53 (483)	RESURFACING OF 27TH ST (STH 241) FROM LAYTON AVE TO COLLEGE AVE IN THE CITY OF MILWAUKEE (2.0 MI) 8000263 2265-18-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	50.0	- -	- -	- -	
					CONST	- -	- -	- -	- -	*4,922.0*	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	50.0	- -	- -	*4,922.0*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	50.0	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	- -	50.0	- -	- -		
	54 (45)	RESURFACING AND BRIDGE REPAIR ALONG 27TH ST (STH 241) FROM 8 MILE RD TO ELM RD IN THE CITIES OF OAK CREEK AND FRANKLIN (0.48 MI) & CONSTRUCT A WB AUXILIARY LANE ON ELM RD FROM IH 41 SB EXIT RAMP TO 27TH ST (0.32 MI) 8000120 2265-10-02	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	15.0	- -	- -	- -	- -	
					CONST	- -	- -	- -	3,010.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	15.0	- -	- -	3,010.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	15.0	- -	- -	602.0		
					FEDERAL	- -	- -	- -	2,408.0		
				NHPP	TOTAL	15.0	- -	- -	3,010.0		
	55 (444)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF IH 43 FROM SILVER SPRING DR TO STH 60 AND CONSTRUCTION OF A NEW INTERCHANGE AT HIGHLAND RD IN MILWAUKEE AND OZAUKEE COUNTIES (14.0 MI) 8000079 1229-04-02	HI	DETAIL COSTS	PE	5,900.0	- -	- -	- -	- -	NON-EXEMPT
					ROW	5,000.0	- -	- -	- -	- -	
					CONST	241,302.1	195,751.0	2,695.6	- -	- -	
					OTHER	6,942.8	6,170.0	- -	- -	- -	
					TOTAL	259,144.9	201,921.0	2,695.6	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	62,069.2	64,895.3	539.1	- -		
					FEDERAL	197,075.7	137,025.7	2,156.5	- -		
				NHPP	TOTAL	259,144.9	201,921.0	2,695.6	- -		
	56 [a] (49)	IMPLEMENTATION OF THE PREFERRED ALTERNATIVE RESULTING FROM THE NEPA PROCESSES' RECORD OF DECISION FOR RECONSTRUCTION & MODERNIZATION OF IH 94 (EAST-WEST FREEWAY) FROM 70TH ST TO 16TH ST IN THE CITY OF MILWAUKEE (3.5 MI) 8009698 1060-27-02	HI	DETAIL COSTS	PE	1,970.7	20,925.3	15,513.0	3,948.2	*11,352.6*	NON-EXEMPT
					ROW	- -	5,349.3	58,112.5	- -	*14,961.6*	
					CONST	- -	- -	- -	16,003.5	*753,169.6*	
					OTHER	612.7	- -	68,364.3	- -	*20,184.9*	
					TOTAL	2,583.4	26,274.6	141,989.8	19,951.7	*799,668.7*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	1,006.8	9,534.4	129,579.4	5,590.7		
					FEDERAL	1,576.6	16,740.2	12,410.4	14,361.0		
				NHPP	TOTAL	2,583.4	26,274.6	141,989.8	19,951.7		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			2021	2022	2023	2024	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	57	OCR RAILROAD SAFETY IMPROVEMENT PROJECTS IN SE REGION (LIST AVAILABLE UPON REQUEST)	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	2,198.8	600.0	1,060.5	1,000.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(53)				TOTAL	2,198.8	600.0	1,060.5	1,000.0	- -	
				SOURCE OF FUNDS	LOCAL	101.2	- -	- -	- -		
					STATE	847.3	210.0	371.2	350.0		
					FEDERAL	1,250.3	390.0	689.3	650.0		
		8009962		HSIP	TOTAL	2,198.8	600.0	1,060.5	1,000.0		
	58	IMPROVEMENT AND MAINTENANCE OF LIGHTING SYSTEMS ON VARIOUS INTERSTATE HIGHWAYS WITHIN SOUTHEASTERN WISCONSIN	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	500.0	500.0	500.0	500.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(54)				TOTAL	500.0	500.0	500.0	500.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	500.0	500.0	500.0	500.0		
					FEDERAL	- -	- -	- -	- -		
		8000218			TOTAL	500.0	500.0	500.0	500.0		
	59	ELIMINATION OF RAILROAD CROSSINGS AT HAZARDOUS LOCATIONS WITHIN THE SE REGION	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	30.0	30.0	30.0	30.0	- -	
	(55)				TOTAL	30.0	30.0	30.0	30.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	30.0	30.0	30.0	30.0		
		8009720		HSIP	TOTAL	30.0	30.0	30.0	30.0		
	60	REPLACE WARNING DEVICE EQUIPMENT AT VARIOUS RR CROSSINGS IN SOUTHEASTERN WISCONSIN (LIST AVAILABLE UPON REQUEST)	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	860.0	100.0	100.0	100.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(56)				TOTAL	860.0	100.0	100.0	100.0	- -	
				SOURCE OF FUNDS	LOCAL	352.3	50.0	50.0	50.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	507.7	50.0	50.0	50.0		
		8008992 2380-03-50		HSIP	TOTAL	860.0	100.0	100.0	100.0		
MILWAUKEE COUNTY	61	RECONSTRUCTION OF W RAWSON AVE (CTH BB) FROM S 27TH ST TO S 20TH ST IN THE CITY OF OAK CREEK (0.5 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	148.0	- -	- -	- -	- -	
					CONST	- -	3,000.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(61)				TOTAL	148.0	3,000.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	29.6	600.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	118.4	2,400.0	- -	- -		
		4000022 2050-04-00		STP-M	TOTAL	148.0	3,000.0	- -	- -		
	62	RECONSTRUCTION OF W RAWSON AVE (CTH BB) FROM 13TH ST TO S HOWELL AVE IN THE CITY OF OAK CREEK (1.0 MI)	HP	DETAIL COSTS	PE	825.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	285.0	- -	- -	
					CONST	- -	- -	- -	- -	*6,270.0*	
					OTHER	- -	- -	- -	- -	- -	
	(513)				TOTAL	825.0	- -	285.0	- -	*6,270.0*	
				SOURCE OF FUNDS	LOCAL	165.0	- -	57.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	660.0	- -	228.0	- -		
		4009962 2050-08-01		STP-M	TOTAL	825.0	- -	285.0	- -		
	63	REPLACEMENT OF THE CTH PP (GOOD HOPE RD) BRIDGE OVER BROWN DEER PARK CREEK (B40-0370)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,278.8	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(63)				TOTAL	- -	1,278.8	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	255.8	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	1,023.0	- -	- -		
		4000049 2130-15-00		STP-B	TOTAL	- -	1,278.8	- -	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
MILWAUKEE COUNTY	64	RECONDITIONING OF W BELOIT RD (CTH T) FROM S 124TH ST TO S. WOLLMER RD IN MILWAUKEE COUNTY (1.10 MI)	HP	DETAIL COSTS	PE	100.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	3,000.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(64)				TOTAL	100.0	3,000.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	100.0	2,192.0	- -	- -		
					STATE	- -	808.0	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4009953		LRIP	TOTAL	100.0	3,000.0	- -	- -		
	65	REHABILITATION OF THE S 76TH ST (CTH U) BRIDGE OVER W FOREST HOME AVE IN MILWAUKEE COUNTY (B-40-0164)	HP	DETAIL COSTS	PE	- -	170.0	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*1,000.0*	
					OTHER	- -	- -	- -	- -	- -	
	(65)				TOTAL	- -	170.0	- -	- -	*1,000.0*	
				SOURCE OF FUNDS	LOCAL	- -	170.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000026			TOTAL	- -	170.0	- -	- -		
	66	BRIDGE DECK OVERLAY OF THE NB CTH U (76TH ST) BRIDGE OVER STH 36 (LOOMIS RD) (B40-0573) IN THE CITY OF FRANKLIN	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,184.3	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(66)				TOTAL	- -	1,184.3	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	236.9	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	947.4	- -	- -		
		4000051 2160-17-00		STP-B	TOTAL	- -	1,184.3	- -	- -		
	67	BRIDGE DECK OVERLAY OF THE SB CTH U (76TH ST) BRIDGE OVER STH 36 (LOOMIS RD) (B40-0574) IN THE CITY OF FRANKLIN	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,214.7	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(67)				TOTAL	- -	1,214.7	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	242.9	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	971.8	- -	- -		
		4000052 2160-18-00		STP-B	TOTAL	- -	1,214.7	- -	- -		
	68	RECONSTRUCTION OF S 76TH ST (CTH U) FROM THE SOUTH MILWAUKEE COUNTY LINE TO PUETZ RD IN THE CITY OF FRANKLIN (3.00 MI)	HP	DETAIL COSTS	PE	- -	500.0	250.0	250.0	- -	EXEMPT
					ROW	- -	- -	375.0	375.0	- -	
					CONST	- -	- -	- -	- -	*9,200.0*	
					OTHER	- -	- -	- -	- -	- -	
	(68)				TOTAL	- -	500.0	625.0	625.0	*9,200.0*	
				SOURCE OF FUNDS	LOCAL	- -	500.0	625.0	625.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000029			TOTAL	- -	500.0	625.0	625.0		
	69	REHABILITATION OF THE S 13TH ST (CTH V) BRIDGE OVER OAK CREEK IN MILWAUKEE COUNTY (B-40-0607)	HP	DETAIL COSTS	PE	- -	170.0	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*900.0*	
					OTHER	- -	- -	- -	- -	- -	
	(69)				TOTAL	- -	170.0	- -	- -	*900.0*	
				SOURCE OF FUNDS	LOCAL	- -	170.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000025			TOTAL	- -	170.0	- -	- -		
	70	RECONSTRUCTION OF S 13TH ST (CTH V) FROM SOUTH MILWAUKEE COUNTY LINE TO PUETZ RD IN THE CITY OF OAK CREEK (3.0 MI)	HP	DETAIL COSTS	PE	- -	500.0	500.0	- -	- -	EXEMPT
					ROW	- -	- -	- -	500.0	- -	
					CONST	- -	- -	- -	- -	*9,200.0*	
					OTHER	- -	- -	- -	- -	- -	
	(70)				TOTAL	- -	500.0	500.0	500.0	*9,200.0*	
				SOURCE OF FUNDS	LOCAL	- -	500.0	500.0	500.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000027			TOTAL	- -	500.0	500.0	500.0		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
MILWAUKEE COUNTY	71	RECONSTRUCTION OF S 13TH ST (CTH V) FROM PUETZ RD TO DREXEL AVE IN THE CITY OF OAK CREEK (1.00 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	394.0	- -	- -	- -	
					CONST	- -	- -	- -	4,870.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(71)				TOTAL	- -	394.0	- -	4,870.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	78.8	- -	974.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	315.2	- -	3,896.0		
		4000009 2505-03-01		STP-M	TOTAL	- -	394.0	- -	4,870.0		
	72	RECONSTRUCTION OF N PORT WASHINGTON RD (CTH W) FROM W DAPHNE ST TO W GOOD HOPE RD (CTH PP) IN THE CITY OF GLENDALE (0.70 MI)	HP	DETAIL COSTS	PE	- -	175.0	- -	175.0	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	1,400.0	
					OTHER	- -	- -	- -	- -	- -	
	(72)				TOTAL	- -	175.0	- -	175.0	1,400.0	
				SOURCE OF FUNDS	LOCAL	- -	175.0	- -	175.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000016			TOTAL	- -	175.0	- -	175.0		
	73	RECONDITIONING OF W LAYTON AVE (CTH Y) FROM W LOOMIS RD (STH 36) TO S 27TH ST (STH 241) IN THE CITY OF GREENFIELD (1.20 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	6,200.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(75)				TOTAL	6,200.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	4,668.7	- -	- -	- -		
					STATE	1,531.3	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000021		LRIP	TOTAL	6,200.0	- -	- -	- -		
	74	RECONDITIONING OF W FOREST HOME AVE (CTH OO) FROM HI-VIEW DR TO S NORTH CAPE RD IN THE CITY OF FRANKLIN (2.04 MI)	HP	DETAIL COSTS	PE	300.0	200.0	- -	- -	- -	EXEMPT
					ROW	75.0	75.0	- -	- -	- -	
					CONST	- -	- -	4,350.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(76)				TOTAL	375.0	275.0	4,350.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	375.0	275.0	2,835.1	- -		
					STATE	- -	- -	1,514.9	- -		
					FEDERAL	- -	- -	- -	- -		
		4000001		LRIP	TOTAL	375.0	275.0	4,350.0	- -		
	75	BRIDGE DECK REPLACEMENT OF THE W HAMPTON AVE BRIDGE OVER THE MILWAUKEE RIVER (LINCOLN PARK) (P-40-0750) IN MILWAUKEE COUNTY	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	818.8	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(77)				TOTAL	- -	818.8	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	163.8	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	655.0	- -	- -		
		4009882 2545-13-00		STP-B	TOTAL	- -	818.8	- -	- -		
	76	BRIDGE DECK REPLACEMENT OF THE MILL RD BRIDGE OVER OAK CREEK (B40-0936) IN THE CITY OF SOUTH MILWAUKEE	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	777.3	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(78)				TOTAL	777.3	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	155.5	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	621.8	- -	- -	- -		
		4000053 2575-03-00		STP-B	TOTAL	777.3	- -	- -	- -		
	77	REPLACEMENT OF THE E NORTH AVE BRIDGE OVER OAK LEAF BIKE TRAIL IN MILWAUKEE COUNTY (B-40-0502)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,089.7	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(79)				TOTAL	1,089.7	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	217.9	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	871.8	- -	- -	- -		
		4000024 2445-09-01		STP-B	TOTAL	1,089.7	- -	- -	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
MILWAUKEE COUNTY	78	BRIDGE REHABILITATION OF W VIENNA AVE OVER THE MENOMONEE RIVER AT GRANTOSA PKWY IN MILWAUKEE COUNTY (P-40-0771)	HP	DETAIL COSTS	PE	- -	150.0	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	870.0	
					OTHER	- -	- -	- -	- -	- -	
	(107)				TOTAL	- -	150.0	- -	- -	870.0	
				SOURCE OF FUNDS	LOCAL	- -	150.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000005			TOTAL	- -	150.0	- -	- -		
	79	OPERATING ASSISTANCE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	90,000.0	90,000.0	90,000.0	90,000.0	- -	
	(80)				TOTAL	90,000.0	90,000.0	90,000.0	90,000.0	- -	
				SOURCE OF FUNDS	LOCAL	25,000.0	25,000.0	25,000.0	25,000.0		
					STATE	65,000.0	65,000.0	65,000.0	65,000.0		
					FEDERAL	- -	- -	- -	- -		
		4000149			TOTAL	90,000.0	90,000.0	90,000.0	90,000.0		
	80	CONTRACT SERVICES FOR MILWAUKEE COUNTY TRANSIT SYSTEM PARATRANSIT OPERATIONS	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	2,250.0	2,250.0	2,250.0	2,250.0	- -	
	(81)				TOTAL	2,250.0	2,250.0	2,250.0	2,250.0	- -	
				SOURCE OF FUNDS	LOCAL	450.0	450.0	450.0	450.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	1,800.0	1,800.0	1,800.0	1,800.0		
		4000008		FTA 5307	TOTAL	2,250.0	2,250.0	2,250.0	2,250.0		
	81	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR THE ELDERLY AND DISABLED IN MILWAUKEE COUNTY (SEC 85.21)	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	2,750.0	2,750.0	2,750.0	2,750.0	- -	
	(82)				TOTAL	2,750.0	2,750.0	2,750.0	2,750.0	- -	
				SOURCE OF FUNDS	LOCAL	550.0	550.0	550.0	550.0		
					STATE	2,200.0	2,200.0	2,200.0	2,200.0		
					FEDERAL	- -	- -	- -	- -		
		4009848			TOTAL	2,750.0	2,750.0	2,750.0	2,750.0		
	82	PURCHASE OF 30 FORTY-FOOT REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM (10 BUSES EACH IN YEARS 2022-2024)	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	5,000.0	5,000.0	5,000.0	- -	
	(84)				TOTAL	- -	5,000.0	5,000.0	5,000.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	2,500.0	2,500.0	2,500.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	2,500.0	2,500.0	2,500.0		
		4000085		FTA 5339	TOTAL	- -	5,000.0	5,000.0	5,000.0		
	83	PURCHASE OF 5 BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	4,000.0	- -	- -	- -	- -	
	(514)				TOTAL	4,000.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	3,000.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	1,000.0	- -	- -	- -		
		4009960 1009-48-01		FTA 5339	TOTAL	4,000.0	- -	- -	- -		
	84	CAPITALIZATION OF TRANSIT VEHICLE MAINTENANCE ACTIVITIES	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	20,000.0	20,000.0	20,000.0	20,000.0	- -	
	(85)				TOTAL	20,000.0	20,000.0	20,000.0	20,000.0	- -	
				SOURCE OF FUNDS	LOCAL	4,000.0	4,000.0	4,000.0	4,000.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	16,000.0	16,000.0	16,000.0	16,000.0		
		4000028		FTA 5307	TOTAL	20,000.0	20,000.0	20,000.0	20,000.0		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
MILWAUKEE COUNTY	85	REPLACEMENT OF 12 BUS LIFTS AT THE MILWAUKEE COUNTY TRANSIT SYSTEM FLEET MAINTENANCE FACILITY - MECHANICAL REPAIR UNIT	TP	DETAIL COSTS	PE	- -	200.0	100.0	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	1,800.0	900.0	- -	- -	
	(86)				TOTAL	- -	2,000.0	1,000.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	2,000.0	1,000.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000084			TOTAL	- -	2,000.0	1,000.0	- -		
	86	REBUILD INSPECTION PITS AT THE MILWAUKEE COUNTY TRANSIT SYSTEM FOND DU LAC GARAGE	TP	DETAIL COSTS	PE	200.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,800.0	- -	- -	- -	- -	
	(87)				TOTAL	2,000.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	2,000.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000086			TOTAL	2,000.0	- -	- -	- -		
	87	PURCHASE OF MISCELLANEOUS SUPPORT SERVICE AND MAINTENANCE EQUIPMENT FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,250.0	1,250.0	1,250.0	1,250.0	- -	
	(88)				TOTAL	1,250.0	1,250.0	1,250.0	1,250.0	- -	
				SOURCE OF FUNDS	LOCAL	1,250.0	1,250.0	1,250.0	1,250.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000047			TOTAL	1,250.0	1,250.0	1,250.0	1,250.0		
	88	MILWAUKEE COUNTY ADMINISTRATION OF THE SECTION 5310 PROGRAM FOR THE MILWAUKEE URBANIZED AREA	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	130.0	130.0	130.0	130.0	- -	
	(89)				TOTAL	130.0	130.0	130.0	130.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	130.0	130.0	130.0	130.0		
		4009844		FTA 5310	TOTAL	130.0	130.0	130.0	130.0		
	89	ROOF REPLACEMENT AT THE MILWAUKEE COUNTY TRANSIT SYSTEM FLEET MAINTENANCE BUILDING	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	4,200.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(90)				TOTAL	4,200.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	1,196.4	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	3,003.6	- -	- -	- -		
		4000017		FTA 5339	TOTAL	4,200.0	- -	- -	- -		
	90	ROOF REPLACEMENT FOR MCTS KINNICKINNIC BUS STORAGE GARAGE	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	5,000.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(91)				TOTAL	5,000.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	5,000.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4009839			TOTAL	5,000.0	- -	- -	- -		
	91	PURCHASE OF 20 FORTY-FOOT REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	7,625.0	5,625.0	3,635.0	- -	- -	
	(498)				TOTAL	7,625.0	5,625.0	3,635.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	1,525.0	1,125.0	727.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	6,100.0	4,500.0	2,908.0	- -		
		4009890 1693-34-34		CMAQ	TOTAL	7,625.0	5,625.0	3,635.0	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
MILWAUKEE COUNTY	**92**	PURCHASE OF 15 FORTY-FOOT REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	- -	12,000.0	- -	
					TOTAL	- -	- -	- -	12,000.0	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	2,400.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	9,600.0		
		4000220 2967-02-71		*STP-M*	***TOTAL***	- -	- -	- -	12,000.0		
	93	REPLACEMENT OF THE INTERIOR LIGHTING AT THE MILWAUKEE COUNTY TRANSIT SYSTEM KINNICKINNIC GARAGE	TP	***DETAIL COSTS***	***PE***	50.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	700.0	- -	- -	- -	- -	
	(92)				***TOTAL***	750.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	750.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000089			***TOTAL***	750.0	- -	- -	- -		
	94	TRANSIT VEHICLE TIRE LEASING SERVICES	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	540.0	550.0	560.0	570.0	- -	
	(97)				***TOTAL***	540.0	550.0	560.0	570.0	- -	
				SOURCE OF FUNDS	***LOCAL***	108.0	110.0	112.0	114.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	432.0	440.0	448.0	456.0		
		4000050		*FTA 5307*	***TOTAL***	540.0	550.0	560.0	570.0		
	95	LIGHTING UPGRADES AT MCTS ADMINISTRATION BUILDING	TP	***DETAIL COSTS***	***PE***	50.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	700.0	- -	- -	- -	- -	
	(94)				***TOTAL***	750.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	750.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4009873			***TOTAL***	750.0	- -	- -	- -		
	96	LIGHTING UPGRADES AT THE MCTS FOND DU LAC GARAGE	TP	***DETAIL COSTS***	***PE***	50.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	700.0	- -	- -	- -	- -	
	(95)				***TOTAL***	750.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	750.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4009871			***TOTAL***	750.0	- -	- -	- -		
	97	PURCHASE OF A MAINTENANCE WORK ORDER SYSTEM FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	1,000.0	- -	- -	- -	
	(98)				***TOTAL***	- -	1,000.0	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	1,000.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000097			***TOTAL***	- -	1,000.0	- -	- -		
	98	REPLACEMENT OF THE HEATING, VENTILATION AND AIR CONDITIONING SYSTEM AT THE MILWAUKEE COUNTY TRANSIT SYSTEM KINNICKINNIC GARAGE	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	5,000.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(96)				***TOTAL***	5,000.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	5,000.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000088			***TOTAL***	5,000.0	- -	- -	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
MILWAUKEE COUNTY	99	REPLACEMENT OF THE CONCRETE YARD AND PARKING LOT AT THE MILWAUKEE COUNTY TRANSIT SYSTEM KINNICKINNIC GARAGE	TP	DETAIL COSTS	PE	200.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	800.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(100)				TOTAL	1,000.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	1,000.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000090			TOTAL	1,000.0	- -	- -	- -		
	100	PURCHASE OF CAD/AVL (DISPATCHING AND LOCATOR) SOFTWARE AND HARDWARE, INCLUDING REPLACEMENT OF RADIOES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	6,250.0	- -	- -	- -	- -	
					TOTAL	6,250.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	1,250.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	5,000.0	- -	- -	- -		
		4000200		FTA 5307	TOTAL	6,250.0	- -	- -	- -		
	101	LOCAL MARKETING FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,250.0	500.0	- -	- -	- -	
	(515)				TOTAL	1,250.0	500.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	250.0	100.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	1,000.0	400.0	- -	- -		
		4009961 1693-34-37		CMAQ	TOTAL	1,250.0	500.0	- -	- -		
	102	EXHAUST SYSTEM REPLACEMENT FOR THE MCTS KINNICKINNIC WASHHOUSE BUILDING	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	320.0	- -	- -	- -	- -	
					TOTAL	320.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	70.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	250.0	- -	- -	- -		
		4000201		FTA 5307	TOTAL	320.0	- -	- -	- -		
	103	REPLACEMENT OF GARAGE DOORS AT THE FLEET MAINTENANCE GARAGE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	750.0	- -	- -	
					TOTAL	- -	- -	750.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	750.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000202			TOTAL	- -	- -	750.0	- -		
	104	REPLACEMENT OF THE INTELLIGENT VEHICLE NETWORK FOR MILWAUKEE COUNTY TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,800.0	- -	- -	- -	- -	
					TOTAL	1,800.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	1,800.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000203			TOTAL	1,800.0	- -	- -	- -		
	105	FIRE ALARM SYSTEM UPGRADES FOR THE MCTS KINNICKINNIC MAINTENANCE BUILDING	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	120.0	- -	- -	
					TOTAL	- -	- -	120.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	120.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000204			TOTAL	- -	- -	120.0	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	PROJECT TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
MILWAUKEE COUNTY	106	PURCHASE OF AIR COMPRESSORS FOR THE MCTS KINNICKINNIC MAINTENANCE BUILDING	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	120.0	- -	- -	
					TOTAL	- -	- -	120.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	120.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000205			TOTAL	- -	- -	120.0	- -		
	107	ELECTRICAL SYSTEMS UPGRADES FOR THE MCTS KINNICKINNIC MAINTENANCE BUILDING	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	330.0	- -	- -	- -	- -	
					TOTAL	330.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	330.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000206			TOTAL	330.0	- -	- -	- -		
	108	NATURAL GAS UPGRADES FOR THE MCTS KINNICKINNIC MAINTENANCE BUILDING	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	160.0	- -	- -	
					TOTAL	- -	- -	160.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	160.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000207			TOTAL	- -	- -	160.0	- -		
	109	SPRINKLER UPGRADES FOR THE MCTS KINNICKINNIC MAINTENANCE BUILDING	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	410.0	- -	- -	
					TOTAL	- -	- -	410.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	410.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000208			TOTAL	- -	- -	410.0	- -		
	110	WATER DISTRIBUTION RENEWAL FOR THE MCTS KINNICKINNIC MAINTENANCE BUILDING	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	230.0	- -	- -	
					TOTAL	- -	- -	230.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	230.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000209			TOTAL	- -	- -	230.0	- -		
	111	NATURAL GAS SYSTEM UPGRADES FOR THE MCTS KINNICKINNIC BUS STORAGE GARAGE	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	530.0	- -	- -	
					TOTAL	- -	- -	530.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	530.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000210			TOTAL	- -	- -	530.0	- -		
	112	SPRINKLER UPGRADES FOR THE MCTS KINNICKINNIC BUS STORAGE GARAGE	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	1,370.0	- -	- -	
					TOTAL	- -	- -	1,370.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	1,370.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000211			TOTAL	- -	- -	1,370.0	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
MILWAUKEE COUNTY	**113**	HEATING SYSTEM UPGRADES FOR THE MCTS KINNICKINNIC WASHHOUSE BUILDING	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	200.0	- -	- -	
					TOTAL	- -	- -	200.0	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	200.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000212			***TOTAL***	- -	- -	200.0	- -		
	114	REPLACEMENT OF ROUTERS ON MILWAUKEE COUNTY TRANSIT SYSTEM BUSES	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	600.0	- -	- -	- -	- -	
					TOTAL	600.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	600.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000213			***TOTAL***	600.0	- -	- -	- -		
	115 (102)	CAPITAL ASSISTANCE FOR THE EAST - WEST BUS RAPID TRANSIT PROJECT BETWEEN DOWNTOWN MILWAUKEE AND THE REGIONAL MEDICAL CENTER IN MILWAUKEE COUNTY	TE	***DETAIL COSTS***	***PE***	4,500.0	- -	- -	- -	- -	NON-EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	36,550.0	- -	- -	- -	- -	
					OTHER	14,000.0	- -	- -	- -	- -	
					TOTAL	55,050.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	14,150.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	40,900.0	- -	- -	- -		
		4000007		*FTA 5309*	***TOTAL***	55,050.0	- -	- -	- -		
	116 (421)	OPERATING ASSISTANCE FOR THE EAST - WEST BUS RAPID TRANSIT PROJECT BETWEEN DOWNTOWN MILWAUKEE AND THE REGIONAL MEDICAL CENTER IN MILWAUKEE COUNTY	TE	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	NON-EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	4,950.0	2,475.0	- -	
					TOTAL	- -	- -	4,950.0	2,475.0	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	990.0	495.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	3,960.0	1,980.0		
		4000004 1693-06-05		*CMAQ*	***TOTAL***	- -	- -	4,950.0	2,475.0		
	117	REPLACEMENT OF A STONE CULVERT ALONG THE OAK LEAF TRAIL UNION PACIFIC SEGMENT	BP	***DETAIL COSTS***	***PE***	17.4	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	646.2	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	17.4	- -	646.2	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	3.5	- -	129.2	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	13.9	- -	517.0	- -		
		4000300 2967-09-02		*TAP*	***TOTAL***	17.4	- -	646.2	- -		
	118 (516)	CONSTRUCTION OF A PAVED MULTI-USE TRAIL THROUGH BENDER PARK IN MILWAUKEE COUNTY (1.9 MI)	BP	***DETAIL COSTS***	***PE***	- -	229.1	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	1,403.9	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	229.1	- -	1,403.9	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	45.8	- -	280.8		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	183.3	- -	1,123.1		
		4009965 2967-11-01		*CMAQ*	***TOTAL***	- -	229.1	- -	1,403.9		
	119	DEVELOPMENT OF A CONNECTIVITY PLAN FOR THE LINCOLN CREEK PARKWAY IN MILWAUKEE COUNTY	BP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	62.0	- -	- -	- -	- -	
					TOTAL	62.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	12.4	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	49.6	- -	- -	- -		
		4000301 2967-10-01		*TAP*	***TOTAL***	62.0	- -	- -	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
MILWAUKEE COUNTY	**120** (517)	CONSTRUCTION OF A PAVED MULTI-USE TRAIL THROUGH KOHL PARK FROM SWAN BLVD TO 70TH ST IN MILWAUKEE COUNTY (2.36 MI) 4009966 2967-11-02	BP	***DETAIL COSTS***	***PE***	- -	365.5	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	2,100.5	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	365.5	- -	2,100.5	- -	
				SOURCE OF FUNDS *CMAQ*	***LOCAL***	- -	73.1	- -	420.1		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	292.4	- -	1,680.4		
					TOTAL	- -	365.5	- -	2,100.5		
	121 (103)	RECONSTRUCTION OF 1,200 FEET OF THE OAK LEAF TRAIL SPUR TO THE NEW BERLIN TRAIL IN GREENFIELD PARK 4000092 2967-01-04	BP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	98.6	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	98.6	- -	- -	- -	- -	
				SOURCE OF FUNDS *TAP*	***LOCAL***	28.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	70.6	- -	- -	- -		
					TOTAL	98.6	- -	- -	- -		
	122 (104)	RELOCATION OF 1,000 FEET OF THE OAK LEAF TRAIL IN THE LITTLE MENOMONEE RIVER PARKWAY 4000094 2967-01-05	BP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	123.1	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	123.1	- -	- -	- -	- -	
				SOURCE OF FUNDS *TAP*	***LOCAL***	43.1	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	80.0	- -	- -	- -		
					TOTAL	123.1	- -	- -	- -		
	123 (106)	RECONSTRUCTION OF THE HISTORIC RAVINE BRIDGE IN LAKE PARK 4000093 2967-01-03	BP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	2,156.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	2,156.0	- -	- -	- -	- -	
				SOURCE OF FUNDS *TAP*	***LOCAL***	524.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	1,632.0	- -	- -	- -		
					TOTAL	2,156.0	- -	- -	- -		
	124 (331)	IMPROVEMENTS AT INTERSECTIONS OF GOOD HOPE RD (CTH PP) WITH 99TH ST, 91ST ST, 86TH ST, AND 60TH ST IN MILWAUKEE COUNTY 4009867 2984-07-06	HS	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	709.1	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	709.1	- -	- -	
				SOURCE OF FUNDS *HSIP*	***LOCAL***	- -	- -	75.5	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	633.6	- -		
					TOTAL	- -	- -	709.1	- -		
	125 (332)	IMPROVEMENTS AT INTERSECTIONS OF GOOD HOPE RD (CTH PP) WITH 51ST ST, 43RD ST, TEUTONIA AVE & RANGE LINE RD, INTERSECTION OF PORT WASHINGTON RD (CTH W) WITH GREEN TREE RD, AND INTERSECTION OF SHERMAN AVE WITH BRADLEY RD 4009868 2967-00-07	HS	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	874.4	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	874.4	- -	- -	- -	
				SOURCE OF FUNDS *HSIP*	***LOCAL***	- -	87.4	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	787.0	- -	- -		
					TOTAL	- -	874.4	- -	- -		
	126 (518)	INSTALLATION OF AN ADAPTIVE TRAFFIC SIGNAL SYSTEM AT VARIOUS INTERSECTIONS ON 76TH ST (CTH U) & 92ND ST FROM OKLAHOMA AVE TO COLD SPRING RD AND ON OKLAHOMA AVE FROM 76TH ST TO 92ND ST IN MILWAUKEE COUNTY 4009964 2160-19-00	EE	***DETAIL COSTS***	***PE***	191.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*591.2*	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	191.0	- -	- -	- -	*591.2*	
				SOURCE OF FUNDS *CMAQ*	***LOCAL***	38.2	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	152.8	- -	- -	- -		
					TOTAL	191.0	- -	- -	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	PROJECT TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
MILWAUKEE COUNTY	**127** (519)	INSTALLATION OF AN ADAPTIVE TRAFFIC SIGNAL SYSTEM ON W SILVER SPRING DR IN MILWAUKEE COUNTY 4009963 2090-14-00	EE	***DETAIL COSTS***	***PE***	85.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	275.5	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	85.0	- -	- -	275.5	- -	
				SOURCE OF FUNDS *CMAQ*	***LOCAL***	17.0	- -	- -	55.1		
					STATE	- -	- -	- -	- -		
					FEDERAL	68.0	- -	- -	220.4		
					TOTAL	85.0	- -	- -	275.5		
GLENDALE (CITY)	**128** (431)	SAFETY IMPROVEMENTS TO THE RAMPS AT STH 57 (GREEN BAY AVE) AND SILVER SPRING DR IN THE CITY OF GLENDALE 4069998 2565-09-00	HS	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	187.7	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	187.7	- -	- -	- -	
				SOURCE OF FUNDS *HSIP*	***LOCAL***	- -	18.8	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	168.9	- -	- -		
					TOTAL	- -	187.7	- -	- -		
	129 (432)	SAFETY IMPROVEMENTS AT THE INTERSECTION OF STH 57 (GREEN BAY AVE) AND CTH PP (GOOD HOPE RD) IN THE CITY OF GLENDALE 4069999 2565-02-01	HS	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	1,144.8	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	1,144.8	- -	- -	
				SOURCE OF FUNDS *HSIP*	***LOCAL***	- -	- -	114.5	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	1,030.3	- -		
					TOTAL	- -	- -	1,144.8	- -		
	130 (433)	SAFETY IMPROVEMENTS ON SILVER SPRING DR FROM N LONG ISLAND DR TO N LYDELL AVE IN THE CITY OF GLENDALE (1.41 MI) 4069997 2978-02-00	HS	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,105.3	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	1,105.3	- -	- -	- -	- -	
				SOURCE OF FUNDS *HSIP*	***LOCAL***	110.5	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	994.8	- -	- -	- -		
					TOTAL	1,105.3	- -	- -	- -		
GREENDALE (VILLAGE)	**131** (521)	RECONDITIONING OF W GRANGE AVE FROM S 76TH ST (CTH U) TO S 84TH ST IN THE VILLAGE OF GREENDALE (0.5 MI) 4070005 2365-05-01	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	2,324.4	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	2,324.4	- -	
				SOURCE OF FUNDS *STP-M*	***LOCAL***	- -	- -	- -	465.4		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	1,859.0		
					TOTAL	- -	- -	- -	2,324.4		
GREENFIELD (CITY)	**132** (522)	CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATH ALONG THE WE ENERGIES ROW FROM COLD SPRING RD TO 60TH ST IN THE CITY OF GREENFIELD (3.0 MI) 4089990 2980-06-01	BP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,362.7	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	1,362.7	- -	- -	- -	
				SOURCE OF FUNDS *CMAQ*	***LOCAL***	- -	272.5	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	1,090.2	- -	- -		
					TOTAL	- -	1,362.7	- -	- -		
MILWAUKEE (CITY)	**133** (111)	REHABILITATION OF THE DANA CT BRIDGE OVER LAND (P40-0589) IN THE CITY OF MILWAUKEE 4100161 2984-51-00	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,841.5	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	1,841.5	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	380.3	- -	- -	- -		
					STATE	1,461.2	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	1,841.5	- -	- -	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
MILWAUKEE (CITY)	**134**	REHABILITATION OF THE GRANGE AVE BRIDGE OVER THE CP RAILROAD (B40-0500) IN THE CITY OF MILWAUKEE	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	2,262.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(112)				***TOTAL***	2,262.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	464.4	- -	- -	- -		
					STATE	1,797.6	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4100164 2365-07-00			***TOTAL***	2,262.0	- -	- -	- -		
	135	BRIDGE REHABILITATION OF THE N HOLTON ST BRIDGE OVER THE MILWAUKEE RIVER (P40-0875) IN THE CITY OF MILWAUKEE	HP	***DETAIL COSTS***	***PE***	372.1	410.0	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	4,462.4	3,272.0	*3,623.7*	
					OTHER	- -	- -	- -	- -	- -	
	(524)				***TOTAL***	372.1	410.0	4,462.4	3,272.0	*3,623.7*	
				SOURCE OF FUNDS	***LOCAL***	74.4	82.0	892.5	654.4		
					STATE	- -	- -	- -	- -		
					FEDERAL	297.7	328.0	3,569.9	2,617.6		
		4100509 2984-12-03		*STP-B*	***TOTAL***	372.1	410.0	4,462.4	3,272.0		
	136	RECONSTRUCTION OF E/W HOWARD AVE FROM 6TH ST TO S CLEMENT AVE IN THE CITY OF MILWAUKEE (1.3 MI)	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	8,028.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(333)				***TOTAL***	- -	8,028.0	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	1,897.8	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	6,130.2	- -	- -		
		4100413 2395-05-01		*STP-M*	***TOTAL***	- -	8,028.0	- -	- -		
	137	RECONSTRUCTION OF N HUMBOLDT BLVD FROM NORTH AVE TO KEEFE AVE IN THE CITY OF MILWAUKEE (1.5 MI)	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	7,543.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(113)				***TOTAL***	7,543.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	1,783.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	5,760.0	- -	- -	- -		
		4109887 2667-03-71		*STP-M*	***TOTAL***	7,543.0	- -	- -	- -		
	138	RESURFACING OF W HAMPTON AVE FROM N 60TH ST TO N TEUTONIA AVE IN THE CITY OF MILWAUKEE (1.5 MI)	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	8,609.2	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(334)				***TOTAL***	- -	8,609.2	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	2,166.7	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	6,442.5	- -	- -		
		4100414 2545-09-01		*STP-M*	***TOTAL***	- -	8,609.2	- -	- -		
	139	BRIDGE DECK OVERLAY OF THE LOVERS LANE RD BRIDGE OVER THE UP RAILROAD (B40-0435) IN THE CITY OF MILWAUKEE	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,071.1	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(115)				***TOTAL***	1,071.1	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	226.2	- -	- -	- -		
					STATE	844.9	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4100163 2030-15-00			***TOTAL***	1,071.1	- -	- -	- -		
	140	RECONDITIONING OF LOCUST FROM N 7TH ST TO N HOLTON ST IN THE CITY OF MILWAUKEE (0.74 MI)	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	3,665.6	- -	
					OTHER	- -	- -	- -	- -	- -	
	(526)				***TOTAL***	- -	- -	- -	3,665.6	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	864.5		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	2,801.1		
		4100506 2455-07-00		*STP-M*	***TOTAL***	- -	- -	- -	3,665.6		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			2021	2022	2023	2024	REMAINING	AIR QUAL STAT
MILWAUKEE (CITY)	141	REHABILITATION OF THE W VILLARD AVE BRIDGE OVER LINCOLN CREEK IN THE CITY OF MILWAUKEE (P-40-894) (0.05 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	2,160.4	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(118)				TOTAL	2,160.4	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	444.1	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	1,716.3	- -	- -	- -		
		4109998 2984-32-71		STP-B	TOTAL	2,160.4	- -	- -	- -		
	142	RECONSTRUCTION OF W WALNUT ST FROM N 20TH ST TO N 12TH ST IN THE CITY OF MILWAUKEE (0.54 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	6,031.5	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(335)				TOTAL	- -	6,031.5	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	2,479.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	3,552.5	- -	- -		
		4100415 2674-02-00		STP-M	TOTAL	- -	6,031.5	- -	- -		
	143	BRIDGE REPLACEMENT OF THE S 70TH ST BRIDGE OVER CP R/R (P40-0856) IN THE CITY OF MILWAUKEE (0.09 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	2,713.4	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(122)				TOTAL	- -	2,713.4	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	766.7	- -	- -		
					STATE	- -	1,946.7	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4109899 2656-00-02			TOTAL	- -	2,713.4	- -	- -		
	144	PURCHASE OF SPARE VEHICLE PARTS AND OTHER EQUIPMENT FOR THE MILWAUKEE STREETCAR SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	585.6	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(125)				TOTAL	585.6	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	167.1	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	418.5	- -	- -	- -		
		4109958		IH-C/S	TOTAL	585.6	- -	- -	- -		
	145	PREVENTATIVE MAINTENANCE FOR THE MILWAUKEE STREETCAR (FTA 5307)	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	138.0	138.0	138.0	138.0	- -	
					TOTAL	138.0	138.0	138.0	138.0	- -	
				SOURCE OF FUNDS	LOCAL	28.0	28.0	28.0	28.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	110.0	110.0	110.0	110.0		
		4100520		FTA 5307	TOTAL	138.0	138.0	138.0	138.0		
	146	OPERATING ASSISTANCE FOR THE LAKEFRONT LINE OF THE MILWAUKEE STREETCAR	TE	DETAIL COSTS	PE	- -	- -	- -	- -	- -	NON-EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	1,100.0	- -	- -	- -	
	(124)				TOTAL	- -	1,100.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	220.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	880.0	- -	- -		
		4100188 1693-34-32		CMAQ	TOTAL	- -	1,100.0	- -	- -		
	147	CONSTRUCTION OF THE LAKEFRONT EXTENSION OF THE MILWAUKEE STREETCAR BETWEEN N BROADWAY AND LINCOLN MEMORIAL DRIVE	TE	DETAIL COSTS	PE	10.0	- -	- -	- -	- -	NON-EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	100.0	1,853.7	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(126)				TOTAL	110.0	1,853.7	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	55.0	1,239.5	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	55.0	614.2	- -	- -		
		4109959		FED TIGER	TOTAL	110.0	1,853.7	- -	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
MILWAUKEE (CITY)	148 (127)	DEVELOP A SAFE ROUTES TO SCHOOL PLAN FOR THE CITY OF MILWAUKEE AND IMPLEMENT IMPROVEMENTS AT 8 SCHOOL LOCATIONS 4100192 2984-13-03	BP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	642.1	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	642.1	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	128.4	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	513.7	- -	- -	- -		
				TAP	TOTAL	642.1	- -	- -	- -		
	149	CONSTRUCTION OF A SHARED USE PATH ALONG THE OLD WE ENERGIES CORRIDOR PARALLEL TO 20TH ST FROM OLIVE ST TO VILLARD AVE, AND ALONG THE BEERLINE RAIL CORRIDOR FROM 24TH PL TO 20TH ST IN THE CITY OF MILWAUKEE 4100102 2984-22-05	BP	DETAIL COSTS	PE	- -	138.1	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	843.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	138.1	843.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	27.6	168.6	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	110.5	674.4	- -		
				TAP	TOTAL	- -	138.1	843.0	- -		
	150 (128)	MILWAUKEE PUBLIC SCHOOLS SAFE ROUTES TO SCHOOL EDUCATION AND ENCOURAGEMENT PROGRAM: 2021 AND 2022 4100193 1009-01-11	BP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	205.5	205.5	- -	- -	- -	
					TOTAL	205.5	205.5	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	41.1	41.1	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	164.4	164.4	- -	- -		
				TAP	TOTAL	205.5	205.5	- -	- -		
	151	MILWAUKEE PUBLIC SCHOOLS SAFE ROUTES TO SCHOOL EDUCATION AND ENCOURAGEMENT PROGRAM: 2023 AND 2024 4100101 1009-01-23	BP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	206.0	206.0	- -	
					TOTAL	- -	- -	206.0	206.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	41.2	41.2		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	164.8	164.8		
				TAP	TOTAL	- -	- -	206.0	206.0		
	152	MULTIMODAL IMPROVEMENTS ALONG W OKLAHOMA AVE FROM S 27TH ST TO S 6TH ST IN THE CITY OF MILWAUKEE (1.47 MI) 4100103 2400-07-01	BP	DETAIL COSTS	PE	- -	121.9	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	720.9	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	121.9	- -	720.9	- -	
				SOURCE OF FUNDS	LOCAL	- -	24.4	- -	144.2		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	97.5	- -	576.7		
				TAP	TOTAL	- -	121.9	- -	720.9		
	153 (130)	EXPANSION OF THE PUBLIC BIKE SHARING SYSTEM AT 26 LOCATIONS IN THE CITY OF MILWAUKEE-PHASE 2 4109985 2190-06-04	BP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	378.2	- -	- -	- -	- -	
					OTHER	1,249.2	- -	- -	- -	- -	
					TOTAL	1,627.4	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	325.5	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	1,301.9	- -	- -	- -		
				CMAQ	TOTAL	1,627.4	- -	- -	- -		
	154 (131)	PEDESTRIAN AND TRANSIT IMPROVEMENTS AT 8 INTERSECTIONS IN THE CITY OF MILWAUKEE 4100190 2984-18-03	BP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	551.3	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	551.3	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	110.3	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	441.0	- -	- -	- -		
				TAP	TOTAL	551.3	- -	- -	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
MILWAUKEE (CITY)	155 (134)	INSTALLATION OF BIKE BLVD ALONG E/W WASHINGTON ST FROM KK RIVER TRAIL TO S 20TH ST AND ALONG S 20TH ST FROM W WASHINGTON ST TO W SCOTT ST, AND ALONG W SCOTT ST FROM S 20TH ST TO S LAYTON BLVD IN THE CITY OF MILWAUKEE 4100189 2984-17-01	BP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	582.8	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	582.8	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	116.6	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	466.2	- -	- -		
				TAP	TOTAL	- -	582.8	- -	- -		
	156 (535)	PEDESTRIAN AND TRANSIT IMPROVEMENTS ALONG W BURLEIGH ST AND S CESAR CHAVEZ DR IN THE CITY OF MILWAUKEE (2.3 MI) 4100507 2555-07-00	BP	DETAIL COSTS	PE	170.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,010.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	170.0	1,010.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	34.0	202.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	136.0	808.0	- -	- -		
				CMAQ	TOTAL	170.0	1,010.0	- -	- -		
	157 (536)	CONSTRUCTION OF BICYCLE FACILITIES CONNECTING SECTIONS OF THE KK RIVER TRAIL ALONG S 1ST ST, S WATER ST, AND W PITTSBURGH AVE IN THE CITY OF MILWAUKEE (2.0 MI) 4100513 2984-22-04	BP	DETAIL COSTS	PE	194.3	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,005.5	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	194.3	1,005.5	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	38.9	201.1	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	155.4	804.4	- -	- -		
				CMAQ	TOTAL	194.3	1,005.5	- -	- -		
	158 (135)	LOCAL STREET IMPROVEMENT AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE 4100412	OH	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	2,020.0	- -	2,020.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	2,020.0	- -	2,020.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	1,010.0	- -	1,010.0		
					STATE	- -	1,010.0	- -	1,010.0		
					FEDERAL	- -	- -	- -	- -		
				LRIP	TOTAL	- -	2,020.0	- -	2,020.0		
	159 (136)	REPLACEMENT OF THE CALUMET RD BRIDGE OVER THE LITTLE MENOMONEE RIVER (P40-0537) IN THE CITY OF MILWAUKEE 4100165 2984-50-00	OH	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,624.4	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	1,624.4	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	444.9	- -	- -		
					STATE	- -	1,179.5	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	- -	1,624.4	- -	- -		
	160 (336)	IMPROVEMENTS AT INTERSECTIONS OF 27TH ST WITH LOCUST ST, CENTER ST, AND NORTH AVE IN THE CITY OF MILWAUKEE 4100082 2265-00-08	OH	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	450.6	- -	- -	- -	
					OTHER	- -	228.1	- -	- -	- -	
					TOTAL	- -	678.7	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	72.4	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	606.3	- -	- -		
				HSIP	TOTAL	- -	678.7	- -	- -		
	161 (475)	INTERSECTION IMPROVEMENTS, INCLUDING UPGRADING SIGNAL FACES AND OTHER TRAFFIC SIGNAL IMPROVEMENTS, AT 73 LOCAL CITY INTERSECTIONS IN THE CITY OF MILWAUKEE 4100417 2984-13-05	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	665.6	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	665.6	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	66.6	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	599.0	- -	- -		
				HSIP	TOTAL	- -	665.6	- -	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
MILWAUKEE (CITY)	162	INTERSECTION IMPROVEMENTS, INCLUDING UPGRADING SIGNAL FACES AND OTHER TRAFFIC SIGNAL IMPROVEMENTS, AT 72 LOCAL CITY INTERSECTIONS IN THE CITY OF MILWAUKEE	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	649.9	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(476)				TOTAL	- -	649.9	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	65.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	584.9	- -	- -		
		4100418 2984-13-06		HSIP	TOTAL	- -	649.9	- -	- -		
	163	INSTALLATION OF 12-INCH TRAFFIC SIGNAL FACES AT 72 INTERSECTIONS IN THE CITY OF MILWAUKEE	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	648.5	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(137)				TOTAL	648.5	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	64.8	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	583.7	- -	- -	- -		
		4100086 2984-09-97		HSIP	TOTAL	648.5	- -	- -	- -		
	164	INSTALLATION OF 12-INCH TRAFFIC SIGNAL FACES AT 80 INTERSECTIONS IN THE CITY OF MILWAUKEE	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	586.7	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(138)				TOTAL	586.7	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	58.7	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	528.0	- -	- -	- -		
		4100087 2984-09-94		HSIP	TOTAL	586.7	- -	- -	- -		
	165	PAVEMENT RESTRIPING TO REDUCE CONFLICTS ON VARIOUS ROADWAYS IN THE CITY OF MILWAUKEE (8.13 MI) (LIST AVAILABLE UPON REQUEST)	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,036.5	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(140)				TOTAL	1,036.5	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	103.7	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	932.8	- -	- -	- -		
		4109885 2984-06-09		HSIP	TOTAL	1,036.5	- -	- -	- -		
	166	IMPROVEMENTS AT INTERSECTION OF STH 181 AND HAMPTON AVE IN THE CITY OF MILWAUKEE	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	618.6	- -	- -	- -	
					OTHER	- -	65.6	- -	- -	- -	
	(402)				TOTAL	- -	684.2	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	72.9	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	611.3	- -	- -		
		4109915 2545-03-02		HSIP	TOTAL	- -	684.2	- -	- -		
	167	INTERSECTION IMPROVEMENTS AT W CENTER ST, W LISBON AVE, AND N 60TH ST IN THE CITY OF MILWAUKEE	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	296.6	- -	- -	- -	
					OTHER	- -	121.9	- -	- -	- -	
	(477)				TOTAL	- -	418.5	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	46.4	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	372.1	- -	- -		
		4100416 2984-13-04		HSIP	TOTAL	- -	418.5	- -	- -		
	168	SAFETY IMPROVEMENTS AT THE INTERSECTIONS OF W SILVER SPRING DR WITH N 68TH ST, N 64TH ST, N 51ST ST, N 42ND ST, N 37TH ST, AND N 35TH ST IN THE CITY OF MILWAUKEE	HS	DETAIL COSTS	PE	200.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	1,212.7	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	200.0	- -	1,212.7	- -	- -	
				SOURCE OF FUNDS	LOCAL	20.0	- -	121.3	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	180.0	- -	1,091.4	- -		
		4100100 2090-16-00		HSIP	TOTAL	200.0	- -	1,212.7	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
MILWAUKEE (CITY)	169 (527)	IMPROVEMENTS AT INTERSECTIONS OF SHERMAN BLVD WITH DOUGLAS AVE, FLORIST AVE, CUSTER AVE, VILLARD AVE, CONGRESS ST, HOPE AVE, AND ROOSEVELT DR IN THE CITY OF MILWAUKEE 4100503 2155-05-00	HS	DETAIL COSTS	PE	257.6	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	952.9	- -	- -	
					OTHER	- -	- -	367.0	- -	- -	
					TOTAL	257.6	- -	1,319.9	- -	- -	
				SOURCE OF FUNDS	LOCAL	25.8	- -	141.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	231.8	- -	1,178.9	- -		
				HSIP	TOTAL	257.6	- -	1,319.9	- -		
	170 (528)	IMPROVEMENTS AT INTERSECTIONS OF SHERMAN BLVD WITH TOWNSEND ST, BURLEIGH ST, LOCUST ST, CENTER ST, WRIGHT ST, AND NORTH AVE IN THE CITY OF MILWAUKEE 4100504 2155-05-01	HS	DETAIL COSTS	PE	257.6	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	1,060.5	- -	- -	
					OTHER	- -	- -	453.9	- -	- -	
					TOTAL	257.6	- -	1,514.4	- -	- -	
				SOURCE OF FUNDS	LOCAL	25.8	- -	151.4	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	231.8	- -	1,363.0	- -		
				HSIP	TOTAL	257.6	- -	1,514.4	- -		
	171 (529)	IMPROVEMENTS AT INTERSECTIONS OF W VILLARD AVE WITH N 60TH ST AND N 51ST ST IN THE CITY OF MILWAUKEE 4100510 2984-15-01	HS	DETAIL COSTS	PE	206.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	1,117.8	- -	- -	
					OTHER	- -	- -	93.5	- -	- -	
					TOTAL	206.0	- -	1,211.3	- -	- -	
				SOURCE OF FUNDS	LOCAL	20.6	- -	121.1	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	185.4	- -	1,090.2	- -		
				HSIP	TOTAL	206.0	- -	1,211.3	- -		
	172 (531)	TOWBOAT DIESEL RETROFITS OF 3 PROPULSION ENGINES AND 2 GENERATOR SET ENGINES ON 2 TOWBOATS OPERATING OUT OF THE PORT OF MILWAUKEE 4100501 1693-06-09	EE	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	770.6	- -	- -	- -	- -	
					TOTAL	770.6	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	154.1	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	616.5	- -	- -	- -		
				CMAQ	TOTAL	770.6	- -	- -	- -		
	173 (532)	PURCHASE OF 33 CNG REFUSE PACKERS FOR THE CITY OF MILWAUKEE 4100502 1693-06-10	EE	DETAIL COSTS	PE	7.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	440.7	- -	1,100.0	- -	- -	
					TOTAL	447.7	- -	1,100.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	89.5	- -	220.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	358.2	- -	880.0	- -		
				CMAQ	TOTAL	447.7	- -	1,100.0	- -		
	174 (423)	ATC CONTROLLER AND COMMUNICATION UPGRADE GRANT #3 - 79 INTERSECTIONS IN NEAR-NORTH/NEAR-WEST SIDES OF THE CITY OF MILWAUKEE 4100091 2984-28-02	EE	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,635.3	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	1,635.3	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	327.1	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	1,308.2	- -	- -		
				CMAQ	TOTAL	- -	1,635.3	- -	- -		
	175 (533)	ATC CONTROLLER AND COMMUNICATION UPGRADE AT 53 INTERSECTIONS IN THE CITY OF MILWAUKEE (GRANT #6) 4100511 2984-22-02	EE	DETAIL COSTS	PE	200.2	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	1,223.6	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	200.2	- -	1,223.6	- -	- -	
				SOURCE OF FUNDS	LOCAL	40.0	- -	244.7	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	160.2	- -	978.9	- -		
				CMAQ	TOTAL	200.2	- -	1,223.6	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
MILWAUKEE (CITY)	176 (534)	ATC CONTROLLER AND COMMUNICATION UPGRADE AT 70 INTERSECTIONS IN THE CITY OF MILWAUKEE (GRANT #7) 4100512 2984-22-03	EE	DETAIL COSTS	PE	286.7	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	1,751.8	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	286.7	- -	1,751.8	- -	- -	
				SOURCE OF FUNDS	LOCAL	57.3	- -	350.4	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	229.4	- -	1,401.4	- -		
				CMAQ	TOTAL	286.7	- -	1,751.8	- -		
	177 (424)	FIBER OPTIC INTERCONNECT, ATC CONTROLLER, AND TRAVEL TIME DATA MONITORING INSTALLATION ALONG VARIOUS CORRIDORS IN THE CITY OF MILWAUKEE - LISBON AVE, WALNUT ST, AND 27TH ST 4100089 2984-28-01	EE	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,720.6	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	1,720.6	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	344.1	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	1,376.5	- -	- -		
				CMAQ	TOTAL	- -	1,720.6	- -	- -		
	178 (425)	FIBER OPTIC INTERCONNECT, ATC CONTROLLER, AND TRAVEL TIME DATA MONITORING INSTALLATION ALONG VARIOUS CORRIDORS IN THE CITY OF MILWAUKEE - CESAR CHAVEZ DR AND NATIONAL AVE 4100090 2984-28-04	EE	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	831.7	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	831.7	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	166.3	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	665.4	- -	- -		
				CMAQ	TOTAL	- -	831.7	- -	- -		
OAK CREEK (CITY)	179 (537)	RESURFACING OF W DREXEL AVE FROM S 13TH ST (CTH V) TO HOWELL AVE (STH 38) IN THE CITY OF OAK CREEK (1.0 MI) 4110005 2345-07-01	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	2,054.7	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	2,054.7	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	410.9	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	1,643.8	- -	- -		
				STP-M	TOTAL	- -	2,054.7	- -	- -		
	180	IMPLEMENTATION OF SAFE ROUTES TO SCHOOL PLAN IMPROVEMENTS INCLUDING HIGH VISIBILITY & RAISED CROSSWALKS, IMPROVED SIGNAGE, ADA RAMP IMPROVEMENTS, SIDEWALK CONNECTIONS, & HAWK SIGNALS AT 5 SCHOOLS IN THE CITY OF OAK CREEK 4110100 2987-09-00	BP	DETAIL COSTS	PE	102.5	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	693.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	102.5	- -	- -	693.0	- -	
				SOURCE OF FUNDS	LOCAL	20.5	- -	- -	138.6		
					STATE	- -	- -	- -	- -		
					FEDERAL	82.0	- -	- -	554.4		
				TAP	TOTAL	102.5	- -	- -	693.0		
WAUWATOSA (CITY)	181 (538)	RECONSTRUCTION OF NORTH AVE FROM N MAYFAIR RD (STH 100) TO N 95TH ST IN THE CITY OF WAUWATOSA (0.86 MI) 4160020 2135-04-01	HP	DETAIL COSTS	PE	1,129.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	8,226.5	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	1,129.0	8,226.5	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	225.8	1,931.1	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	903.2	6,295.4	- -	- -		
				STP-M	TOTAL	1,129.0	8,226.5	- -	- -		
	182 (146)	REPLACEMENT OF THE WISCONSIN AVE BRIDGE OVER HONEY CREEK (P40-0776) IN THE CITY OF WAUWATOSA 4160008 2190-10-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	2,055.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	2,055.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	1,423.3	- -	- -		
					STATE	- -	631.7	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	- -	2,055.0	- -	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	PROJECT TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
WAUWATOSA (CITY)	183	EXPANSION OF THE PUBLIC BIKE SHARING SYSTEM AT 8 LOCATIONS IN THE CITY OF WAUWATOSA - PHASE 3	BP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	155.0	- -	- -	- -	- -	
					OTHER	337.7	- -	- -	- -	- -	
	(147)				TOTAL	492.7	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	98.5	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	394.2	- -	- -	- -		
		4160009 2994-00-02		TAP	TOTAL	492.7	- -	- -	- -		
WEST ALLIS (CITY)	184	RECONSTRUCTION OF BELOIT RD FROM S 60TH ST TO W LINCOLN AVE IN THE CITY OF WEST ALLIS (0.6 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	9,095.5	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(337)				TOTAL	- -	- -	9,095.5	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	1,819.1	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	7,276.4	- -		
		4170017 2525-03-01		STP-M	TOTAL	- -	- -	9,095.5	- -		
	185	RECONSTRUCTION OF W NATIONAL AVE FROM S 62ND ST TO S 65TH ST IN THE CITY OF WEST ALLIS (0.2 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	2,727.6	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(338)				TOTAL	- -	2,727.6	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	545.5	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	2,182.1	- -	- -		
		4170014 2410-13-00		STP-M	TOTAL	- -	2,727.6	- -	- -		
	186	IMPROVEMENTS AT INTERSECTIONS OF LINCOLN AVE WITH 84TH ST, 76TH ST, AND 71ST ST IN THE CITY OF WEST ALLIS	OH	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,779.7	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(339)				TOTAL	1,779.7	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	558.5	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	1,221.2	- -	- -	- -		
		4170011 2110-00-03		HSIP	TOTAL	1,779.7	- -	- -	- -		
	187	SAFETY IMPROVEMENTS AT THE INTERSECTION OF S 60TH ST AND W GREENFIELD AVE IN THE CITY OF WEST ALLIS	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	502.7	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(434)				TOTAL	- -	502.7	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	50.3	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	452.4	- -	- -		
		4170008 2995-05-07		HSIP	TOTAL	- -	502.7	- -	- -		
	188	SAFETY IMPROVEMENTS AT THE INTERSECTION OF S 76TH ST AND BECHER ST IN THE CITY OF WEST ALLIS	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	568.2	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(435)				TOTAL	- -	568.2	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	56.8	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	511.4	- -	- -		
		4170009 2160-05-01		HSIP	TOTAL	- -	568.2	- -	- -		
	189	SAFETY IMPROVEMENTS AT THE INTERSECTION OF S 92ND ST AND LINCOLN AVE IN THE CITY OF WEST ALLIS	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,136.4	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(436)				TOTAL	- -	1,136.4	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	113.6	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	1,022.8	- -	- -		
		4170010 2995-04-04		HSIP	TOTAL	- -	1,136.4	- -	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS ($1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2021	2022	2023	2024	*REMAINING*	
WEST MILWAUKEE (VILLAGE)	**190**	RECONDITIONING OF W GREENFIELD AVE FROM S 56TH ST TO MILLER PARK WAY IN THE VILLAGE OF WEST MILWAUKEE (0.71 MI)	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	75.0	- -	- -	- -	
					CONST	- -	- -	- -	3,294.8	- -	
					OTHER	- -	- -	- -	- -	- -	
	(540)				***TOTAL***	- -	75.0	- -	3,294.8	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	75.0	- -	659.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	2,635.8		
		4180001 2230-07-03		*STP-M*	***TOTAL***	- -	75.0	- -	3,294.8		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Ozaukee County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	PROJECT TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	191 (30)	RECONDITIONING OF STH 57 FROM TEUTONIA AVE TO MEQUON RD (STH 57/167) IN THE VILLAGE OF BROWN DEER AND CITY OF MEQUON (3.6 MI) 8000201 2270-04-70	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	17,160.0	- -	- -	- -	- -	
					OTHER	525.0	- -	- -	- -	- -	
					TOTAL	17,685.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	18.8	- -	- -	- -		
					STATE	3,618.2	- -	- -	- -		
					FEDERAL	14,048.0	- -	- -	- -		
				STP-O	TOTAL	17,685.0	- -	- -	- -		
	192 (461)	PREVENTATIVE MAINTENANCE (DIAMOND GRIND) OF STH 57 FROM IH 43 TO CTH W IN THE TOWN OF SAUKVILLE (1.09 MI) 8000190 1040-00-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,620.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	1,620.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	324.0	- -	- -	- -		
					FEDERAL	1,296.0	- -	- -	- -		
				NHPP	TOTAL	1,620.0	- -	- -	- -		
	193 (462)	RESURFACING OF MEQUON RD (STH 167) FROM WASHINGTON COUNTY LINE TO BUNTROCK AVE IN THE CITY OF MEQUON (3.75 MI) 8000193 1380-02-70	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	2,917.5	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	2,917.5	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	583.5	- -	- -		
					FEDERAL	- -	2,334.0	- -	- -		
				NHPP	TOTAL	- -	2,917.5	- -	- -		
	194 (406)	RESURFACING OF WAUWATOSA RD (STH 181) FROM CTH C TO STH 60 IN THE CITY OF CEDARBURG (3.03 MI) 8001106 2729-05-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	16.0	- -	- -	- -	- -	
					CONST	- -	- -	3,475.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	16.0	- -	3,475.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	16.0	- -	695.0	- -		
					FEDERAL	- -	- -	2,780.0	- -		
				NHPP	TOTAL	16.0	- -	3,475.0	- -		
	195	RESURFACING OF STH 181 (WAUWATOSA RD) FROM COUNTY LINE RD TO STH 167 (MEQUON RD) (2.21 MI) 8000215 2729-07-00	HP	DETAIL COSTS	PE	500.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	5,450.0	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	500.0	- -	- -	- -	5,450.0	
				SOURCE OF FUNDS	LOCAL	100.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	400.0	- -	- -	- -		
				NHPP	TOTAL	500.0	- -	- -	- -		
	196[b] (478)	CONSTRUCTION OF A ROUNDABOUT AT THE INTERSECTION OF STH 33 AND CTH I IN OZAUKEE COUNTY (0.4 MI) 8000257 1410-01-01	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	52.5	- -	- -	- -	- -	
					CONST	- -	1,665.8	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	52.5	1,665.8	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	52.5	191.3	- -	- -		
					FEDERAL	- -	1,474.5	- -	- -		
				COMB	TOTAL	52.5	1,665.8	- -	- -		
OZAUKEE COUNTY	197 (159)	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE AND OUT OF COUNTY TRANSPORTATION FOR THE ELDERLY AND DISABLED (SEC. 85.21) 2000007	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	263.4	266.0	268.7	271.4	- -	
					TOTAL	263.4	266.0	268.7	271.4	- -	
				SOURCE OF FUNDS	LOCAL	52.7	53.1	53.7	54.3		
					STATE	210.7	212.9	215.0	217.1		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	263.4	266.0	268.7	271.4		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Ozaukee County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
OZAUKEE COUNTY	**198** (160)	OPERATING ASSISTANCE FOR OZAUKEE COUNTY EXPRESS BUS AND SHARED-RIDE TAXI (SEC 85.20) 2000008	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,750.7	1,785.7	1,821.4	1,857.8	- -	
					TOTAL	1,750.7	1,785.7	1,821.4	1,857.8	- -	
				SOURCE OF FUNDS	***LOCAL***	447.1	456.1	465.2	474.5		
					STATE	1,303.6	1,329.6	1,356.2	1,383.3		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	1,750.7	1,785.7	1,821.4	1,857.8		
	199 (161)	CAPITAL COSTS OF MAINTENANCE FOR 3RD PARTY CONTRACTING FOR THE OZAUKEE COUNTY EXPRESS BUS AND PREVENTATIVE MAINTENANCE FOR THE SHARED-RIDE TAXI SERVICE 2000002	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,664.7	1,681.2	1,698.1	1,715.1	- -	
					TOTAL	1,664.7	1,681.2	1,698.1	1,715.1	- -	
				SOURCE OF FUNDS	***LOCAL***	957.8	967.3	977.0	986.8		
					STATE	- -	- -	- -	- -		
					FEDERAL	706.9	713.9	721.1	728.3		
				FTA 5307	***TOTAL***	1,664.7	1,681.2	1,698.1	1,715.1		
	200 [c] (162)	PURCHASE OF 5 REPLACEMENT VEHICLES EACH YEAR FOR THE OZAUKEE COUNTY SHARED-RIDE TAXI PROGRAM (SEC 5307 & 5309) 2000017	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	175.0	175.0	175.0	175.0	- -	
					TOTAL	175.0	175.0	175.0	175.0	- -	
				SOURCE OF FUNDS	***LOCAL***	35.0	35.0	35.0	35.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	140.0	140.0	140.0	140.0		
				COMB	***TOTAL***	175.0	175.0	175.0	175.0		
	201	SAFETY IMPROVEMENTS ALONG CTH NN FROM WASHINGTON COUNTY LINE TO STH 60 IN OZAUKEE COUNTY (3.89 MI) 2000100 2330-08-00	HS	***DETAIL COSTS***	***PE***	28.4	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	340.6	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	28.4	340.6	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	2.8	34.1	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	25.6	306.5	- -	- -		
				HSIP	***TOTAL***	28.4	340.6	- -	- -		
	202 (542)	INTERSECTION IMPROVEMENTS, INCLUDING RECONSTRUCTON OF THE INTERSECTION AND TRAFFIC SIGNAL INSTALLATION, AT CTH NN AND CTH Y AND REMOVAL OF PLEASANT VALLEY RD FROM CTH NN TO CTH Y IN OZAUKEE COUNTY 2000052 2695-07-01	HS	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	912.3	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	912.3	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	91.2	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	821.1	- -	- -		
				HSIP	***TOTAL***	- -	912.3	- -	- -		
	203 (543)	PURCHASE OF MINIBUS HYBRID CONVERSIONS FOR THE VEHICLE FLEET FOR THE OZAUKEE COUNTY SHARED-RIDE TAXI 2000051 1693-06-08	EE	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	96.0	- -	- -	- -	- -	
					TOTAL	96.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	19.2	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	76.8	- -	- -	- -		
				CMAQ	***TOTAL***	96.0	- -	- -	- -		
CEDARBURG (TOWN)	**204** (163)	REPLACEMENT OF THE COVERED BRIDGE RD BRIDGE OVER CEDAR CREEK (B-45-0013) IN OZAUKEE COUNTY 2049999 2695-11-00	OH	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	895.7	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	895.7	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	179.1	- -	- -		
					STATE	- -	716.6	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	- -	895.7	- -	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Washington County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	205	REHABILITATION OF BRIDGES ALONG USH 41 FROM S WASHINGTON COUNTY LINE TO STH 60 (CTH Q B30, MAPLE RD B31, LANNON RD B32/33, MEQUON RD B34, FREISTADT RD B35, W STH 167 B36, S USH 45 B37, AND STH 60 B102/103)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	20,020.0	- -	
					OTHER	- -	- -	- -	500.0	- -	
					TOTAL	- -	- -	- -	20,520.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	4,504.0		
					FEDERAL	- -	- -	- -	16,016.0		
		8009458 1100-43-00		NHPP	TOTAL	- -	- -	- -	20,520.0		
	206 (165)	REHABILITATION OF THE IH 41 BRIDGES OVER THE KOHLSVILLE RIVER (B66-188/189) AND THE TRIBUTARY TO E BRANCH ROCK RIVER (B66-193/194) AND THE STH 144 BRIDGE OVER IH 41 (B66-110) IN WASHINGTON COUNTY	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	320.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	320.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	64.0	- -	- -	- -		
					FEDERAL	256.0	- -	- -	- -		
		8008971 1100-17-09		NHPP	TOTAL	320.0	- -	- -	- -		
	207 (166)	RESURFACING OF USH 45 (FOND DU LAC AVE) FROM WB CTH H TO WB STH 28 IN WASHINGTON COUNTY (1.21 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	4,230.4	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	4,230.4	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	1,300.4	- -		
					STATE	- -	- -	586.0	- -		
					FEDERAL	- -	- -	2,344.0	- -		
		8001030 4070-00-70		NHPP	TOTAL	- -	- -	4,230.4	- -		
	208 (450)	RESURFACING OF STH 33 FROM 0.5 MI WEST OF N POPLAR RD TO CTH Y AND RETAINING WALL REPAIRS (R1 & R2) IN THE VILLAGE OF NEWBURG AND TOWN OF TRENTON (2.73 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	2,500.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	2,500.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	500.0		
					FEDERAL	- -	- -	- -	2,000.0		
		8000022 1410-00-03		NHPP	TOTAL	- -	- -	- -	2,500.0		
	209 (168)	RESURFACING OF MAIN ST (STH 60) FROM CTH P TO EAGLE DR IN THE VILLAGE OF JACKSON (1.7 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	45.0	- -	- -	- -	- -	
					CONST	- -	- -	3,024.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	45.0	- -	3,024.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	45.0	- -	604.8	- -		
					FEDERAL	- -	- -	2,419.2	- -		
		8008935 2310-13-00		NHPP	TOTAL	45.0	- -	3,024.0	- -		
	210 (172)	RESURFACING OF STH 83 FROM STH 167 TO E MONROE AVE IN WASHINGTON COUNTY (3.91 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	10.0	- -	- -	- -	- -	
					CONST	- -	- -	2,725.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	10.0	- -	2,725.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	10.0	- -	545.0	- -		
					FEDERAL	- -	- -	2,180.0	- -		
		8000112 1330-22-00		STP-O	TOTAL	10.0	- -	2,725.0	- -		
	211 (409)	REPLACEMENT OF THE STH 175 CULVERT OVER LITTLE CEDAR CREEK (C66-48), REHABILITATION OF THE STH 167 CULVERT OVER WATERWAY (C66-47) & REPAIRS TO RETAINING WALL ON STH 167 0.25 M E OF STH 164 IN THE VILLAGE OF RICHFIELD	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	800.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	800.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	160.0	- -	- -		
					FEDERAL	- -	640.0	- -	- -		
		8001110 3360-17-00		STP-O	TOTAL	- -	800.0	- -	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Washington County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	212[d] (347)	RESURFACING, HIGH FRICTION SURFACE TREATMENT, AND UPGRADE BARRIER GUARD TO STH 167 FROM CTH K TO CTH CC IN WASHINGTON COUNTY (2.1 MI) 8000160 2300-06-00	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	1,521.9	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	1,521.9	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	162.9		
					FEDERAL	- -	- -	- -	1,359.0		
				COMB	TOTAL	- -	- -	- -	1,521.9		
WASHINGTON COUNTY	213 (174)	REPLACEMENT OF THE CTH H BRIDGE OVER THE MILWAUKEE RIVER (B66-0655) IN THE TOWN OF KEWASKUM 6000003 4867-01-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,742.5	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	1,742.5	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	348.5	- -	- -	- -		
					STATE	1,394.0	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	1,742.5	- -	- -	- -		
	214 (548)	RECONSTRUCTION OF CTH P FROM STH 145 TO SHERMAN RD IN WASHINGTON COUNTY (1.85 MI) 6000201 2711-06-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	2,170.4	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	2,170.4	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	613.9	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	1,556.5	- -		
				STP-O	TOTAL	- -	- -	2,170.4	- -		
	215 (176)	OPERATING ASSISTANCE FOR WASHINGTON COUNTY SHARED RIDE TAXI SERVICE (SEC 85.20 AND FTA 5307) 6009994	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,948.7	1,968.3	1,988.0	2,007.9	- -	
					TOTAL	1,948.7	1,968.3	1,988.0	2,007.9	- -	
				SOURCE OF FUNDS	LOCAL	604.1	610.2	616.3	622.5		
					STATE	721.0	728.3	735.5	742.9		
					FEDERAL	623.6	629.8	636.2	642.5		
				FTA 5307	TOTAL	1,948.7	1,968.3	1,988.0	2,007.9		
	216 (177)	OPERATING ASSISTANCE FOR WASHINGTON COUNTY COMMUTER EXPRESS BUS SERVICE (SEC 85.20 & 5307) 6000100	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,601.6	1,617.6	1,633.8	1,650.1	- -	
					TOTAL	1,601.6	1,617.6	1,633.8	1,650.1	- -	
				SOURCE OF FUNDS	LOCAL	530.9	536.2	541.6	547.0		
					STATE	438.7	443.1	447.5	452.0		
					FEDERAL	632.0	638.3	644.7	651.1		
				FTA 5307	TOTAL	1,601.6	1,617.6	1,633.8	1,650.1		
	217 (178)	PURCHASE OF 6 REPLACEMENT VEHICLES EACH YEAR (ANY COMBINATION OF MINIBUS CUTAWAY OR MINIVAN SIDE ENTRY) FOR THE WASHINGTON COUNTY SHARED RIDE TAXI (5307/5339). 6000102	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	185.0	282.0	284.8	287.7	- -	
					TOTAL	185.0	282.0	284.8	287.7	- -	
				SOURCE OF FUNDS	LOCAL	37.0	56.4	56.9	57.6		
					STATE	- -	- -	- -	- -		
					FEDERAL	148.0	225.6	227.9	230.1		
				FTA 5339	TOTAL	185.0	282.0	284.8	287.7		
	218 (181)	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR THE ELDERLY AND DISABLED IN WASHINGTON COUNTY (SEC 85.21) 6000002	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	442.4	446.9	451.3	455.8	- -	
					TOTAL	442.4	446.9	451.3	455.8	- -	
				SOURCE OF FUNDS	LOCAL	88.5	89.4	90.3	91.2		
					STATE	353.9	357.5	361.0	364.6		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	442.4	446.9	451.3	455.8		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Washington County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
WASHINGTON COUNTY	219 (348)	PURCHASE OF 1 MINIBUS WITH LIFT AND 2 MINIVANS WITH RAMS FOR WASHINGTON COUNTY SHARED RIDE TAXI SERVICE 6009995 2707-07-00	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	129.0	- -	- -	- -	- -	
					TOTAL	129.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	25.8	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	103.2	- -	- -	- -		
				STP-M	TOTAL	129.0	- -	- -	- -		
	220 (479)	CONSTRUCTION OF A ROUNDABOUT AT THE INTERSECTION OF CTH Q AND HILLSIDE RD IN THE VILLAGE OF RICHFIELD AND TOWN OF LISBON (0.03 MI) 6000105 2709-07-00	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	1,890.2	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	1,890.2	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	461.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	1,429.2	- -		
				HSIP	TOTAL	- -	- -	1,890.2	- -		
FARMINGTON (TOWN)	221 (183)	REPLACEMENT OF THE TRADING POST TRAIL RD BRIDGE OVER THE NORTH BRANCH OF THE MILWAUKEE RIVER (P66-0907) IN THE TOWN OF FARMINGTON 6040000 4824-04-00	OH	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	967.4	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	967.4	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	193.5	- -	- -	- -		
					STATE	773.9	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	967.4	- -	- -	- -		
GERMANTOWN (VILLAGE)	222 (437)	SAFETY IMPROVEMENTS AT THE INTERSECTION OF FREISTADT RD AND MAPLE RD IN THE VILLAGE OF GERMANTOWN 6069999 2712-03-00	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	913.4	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	913.4	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	91.3	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	822.1	- -	- -	- -		
				HSIP	TOTAL	913.4	- -	- -	- -		
HARTFORD (CITY)	223 (184)	OPERATING ASSISTANCE FOR THE CITY OF HARTFORD TAXI SERVICE 6070006	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	264.8	272.7	280.0	287.0	- -	
					TOTAL	264.8	272.7	280.0	287.0	- -	
				SOURCE OF FUNDS	LOCAL	121.3	124.8	127.6	129.9		
					STATE	63.0	64.9	66.9	69.0		
					FEDERAL	80.5	83.0	85.5	88.1		
				FTA 5307	TOTAL	264.8	272.7	280.0	287.0		
	224 (185)	PURCHASE OF 2 REPLACEMENT VEHICLES FOR THE CITY OF HARTFORD TAXI SERVICE 6070005	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	40.0	- -	40.0	- -	
					TOTAL	- -	40.0	- -	40.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	8.0	- -	8.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	32.0	- -	32.0		
				FTA 5339	TOTAL	- -	40.0	- -	40.0		
JACKSON (TOWN)	225 (187)	REPLACEMENT OF THE CEDAR CREEK RD BRIDGE OVER BRANCH OF CEDAR CREEK (P66-0904) IN THE TOWN OF JACKSON 6090000 2736-00-00	OH	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	519.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	519.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	103.8	- -	- -	- -		
					STATE	415.2	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	519.0	- -	- -	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Washington County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
KEWASKUM (TOWN)	**226** (551)	BRIDGE REPLACEMENT OF THE BADGER RD BRIDGE OVER THE KEWASKUM CREEK (P66-913) IN THE TOWN OF KEWASKUM 6110005 4824-03-01	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	572.6	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	572.6	- -	- -	- -	
				SOURCE OF FUNDS *STP-B*	***LOCAL***	- -	114.5	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	458.1	- -	- -		
					TOTAL	- -	572.6	- -	- -		
WEST BEND (CITY)	**227** (349)	RECONSTRUCTION OF 18TH AVE FROM VOGT DR TO PARADISE DR IN THE CITY OF WEST BEND (0.5 MI) 6180004 2707-06-00	HP	***DETAIL COSTS***	***PE***	461.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	2,990.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	461.0	2,990.0	- -	- -	- -	
				SOURCE OF FUNDS *STP-O*	***LOCAL***	92.2	1,436.6	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	368.8	1,553.4	- -	- -		
					TOTAL	461.0	2,990.0	- -	- -		
	228 (189)	OPERATING ASSISTANCE FOR THE CITY OF WEST BEND SHARED-RIDE TAXI SYSTEM 6180003	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,201.0	1,201.0	1,201.0	1,201.0	- -	
					TOTAL	1,201.0	1,201.0	1,201.0	1,201.0	- -	
				SOURCE OF FUNDS *FTA 5307*	***LOCAL***	549.3	549.3	549.3	549.3		
					STATE	278.9	278.9	278.9	278.9		
					FEDERAL	372.8	372.8	372.8	372.8		
					TOTAL	1,201.0	1,201.0	1,201.0	1,201.0		
	229[e] (190)	PURCHASE OF 11 REPLACEMENT VEHICLES FOR THE CITY OF WEST BEND TAXI SERVICE (4 IN 2021, 2 IN 2022, 3 IN 2023, AND 2 IN 2024) 6189998	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	136.0	83.0	169.5	53.0	- -	
					TOTAL	136.0	83.0	169.5	53.0	- -	
				SOURCE OF FUNDS *FTA 5339*	***LOCAL***	27.2	16.6	33.9	10.6		
					STATE	- -	- -	- -	- -		
					FEDERAL	108.8	66.4	135.6	42.4		
					TOTAL	136.0	83.0	169.5	53.0		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Waukesha County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	230 (391)	REHABILITATION OF THE IH 43 BRIDGES FROM STH 83 TO STH 164 IN WAUKESHA COUNTY (B67-120, 123, 124, 126-128, 132, 133, 334) 8000059 1090-08-02	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	688.5	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	688.5	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	137.7	- -	- -	- -		
					FEDERAL	550.8	- -	- -	- -		
				NHPP	TOTAL	688.5	- -	- -	- -		
	231 (392)	BRIDGE REHABILITATION OF THE IH 43 BRIDGES FROM STH 164 TO BELOIT ROAD IN WAUKESHA COUNTY (B67-111-114, 324, 325, 293-297) 8000073 1090-35-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	837.7	- -	- -	- -	- -	
					OTHER	75.0	- -	- -	- -	- -	
					TOTAL	912.7	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	242.5	- -	- -	- -		
					FEDERAL	670.2	- -	- -	- -		
				NHPP	TOTAL	912.7	- -	- -	- -		
	232 (463)	RESURFACING OF IH 43 FROM CTH O TO HALE INTERCHANGE, DECK REPLACEMENT OF RAMP TO 124TH ST B67-103, TPO SUNNYSLOPE RD B67-359, & REPAIRS TO CTH O RAMP BRIDGE B295 & CULVERTS 67-13/21 IN MILWAUKEE & WAUKESHA CO (3.58 MI) 8000192 1090-08-01	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	19,280.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	19,280.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	3,856.0	- -	- -		
					FEDERAL	- -	15,424.0	- -	- -		
				NHPP	TOTAL	- -	19,280.0	- -	- -		
	233 (484)	REHABILITATION OF THE IH 94 BRIDGE AT ELMHURST RD (B67-0059) IN WAUKESHA COUNTY 8008927 1060-10-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	3,064.0	- -	- -	- -	- -	
					OTHER	150.0	- -	- -	- -	- -	
					TOTAL	3,214.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	762.8	- -	- -	- -		
					FEDERAL	2,451.2	- -	- -	- -		
				NHPP	TOTAL	3,214.0	- -	- -	- -		
	234	RESURFACING OF IH 94 FROM STH 83 TO CTH T IN WAUKESHA COUNTY (5.96 MI) 8009452 1060-47-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	26,600.0	- -	
					OTHER	- -	- -	- -	750.0	- -	
					TOTAL	- -	- -	- -	27,350.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	3,420.6		
					FEDERAL	- -	- -	- -	23,929.4		
				NHPP	TOTAL	- -	- -	- -	27,350.0		
	235	BRIDGE REHABILITATION OF THE IH 94 BRIDGES AT CTH T AND CTH JJ (B 67-240 & 67-245) IN WAUKESHA COUNTY 8009000 1060-10-01	HP	DETAIL COSTS	PE	- -	- -	- -	750.0	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*3,583.0*	
					OTHER	- -	- -	- -	- -	*50.0*	
					TOTAL	- -	- -	- -	750.0	*3,633.0*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	750.0		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	- -	- -	- -	750.0		
	236 (410)	RESURFACING OF SUNSET DR (USH 18) FROM STH 67 TO MORAINE VIEW DR AND CULVERT REPAIRS (C48) IN THE TOWN OF GENESEE (3.97 MI) 8001109 3080-04-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	24.0	- -	- -	- -	- -	
					CONST	- -	- -	4,340.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	24.0	- -	4,340.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	24.0	- -	868.0	- -		
					FEDERAL	- -	- -	3,472.0	- -		
				NHPP	TOTAL	24.0	- -	4,340.0	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Waukesha County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	237 [f] (193)	RESURFACING WITH WIDENING OF SHOULDERS OF SUMMIT AVE (USH 18) FROM STH 83 TO STH 318 AND CULVERT REPAIR (C67-73) 0.13 MILES E OF CTH G IN THE TOWN OF DELAFIELD (5.12 MI) 8008937 2210-12-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	24.0	- -	- -	- -	- -	
					CONST	- -	- -	5,130.4	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	24.0	- -	5,130.4	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	24.0	- -	992.5	- -		
					FEDERAL	- -	- -	4,137.9	- -		
				COMB	TOTAL	24.0	- -	5,130.4	- -		
	238 (464)	RESURFACING OF BLUEMOUND RD (USH 18) FROM IH 94 TO MILWAUKEE COUNTY LINE IN WAUKESHA COUNTY (5.26 MI) 8000197 2200-20-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	160.0	- -	- -	- -	- -	
					CONST	- -	- -	- -	14,058.0		
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	160.0	- -	- -	14,058.0		
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	160.0	- -	- -	2,811.6		
					FEDERAL	- -	- -	- -	11,246.4		
				NHPP	TOTAL	160.0	- -	- -	14,058.0		
	239 (600)	PREVENTATIVE MAINTENANCE OF STH 16 FROM STH 67 TO 0.7 MI EAST OF CTH P, RESURFACING OF WISCONSIN AVE FROM PLANK RD TO GIFFORD RD, BRIDGE REPLACEMENT (579), & BRIDGE REPAIR (B154-5, 158, 161-3) IN WAUKESHA COUNTY 8000359 3310-07-00	HP	DETAIL COSTS	PE	312.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*4,192.5*	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	312.0	- -	- -	- -	*4,192.5*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	62.4	- -	- -	- -		
					FEDERAL	249.6	- -	- -	- -		
				NHPP	TOTAL	312.0	- -	- -	- -		
	240 (395)	PAVEMENT REPLACEMENT OF STH 16 FROM E MAIN ST IN WATERTOWN TO 0.23 MI EAST OF HI WAY LN IN WAUKESHA AND JEFFERSON COUNTIES (7.9 MI) 8000127 1370-00-03	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	7,955.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	7,955.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	1,591.0	- -		
					FEDERAL	- -	- -	6,364.0	- -		
				NHPP	TOTAL	- -	- -	7,955.0	- -		
	241 [g] (445)	PRESERVATION MAINTENANCE OF STH 59/164 (E WAUKESHA BYPASS) FROM SUNSET DR TO ARCADIAN AVE, REMOVE CULVERT (C46), EXTEND TURN LANES ON N/S LEGS, & INTERSECTION IMPROVEMENTS AT STH 59 & CTH XX IN WAUKESHA COUNTY (1.99 MI) 8000083 2773-10-01	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	204.0	- -	- -	- -	- -	
					CONST	- -	- -	6,455.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	204.0	- -	6,455.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	204.0	- -	1,122.5	- -		
					FEDERAL	- -	- -	5,332.5	- -		
				COMB	TOTAL	204.0	- -	6,455.0	- -		
	242 (195)	MAINTENANCE OVERLAY OF STH 67 FROM 1000' N OF STH 59 TO 200' S OF USH 18 IN WAUKESHA COUNTY (9.61 MI) 8000111 3120-01-31	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	4,600.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	4,600.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	920.0	- -	- -		
					FEDERAL	- -	3,680.0	- -	- -		
				STP-O	TOTAL	- -	4,600.0	- -	- -		
	243	BRIDGE REHABILITATION OF THE USH 18 BRIDGES OVER THE BARK RIVER (B67-25/26/27) AND OF THE STH 59 BRIDGE OVER THE FOX RIVER (B67-152) IN WAUKESHA COUNTY 8008990 2715-03-03	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	3,097.4	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	3,097.4	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	619.5	- -		
					FEDERAL	- -	- -	2,477.9	- -		
				STP-O	TOTAL	- -	- -	3,097.4	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Waukesha County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	PROJECT TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	244	RESURFACING OF STH 83 FROM OCONOMOWOC RIVER TO N WAUKESHA COUNTY LINE, BRIDGE REHABILITATION OF THE STH 83 BRIDGE OVER THE OCONOMOWOC RIVER (B-67-0952) AND REMOVAL OF PEDESTRIAN BRIDGE (P67-929) (2.74 MI) 8009498 1330-29-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	2,207.9	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	2,207.9	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	441.6	- -		
					FEDERAL	- -	- -	1,766.3	- -		
				STP-O	TOTAL	- -	- -	2,207.9	- -		
	245 (451)	RECONSTRUCTION OF STH 83 FROM GOLF RD TO VETTELSON RD AND BRIDGE REPAIRS TO THE VETTELSON RD BRIDGE OVER STH 83 (B168) IN THE CITY OF DELAFIELD AND VILLAGE OF HARTLAND (3.23 MI) 8000021 1330-00-03	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	550.0	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	8,600.0	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	550.0	- -	- -	- -	8,600.0	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	550.0	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
				NHPP	TOTAL	550.0	- -	- -	- -		
	246 (465)	RESURFACING OF CAPITOL DR (STH 190) FROM STH 16 TO 0.3 MI EAST OF FIVE FIELDS RD IN THE CITY OF PEWAUKEE AND VILLAGE OF PEWAUKEE (1.75 MI) 8000195 2025-07-03	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	9,548.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	9,548.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	1,909.6		
					FEDERAL	- -	- -	- -	7,638.4		
				NHPP	TOTAL	- -	- -	- -	9,548.0		
	247 (466)	RESURFACING OF CAPITOL DR (STH 190) FROM BROOKFIELD RD TO 124TH ST IN THE CITY OF BROOKFIELD (4.05 MI) 8000194 2025-03-03	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	160.0	- -	- -	- -	
					CONST	- -	- -	- -	- -	11,400.0	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	160.0	- -	- -	11,400.0	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	160.0	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	- -	160.0	- -	- -		
	248 (439)	INSTALLATION OF MEDIAN BARRIERS ON STH 16 FROM 5,800' W OF STH 83 TO STH 190 IN WAUKESHA COUNTY (6.39 MI) 8000056 1370-17-00	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	2,209.5	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	2,209.5	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	221.0	- -	- -		
					FEDERAL	- -	1,988.5	- -	- -		
				HSIP	TOTAL	- -	2,209.5	- -	- -		
WAUKESHA COUNTY	249 (198)	RESURFACING OF VARIOUS COUNTY TRUNK HIGHWAYS IN WAUKESHA COUNTY 7000406	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	4,200.0	4,300.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	4,200.0	4,300.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	3,610.0	3,710.0	- -	- -		
					STATE	590.0	590.0	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	4,200.0	4,300.0	- -	- -		
	250 (199)	RESURFACING OF CTH D (CLEVELAND AVE) FROM CALHOUN RD TO EAST COUNTY LINE IN WAUKESHA COUNTY (3.0 MI) 7009974 2773-05-01	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	2,533.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	2,533.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	506.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	2,027.0	- -	- -	- -		
				STP-M	TOTAL	2,533.0	- -	- -	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Waukesha County 2021-2024

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
WAUKESHA COUNTY	251 (561)	BRIDGE REHABILITATION OF THE CTH F (REDFORD BLVD) BRIDGE OVER GREEN RD (B67-0095) IN THE CITY OF PEWAUKEE 7000050 2717-03-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	641.6	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	641.6	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	128.3	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	513.3	- -	- -		
				STP-B	TOTAL	- -	641.6	- -	- -		
	252 (355)	RECONSTRUCTION OF CTH O (MOORLAND RD) FROM IH 94 TO USH 18 IN WAUKESHA COUTY (0.8 MI) 7000016 2722-07-01	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	555.0	- -	- -	- -	- -	
					CONST	- -	6,697.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	555.0	6,697.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	111.0	1,339.4	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	444.0	5,357.6	- -	- -		
				STP-M	TOTAL	555.0	6,697.0	- -	- -		
	253 (562)	PAVEMENT REPLACEMENT OF CTH O (MOORLAND RD) FROM CTH D (CLEVELAND AVE) TO STH 59 (W GREENFIELD AVE) IN THE CITY OF NEW BERLIN (1.47 MI) 7000052 2722-04-01	HP	DETAIL COSTS	PE	908.8	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	1,003.0	- -	- -	
					CONST	- -	- -	- -	- -	*10,465.7*	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	908.8	- -	1,003.0	- -	*10,465.7*	
				SOURCE OF FUNDS	LOCAL	181.8	- -	200.6	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	727.0	- -	802.4	- -		
				STP-M	TOTAL	908.8	- -	1,003.0	- -		
	254 (563)	PAVEMENT REPLACEMENT OF CTH O (MOORLAND RD) FROM CTH ES (NATIONAL AVE) TO CTH D (CLEVELAND AVE) IN THE CITY OF NEW BERLIN (1.33 MI) 7000053 2722-08-01	HP	DETAIL COSTS	PE	597.3	- -	- -	- -	- -	EXEMPT
					ROW	788.0	- -	- -	- -	- -	
					CONST	- -	- -	- -	6,824.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	1,385.3	- -	- -	6,824.0	- -	
				SOURCE OF FUNDS	LOCAL	277.1	- -	- -	1,364.8		
					STATE	- -	- -	- -	- -		
					FEDERAL	1,108.2	- -	- -	5,459.2		
				STP-M	TOTAL	1,385.3	- -	- -	6,824.0		
	255 (356)	RECONSTRUCTION OF CTH O FROM CTH I TO CTH ES IN THE CITY OF NEW BERLIN (1.4 MI) 7000013 2722-07-02	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	950.0	- -	- -	- -	- -	
					CONST	- -	- -	11,531.2	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	950.0	- -	11,531.2	- -	- -	
				SOURCE OF FUNDS	LOCAL	190.0	- -	2,306.2	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	760.0	- -	9,225.0	- -		
				STP-M	TOTAL	950.0	- -	11,531.2	- -		
	256	REPLACEMENT OF THE CTH SS DRAINAGE STRUCTURE OVER MEADOWBROOK CREEK IN THE VILLAGE OF PEWAUKEE 7000502	HP	DETAIL COSTS	PE	- -	- -	- -	107.0	- -	EXEMPT
					ROW	- -	- -	- -	- -	*154.0*	
					CONST	- -	- -	- -	- -	*541.0*	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	107.0	*695.0*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	107.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	- -	- -	- -	107.0		
	257 (564)	RESURFACING OF CTH T (N GRANDVIEW BLVD) FROM NORTHVIEW RD TO IH 94 IN THE CITY OF WAUKESHA (0.97 MI) 7000051 2717-04-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	10.9	- -	- -	- -	
					CONST	- -	- -	- -	2,182.4	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	10.9	- -	2,182.4	- -	
				SOURCE OF FUNDS	LOCAL	- -	10.9	- -	436.5		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	1,745.9		
				STP-M	TOTAL	- -	10.9	- -	2,182.4		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Waukesha County 2021-2024

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			2021	2022	2023	2024	REMAINING	AIR QUAL STAT
WAUKESHA COUNTY	**258** (203)	BRIDGE DECK OVERLAY OF CTH XX BRIDGE OVER PEBBLE BROOK CREEK (B67-0195) IN THE TOWN OF WAUKESHA 7000045 2794-05-00	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	250.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	250.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	53.0	- -	- -	- -		
					STATE	197.0	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	250.0	- -	- -	- -		
	259 (565)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH O (MOORLAND RD) FROM CTH HH (COLLEGE AVE) TO GRANGE AVE IN THE CITY OF NEW BERLIN (1.07 MI) 7000054 2722-08-02	HI	***DETAIL COSTS***	***PE***	1,005.8	- -	- -	- -	- -	NON-EXEMPT
					ROW	- -	536.0	- -	- -	- -	
					CONST	- -	- -	- -	7,077.4	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	1,005.8	536.0	- -	7,077.4	- -	
				SOURCE OF FUNDS	***LOCAL***	201.2	107.2	- -	1,415.5		
					STATE	- -	- -	- -	- -		
					FEDERAL	804.6	428.8	- -	5,661.9		
				STP-M	***TOTAL***	1,005.8	536.0	- -	7,077.4		
	260 (207)	CAPITAL COSTS OF THIRD PARTY CONTRACTING FOR WAUKESHA COUNTY TRANSIT SERVICE 7000036	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	625.0	625.0	625.0	625.0	- -	
					TOTAL	625.0	625.0	625.0	625.0	- -	
				SOURCE OF FUNDS	***LOCAL***	125.0	125.0	125.0	125.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	500.0	500.0	500.0	500.0		
				FTA 5307	***TOTAL***	625.0	625.0	625.0	625.0		
	261 (208)	PROVIDE USER-SIDE SUBSIDY ADVANCE RESERVATION AND ELDERLY/DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PERSONS IN WAUKESHA COUNTY (SEC 85.21) 7000141	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,237.0	1,273.5	1,299.0	1,325.0	- -	
					TOTAL	1,237.0	1,273.5	1,299.0	1,325.0	- -	
				SOURCE OF FUNDS	***LOCAL***	206.7	212.2	260.0	265.0		
					STATE	1,030.3	1,061.3	1,039.0	1,060.0		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	1,237.0	1,273.5	1,299.0	1,325.0		
	262	REPLACEMENT OF THE AVL SOFTWARE SYSTEM FOR THE WAUKESHA COUNTY TRANSIT SYSTEM 7000056	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	225.0	- -	- -	- -	- -	
					TOTAL	225.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	45.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	180.0	- -	- -	- -		
				FTA 5339	***TOTAL***	225.0	- -	- -	- -		
	263	REPLACEMENT OF CREDIT CARD EQUIPMENT FOR TICKET VENDING MACHINES FOR WAUKESHA COUNTY TRANSIT SYSTEM 7000057	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	20.0	- -	- -	- -	- -	
					TOTAL	20.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	4.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	16.0	- -	- -	- -		
				FTA 5339	***TOTAL***	20.0	- -	- -	- -		
	264	REHABILITATION OF THE INTERIOR OF FACILITIES FOR WAUKESHA COUNTY TRANSIT SYSTEM 7000058	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	35.0	- -	- -	- -	
					TOTAL	- -	35.0	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	7.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	28.0	- -	- -		
				FTA 5339	***TOTAL***	- -	35.0	- -	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Waukesha County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
WAUKESHA COUNTY	**265**	REPLACEMENT OF TWO SETS OF ADA DOORS AT TRANSIT CENTER	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	50.0	- -	- -	
					TOTAL	- -	- -	50.0	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	10.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	40.0	- -		
		7000059		*FTA 5339*	***TOTAL***	- -	- -	50.0	- -		
	266	REPLACEMENT OF BOILER AT ADMIN/MAINTENANCE FACILITY FOR WAUKESHA COUNTY TRANSIT SYSTEM	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	- -	10.0	- -	
					TOTAL	- -	- -	- -	10.0	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	2.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	8.0		
		7000060		*FTA 5339*	***TOTAL***	- -	- -	- -	10.0		
	267	REPLACEMENT OF BUS WASHER FOR WAUKESHA COUNTY TRANSIT SYSTEM	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	- -	240.0	- -	
					TOTAL	- -	- -	- -	240.0	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	48.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	192.0		
		7000061		*FTA 5339*	***TOTAL***	- -	- -	- -	240.0		
	268 (209)	DESIGN AND CONSTRUCTION OF A BICYCLE AND PEDESTRIAN PATH FROM THE TRAILHEAD AT THE TERMINUS OF NORTH AVENUE IN THE CITY OF PEWAUKEE TO A REDEVELOPMENT AREA NEAR BROOKFIELD ROAD AND RIVER ROAD IN THE CITY OF BROOKFIELD	BP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,870.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	1,870.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	374.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	1,496.0	- -	- -	- -		
		7000002 2718-14-01		*TAP*	***TOTAL***	1,870.0	- -	- -	- -		
	269 (211)	BRIDGE DECK REPLACEMENT OF THE CTH I (RIVER RD) BRIDGE OVER THE FOX RIVER (B670097) IN THE TOWN OF WAUKESHA	OH	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	529.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	529.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	103.0	- -	- -	- -		
					STATE	426.0	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		7000046 2790-03-00			***TOTAL***	529.0	- -	- -	- -		
	270 (403)	IMPROVEMENTS AT INTERSECTION OF CTH B AND MORGAN RD IN THE VILLAGE OF SUMMIT	HS	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	48.0	- -	- -	- -	- -	
					CONST	- -	379.2	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	48.0	379.2	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	48.0	37.9	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	341.3	- -	- -		
		7000007 3779-03-00		*HSIP*	***TOTAL***	48.0	379.2	- -	- -		
	271 (212)	SAFTEY IMPROVEMENTS ALONG CTH C AT THE HASSLINGER DRIVE INTERSECTION	HS	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	633.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	633.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	161.4	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	471.6	- -	- -	- -		
		7000014 3781-03-70		*HSIP*	***TOTAL***	633.0	- -	- -	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Waukesha County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
WAUKESHA COUNTY	272 (213)	SAFETY IMPROVEMENTS ALONG CTH D AT THE MORAINE HILLS DRIVE INTERSECTION 7000017 3782-04-00	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	683.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	683.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	68.3	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	614.7	- -	- -	- -		
				HSIP	TOTAL	683.0	- -	- -	- -		
	273	SAFETY IMPROVEMENTS AT THE INTERSECTION OF CTH F AND LINDSAY RD IN THE CITY OF PEWAUKEE 7000101 2754-05-00	HS	DETAIL COSTS	PE	150.8	- -	- -	- -	- -	EXEMPT
					ROW	- -	34.2	- -	- -	- -	
					CONST	- -	- -	820.1	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	150.8	34.2	820.1	- -	- -	
				SOURCE OF FUNDS	LOCAL	15.1	34.2	82.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	135.7	- -	738.1	- -		
				HSIP	TOTAL	150.8	34.2	820.1	- -		
	274	SAFETY IMPROVEMENTS AT THE INTERSECTION OF CTH VV AND CTH YY IN THE VILLAGE OF MENOMONEE FALLS 7000100 2753-08-00	HS	DETAIL COSTS	PE	179.2	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	923.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	179.2	- -	923.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	17.9	- -	92.3	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	161.3	- -	830.7	- -		
				HSIP	TOTAL	179.2	- -	923.0	- -		
MENOMONEE FALLS (VILLAGE)	275 (217)	REPLACEMENT OF THE LILLY RD BRIDGE OVER THE MENOMONEE RIVER (B67-0261) IN THE VILLAGE OF MENOMONEE FALLS 7170001 2720-09-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	593.2	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	593.2	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	176.0	- -	- -		
					STATE	- -	417.2	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	- -	593.2	- -	- -		
	276 (566)	RECONSTRUCTION OF MENOMONEE AVE FROM TOWN HALL RD TO APPLETON AVE (STH 175) IN THE VILLAGE OF MENOMONEE FALLS (1.41 MI) 7170011 2720-07-01	HP	DETAIL COSTS	PE	555.8	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	5,848.1	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	555.8	- -	- -	- -	5,848.1	
				SOURCE OF FUNDS	LOCAL	111.2	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	444.6	- -	- -	- -		
				STP-M	TOTAL	555.8	- -	- -	- -		
	277 (567)	BRIDGE REPLACEMENT OF THE OVERVIEW DR BRIDGE OVER THE BUTLER DITCH (P67-0774) IN THE VILLAGE OF MENOMONEE FALLS 7170010 2720-05-01	OH	DETAIL COSTS	PE	- -	100.8	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	961.2	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	100.8	- -	961.2	- -	
				SOURCE OF FUNDS	LOCAL	- -	20.2	- -	192.2		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	80.6	- -	769.0		
				STP-B	TOTAL	- -	100.8	- -	961.2		
PEWAUKEE (VILLAGE)	278 (219)	REPLACEMENT OF THE DUPLAINVILLE RD BRIDGE OVER SPRING CREEK (B67-0009) IN THE VILLAGE OF PEWAUKEE 7320000 2370-04-00	OH	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	337.9	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	337.9	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	67.6	- -	- -		
					STATE	- -	270.3	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	- -	337.9	- -	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Waukesha County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
SUMMIT (VILLAGE)	279 (569)	BRIDGE REPLACEMENT OF THE DELAFIELD RD BRIDGE OVER THE BARK RIVER (B67-0670) IN THE VILLAGE OF SUMMIT 7330005 3853-03-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	433.6	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	433.6	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	86.7	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	346.9	- -		
				STP-B	TOTAL	- -	- -	433.6	- -		
WAUKESHA (CITY)	280	RECONSTRUCTION OF ARCADIAN AVE FROM HARTWELL AVE TO OAKLAND AVE IN THE CITY OF WAUKESHA (0.27 MI) 7370200	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	1,660.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	1,660.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	1,660.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	- -	- -	1,660.0	- -		
	281	RECONSTRUCTION OF DELAFIELD ST FROM BIDWELL AVE TO MAGNOLIA AVE IN THE CITY OF WAUKESHA (0.44 MI) 7370201	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	3,070.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	3,070.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	3,070.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	- -	3,070.0	- -	- -		
	282	RECONSTRUCTION OF MORELAND BLVD FROM SUMMIT AVE TO DELAFIELD ST IN THE CITY OF WAUKESHA (0.61 MI) 7370202	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	500.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	500.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	500.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	- -	- -	500.0	- -		
	283 (222)	BRIDGE DECK OVERLAY OF THE MADISON ST BRIDGE OVER THE FOX RIVER (B67-0099) IN THE CITY OF WAUKESHA 7370022 2718-19-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	224.9	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	224.9	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	58.6	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	166.3	- -	- -	- -		
				STP-B	TOTAL	224.9	- -	- -	- -		
	284 (225)	BRIDGE DECK OVERLAY OF THE PRAIRIE AVE BRIDGE OVER THE FOX RIVER (B67-0177) IN THE CITY OF WAUKESHA 7370023 2718-20-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	182.5	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	182.5	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	36.5	- -	- -	- -		
					STATE	146.0	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	182.5	- -	- -	- -		
	285	RECONSTRUCTION OF SENTRY DR FROM W SUNSET DR TO PRAIRIE AVE IN THE CITY OF WAUKESHA (1.19 MI) 7370203	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	3,900.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	3,900.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	3,900.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	3,900.0	- -	- -	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Waukesha County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
WAUKESHA (CITY)	**286**	RECONSTRUCTION OF SILVERNAIL RD FROM MEADOWBROOK RD TO UNIVERSITY DR IN THE CITY OF WAUKESHA (0.78 MI)	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	2,010.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	2,010.0	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	2,010.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		7370204			***TOTAL***	- -	- -	2,010.0	- -		
	287	RECONSTRUCTION OF W SUNSET DR FROM CHAPMAN DR TO CENTER RD IN THE CITY OF WAUKESHA (0.35 MI)	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,860.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	1,860.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	1,860.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		7370205			***TOTAL***	1,860.0	- -	- -	- -		
	288 (227)	RECONSTRUCTION OF W ST PAUL AVE FROM WISCONSIN AVE/ W NORTH ST TO MADISON ST AND MADISON ST FROM ANN ST TO THE FOX RIVER IN THE CITY OF WAUKESHA (0.37 MI)	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	232.0	- -	- -	- -	- -	
					CONST	- -	4,756.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	232.0	4,756.0	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	46.4	1,000.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	185.6	3,756.0	- -	- -		
		7379949 2718-04-01		*STP-M*	***TOTAL***	232.0	4,756.0	- -	- -		
	289	RECONSTRUCTION OF S. WEST AVE FROM FREEMAN ST TO SENTINEL DR IN THE CITY OF WAUKESHA (0.25 MI)	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	2,800.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	2,800.0	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	2,800.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		7370206			***TOTAL***	- -	- -	2,800.0	- -		
	290	RECONSTRUCTION OF WHITEROCK AVE FROM ELM ST TO MAIN ST IN THE CITY OF WAUKESHA (0.61 MI)	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	3,000.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	3,000.0	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	3,000.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		7370207			***TOTAL***	- -	- -	3,000.0	- -		
	291 (228)	OPERATING ASSISTANCE FOR THE WAUKESHA METRO AND WAUKESHA COUNTY TRANSIT SYSTEMS (85.20)	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	7,642.7	7,505.1	6,927.4	6,900.6	- -	
					TOTAL	7,642.7	7,505.1	6,927.4	6,900.6	- -	
				SOURCE OF FUNDS	***LOCAL***	1,976.2	2,075.0	2,230.7	2,275.3		
					STATE	3,189.1	3,189.1	3,348.5	3,415.5		
					FEDERAL	2,477.4	2,241.0	1,348.2	1,209.8		
		7370016		*FTA 5307*	***TOTAL***	7,642.7	7,505.1	6,927.4	6,900.6		
	292 (229)	CAPITAL MAINTENANCE FOR WAUKESHA METRO TRANSIT (FTA 5307 AND 5337)	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	435.2	262.3	- -	
					TOTAL	- -	- -	435.2	262.3	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	87.0	52.5		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	348.2	209.8		
		7370020		*FTA 5337*	***TOTAL***	- -	- -	435.2	262.3		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Waukesha County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
WAUKESHA (CITY)	293	REPLACEMENT OF THREE BUS SHELTERS FOR WAUKESHA METRO TRANSIT	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	45.0	- -	*45.0*	
	(231)				TOTAL	- -	- -	45.0	- -	*45.0*	
				SOURCE OF FUNDS	LOCAL	- -	- -	9.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	36.0	- -		
		7370062		*FTA 5339*	TOTAL	- -	- -	45.0	- -		
	294	LOCAL MARKETING FOR WAUKESHA METRO TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	40.0	50.0	40.0	- -	- -	
	(232)				TOTAL	40.0	50.0	40.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	8.0	10.0	8.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	32.0	40.0	32.0	- -		
		7379938 1693-34-19		*CMAQ*	TOTAL	40.0	50.0	40.0	- -		
	295	PURCHASE OF 1 35-FOOT REPLACEMENT BUS FOR WAUKESHA METRO TRANSIT	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	460.0	- -	- -	- -	- -	
	(358)				TOTAL	460.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	92.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	368.0	- -	- -	- -		
		7370054 2718-21-00		*STP-M*	TOTAL	460.0	- -	- -	- -		
	296	TIRE LEASE FOR THE WAUKESHA METRO TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	36.0	36.0	36.0	36.0	- -	
	(233)				TOTAL	36.0	36.0	36.0	36.0	- -	
				SOURCE OF FUNDS	LOCAL	7.2	7.2	7.2	7.2		
					STATE	- -	- -	- -	- -		
					FEDERAL	28.8	28.8	28.8	28.8		
		7370051		*FTA 5307*	TOTAL	36.0	36.0	36.0	36.0		
	297	PREVENTATIVE MAINTENANCE FOR WAUKESHA METRO TRANSIT (FTA 5307)	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	589.0	589.0	589.0	589.0	- -	
	(427)				TOTAL	589.0	589.0	589.0	589.0	- -	
				SOURCE OF FUNDS	LOCAL	117.8	117.8	117.8	117.8		
					STATE	- -	- -	- -	- -		
					FEDERAL	471.2	471.2	471.2	471.2		
		7370057		*FTA 5307*	TOTAL	589.0	589.0	589.0	589.0		
	298	REHABILITATION OF FIXED-ROUTE BUSES, SUCH AS ENGINE AND TRANSMISSION REBUILDS, FOR WAUKESHA METRO	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	200.0	200.0	250.0	100.0	- -	
	(234)				TOTAL	200.0	200.0	250.0	100.0	- -	
				SOURCE OF FUNDS	LOCAL	40.0	40.0	50.0	20.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	160.0	160.0	200.0	80.0		
		7370060		*FTA 5337*	TOTAL	200.0	200.0	250.0	100.0		
	299	REPLACEMENT OF ADMINISTRATIVE STAFF VEHICLE FOR WAUKESHA METRO TRANSIT	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	40.0	- -	- -	
	(236)				TOTAL	- -	- -	40.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	8.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	32.0	- -		
		7370063		*FTA 5339*	TOTAL	- -	- -	40.0	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Waukesha County 2021-2024

PROJECT SPONSOR	PROJECT			ESTIMATED COSTS ($1,000)							AIR QUAL STAT
	NO	DESCRIPTION / STATE ID	TYPE			2021	2022	2023	2024	*REMAINING*	
WAUKESHA (CITY)	**300**	REPLACEMENT OF MOBILE LIFTS FOR WAUKESHA METRO TRANSIT	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	50.0	- -	- -	- -	
	(487)				***TOTAL***	- -	50.0	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	10.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	40.0	- -	- -		
		7370102		*FTA 5339*	***TOTAL***	- -	50.0	- -	- -		

Source: SEWRPC

Table A.2
Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Kenosha County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2021	2022	2023	2024	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	**301** (237)	REHABILITATION OF THE BRIDGES ALONG IH 41/94 FROM DES PLAINES RIVER TO CTH KR (B30-0090, 91, 98, 99, 100-103, 105-114, 117, 118 & C30-04) IN KENOSHA COUNTY 8008973 1030-08-08	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	2,463.9	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	2,463.9	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	492.8	- -	- -	- -		
					FEDERAL	1,971.1	- -	- -	- -		
				NHPP	***TOTAL***	2,463.9	- -	- -	- -		
	302	RESURFACING OF STH 31 (GREEN BAY RD) FROM STH 50 TO CTH S AND INTERSECTION IMPROVEMENTS TO STH 31 AND 78TH ST IN THE CITY OF KENOSHA (2.59 MI) 8008954 3330-07-00	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	4,680.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	4,680.0	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	- -	- -	1,056.0	- -		
					FEDERAL	- -	- -	3,624.0	- -		
				NHPP	***TOTAL***	- -	- -	4,680.0	- -		
	303 (241)	RESURFACING OF SHERIDAN RD (STH 32) FROM 91ST ST TO 85TH ST IN THE CITY OF KENOSHA (0.76 MI) 8009409 3240-14-00	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	5,207.4	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	5,207.4	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	254.0	- -	- -	- -		
					STATE	990.7	- -	- -	- -		
					FEDERAL	3,962.7	- -	- -	- -		
				NHPP	***TOTAL***	5,207.4	- -	- -	- -		
	304 (242)	RECONDITIONING OF THE INTERSECTION OF STH 32 AND STH 165 IN THE VILLAGE OF PLEASANT PRAIRIE 8009467 3240-11-00	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,780.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	1,780.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	356.0	- -	- -	- -		
					FEDERAL	1,424.0	- -	- -	- -		
				NHPP	***TOTAL***	1,780.0	- -	- -	- -		
	305	RESURFACING OF STH 32 (SHERIDAN RD) FROM ILLINOIS STATE LINE TO 91ST ST, REPLACEMENT OF THE BARNES CREEK CULVERT (C30-0032), AND CULVERT REPAIRS (C33) IN THE VILLAGE OF PLEASANT PRAIRIE (3.26 MI) 8008944 3240-16-00	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	28.0	- -	- -	- -	- -	
					CONST	- -	- -	- -	3,416.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	28.0	- -	- -	3,416.0	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	28.0	- -	- -	683.2		
					FEDERAL	- -	- -	- -	2,732.8		
				NHPP	***TOTAL***	28.0	- -	- -	3,416.0		
	306 (412)	RESURFACING OF GENEVA RD (STH 50) FROM GRAND GENEVA WAY TO CTH O (368TH AVE) AND CULVERT REPAIRS (C17) IN KENOSHA AND WALWORTH COUNTIES (7.96 MI) 8008930 1310-17-00	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	12,520.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	12,520.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	2,504.0	- -	- -	- -		
					FEDERAL	10,016.0	- -	- -	- -		
				NHPP	***TOTAL***	12,520.0	- -	- -	- -		
	307	RECONSTRUCTION OF STH 50 FROM CTH W TO 1750 FT EAST OF CTH W, BRIDGE OVERLAYS OF THE STH 50 & SOO LINE BRIDGES (B30-48/58) & BRIDGE REPAIRS OF THE STH 50 & FOX RIVER BRIDGES (B30-51/57) IN THE TOWN OF WHEATLAND 8000054 1310-14-00	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	75.0	- -	- -	- -	- -	
					CONST	- -	- -	- -	3,910.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	75.0	- -	- -	3,910.0	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	75.0	- -	- -	782.0		
					FEDERAL	- -	- -	- -	3,128.0		
				NHPP	***TOTAL***	75.0	- -	- -	3,910.0		

Table continued on next page.

Table A.2 (Continued)
Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Kenosha County 2021-2024

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	308 (452)	PREVENTATIVE MAINTENANCE OF STH 50 FROM CTH O TO STH 75 AND 236TH AVE TO 125TH AVE IN KENOSHA COUNTY (14.29 MI) 8000020 1310-18-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	10,373.1	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	10,373.1	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	2,074.6	- -	- -	- -		
					FEDERAL	8,298.5	- -	- -	- -		
				NHPP	TOTAL	10,373.1	- -	- -	- -		
	309 (243)	RECONSTRUCTION OF STH 50 (75TH STREET) FROM 256TH AVENUE TO 236TH AVENUE AND REPLACEMENT OF RETAINING WALLS (R70/71/73) IN THE VILLAGE OF PADDOCK LAKE (1.2 MI) 8009854 1310-04-70	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	11,330.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	11,330.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	2,266.0	- -	- -		
					FEDERAL	- -	9,064.0	- -	- -		
				NHPP	TOTAL	- -	11,330.0	- -	- -		
	310 (467)	RESURFACING OF STH 83 FROM STH 50 TO ILLINOIS STATE LINE IN KENOSHA COUNTY (5.14 MI) 8000223 3380-06-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	90.0	- -	- -	- -	- -	
					CONST	- -	- -	- -	5,457.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	90.0	- -	- -	5,457.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	90.0	- -	- -	1,091.4		
					FEDERAL	- -	- -	- -	4,365.6		
				NHPP	TOTAL	90.0	- -	- -	5,457.0		
	311 (440)	RESURFACING OF STH 142 FROM RACINE COUNTY LINE TO IH 94 WEST FRONTAGE RD AND BRIDGE REHABILITATION OF THE STH 142 BRIDGE (B30-654) OVER DES PLAINES RIVER IN KENOSHA COUNTY (12.0 MI) 8008921 3834-06-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	4,155.3	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	4,155.3	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	831.1	- -	- -		
					FEDERAL	- -	3,324.2	- -	- -		
				STP-O	TOTAL	- -	4,155.3	- -	- -		
	312 (246)	BRIDGE REPLACEMENT OF STH 158 BRIDGES OVER THE CP RR AND UP RR LINES IN THE CITY OF KENOSHA (B-30-2 AND B-30-3) 8009457 3220-09-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	8,800.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	8,800.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	1,760.0	- -	- -		
					FEDERAL	- -	7,040.0	- -	- -		
				NHPP	TOTAL	- -	8,800.0	- -	- -		
	313 (247)	RESURFACING OF THE EAST FRONTAGE ROAD (120TH AND 118TH AVE) ALONG IH 94 FROM CTH ML TO STH 50 AND CULVERT REPAIRS (C2) IN THE VILLAGE OF PLEASANT PRAIRIE (5.09 MI) 8008933 1032-10-15	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	6,100.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	6,100.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	1,220.0	- -	- -		
					FEDERAL	- -	4,880.0	- -	- -		
				STP-O	TOTAL	- -	6,100.0	- -	- -		
KENOSHA COUNTY	314 (574)	RECONDITIONING OF CTH W FROM THE ILLINOIS STATE LINE TO CTH C IN KENOSHA COUNTY (1.53 MI) 1000051 3751-03-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	2,909.4	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	2,909.4	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	513.4	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	2,396.0	- -		
				STP-O	TOTAL	- -	- -	2,909.4	- -		

Table continued on next page.

Table A.2 (Continued)
Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Kenosha County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	PROJECT TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
KENOSHA COUNTY	315 (250)	REPLACEMENT OF THE CTH WG (128TH ST) BRIDGE OVER DUTCH GAP CANAL (P30-0900) IN THE VILLAGE OF BRISTOL 1000012 3745-00-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	591.5	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	591.5	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	118.3	- -	- -	- -		
					STATE	473.2	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	591.5	- -	- -	- -		
	316 (575)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH K (60TH ST) FROM THE UP RAILROAD CROSSING TO 94TH CT IN KENOSHA COUNTY (1.27 MI) 1000050 3732-09-01	HI	DETAIL COSTS	PE	- -	- -	- -	- -	- -	NON-EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	7,096.6	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	7,096.6	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	1,455.5	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	5,641.1	- -	- -		
				STP-O	TOTAL	- -	7,096.6	- -	- -		
	317 (254)	PROVISION OF DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY/DISABLED RIDERS AND PUBLIC TRANSIT FOR GENERAL PUBLIC RIDERS IN NON-URBANIZED KENOSHA COUNTY (SEC 85.21, 85.20 and 5311) 1000004	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	597.0	615.0	633.0	652.0	- -	
					TOTAL	597.0	615.0	633.0	652.0	- -	
				SOURCE OF FUNDS	LOCAL	69.0	71.0	73.0	75.0		
					STATE	264.0	272.0	280.0	288.5		
					FEDERAL	264.0	272.0	280.0	288.5		
				FTA 5311	TOTAL	597.0	615.0	633.0	652.0		
	318 (255)	PURCHASE REPLACEMENT VEHICLES FOR WESTERN KENOSHA COUNTY TRANSIT: 2 VEHICLES IN 2021; 2 VEHICLES IN 2022; 1 VEHICLE IN 2023, AND 1 VEHICLE IN 2024 1009966	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	120.0	123.6	63.7	66.1	- -	
					TOTAL	120.0	123.6	63.7	66.1	- -	
				SOURCE OF FUNDS	LOCAL	24.0	24.7	12.7	13.6		
					STATE	- -	- -	- -	- -		
					FEDERAL	96.0	98.9	51.0	52.5		
				FTA 5310	TOTAL	120.0	123.6	63.7	66.1		
	319	COORDINATION OF A MANAGEMENT PLAN TO CONDUCT REVIEW OF CURRENT WESTERN KENOSHA COUNTY TRANSIT AND PROVIDE FEEDBACK ON IMPROVEMENTS AND ADJUSTMENTS TO GENERAL OPERATIONS, INCLUDING POTENTIAL ROUTE/SERVICE CHANGES. 1000060	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	15.0	- -	- -	- -	- -	
					TOTAL	15.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	15.0	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	15.0	- -	- -	- -		
	320 (488)	MOBILITY MANAGEMENT STAFF POSITIONS AND SERVICES FOR THE PLANNING COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN KENOSHA COUNTY 1009975	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	94.0	98.0	102.4	106.8	- -	
					TOTAL	94.0	98.0	102.4	106.8	- -	
				SOURCE OF FUNDS	LOCAL	42.8	43.6	44.5	45.4		
					STATE	- -	- -	- -	- -		
					FEDERAL	51.2	54.4	57.9	61.4		
				FTA 5310	TOTAL	94.0	98.0	102.4	106.8		
	321 (257)	GPS LIVE FEED LINK TO PROVIDE REAL TIME DATA TO USERS OF WESTERN KENOSHA COUNTY TRANSIT SMARTPHONE APPLICATION 1000010	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	18.0	- -	- -	- -	
					TOTAL	- -	18.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	3.6	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	14.4	- -	- -		
				FTA 5311	TOTAL	- -	18.0	- -	- -		

Table continued on next page.

Table A.2 (Continued)
Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Kenosha County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
KENOSHA COUNTY	322 (258)	PURCHASE AND INSTALLATION OF 2 BUS SHELTERS IN 2023 FOR PLACEMENT ALONG THE FIXED ROUTE OF WESTERN KENOSHA COUNTY TRANSIT 1000005	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	15.0	- -	- -	
					TOTAL	- -	- -	15.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	3.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	12.0	- -		
				FTA 5311	TOTAL	- -	- -	15.0	- -		
	323 (404)	IMPROVEMENTS AT INTERSECTION OF CTH Y AND CTH A IN THE VILLAGE OF SOMERS 1000006 3762-03-00	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	35.0	- -	- -	- -	- -	
					CONST	- -	1,591.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	35.0	1,591.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	35.0	159.1	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	1,431.9	- -	- -		
				HSIP	TOTAL	35.0	1,591.0	- -	- -		
KENOSHA (CITY)	324 (262)	OPERATING ASSISTANCE FOR THE CITY OF KENOSHA TRANSIT SYSTEM 1030005	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	7,571.6	7,798.7	8,032.3	8,273.3	- -	
					TOTAL	7,571.6	7,798.7	8,032.3	8,273.3	- -	
				SOURCE OF FUNDS	LOCAL	3,490.7	3,595.3	3,703.0	3,814.1		
					STATE	1,733.8	1,785.9	1,839.3	1,894.5		
					FEDERAL	2,347.1	2,417.5	2,490.0	2,564.7		
				FTA 5307	TOTAL	7,571.6	7,798.7	8,032.3	8,273.3		
	325 (503)	PURCHASE OF TWO TRANSIT VEHICLES EACH YEAR FOR THE CITY OF KENOSHA TRANSIT SYSTEM 1030100	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,250.0	1,300.0	1,350.0	1,400.0	- -	
					TOTAL	1,250.0	1,300.0	1,350.0	1,400.0	- -	
				SOURCE OF FUNDS	LOCAL	250.0	260.0	270.0	280.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	1,000.0	1,040.0	1,080.0	1,120.0		
				FTA 5339	TOTAL	1,250.0	1,300.0	1,350.0	1,400.0		
	326	TRANSIT ROOF REPLACEMENT AT THE KENOSHA TRANSIT BUILDING 1030010	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	500.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	500.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	100.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	400.0	- -	- -	- -		
				FTA 5339	TOTAL	500.0	- -	- -	- -		
	327 (263)	MAINTENANCE OF STREET CAR SERVICE IN THE CITY OF KENOSHA: 2021-2024 1039972	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	125.0	125.0	125.0	125.0	- -	
					TOTAL	125.0	125.0	125.0	125.0	- -	
				SOURCE OF FUNDS	LOCAL	25.0	25.0	25.0	25.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	100.0	100.0	100.0	100.0		
				FTA 5337	TOTAL	125.0	125.0	125.0	125.0		
	328 [h] (264)	EXPANSION OF THE CITY OF KENOSHA TRANSIT SYSTEM SERVICE TO INCLUDE 5 NEW ROUTES, EXPAND AND EXTEND SERVICE FOR 4 ROUTES, INCLUDING NEW SERVICE TO WALMART, AND PURCHASE NEW BUSES 1030006	TE	DETAIL COSTS	PE	- -	- -	- -	- -	- -	NON-EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	3,301.8	1,500.0	- -	- -	- -	
					TOTAL	3,301.8	1,500.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	660.4	300.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	2,641.4	1,200.0	- -	- -		
				CMAQ	TOTAL	3,301.8	1,500.0	- -	- -		

Table continued on next page.

Table A.2 (Continued)
Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Kenosha County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
KENOSHA (CITY)	329 (576)	INTERSECTION IMPROVEMENTS AT WASHINGTON RD AND 39TH AVE IN THE CITY OF KENOSHA (0.01 MI) 1030111 3831-07-02	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	1,047.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	1,047.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	104.7	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	942.3	- -		
				HSIP	TOTAL	- -	- -	1,047.0	- -		
	330 (577)	INTERSECTION IMPROVEMENTS AT WASHINGTON RD AND 30TH AVE IN THE CITY OF KENOSHA (0.01 MI) 1030110 3831-07-01	HS	DETAIL COSTS	PE	163.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	150.0	- -	- -	- -	
					CONST	- -	- -	- -	2,709.2	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	163.0	150.0	- -	2,709.2	- -	
				SOURCE OF FUNDS	LOCAL	163.0	150.0	- -	1,089.2		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	1,620.0		
				HSIP	TOTAL	163.0	150.0	- -	2,709.2		

Table continued on next page.

Table A.2 (Continued)
Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Racine County 2021-2024

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	331 (269)	THIN POLYMER OVERLAY OF THE BRIDGES AND CONCRETE SURFACE REPAIRS TO THE CULVERTS ALONG IH 41/94 FROM CTH KR TO THE MILWAUKEE COUNTY LINE (B51-0123 TO 140, C12, & C51) IN RACINE COUNTY (12.0 MI) 8008974 1030-08-05	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	2,828.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	2,828.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	565.6	- -	- -	- -		
					FEDERAL	2,262.4	- -	- -	- -		
				NHPP	TOTAL	2,828.0	- -	- -	- -		
	332 (468)	RESURFACING OF STH 36/11 FROM STH 83 TO STH 20 IN RACINE COUNTY (7.94 MI) 8000221 3180-00-06	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	13,200.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	13,200.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	2,640.0	- -		
					FEDERAL	- -	- -	10,560.0	- -		
				NHPP	TOTAL	- -	- -	13,200.0	- -		
	333 (272)	RECONSTRUCTION OF STH 11 (DURAND AVE) FROM KEARNEY AVE TO S MEMORIAL DR IN THE CITY OF RACINE (0.38 MI) 8009430 2260-08-70	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	3,519.9	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	3,519.9	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	101.9	- -	- -	- -		
					STATE	683.6	- -	- -	- -		
					FEDERAL	2,734.4	- -	- -	- -		
				NHPP	TOTAL	3,519.9	- -	- -	- -		
	334 [i] (273)	RECONDITIONING OF WASHINGTON AVE (STH 20) FROM STH 36 TO SB USH 45 IN THE TOWN OF DOVER (8.46 MI) 8008934 2340-10-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	9,060.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	9,060.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	1,812.0	- -		
					FEDERAL	- -	- -	7,248.0	- -		
				COMB	TOTAL	- -	- -	9,060.0	- -		
	335 (275)	BRIDGE REHABILITATION OF THE STH 20 BRIDGES OVER STUART RD AND UP RR (B51-39, B51-40, B51-43, B51-44) IN THE VILLAGE OF MOUNT PLEASANT 8008993 2340-03-03	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	3,600.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	3,600.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	720.0	- -	- -		
					FEDERAL	- -	2,880.0	- -	- -		
				NHPP	TOTAL	- -	3,600.0	- -	- -		
	336 (276)	RESURFACING OF STH 20 (WASHINGTON AVE) FROM OAKES RD TO STH 31 IN THE VILLAGE OF MOUNT PLEASANT AND CITY OF RACINE (1.24 MI) 8008955 2250-15-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	132.0	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	- -	5,775.0	- -	
					TOTAL	132.0	- -	- -	5,775.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	132.0	- -	- -	1,155.0		
					FEDERAL	- -	- -	- -	4,620.0		
				NHPP	TOTAL	132.0	- -	- -	5,775.0		
	337 (490)	RESURFACING OF STH 20 FROM HONEY CREEK RD TO BUENA PARK RD IN RACINE COUNTY (3.56 MI) 8000264 2340-00-09	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	1,485.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	1,485.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	297.0	- -		
					FEDERAL	- -	- -	1,188.0	- -		
				STP-O	TOTAL	- -	- -	1,485.0	- -		

Table continued on next page.

Table A.2 (Continued)
Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Racine County 2021-2024

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	338 (413)	RECONSTRUCTION OF STH 31 FROM STH 20 TO STH 11 IN THE VILLAGE OF MOUNT PLEASANT AND CITY OF RACINE (1.51 MI) 8001105 2390-12-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	1,025.0	- -	- -	- -	
					CONST	- -	- -	- -	- -	*22,100.0*	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	1,025.0	- -	- -	*22,100.0*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	1,025.0	- -	- -		
					FEDERAL	- -	- -	- -	- -		
				NHPP	TOTAL	- -	1,025.0	- -	- -		
	339 (414)	RESURFACING OF DOUGLAS AVE (STH 32) FROM 4 MILE RD TO E COUNTY LINE RD IN THE VILLAGE OF CALEDONIA (4.62 MI) 8001104 2350-15-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	3,255.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	3,255.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	651.0	- -		
					FEDERAL	- -	- -	2,604.0	- -		
				NHPP	TOTAL	- -	- -	3,255.0	- -		
	340 (282)	BRIDGE REPLACEMENT OF THE STH 38 BRIDGE OVER THE ROOT RIVER (B51-12) IN THE CITY OF RACINE 8008994 2290-03-03	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	6,160.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	6,160.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	1,232.0	- -	- -		
					FEDERAL	- -	4,928.0	- -	- -		
				STP-O	TOTAL	- -	6,160.0	- -	- -		
	341 [j] (453)	RESURFACING OF STH 75 FROM STH 50 TO STH 20 IN THE TOWN OF DOVER (12.08 MI) 8000023 2420-00-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	45.0	- -	- -	- -	- -	
					CONST	- -	- -	- -	10,038.6	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	45.0	- -	- -	10,038.6	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	45.0	- -	- -	1,831.2		
					FEDERAL	- -	- -	- -	8,207.4		
				COMB	TOTAL	45.0	- -	- -	10,038.6		
	342 (283)	RECONDITIONING OF STH 83 FROM STH 20 TO IH 43 IN RACINE AND WAUKESHA COUNTIES (7.19 MI) 8000055 1300-09-01	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	10,900.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	10,900.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	2,180.0	- -	- -		
					FEDERAL	- -	8,720.0	- -	- -		
				STP-O	TOTAL	- -	10,900.0	- -	- -		
	343 (580)	CONSTRUCTION OF A ROUNDABOUT AT STH 11 AND CTH J IN RACINE COUNTY 8000305 1320-07-03	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	1,958.3	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	1,958.3	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	195.8		
					FEDERAL	- -	- -	- -	1,762.5		
				HSIP	TOTAL	- -	- -	- -	1,958.3		
	344 (429)	SIGNAL COORDINATION OF STH 11 FROM IH 94 TO OHIO ST IN RACINE COUNTY 8001101 1320-16-11	EE	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	900.0	- -	- -	- -	- -	
					TOTAL	900.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	180.0	- -	- -	- -		
					FEDERAL	720.0	- -	- -	- -		
				CMAQ	TOTAL	900.0	- -	- -	- -		

Table continued on next page.

Table A.2 (Continued)
Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Racine County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	PROJECT TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	345	SIGNAL COORDINATION OF STH 20 FROM IH 94 TO STH 31 IN RACINE COUNTY	EE	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	620.8	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(430)				TOTAL	620.8	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	124.1	- -	- -	- -		
					FEDERAL	496.7	- -	- -	- -		
		8001102 2250-14-11		CMAQ	TOTAL	620.8	- -	- -	- -		
RACINE COUNTY	346	RECONSTRUCTION OF CTH C (SPRING ST) FROM OHIO ST TO FAIRWAY DR IN RACINE COUNTY (0.61 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	4,207.7	- -	
					OTHER	- -	- -	- -	- -	- -	
	(581)				TOTAL	- -	- -	- -	4,207.7	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	1,165.4		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	3,042.3		
		3009900 2390-09-03		STP-O	TOTAL	- -	- -	- -	4,207.7		
	347	RECONSTRUCTION OF CTH D FROM HERITAGE RD TO ROCHESTER VILLAGE LIMITS (1.9 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	2,972.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(365)				TOTAL	- -	- -	2,972.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	833.3	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	2,138.7	- -		
		3009974 3755-02-00		STP-O	TOTAL	- -	- -	2,972.0	- -		
	348	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE IN RURAL RACINE COUNTY (SEC 85.21)	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	567.7	567.7	- -	- -	- -	
	(286)				TOTAL	567.7	567.7	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	94.6	94.6	- -	- -		
					STATE	473.1	473.1	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		3000002			TOTAL	567.7	567.7	- -	- -		
	349	CONSTRUCTION OF A ROUNDABOUT AT THE INTERSECTION OF CTH A AND CTH J IN THE TOWN OF ROCHESTER	HS	DETAIL COSTS	PE	239.8	- -	- -	- -	- -	EXEMPT
					ROW	- -	25.2	- -	- -	- -	
					CONST	- -	- -	- -	1,622.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	239.8	25.2	- -	1,622.0	- -	
				SOURCE OF FUNDS	LOCAL	24.0	25.2	- -	162.2		
					STATE	- -	- -	- -	- -		
					FEDERAL	215.8	- -	- -	1,459.8		
		3000101 2814-03-00		HSIP	TOTAL	239.8	25.2	- -	1,622.0		
	350	SAFETY IMPROVEMENTS ON CTH D FROM WEST COUNTY LINE TO STH 20 IN RACINE COUNTY (5.78 MI)	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	238.6	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(287)				TOTAL	238.6	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	28.9	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	209.7	- -	- -	- -		
		3009970 3755-03-00		HSIP	TOTAL	238.6	- -	- -	- -		
	351	CONSTRUCTION OF A ROUNDABOUT AT THE INTERSECTION OF CTH U AND 7 MILE RD IN THE VILLAGE OF CALEDONIA	HS	DETAIL COSTS	PE	240.7	- -	- -	- -	- -	EXEMPT
					ROW	- -	57.0	- -	- -	- -	
					CONST	- -	- -	- -	1,627.4	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	240.7	57.0	- -	1,627.4	- -	
				SOURCE OF FUNDS	LOCAL	24.1	57.0	- -	162.7		
					STATE	- -	- -	- -	- -		
					FEDERAL	216.6	- -	- -	1,464.7		
		3000100 2816-03-00		HSIP	TOTAL	240.7	57.0	- -	1,627.4		

Table continued on next page.

Table A.2 (Continued)
Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Racine County 2021-2024

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2021	2022	2023	2024	REMAINING	AIR QUAL STAT
BURLINGTON (CITY)	352	BRIDGE DECK REPLACEMENT OF THE JEFFERSON ST BRIDGE OVER THE FOX RIVER (B51-0001) IN THE CITY OF BURLINGTON	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	2,538.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(582)				TOTAL	- -	2,538.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	507.6	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	2,030.4	- -	- -		
		3019999 3834-00-02		STP-B	TOTAL	- -	2,538.0	- -	- -		
RACINE (CITY)	353	RECONSTRUCTION OF GOOLD ST FROM DOUGLAS AVE TO MAIN ST IN THE CITY OF RACINE (0.7 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	10.0	- -	- -	- -	- -	
					CONST	1,919.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(367)				TOTAL	1,929.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	393.8	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	1,535.2	- -	- -	- -		
		3100010 2703-11-00		STP-O	TOTAL	1,929.0	- -	- -	- -		
	354	RECONSTRUCTION OF N MAIN ST FROM GOOLD ST TO MELVIN AVE IN THE CITY OF RACINE (0.54 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	100.0	- -	- -	- -	
					CONST	- -	- -	- -	2,316.4	- -	
					OTHER	- -	- -	- -	- -	- -	
	(583)				TOTAL	- -	100.0	- -	2,316.4	- -	
				SOURCE OF FUNDS	LOCAL	- -	20.0	- -	533.1		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	80.0	- -	1,783.3		
		3100050 2703-09-01		STP-O	TOTAL	- -	100.0	- -	2,316.4		
	355	BRIDGE REPLACEMENT OF THE W 6TH ST BRIDGE OVER THE ROOT RIVER (P51-0709) IN THE CITY OF RACINE	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	4,895.4	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(289)				TOTAL	4,895.4	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	1,242.6	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	3,652.8	- -	- -	- -		
		3109955 2703-00-02		STP-B	TOTAL	4,895.4	- -	- -	- -		
	356	OPERATING ASSISTANCE FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	7,017.3	7,073.2	7,130.2	7,188.4	- -	
	(291)				TOTAL	7,017.3	7,073.2	7,130.2	7,188.4	- -	
				SOURCE OF FUNDS	LOCAL	2,151.1	2,151.1	2,151.1	2,151.1		
					STATE	2,070.1	2,070.1	2,070.1	2,070.1		
					FEDERAL	2,796.1	2,852.0	2,909.0	2,967.2		
		3100121		FTA 5307	TOTAL	7,017.3	7,073.2	7,130.2	7,188.4		
	357	REPLACE AGING TRANSIT EQUIPMENT AS IT WEARS OUT	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	50.0	50.0	50.0	- -	
	(292)				TOTAL	- -	50.0	50.0	50.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	50.0	50.0	50.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		3100003			TOTAL	- -	50.0	50.0	50.0		
	358	PURCHASE OF 4 35-FOOT REPLACEMENT BUSES	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,944.7	- -	- -	- -	- -	
	(293)				TOTAL	1,944.7	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	505.6	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	1,439.1	- -	- -	- -		
		3100002		FTA 5339	TOTAL	1,944.7	- -	- -	- -		

Table continued on next page.

Table A.2 (Continued)
Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Racine County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
RACINE (CITY)	359 (295)	PURCHASE OF 3 PARATRANSIT VEHICLES FOR THE CITY OF RACINE TRANSIT SYSTEM 3109958	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	180.0	- -	- -	- -	
					TOTAL	- -	180.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	36.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	144.0	- -	- -		
				FTA 5339	TOTAL	- -	180.0	- -	- -		
	360 (368)	PURCHASE OF 9 BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM TO BE FUNDED WITH VOLKSWAGEN TRANSIT CAPITAL ASSISTANCE GRANT PROGRAM FUNDS AND FTA LOW OR NO EMISSION VEHICLE PROGRAM 3109959	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	3,137.0	6,274.0	- -	- -	- -	
					TOTAL	3,137.0	6,274.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	2,076.0	4,152.0	- -	- -		
					FEDERAL	1,061.0	2,122.0	- -	- -		
				FTA 5339	TOTAL	3,137.0	6,274.0	- -	- -		
	361	REPLACEMENT OF SECURITY CAMERAS AT THE TRANSIT CENTER, BUS GARAGE, OFFICE, AND ON ALL BUSES AND PARATRANSIT MINIBUSES FOR THE CITY OF RACINE TRANSIT SYSTEM 3100200	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	175.0	- -	- -	- -	- -	
					TOTAL	175.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	35.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	140.0	- -	- -	- -		
				FTA 5339	TOTAL	175.0	- -	- -	- -		
	362	REPLACEMENT OF DESTINATION SIGNS ON BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM 3100201	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	100.0	- -	- -	- -	- -	
					TOTAL	100.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	20.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	80.0	- -	- -	- -		
				FTA 5339	TOTAL	100.0	- -	- -	- -		
	363	RECONSTRUCTION OF DISPATCH OFFICES, DRIVERS ROOM, AND STORAGE AREA TO IMPROVE FUNCTIONALITY AND ADDRESS ADA AND STRUCTURAL ISSUES FOR THE CITY OF RACINE TRANSIT SYSTEM 3100202	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	500.0	- -	- -	- -	
					TOTAL	- -	500.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	100.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	400.0	- -	- -		
				FTA 5339	TOTAL	- -	500.0	- -	- -		
	364	PURCHASE OF 2 35-FOOT REPLACEMENT BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM 3100203	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	997.3	- -	- -	
					TOTAL	- -	- -	997.3	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	268.2	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	729.1	- -		
				FTA 5339	TOTAL	- -	- -	997.3	- -		
	365	REPLACEMENT OF THE SHOP AREA FOR THE CITY OF RACINE TRANSIT SYSTEM 3100204	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	- -	1,875.0	- -	
					TOTAL	- -	- -	- -	1,875.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	375.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	1,500.0		
				FTA 5339	TOTAL	- -	- -	- -	1,875.0		

Table continued on next page.

Table A.2 (Continued)
Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Racine County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
RACINE (CITY)	**366**	REPLACEMENT OF THE TRANSIT FACILITY APRON AND PARKING LOT FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	400.0	- -	- -	
					TOTAL	- -	- -	400.0	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	80.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	320.0	- -		
		3100205		*FTA 5339*	***TOTAL***	- -	- -	400.0	- -		
	367 (296)	CONSTRUCTION OF A NEW SEGMENT OF THE LAKE MICHIGAN PATHWAY FROM 24TH ST TO NORTH SHORE BIKE TRAIL (PHASE 4) IN THE CITY OF RACINE AND VILLAGE OF MOUNT PLEASANT (2.5 MI)	BP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	599.9	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	599.9	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	120.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	479.9	- -	- -	- -		
		3100036 1693-34-06		*CMAQ*	***TOTAL***	599.9	- -	- -	- -		
UNION GROVE (VILLAGE)	**368** (584)	RECONSTRUCTION OF YORK ST FROM 10TH AVE TO STH 11, INDUSTRIAL PARK DR FROM YORK ST TO STH 11, & 10TH AVE FROM COMMERCE ST TO RUSSELL DR IN THE VILLAGE OF UNION GROVE (1.4 MI)	OH	***DETAIL COSTS***	***PE***	209.2	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	3,192.8	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	3,402.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	2,402.0	- -	- -	- -		
					STATE	1,000.0	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		3150005 1009-50-50		*LRIP*	***TOTAL***	3,402.0	- -	- -	- -		
YORKVILLE (TOWN)	**369** (585)	BRIDGE REPLACEMENT OF THE 58TH RD BRIDGE OVER THE WEST BRANCH OF THE ROOT RIVER CANAL (P51-058) IN RACINE COUNTY	OH	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	308.8	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	308.8	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	61.8	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	247.0	- -	- -		
		3190001 2702-03-00		*STP-B*	***TOTAL***	- -	308.8	- -	- -		

Table continued on next page.

Table A.2 (Continued)
Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Walworth County 2021-2024

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			2021	2022	2023	2024	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	370	RESURFACING OF USH 12 FROM STH 20 TO STH 12/67 SPLIT, REPLACEMENT OF THE USH 12 BRIDGE OVER SUGAR CREEK B64-60, AND CULVERT REPAIRS (C70) IN WALWORTH COUNTY (7.42 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	4,150.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	4,150.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	830.0		
					FEDERAL	- -	- -	- -	3,320.0		
		8000035 3120-10-00		NHPP	TOTAL	- -	- -	- -	4,150.0		
	371	BRIDGE REHABILITATION OF THE USH 12 BRIDGES FROM STH 50 TO STH 67 IN WALWORTH COUNTY	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,879.6	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(300)				TOTAL	1,879.6	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	375.9	- -	- -	- -		
					FEDERAL	1,503.7	- -	- -	- -		
		8000237 1080-12-70		NHPP	TOTAL	1,879.6	- -	- -	- -		
	372	RESURFACING OF EB USH 12 FROM STH 50 TO STH 67 IN WALWORTH COUNTY (9.14 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	10,756.5	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(415)				TOTAL	10,756.5	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	2,151.3	- -	- -	- -		
					FEDERAL	8,605.2	- -	- -	- -		
		8000238 1080-12-02		NHPP	TOTAL	10,756.5	- -	- -	- -		
	373	RESURFACING OF WB USH 12 FROM STH 50 TO STH 67 IN WALWORTH COUNTY (9.14 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	12,034.5	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(416)				TOTAL	12,034.5	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	2,406.9	- -	- -	- -		
					FEDERAL	9,627.6	- -	- -	- -		
		8000239 1080-12-03		NHPP	TOTAL	12,034.5	- -	- -	- -		
	374	RECONSTRUCTION OF USH 14 FROM ILLINOIS STATE LINE TO CTH K IN WALWORTH COUNTY (7.72 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	2,325.0	- -	- -	- -	
					CONST	- -	- -	- -	- -	*7,150.0*	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	2,325.0	- -	- -	*7,150.0*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	2,325.0	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		8009892 3150-06-70			TOTAL	- -	2,325.0	- -	- -		
	375	RECONDITIONING OF USH 14 FROM CTH K TO IH 43 IN WALWORTH CO (2.78 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	205.0	- -	- -	- -	- -	
					CONST	- -	- -	4,620.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(303)				TOTAL	205.0	- -	4,620.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	205.0	- -	924.0	- -		
					FEDERAL	- -	- -	3,696.0	- -		
		8000530 3150-07-70		STP-O	TOTAL	205.0	- -	4,620.0	- -		
	376	RESURFACING OF STH 11 FROM E OF LYONS TO E OF SPRING VALLEY RD IN WALWORTH COUNTY (2.39 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	6,205.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(470)				TOTAL	- -	6,205.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	1,241.0	- -	- -		
					FEDERAL	- -	4,964.0	- -	- -		
		8000222 3180-00-07		NHPP	TOTAL	- -	6,205.0	- -	- -		

Table continued on next page.

Table A.2 (Continued)
Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Walworth County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	377 (586)	REPLACEMENT OF THE STH 11 CULVERT OVER BAKER CREEK (C64-0038) IN WALWORTH COUNTY 8000322 4910-02-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	342.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	342.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	68.4		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	273.6		
				STP-O	TOTAL	- -	- -	- -	342.0		
	378	REPLACEMENT OF THE STH 11 CULVERT OVER INDIAN RUN CREEK (C64-065) IN WALWORTH COUNTY 8001022 1320-22-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	787.8	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	787.8	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	157.6	- -	- -		
					FEDERAL	- -	630.2	- -	- -		
				STP-O	TOTAL	- -	787.8	- -	- -		
	379 [k] (306)	RECONDITIONING OF STH 20 FROM THOMAS DR TO HONEY CREEK RD IN WALWORTH COUNTY (5.89 MI) 8000029 2698-03-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	13,247.2	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	13,247.2	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	2,640.1	- -		
					FEDERAL	- -	- -	10,607.1	- -		
				COMB	TOTAL	- -	- -	13,247.2	- -		
	380 (449)	RESURFACING OF STH 50 FROM FOREST ST TO GRAND GENEVA WAY IN THE CITY OF LAKE GENEVA (2.53 MI) 8000172 3170-09-00	HP	DETAIL COSTS	PE	472.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*6,342.5*	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	472.0	- -	- -	- -	*6,342.5*	
				SOURCE OF FUNDS	LOCAL	118.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	354.0	- -	- -	- -		
				NHPP	TOTAL	472.0	- -	- -	- -		
	381 (449)	REPLACEMENT OF THE STH 50 CULVERT 0.3 MI WEST OF CTH F IN WALWORTH COUNTY 8000080 1310-12-01	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	585.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	585.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	117.0	- -	- -	- -		
					FEDERAL	468.0	- -	- -	- -		
				NHPP	TOTAL	585.0	- -	- -	- -		
	382 (307)	MAINTENANCE OVERLAY OF STH 67 FROM SALT BOX RD TO USH 14 IN WALWORTH COUNTY (7.57 MI) 8000110 3706-01-30	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	2,754.7	- -	- -	- -	- -	
					OTHER	400.0	- -	- -	- -	- -	
					TOTAL	3,154.7	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	22.5	- -	- -	- -		
					STATE	727.9	- -	- -	- -		
					FEDERAL	2,404.3	- -	- -	- -		
				STP-O	TOTAL	3,154.7	- -	- -	- -		
	383 (308)	RECONSTRUCTION OF STH 67 (ELKHORN RD) FROM GENEVA ST TO OLIVE ST AND RESURFACING OF STH 67 FROM OLIVE ST TO GLENWOOD RD IN WALWORTH COUNTY (1.2 MI) 8009503 3325-06-01	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	4,252.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	4,252.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	1,717.4	- -		
					STATE	- -	- -	484.8	- -		
					FEDERAL	- -	- -	2,049.8	- -		
				STP-O	TOTAL	- -	- -	4,252.0	- -		

Table continued on next page.

Table A.2 (Continued)
Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Walworth County 2021-2024

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			2021	2022	2023	2024	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	384 (454)	RESURFACING OF STH 89 FROM CTH A TO WILLIS RAY RD IN THE TOWN OF RICHMOND AND WHITEWATER (7.29 MI) 8000024 3390-04-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	4,537.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	4,537.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	907.4	- -		
					FEDERAL	- -	- -	3,629.6	- -		
				STP-O	TOTAL	- -	- -	4,537.0	- -		
	385 (455)	RESURFACING OF STH 120 FROM STH 36 TO O'LEARY LN, RECONSTRUCTION FROM 0.2 MI S OF HONEY CREEK RD TO 0.1 MI N OF O'LEARY LN, CULVERT REPAIR OVER SUGAR CREEK (C64-3), & REPLACE RETAINING WALL (R23) IN WALWORTH COUNTY 8000026 3694-00-01	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	7,600.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	7,600.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	1,520.0	- -		
					FEDERAL	- -	- -	6,080.0	- -		
				STP-O	TOTAL	- -	- -	7,600.0	- -		
	386	RECONSTRUCTION OF THE RIGHT TURN OFF-RAMP FROM USH 12 TO USH 12/STH 67 IN THE TOWN OF SUGAR CREEK (0.1 MI) 8000171 3120-13-00	HS	DETAIL COSTS	PE	96.9	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	347.8	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	96.9	- -	- -	347.8	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	9.7	- -	- -	34.8		
					FEDERAL	87.2	- -	- -	313.0		
				HSIP	TOTAL	96.9	- -	- -	347.8		
	387 (480)	INTERSECTION IMPROVEMENTS AT USH 12 AND CTH ES IN THE TOWN OF SUGAR CREEK AND THE TOWN OF LAFAYETTE (0.69 MI) 8000258 3120-12-00	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	200.0	- -	- -	- -	- -	
					CONST	- -	- -	- -	1,353.1	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	200.0	- -	- -	1,353.1	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	200.0	- -	- -	135.3		
					FEDERAL	- -	- -	- -	1,217.8		
				HSIP	TOTAL	200.0	- -	- -	1,353.1		
WALWORTH COUNTY	388 (312)	OPERATING ASSISTANCE FOR THE WALWORTH COUNTY DIAL-A-RIDE TAXI 5000002	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,023.4	1,074.4	1,128.2	1,184.6	- -	
					TOTAL	1,023.4	1,074.4	1,128.2	1,184.6	- -	
				SOURCE OF FUNDS	LOCAL	460.5	483.5	507.7	533.1		
					STATE	215.3	226.0	237.3	249.2		
					FEDERAL	347.6	364.9	383.2	402.3		
				FTA 5311	TOTAL	1,023.4	1,074.4	1,128.2	1,184.6		
	389 (313)	PROVISION OF DEMAND-RESPONSIVE TRANSPORTATION SERVICES MEETING THE NEEDS OF SENIORS, INDIVIDUALS WITH DISABLITIES AS WELL AS ALL OTHER CITIZENS OF WALWORTH COUNTY (SEC 85.21, 85.20 AND 5311) 5000001	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,502.1	1,652.3	1,734.9	1,821.7	- -	
					TOTAL	1,502.1	1,652.3	1,734.9	1,821.7	- -	
				SOURCE OF FUNDS	LOCAL	110.7	702.0	737.1	774.0		
					STATE	123.4	183.9	193.1	202.8		
					FEDERAL	1,268.0	766.4	804.7	844.9		
				FTA 5311	TOTAL	1,502.1	1,652.3	1,734.9	1,821.7		
	390 (314)	PURCHASE OF REPLACEMENT VANS FOR THE WALWORTH COUNTY DIAL-A-RIDE TAXI 5000003	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	44.0	- -	- -	45.0	- -	
					TOTAL	44.0	- -	- -	45.0	- -	
				SOURCE OF FUNDS	LOCAL	8.8	- -	- -	9.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	35.2	- -	- -	36.0		
				FTA 5311	TOTAL	44.0	- -	- -	45.0		

Table continued on next page.

Table A.2 (Continued)
Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Walworth County 2021-2024

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	PROJECT TYPE	ESTIMATED COSTS ($1,000)		2021	2022	2023	2024	REMAINING	AIR QUAL STAT
DELAVAN (CITY)	**391** (589)	BRIDGE REHABILITATION OF THE RICHMOND RD BRIDGE OVER SWAN CREEK (B64-0157) IN THE CITY OF DELAVAN 5040005 3841-03-00	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	680.2	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	680.2	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	136.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	544.2	- -	- -		
				STP-B	***TOTAL***	- -	680.2	- -	- -		
	392 (590)	RECONDITIONING OF WRIGHT ST FROM RACINE ST (STH 11) TO HOBBS DR IN THE CITY OF DELAVAN (0.5 MI) 5040006 3841-05-00	OH	***DETAIL COSTS***	***PE***	- -	336.8	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	1,484.6	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	336.8	- -	1,484.6	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	67.4	- -	296.9		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	269.4	- -	1,187.7		
				STP-O	***TOTAL***	- -	336.8	- -	1,484.6		
LAGRANGE (TOWN)	**393** (315)	REPLACEMENT OF THE LAUDERDALE DR BRIDGE OVER GREEN LAKE (P64-0921) IN THE TOWN OF LAGRANGE 5140000 3839-00-00	OH	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,147.8	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	1,147.8	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	229.6	- -	- -		
					STATE	- -	918.2	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	- -	1,147.8	- -	- -		
LAKE GENEVA (CITY)	**394**	CONSTRUCTION OF A SHARED USE PATH ALONG SOUTH ST FROM LAKE SHORE DR TO STH 120 AND ALONG CTH H FOR 0.5 MI SOUTH OF SOUTH ST IN THE CITY OF LAKE GENEVA (1.54 MI) 5150001 3845-05-01	BP	***DETAIL COSTS***	***PE***	159.7	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	940.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	159.7	- -	- -	940.0	- -	
				SOURCE OF FUNDS	***LOCAL***	76.3	- -	- -	188.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	83.4	- -	- -	752.0		
				TAP	***TOTAL***	159.7	- -	- -	940.0		
WHITEWATER (CITY) (PART)	**395** (319)	OPERATING ASSISTANCE FOR THE CITY OF WHITEWATER TAXI BASED TRANSIT SYSTEM (SEC 85.20 & 5311) 5260005	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	262.1	264.8	267.3	270.0	- -	
					TOTAL	262.1	264.8	267.3	270.0	- -	
				SOURCE OF FUNDS	***LOCAL***	117.9	119.2	120.3	121.5		
					STATE	50.9	51.4	51.9	52.4		
					FEDERAL	93.3	94.2	95.1	96.1		
				FTA 5311	***TOTAL***	262.1	264.8	267.3	270.0		
	396 (320)	CITY OF WHITEWATER TAXI PROGRAM CAPITAL COSTS TOWARD THE PURCHASE OF: ONE MINIVAN IN 2022 AND ONE MINIBUS IN 2023 5260006	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	62.0	44.4	- -	- -	
					TOTAL	- -	62.0	44.4	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	12.4	12.4	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	49.6	32.0	- -		
				FTA 5311	***TOTAL***	- -	62.0	44.4	- -		

Source: SEWRPC

TABLE A ENDNOTES

56[a] The Wisconsin Department of Transportation (WisDOT) is currently reassessing alternatives developed as part of the National Environmental Policy Act (NEPA) process previously conducted for the project, including alternatives with and without additional travel lanes. Following the completion of the reassessment and a preferred alternative is selected, WisDOT will seek a new Record of Decision from the Federal Highway Administration (FHWA).

196[b] Project is to be funded with $1,277,000 in Federal Highway Administration Highway Safety Improvement Program (HSIP) funds and with $197,500 in Federal Highway Administration National Highway Performance Program (NHPP) funds for construction, and the remainder with State funds.

200[c] Project is to be funded with $60,000 in Federal Transit Administration - Bus and Bus Facilities Formula Program (FTA Section 5339), $80,000 in Federal Transit Administration - Urban Area Formula Program (FTA Section 5307), and with local funds per year.

212[d] Project is to be funded with $85,600 in Federal Highway Administration Highway Safety Improvement Program (HSIP) funds and with $1,273,400 in Federal Highway Administration Surface Transportation Program - Other (STP-O) funds.

229[e] The Federal Transit Administration (FTA) Section 5339-Bus and Bus Facilities program funding approved for this project was transferred by WisDOT to the FTA Section 5307 program. However, the funding requirements and limitations of the FTA 5339 program remain.

237[f] Project is to be funded with $302,300 in Federal Highway Administration Highway Safety Improvement Program (HSIP) funds and with $3,835,600 in Federal Highway Administration National Highway Performance Program funds.

241[g] Project is to be funded with $1,516,100 in Federal Highway Administration Highway Safety Improvement Program (HSIP) funds and with $3,816,400 in Federal Highway Administration National Highway Performance Program (NHPP) funds.

328[h] While this project is categorized as transit expansion, it includes both expansion of new transit services and improvement to existing transit services.

334[i] Project is to be funded with $286,200 in Federal Highway Administration - Highway Safety Improvement Program (HSIP) funds and $6,961,800 in Federal Highway Administration - National Highway Performance Program (NHPP) funds.

341[j] Project is to be funded with $1,588,800 in Federal Highway Administration Highway Safety Improvement Program (HSIP) funds and with $6,618,600 in Federal Highway Administration Surface Transportation Program - Other (STP-O) funds.

379[k] Project is to be funded with $83,900 in Federal Highway Administration Highway Safety Improvement Program (HSIP) funds and with $10,523,200 in Federal Highway Administration Surface Transportation Program - Other (STP-O) funds.

APPENDIX B

IMPLEMENTATION STATUS OF PROJECTS IN THE 2019 THROUGH 2022 TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN

Appendix B is the listing of the 616 projects, which were included in the 2019-2022 Transportation Improvement Program (TIP). Of these projects, 206 projects have been completed; 232 projects have been initiated and are intended to continue or be completed within the time period of the 2021-2024 TIP; 85 projects were not initiated during the period of the 2019-2022 TIP, but are either on schedule for implementation or have been delayed and subsequently retained in the 2021-2024 TIP; 62 projects have no work scheduled until beyond the last year of the 2021-2024 TIP; and 31 projects have been dropped from consideration.

Appendix B:

Table B.1: Milwaukee Transportation Management Area—Milwaukee County
Table B.2: Milwaukee Transportation Management Area—Ozaukee County
Table B.3: Milwaukee Transportation Management Area—Washington County
Table B.4: Milwaukee Transportation Management Area—Waukesha County
Table B.5: Kenosha, Racine, and Walworth Transportation Management Area—Kenosha County
Table B.6: Kenosha, Racine, and Walworth Transportation Management Area—Racine County
Table B.7: Kenosha, Racine, and Walworth Transportation Management Area—Walworth County

In each table, projects are listed by county with projects that have been completed listed first; followed by projects from the 2019-2022 TIP that are retained in the 2021-2024 TIP; followed by projects that have no work scheduled until beyond the last year of the TIP; followed by the projects which have been dropped, or are no longer being considered for implementation. Within each category of project implementation, projects are in order by project type category: highway preservation, highway improvement, highway expansion, transit preservation, transit improvement, transit expansion, highway safety, bicycle and pedestrian, off-system highway improvement, and highway related environmental enhancement. An explanation of the abbreviations used in the appendix follows:

PROJECT STATUS

BEYOND TIP	This category includes projects that have work underway with additional work not scheduled for the project until beyond the last year of the 2021-2024 TIP, and projects that were not initiated as programmed during the 2019-2022 TIP and have been postponed until beyond the last year of the 2021-2024 TIP.
COMPLETED	Project has been completed, or all Federal funds for the project have been obligated during the period of the 2019-2022 TIP and are no longer required to be listed in the TIP.
DEFERRED	Implementation of the project was postponed, or deferred, from the 2019-2022 TIP to the 2021-2024 TIP.
DROPPED	Project not included in the 2019-2022 TIP due to being dropped from consideration, or combined with another project in the 2021-2024 TIP.
ON-SCHEDULE	Work on the project is on-schedule to be initiated during the time period of the 2021-2024 TIP. (For example, PE for a project programmed for year 2021 in the 2019-2022 TIP, is programmed for year 2021 in the 2021-2024 TIP.)
UNDERWAY	Work on the project has been initiated prior to or during the 2019-2022 TIP, and work on the project is intended to continue or be completed within the time period of the 2021-2024 TIP as part of the established sequence of project development.

PROJECT DESCRIPTION

CTH	County trunk highway
IH	Interstate highway
STH	State trunk highway
M or MI	Miles

"C/" represents "City of"
"V/" represents "Village of"
"T/" represents "Town of"

PROJECT TYPE

HP	Highway Preservation
HI	Highway Improvement
HE	Highway Expansion
TP	Transit Preservation
TI	Transit Improvement
TE	Transit Expansion
BP	Bicycle and Pedestrian
OH	Off Arterial Highway System
HS	Highway Safety
EE	Environmental Enhancement

Table B.1
Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	7	BRIDGE DECK OVERLAY OF VARIOUS BRIDGES IN SE WISCONSIN (LIST AVAILABLE UPON REQUEST)	HP	STATE OF WISCONSIN
	12	CONSTRUCTION OF NOISE BARRIERS ALONG IH 41/894 FROM 84TH ST TO NATIONAL AVE IN MILWAUKEE COUNTY (3.59 MI)	HP	
	15	BRIDGE DECK OVERLAY OF THE IH 43 BRIDGES FROM HAMPTON AVE TO BENDER RD IN MILWAUKEE COUNTY	HP	
	16	REHABILITATION OF BRIDGES ALONG IH 43 FROM W WISCONSIN AVE TO W WALNUT ST IN THE CITY OF MILWAUKEE (0.97 MI)	HP	
	17	RESURFACING OF IH 43 FROM WISCONSIN AVE TO NORTH AVE AND IH 94 FROM 15TH ST TO 20TH ST IN MILWAUKEE COUNTY (1.89 MI)	HP	
	18	REHABILITATION OF BRIDGES ALONG IH 43 FROM FOREST HOME AVE TO 68TH ST IN THE CITY OF GREENFIELD (0.72 MI)	HP	
	19	BRIDGE DECK OVERLAY ALONG IH 94 FROM PUETZ RD TO CTH BB/RAWSON AVE IN MILWAUKEE COUNTY	HP	
	26	RESURFACING OF STH 32 (N LAKE DR) FROM SOUTH VILLAGE LIMITS TO NORTH VILLAGE LIMITS IN THE VILLAGE OF WHITEFISH BAY (2.96 MI)	HP	
	28	MAINTENANCE OVERLAY OF STH 36 (LOOMIS RD) FROM 51ST ST TO FARDALE AVE IN THE CITY OF GREENFIELD (2.26 MI)	HP	
	29	RECONSTRUCTION OF STH 38 (S CHASE AVE) FROM OHIO AVE TO LINCOLN AVE IN THE CITY OF MILWAUKEE (1.37 MI)	HP	
	32	RESURFACING OF STH 59 (GREENFIELD AVE) FROM 92ND ST TO 84TH ST IN THE CITY OF WEST ALLIS (0.5 MILES)	HP	
	34	RECONDITIONING OF STH 100 FROM IH 43 TO HANK AARON STATE TRAIL IN THE CITIES OF WEST ALLIS AND GREENFIELD (4.76 MI)	HP	
	39	BRIDGE REHABILITATION OF THE STH 119 BRIDGES AT STH 38 (B40-484/B40-485), 14TH ST (B40-838/B40-839), 13TH ST (B40-840/B40-841), 6TH ST (B40-844/B40-845), AND THE HIAWATHA RR (B40-842/B40-843) IN THE CITY OF MILWAUKEE	HP	
	43	BRIDGE DECK POLYMER OVERLAY OF THE STH 181 BRIDGE OVER W DOUGLAS AVE (B40-378) AND THE SILVER SPRING DR BRIDGE OVER THE MILWAUKEE RIVER (B40-579/580) IN MILWAUKEE COUNTY	HP	
	44	RESURFACING OF STH 190 FROM GREEN BAY AVE TO 2ND ST AND BRIDGE REPLACEMENT OF THE STH 190 AND PORT WASHINGTON RD BRIDGE (B40-0219) IN THE CITY OF MILWAUKEE	HP	
	46	INTERSECTION MODIFICATIONS AT SWAN BLVD AND DISCOVERY PKWY IN THE CITY OF WAUWATOSA (0.02 MI)	HP	
	47	IMPROVEMENTS AT INTERSECTIONS OF W NORTH AVE WITH N 118TH ST AND N 116TH ST AS PART OF THE ZOO INTERCHANGE PROJECT IN THE CITY OF WAUWATOSA	HP	
	325	REHABILITATION OF THE MITCHELL INTERCHANGE BRIDGES (IH 43, IH 94 & IH 894) IN MILWAUKEE COUNTY (B40-811 THROUGH 821, 823, 824, & B40-827 THROUGH 837)	HP	
	370	BRIDGE DECK POLYMER OVERLAY OF THE IH 41 BRIDGES AT WATERTOWN PLANK RD, HANK AARON ST TRL (HAST), IH 94, SCHLINGER AVE, USH 18, UP & CNW RR, & THE IH 94 BRIDGES AT 84TH ST, HAST, 121ST ST, & UNDERWOOD CRK IN MILWAUKEE CO	HP	
	371	BRIDGE DECK OVERLAY OF IH 41 BRIDGES AT STH 59, SWAN BLVD, WISCONSIN AVE, CENTER ST, USH 18 & CLEVELAND AVE, AND IH 94 BRIDGES AT 76TH ST, 92ND ST, SUNNYSLOPE RD, ELM GROVE RD & STH 100 IN MILWAUKEE & WAUKESHA COUNTIES	HP	

Table continued on next page.

Table B.1 (Continued)
Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	376	REHABILITATION OF THE IH94 BRIDGES AT: 16TH B18, 25TH B34, 32ND B33, 35TH B15, 46TH B37/38, STH 175 B39/41/42/49, STH 57 B43, 26TH B57, HAWLEY B81, 68TH B84/85, MITCHELL BLVD B46/47, S64TH B82/ 83, & S70TH B87	HP	STATE OF WISCONSIN
	377	REHABILITATION OF THE IH 794 BRIDGES FROM MILWAUKEE RIVER TO LINCOLN MEMORIAL DR IN MILWAUKEE COUNTY (B40-885-888, 915, 916)	HP	
	443	IMPROVEMENTS AT VARIOUS INTERSECTIONS IN SOUTHEASTERN WISCONSIN	HP	
	50	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF IH 94 FROM THE ILLINOIS STATE LINE TO THE MITCHELL INTERCHANGE IN MILWAUKEE, RACINE, AND KENOSHA COUNTIES (32.50 MI)	HI	
	417	WETAP COMMUTE TO CAREERS, REIMBURSEMENT OF VEHICLE PURCHASES FOR VANPOOLS FOR LOW INCOME WORKERS: NORTHCOTT NEIGHBORHOOD HOUSE	TP	
	418	WETAP COMMUTE TO CAREERS, REIMBURSEMENT OF VEHICLE PURCHASES FOR VANPOOLS FOR LOW INCOME WORKERS: CENTER FOR SELF SUFFICIENCY	TP	
	419	WETAP COMMUTE TO CAREERS, REIMBURSEMENT OF VEHICLE PURCHASES FOR VANPOOLS FOR LOW INCOME WORKERS: GRAND AVENUE CLUB	TP	
	420	WETAP COMMUTE TO CAREERS, REIMBURSEMENT OF VEHICLE PURCHASES FOR VANPOOLS FOR LOW INCOME WORKERS: GREATER PRAISE CDC JOSEPH PROJECT	TP	
	52	CONSTRUCTION OF A MULTI-USE PATH ON THE E SIDE OF USH 45 FROM SWAN BLVD TO WIL-O-WAY UNDERWOOD REC CENTER, INCLUDING RELOCATION OF SANITARY SEWER ON THE S SIDE FROM THE UP RR TO GILBERT AVE, IN MILWAUKEE COUNTY (0.2 MI)	BP	
	57	HIGH FRICTION SURFACE TREATMENT TO THE IH 94 CURVES THROUGH THE MITCHELL INTERCHANGE FROM S 13TH ST TO W LAYTON AVE IN THE CITY OF MILWAUKEE (0.52 MI)	HS	
	58	IMPROVEMENTS AT INTERSECTION OF STH 24 (FOREST HOME AVE) AND 92ND ST IN THE CITY OF GREENFIELD	HS	
	400	CONSTRUCTION OF THE HANK AARON STATE TRAIL RAMP CONNECTION FROM STH 100 IN MILWAUKEE COUNTY	BP	WISCONSIN DNR
	326	FUNDING FOR DIGITAL ORTHOPHOTOGRAPHY TO BE CONDUCTED BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION IN 2020	HP	SE WISCONSIN REGIONAL PLANNING COMMISSION
	60	RECONDITIONING OF W RAWSON AVE (CTH BB) FROM USH 45 TO HAWTHORNE LN IN THE CITY OF FRANKLIN (1.21 MI)	HP	MILWAUKEE COUNTY
	62	RECONSTRUCTION OF S 92ND ST (CTH N) FROM W FOREST HOME AVE (STH 24) TO W HOWARD AVE IN THE CITY OF GREENFIELD (1.5 MI)	HP	
	83	PURCHASE OF 14 FORTY-FOOT REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	
	93	PURCHASE OF 14 FORTY-FOOT REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM: 2019	TP	
	99	REPLACEMENT OF THE EMPLOYEE PARKING LOT LIGHTING AT THE MCTS FOND DU LAC GARAGE	TP	
	327	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES: 2019	TP	
	328	PURCHASE OF 8 40-FOOT REPLACEMENT BUSES FOR MILWAUKEE COUNTY TRANSIT SYSTEM	TP	

Table continued on next page.

Table B.1 (Continued)
Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	329	PURCHASE OF 4 BATTERY ELECTRIC BUSES, INFRASTRUCTURE IMPROVEMENTS, AND CHARGING STATIONS FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	MILWAUKEE COUNTY
	330	PURCHASE OF 11 BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM TO BE FUNDED WITH VOLKSWAGEN TRANSIT CAPITAL ASSISTANCE GRANT PROGRAM FUNDS	TP	
	380	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES: 2020	TP	
	499	EXPANSION AND ENHANCEMENT OF THE RIDEMCTS APP	TP	
	101	IMPLEMENTATION OF TWO NEW MCTS EXPRESS BUS ROUTES ALONG WISCONSIN AVE, UW-MILWAUKEE AND SHERMAN BLVD IN MILWAUKEE COUNTY	TI	
	105	CONSTRUCTION OF 3 MILES OF CRUSHED STONE OFF-ROAD TRAIL WITHIN A UTILITY CORRIDOR THAT CONNECTS WITH THE OAK LEAF TRAIL AT DREXEL AVENUE AND EXTENDS TO RYAN ROAD	BP	
	108	INSTALLATION OF AN ADAPTIVE TRAFFIC SIGNAL SYSTEM ON W GOOD HOPE RD (CTH PP) IN MILWAUKEE COUNTY	EE	
	109	INSTALLATION OF AN ADAPTIVE TRAFFIC SIGNAL SYSTEM AT THE INTERSECTION OF S 76TH ST (CTH U) & W LAYTON AVE IN MILWAUKEE COUNTY	EE	
	520	RECONSTRUCTION OF SANTA MONICA BLVD FROM E SCHOOL RD TO N YATES RD IN THE VILLAGE OF FOX POINT (0.35 MI) (STATE MULTIMODAL LOCAL SUPPLEMENTAL (MLS) PROGRAM FUNDS)	OH	FOX POINT (Village)
	114	RESURFACING OF W LAYTON AVE FROM S 27TH ST TO S HOWELL AVE IN THE CITY OF MILWAUKEE (1.98 MI)	HP	MILWAUKEE (City)
	116	RECONSTRUCTION OF TEUTONIA AVE FROM W GROELING AVE TO W CAPITOL DR (STH 190) IN THE CITY OF MILWAUKEE (1.30 MI)	HP	
	117	RECONSTRUCTION OF TEUTONIA AVE FROM W GROELING AVE TO W GARFIELD AVE IN THE CITY OF MILWAUKEE (0.90 MI)	HP	
	120	REHABILITATION OF THE SOUTH 35TH STREET BRIDGE OVER THE KINNICKINNIC RIVER (P-40-0511) IN THE CITY OF MILWAUKEE	HP	
	121	RECONSTRUCTION OF N 60TH ST FROM CAPITOL DR TO HAMPTON AVE IN THE CITY OF MILWAUKEE (1.02 MI)	HP	
	123	MILWAUKEE STREETCAR PHASE 1 OPERATING ASSISTANCE IN THE CITY OF MILWAUKEE	TE	
	422	MILWAUKEE STREETCAR OPERATING ASSISTANCE IN THE CITY OF MILWAUKEE'S CENTRAL BUSINESS DISTRICT--M AND L LINES	TE	
	129	MILWAUKEE PUBLIC SCHOOL DISTRICT SAFE ROUTES EDUCATION PROGRAM IN THE CITY OF MILWAUKEE: 2019	BP	
	132	DEVELOP A COMPLETE STREETS HANDBOOK FOR THE CITY OF MILWAUKEE	BP	
	133	INSTALLATION OF BIKE BOULEVARDS ON N FRATNEY FROM KEEFE AVE TO MEINECKE AVE AND ON WRIGHT ST FROM PALMER ST TO THE OAK LEAF TRAIL IN THE CITY OF MILWAUKEE (2.12 MI)	BP	
	141	INSTALLATION OF MONOTUBE MAST ARMS ON W LINCOLN AVE AT MILLER PKWY/43RD ST AND LAYTON BLVD/27TH ST IN THE CITY OF MILWAUKEE	HS	

Table continued on next page.

Table B.1 (Continued)
Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	142	INSTALLATION OF MAST ARMS AT 6 CONNECTING INTERSECTIONS ON FOND DU LAC AVE IN THE CITY OF MILWAUKEE	HS	MILWAUKEE (City)
	143	ATC CONTROLLER AND COMMUNICATION UPGRADE AT 65 INTERSECTIONS IN THE CITY OF MILWAUKEE (GRANT #4)	EE	
	144	ATC CONTROLLER AND COMMUNICATION UPGRADE AT 88 INTERSECTIONS IN THE CITY OF MILWAUKEE (GRANT #5)	EE	
	530	IMPROVEMENTS TO DOCK INFRASTRUCTURE AT THE SOUTH SHORE CRUISE DOCK IN THE PORT OF MILWAUKEE (STATE MULTIMODAL LOCAL SUPPLEMENTAL (MLS) PROGRAM FUNDS)	EE	
	148	RECONSTRUCTION OF W NATIONAL AVE FROM S 92ND ST TO S 95TH ST IN THE CITY OF WEST ALLIS (0.25 MI)	HP	WEST ALLIS (City)
	149	RECONSTRUCTION OF W NATIONAL AVE FROM 82ND ST TO 76TH ST IN THE CITY OF WEST ALLIS (0.32 MI)	HP	
	150	IMPROVEMENTS AT VARIOUS INTERSECTIONS IN THE VILLAGE OF WHITEFISH BAY	HS	WHITEFISH BAY (Village)
	151	SAFETY IMPROVEMENTS ALONG STH 32 IN THE VILLAGE OF WHITEFISH BAY (3.0 MI)	HS	
	152	SAFETY IMPROVEMENTS AT THE INTERSECTION OF SILVER SPRING DR AND BAY RIDGE AVE IN THE VILLAGE OF WHITEFISH BAY	HS	
	153	TRAVEL DEMAND MANAGEMENT - SECOND YEAR OF OPERATION OF A VANPOOL SERVICE TO EMPLOYMENT OR EMPLOYMENT TRAINING FOR LOW-INCOME PERSONS IN MILWAUKEE COUNTY	TP	MILWAUKEE CAREERS COOPERATIVE, INC.
	154	PUBLIC OUTREACH AND EDUCATION BY MOBILITY MANAGER FOR VANPOOL SERVICE TO EMPLOYMENT OR EMPLOYMENT TRAINING FOR LOW-INCOME PERSONS IN MILWAUKEE COUNTY	TP	
	340	PURCHASE OF 1 MINIBUS DUAL AXLE - GAS VEHICLE FOR SENIORS/PEOPLE WITH DISABILITIES TRANSPORTATION SERVICES IN MILWAUKEE COUNTY: 2019	TP	COMMUNITY CARE, INC.
	341	PURCHASE OF 1 MEDIUM BUS - HONEYCOMB VEHICLE FOR SENIORS/PEOPLE WITH DISABILITIES TRANSPORTATION SERVICES IN MILWAUKEE, WASHINGTON, AND WAUKESHA COUNTIES: 2019	TP	MILWAUKEE CENTER FOR INDEPENDENCE
	381	PURCHASE OF 1 MEDIUM BUS - HONEYCOMB VEHICLE FOR SENIORS/PEOPLE WITH DISABILITIES TRANSPORTATION SERVICES IN MILWAUKEE, WASHINGTON, AND WAUKESHA COUNTIES: 2020	TP	
DEFERRED	373	REHABILITATION OF THE IH 43 BRIDGES FROM KEEFE AVE TO CAPITOL DR IN MILWAUKEE COUNTY (B40-72, 74, 76, 78, 116, 117, 158, 204, 205)	HP	STATE OF WISCONSIN
	65	REHABILITATION OF THE S 76TH ST (CTH U) BRIDGE OVER W FOREST HOME AVE IN MILWAUKEE COUNTY (B-40-0164)	HP	MILWAUKEE COUNTY
	68	RECONSTRUCTION OF S 76TH ST (CTH U) FROM THE SOUTH MILWAUKEE COUNTY LINE TO PUETZ RD IN THE CITY OF FRANKLIN (3.00 MI)	HP	
	69	REHABILITATION OF THE S 13TH ST (CTH V) BRIDGE OVER OAK CREEK IN MILWAUKEE COUNTY (B-40-0607)	HP	
	70	RECONSTRUCTION OF S 13TH ST (CTH V) FROM SOUTH MILWAUKEE COUNTY LINE TO PUETZ RD IN THE CITY OF OAK CREEK (3.0 MI)	HP	
	72	RECONSTRUCTION OF N PORT WASHINGTON RD (CTH W) FROM W DAPHNE ST TO W GOOD HOPE RD (CTH PP) IN THE CITY OF GLENDALE (0.70 MI)	HP	

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Table B.1 (Continued)
Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
DEFERRED	107	BRIDGE REHABILITATION OF W VIENNA AVE OVER THE MENOMONEE RIVER AT GRANTOSA PKWY IN MILWAUKEE COUNTY (P-40-0771)	HP	MILWAUKEE COUNTY
	84	PURCHASE OF 30 FORTY-FOOT REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM (10 BUSES EACH IN YEARS 2022-2024)	TP	
	86	REPLACEMENT OF 12 BUS LIFTS AT THE MILWAUKEE COUNTY TRANSIT SYSTEM FLEET MAINTENANCE FACILITY - MECHANICAL REPAIR UNIT	TP	
	94	LIGHTING UPGRADES AT MCTS ADMINISTRATION BUILDING	TP	
	98	PURCHASE OF A MAINTENANCE WORK ORDER SYSTEM FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	
	124	OPERATING ASSISTANCE FOR THE LAKEFRONT LINE OF THE MILWAUKEE STREETCAR	TE	MILWAUKEE (City)
	126	CONSTRUCTION OF THE LAKEFRONT EXTENSION OF THE MILWAUKEE STREETCAR BETWEEN N BROADWAY AND LINCOLN MEMORIAL DRIVE	TE	
	130	EXPANSION OF THE PUBLIC BIKE SHARING SYSTEM AT 26 LOCATIONS IN THE CITY OF MILWAUKEE-PHASE 2	BP	
ON SCHEDULE	6	BRIDGE MAINTENANCE AT VARIOUS LOCATIONS IN SE WISCONSIN	HP	STATE OF WISCONSIN
	13	REHABILITATION OF THE IH 41/94 BRIDGES OVER OAK CREEK (B40-805, B40-808) AND STH 100 BRIDGE OVER IH 41/94 (B40-809) IN THE CITY OF OAK CREEK	HP	
	24	RECONSTRUCTION OF WELLS ST (USH 18) FROM N BROADWAY TO N PROSPECT AVE IN THE CITY OF MILWAUKEE (0.43 MI)	HP	
	25	DECK OVERLAY OF THE BRIDGES ALONG IH 41 BETWEEN BURLEIGH ST AND GOOD HOPE ROAD (5.03 MI) (B248/9, B354/5, B369, B939/40, B333/4)	HP	
	27	RECONSTRUCTION OF LAKE DR (STH 32) FROM NEWBERRY BLVD TO EDGEWOOD AVE IN THE CITY OF MILWAUKEE (0.85 MI)	HP	
	372	RESURFACING AND BRIDGE DECK OVERLAY OF IH 43 FROM 84TH ST TO 35TH ST AND NOISE WALL REPAIRS (9-10) IN MILWAUKEE COUNTY (3.08 MI) (B40-191, 192, 196, 197, 321)	HP	
	375	CONSTRUCTION OF NOISE WALLS ALONG IH 43 FROM 84TH ST TO 35TH ST IN THE CITY OF GREENFIELD (3.06 MI)	HP	
	456	REHABILITATION OF NOISE WALLS IN VARIOUS LOCATIONS IN SE WISCONSIN (LIST AVAILABLE UPON REQUEST)	HP	
	458	RESURFACING OF STH 24 FROM USH 45 TO 45TH ST IN MILWAUKEE COUNTY (5.27 MI)	HP	
	459	RESURFACING OF STH 32 (N LAKE DR) FROM SCHOOL RD TO DEAN RD IN THE VILLAGE OF FOX POINT (2.63 MI)	HP	
	472	CONSTRUCTION OF NOISE WALL ALONG IH 94 FROM COLD SPRING RD TO HOWARD AVE IN THE CITY OF MILWAUKEE (0.5 MI)	HP	
	76	RECONDITIONING OF W FOREST HOME AVE (CTH OO) FROM HI-VIEW DR TO S NORTH CAPE RD IN THE CITY OF FRANKLIN (2.04 MI)	HP	MILWAUKEE COUNTY

Table continued on next page.

Table B.1 (Continued)
Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
ON SCHEDULE	87	REBUILD INSPECTION PITS AT THE MILWAUKEE COUNTY TRANSIT SYSTEM FOND DU LAC GARAGE	TP	MILWAUKEE COUNTY
	92	REPLACEMENT OF THE INTERIOR LIGHTING AT THE MILWAUKEE COUNTY TRANSIT SYSTEM KINNICKINNIC GARAGE	TP	
	95	LIGHTING UPGRADES AT THE MCTS FOND DU LAC GARAGE	TP	
	100	REPLACEMENT OF THE CONCRETE YARD AND PARKING LOT AT THE MILWAUKEE COUNTY TRANSIT SYSTEM KINNICKINNIC GARAGE	TP	
	514	PURCHASE OF 5 BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	
	102	CAPITAL ASSISTANCE FOR THE EAST - WEST BUS RAPID TRANSIT PROJECT BETWEEN DOWNTOWN MILWAUKEE AND THE REGIONAL MEDICAL CENTER IN MILWAUKEE COUNTY	TE	
	431	SAFETY IMPROVEMENTS TO THE RAMPS AT STH 57 (GREEN BAY AVE) AND SILVER SPRING DR IN THE CITY OF GLENDALE	HS	GLENDALE (City)
	432	SAFETY IMPROVEMENTS AT THE INTERSECTION OF STH 57 (GREEN BAY AVE) AND CTH PP (GOOD HOPE RD) IN THE CITY OF GLENDALE	HS	
	433	SAFETY IMPROVEMENTS ON SILVER SPRING DR FROM N LONG ISLAND DR TO N LYDELL AVE IN THE CITY OF GLENDALE (1.41 MI)	HS	
	146	REPLACEMENT OF THE WISCONSIN AVE BRIDGE OVER HONEY CREEK (P40-0776) IN THE CITY OF WAUWATOSA	HP	WAUWATOSA (City)
	339	IMPROVEMENTS AT INTERSECTIONS OF LINCOLN AVE WITH 84TH ST, 76TH ST, AND 71ST ST IN THE CITY OF WEST ALLIS	OH	WEST ALLIS (City)
	434	SAFETY IMPROVEMENTS AT THE INTERSECTION OF S 60TH ST AND W GREENFIELD AVE IN THE CITY OF WEST ALLIS	HS	
	435	SAFETY IMPROVEMENTS AT THE INTERSECTION OF S 76TH ST AND BECHER ST IN THE CITY OF WEST ALLIS	HS	
	436	SAFETY IMPROVEMENTS AT THE INTERSECTION OF S 92ND ST AND LINCOLN AVE IN THE CITY OF WEST ALLIS	HS	
UNDERWAY	1	CONTINUATION OF THE REGIONAL TRANSPORTATION PLANNING PROGRAM CONDUCTED BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION	HP	STATE OF WISCONSIN
	2	INSTALLATION OF NEW AND REPLACEMENT SIGNALS AT VARIOUS LOCATIONS IN SE WISCONSIN	HP	
	3	INSPECTION OF VARIOUS BRIDGES IN MILWAUKEE, OZAUKEE, WAUKESHA, KENOSHA, RACINE, WALWORTH AND WASHINGTON COUNTIES	HP	
	5	REPLACEMENT AND REPAIR OF SIGN BRIDGES WITHIN SOUTHEASTERN WISCONSIN	HP	
	8	RAILROAD SURFACE CROSSING REPAIRS AT VARIOUS LOCATIONS IN SOUTHEASTERN WISCONSIN	HP	
	9	PAVEMENT MARKING WITHIN SOUTHEASTERN WISCONSIN	HP	

Table continued on next page.

Table B.1 (Continued)
Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	10	REHABILTATION OF IH 41 BRIDGES FROM MILWAUKEE COUNTY LINE TO STH 100 (B40-800-804, 807, C30) IN MILWAUKEE COUNTY	HP	STATE OF WISCONSIN
	14	RESURFACING OF IH 43 FROM BROWN ST TO CAPITOL DR, DECK REPLACEMENT OF THE BRIDGES AT LOCUST (207) & BURLEIGH (206), DECK OVERLAY OF THE BRIDGES AT WRIGHT (209) & BROWN (215), & PAINTING OF BRIDGE AT CENTER (208)	HP	
	22	RESURFACING OF LAKE PARKWAY (STH 794) FROM E LINCOLN AVE TO S PENNSYLVANIA AVE, NOISE WALL REPAIR TO WALLS 029-032, AND BRIDGE REHABILITATION TO THE IH 794 BRIDGE AT UP RR (B40-609) IN MILWAUKEE COUNTY (3.82 MI)	HP	
	31	RESURFACING OF N 20TH ST (STH 57) FROM NORTH AVE TO HOPKINS ST IN THE CITY OF MILWAUKEE (1.06 MI)	HP	
	33	REHABILITATION OF THE BROWN DEER RD (STH 100) BRIDGES OVER THE MILWAUKEE RIVER IN MILWAUKEE COUNTY (B40-504 & B40-505)	HP	
	35	RESURFACING OF STH 100 (BROWN DEER RD) FROM 91ST ST TO DEERBROOK TRAIL IN MILWAUKEE COUNTY (3.19 MI)	HP	
	37	BRIDGE DECK REPLACEMENT OF RYAN RD (STH 100) OVER THE UP RR (B40-530) IN THE CITY OF OAK CREEK	HP	
	38	PAVEMENT REPLACEMENT OF THE STH 119 RAMPS AT HOWELL AVE IN THE CITY OF MILWAUKEE (0.21 MI)	HP	
	40	RESURFACING OF STH 145 FROM GOOD HOPE RD TO N 68TH ST AND BRIDGE PAINTING OF THE STH 145 AND GRANDTOSA BRIDGES (B40-280/281) IN THE CITY OF MILWAUKEE (4.1 MI)	HP	
	41	BRIDGE REHABILITATION OF THE GRANTOSA DR BRIDGE (B40-280 & B40-281) AND THE FLAGG AVE BRIDGE (B278/9) OVER STH 145 IN THE CITY OF MILWAUKEE	HP	
	42	BRIDGE REHABILITATION OF THE STH 181/76TH ST BRIDGES OVER THE UP RR (B40-380/381) AND THE STH 175 BRIDGE OVER MENOMONEE RIVER (B40-402) IN MILWAUKEE COUNTY	HP	
	45	RESURFACING AND BRIDGE REPAIR ALONG 27TH ST (STH 241) FROM 8 MILE RD TO ELM RD IN THE CITIES OF OAK CREEK AND FRANKLIN (0.48 MI) & CONSTRUCT A WB AUXILIARY LANE ON ELM RD FROM IH 41 SB EXIT RAMP TO 27TH ST (0.32 MI)	HP	
	51	LANDSCAPING ALONG USH 45 FROM MAYFAIR RD TO BURLEIGH ST IN MILWAUKEE COUNTY	HP	
	322	REPLACEMENT OF THE IH 43 BRIDGES FROM CAPITOL DR TO HAMPTON AVE (B40-66, 67, 73, 115-11, 1014, 1016, 1018-1021), & CULVERT (C40-111), RETAINING WALL (R40-706, 7, 9-13), & NOISE WALL WORK (40-94-96) IN MILWAUKEE COUNTY	HP	
	324	REPLACEMENT OF THE IH 43 BRIDGE AT 60TH ST (B195) AND THE LOOMIS RD (STH 36) BRIDGE (B198) IN MILWAUKEE COUNTY	HP	
	369	DIAMOND GRINDING OF IH 41 FROM GOOD HOPE ROAD TO WAUKESHA COUNTY LINE IN MILWAUKEE COUNTY (1.12 MI)	HP	
	374	REHABILITATION OF THE IH 43 BRIDGES AT 124TH ST AND 116TH ST B40-376 & B40-377 IN THE VILLAGE OF HALES CORNERS	HP	
	378	IMPROVEMENTS AT INTERSECTION OF STH 57 (GREEN BAY RD) AND TEUTONIA AVE IN THE VILLAGE OF BROWN DEER	HP	
	379	BRIDGE DECK OVERLAY OF FOND DU LAC AVE (STH 145) AT SILVER SPRING DR (B40-253/254), BRIDGE DECK REPLACEMENT OF 76TH ST (B-40 255/256), & STRUCTURE REPAIR OF STH 145 PEDESTRIAN BRIDGES IN MILWAUKEE COUNTY (B40-297, 298)	HP	
	405	REHABILITATION OF THE USH 18 BRIDGE OVER STH 175 AND THE STH 175 BRIDGE OVER STATE ST IN THE CITY OF MILWAUKEE	HP	

Table continued on next page.

Table B.1 (Continued)
Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	457	RESURFACING OF IH 43 FROM MITCHELL INTERCHANGE TO MARQUETTE INTERCHANGE AND THIN POLYMER OVERLAY OR DECK SEAL TO BRIDGES ALONG THE CORRIDOR (3.55 MI) (LIST AVAILABLE UPON REQUEST)	HP	STATE OF WISCONSIN
	481	RECONSTRUCTION OF W NATIONAL AVE (STH 59) FROM 39TH ST TO 1ST ST IN THE CITY OF MILWAUKEE (2.62 MI)	HP	
	495	RESURFACING OF STH 100 FROM BURLEIGH ST TO W SILVER SPRING RD AND REPLACEMENT OF THE STH 100 BRIDGES (B40-0339 & B40-0340) OVER THE MENOMONEE RIVER IN THE CITY OF MILWAUKEE AND CITY OF WAUWATOSA (2.99 MI)	HP	
	496	RESURFACING OF THE SHOULDER OF STH 145 FROM GOOD HOPE ROAD TO W COUNTY LINE RD IN THE CITY OF MILWAUKEE (0.73 MI)	HP	
	597	THIN POLYMER OVERLAY TO THE BRIDGES ON STH 175 AT LITTLE MENOMONEE RIVER, CTH S, & 91ST ST (B40-271/2,274/5,276/7), ON STH 175 AT CTH E (B40-328), & ON STH 181 AT CTH E (B40-766), & CULVERT REPAIRS (C40-005/6/8/9)	HP	
	49	IMPLEMENTATION OF THE PREFERRED ALTERNATIVE RESULTING FROM THE NEPA PROCESSES' RECORD OF DECISION FOR RECONSTRUCTION & MODERNIZATION OF IH 94 (EAST-WEST FREEWAY) FROM 70TH ST TO 16TH ST IN THE CITY OF MILWAUKEE (3.5 MI)	HI	
	444	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF IH 43 FROM SILVER SPRING DR TO STH 60 AND CONSTRUCTION OF A NEW INTERCHANGE AT HIGHLAND RD IN MILWAUKEE AND OZAUKEE COUNTIES (14.0 MI)	HI	
	53	OCR RAILROAD SAFETY IMPROVEMENT PROJECTS IN SE REGION (LIST AVAILABLE UPON REQUEST)	HS	
	54	IMPROVEMENT AND MAINTENANCE OF LIGHTING SYSTEMS ON VARIOUS INTERSTATE HIGHWAYS WITHIN SOUTHEASTERN WISCONSIN	HS	
	55	ELIMINATION OF RAILROAD CROSSINGS AT HAZARDOUS LOCATIONS WITHIN THE SE REGION	HS	
	56	REPLACE WARNING DEVICE EQUIPMENT AT VARIOUS RR CROSSINGS IN SOUTHEASTERN WISCONSIN (LIST AVAILABLE UPON REQUEST)	HS	
	61	RECONSTRUCTION OF W RAWSON AVE (CTH BB) FROM S 27TH ST TO S 20TH ST IN THE CITY OF OAK CREEK (0.5 MI)	HP	MILWAUKEE COUNTY
	63	REPLACEMENT OF THE CTH PP (GOOD HOPE RD) BRIDGE OVER BROWN DEER PARK CREEK (B40-0370)	HP	
	64	RECONDITIONING OF W BELOIT RD (CTH T) FROM S 124TH ST TO S. WOLLMER RD IN MILWAUKEE COUNTY (1.10 MI)	HP	
	66	BRIDGE DECK OVERLAY OF THE NB CTH U (76TH ST) BRIDGE OVER STH 36 (LOOMIS RD) (B40-0573) IN THE CITY OF FRANKLIN	HP	
	67	BRIDGE DECK OVERLAY OF THE SB CTH U (76TH ST) BRIDGE OVER STH 36 (LOOMIS RD) (B40-0574) IN THE CITY OF FRANKLIN	HP	
	71	RECONSTRUCTION OF S 13TH ST (CTH V) FROM PUETZ RD TO DREXEL AVE IN THE CITY OF OAK CREEK (1.00 MI)	HP	
	75	RECONDITIONING OF W LAYTON AVE (CTH Y) FROM W LOOMIS RD (STH 36) TO S 27TH ST (STH 241) IN THE CITY OF GREENFIELD (1.20 MI)	HP	
	77	BRIDGE DECK REPLACEMENT OF THE W HAMPTON AVE BRIDGE OVER THE MILWAUKEE RIVER (LINCOLN PARK) (P-40-0750) IN MILWAUKEE COUNTY	HP	
	78	BRIDGE DECK REPLACEMENT OF THE MILL RD BRIDGE OVER OAK CREEK (B40-0936) IN THE CITY OF SOUTH MILWAUKEE	HP	

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Table B.1 (Continued)
Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	79	REPLACEMENT OF THE E NORTH AVE BRIDGE OVER OAK LEAF BIKE TRAIL IN MILWAUKEE COUNTY (B-40-0502)	HP	MILWAUKEE COUNTY
	513	RECONSTRUCTION OF W RAWSON AVE (CTH BB) FROM 13TH ST TO S HOWELL AVE IN THE CITY OF OAK CREEK (1.0 MI)	HP	
	80	OPERATING ASSISTANCE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	
	81	CONTRACT SERVICES FOR MILWAUKEE COUNTY TRANSIT SYSTEM PARATRANSIT OPERATIONS	TP	
	82	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR THE ELDERLY AND DISABLED IN MILWAUKEE COUNTY (SEC 85.21)	TP	
	85	CAPITALIZATION OF TRANSIT VEHICLE MAINTENANCE ACTIVITIES	TP	
	88	PURCHASE OF MISCELLANEOUS SUPPORT SERVICE AND MAINTENANCE EQUIPMENT FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	
	89	MILWAUKEE COUNTY ADMINISTRATION OF THE SECTION 5310 PROGRAM FOR THE MILWAUKEE URBANIZED AREA	TP	
	90	ROOF REPLACEMENT AT THE MILWAUKEE COUNTY TRANSIT SYSTEM FLEET MAINTENANCE BUILDING	TP	
	91	ROOF REPLACEMENT FOR MCTS KINNICKINNIC BUS STORAGE GARAGE	TP	
	96	REPLACEMENT OF THE HEATING, VENTILATION AND AIR CONDITIONING SYSTEM AT THE MILWAUKEE COUNTY TRANSIT SYSTEM KINNICKINNIC GARAGE	TP	
	97	TRANSIT VEHICLE TIRE LEASING SERVICES	TP	
	498	PURCHASE OF 20 FORTY-FOOT REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	
	515	LOCAL MARKETING FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	
	421	OPERATING ASSISTANCE FOR THE EAST - WEST BUS RAPID TRANSIT PROJECT BETWEEN DOWNTOWN MILWAUKEE AND THE REGIONAL MEDICAL CENTER IN MILWAUKEE COUNTY	TE	
	103	RECONSTRUCTION OF 1,200 FEET OF THE OAK LEAF TRAIL SPUR TO THE NEW BERLIN TRAIL IN GREENFIELD PARK	BP	
	104	RELOCATION OF 1,000 FEET OF THE OAK LEAF TRAIL IN THE LITTLE MENOMONEE RIVER PARKWAY	BP	
	106	RECONSTRUCTION OF THE HISTORIC RAVINE BRIDGE IN LAKE PARK	BP	
	516	CONSTRUCTION OF A PAVED MULTI-USE TRAIL THROUGH BENDER PARK IN MILWAUKEE COUNTY (1.9 MI)	BP	
	517	CONSTRUCTION OF A PAVED MULTI-USE TRAIL THROUGH KOHL PARK FROM SWAN BLVD TO 70TH ST IN MILWAUKEE COUNTY (2.36 MI)	BP	

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Table B.1 (Continued)
Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	331	IMPROVEMENTS AT INTERSECTIONS OF GOOD HOPE RD (CTH PP) WITH 99TH ST, 91ST ST, 86TH ST, AND 60TH ST IN MILWAUKEE COUNTY	HS	MILWAUKEE COUNTY
	332	IMPROVEMENTS AT INTERSECTIONS OF GOOD HOPE RD (CTH PP) WITH 51ST ST, 43RD ST, TEUTONIA AVE & RANGE LINE RD, INTERSECTION OF PORT WASHINGTON RD (CTH W) WITH GREEN TREE RD, AND INTERSECTION OF SHERMAN AVE WITH BRADLEY RD	HS	
	518	INSTALLATION OF AN ADAPTIVE TRAFFIC SIGNAL SYSTEM AT VARIOUS INTERSECTIONS ON 76TH ST (CTH U) & 92ND ST FROM OKLAHOMA AVE TO COLD SPRING RD AND ON OKLAHOMA AVE FROM 76TH ST TO 92ND ST IN MILWAUKEE COUNTY	EE	
	519	INSTALLATION OF AN ADAPTIVE TRAFFIC SIGNAL SYSTEM ON W SILVER SPRING DR IN MILWAUKEE COUNTY	EE	
	521	RECONDITIONING OF W GRANGE AVE FROM S 76TH ST (CTH U) TO S 84TH ST IN THE VILLAGE OF GREENDALE (0.5 MI)	HP	GREENDALE (Village)
	522	CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATH ALONG THE WE ENERGIES ROW FROM COLD SPRING RD TO 60TH ST IN THE CITY OF GREENFIELD (3.0 MI)	BP	GREENFIELD (City)
	111	REHABILITATION OF THE DANA CT BRIDGE OVER LAND (P40-0589) IN THE CITY OF MILWAUKEE	HP	MILWAUKEE (City)
	112	REHABILITATION OF THE GRANGE AVE BRIDGE OVER THE CP RAILROAD (B40-0500) IN THE CITY OF MILWAUKEE	HP	
	113	RECONSTRUCTION OF N HUMBOLDT BLVD FROM NORTH AVE TO KEEFE AVE IN THE CITY OF MILWAUKEE (1.5 MI)	HP	
	115	BRIDGE DECK OVERLAY OF THE LOVERS LANE RD BRIDGE OVER THE UP RAILROAD (B40-0435) IN THE CITY OF MILWAUKEE	HP	
	118	REHABILITATION OF THE W VILLARD AVE BRIDGE OVER LINCOLN CREEK IN THE CITY OF MILWAUKEE (P-40-894) (0.05 MI)	HP	
	122	BRIDGE REPLACEMENT OF THE S 70TH ST BRIDGE OVER CP R/R (P40-0856) IN THE CITY OF MILWAUKEE (0.09 MI)	HP	
	333	RECONSTRUCTION OF E/W HOWARD AVE FROM 6TH ST TO S CLEMENT AVE IN THE CITY OF MILWAUKEE (1.3 MI)	HP	
	334	RESURFACING OF W HAMPTON AVE FROM N 60TH ST TO N TEUTONIA AVE IN THE CITY OF MILWAUKEE (1.5 MI)	HP	
	335	RECONSTRUCTION OF W WALNUT ST FROM N 20TH ST TO N 12TH ST IN THE CITY OF MILWAUKEE (0.54 MI)	HP	
	524	BRIDGE REHABILITATION OF THE N HOLTON ST BRIDGE OVER THE MILWAUKEE RIVER (P40-0875) IN THE CITY OF MILWAUKEE	HP	
	526	RECONDITIONING OF LOCUST FROM N 7TH ST TO N HOLTON ST IN THE CITY OF MILWAUKEE (0.74 MI)	HP	
	125	PURCHASE OF SPARE VEHICLE PARTS AND OTHER EQUIPMENT FOR THE MILWAUKEE STREETCAR SYSTEM	TP	
	127	DEVELOP A SAFE ROUTES TO SCHOOL PLAN FOR THE CITY OF MILWAUKEE AND IMPLEMENT IMPROVEMENTS AT 8 SCHOOL LOCATIONS	BP	
	128	MILWAUKEE PUBLIC SCHOOLS SAFE ROUTES TO SCHOOL EDUCATION AND ENCOURAGEMENT PROGRAM: 2021 AND 2022	BP	

Table continued on next page.

Table B.1 (Continued)
Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	131	PEDESTRIAN AND TRANSIT IMPROVEMENTS AT 8 INTERSECTIONS IN THE CITY OF MILWAUKEE	BP	MILWAUKEE (City)
	134	INSTALLATION OF BIKE BLVD ALONG E/W WASHINGTON ST FROM KK RIVER TRAIL TO S 20TH ST AND ALONG S 20TH ST FROM W WASHINGTON ST TO W SCOTT ST, AND ALONG W SCOTT ST FROM S 20TH ST TO S LAYTON BLVD IN THE CITY OF MILWAUKEE	BP	
	535	PEDESTRIAN AND TRANSIT IMPROVEMENTS ALONG W BURLEIGH ST AND S CESAR CHAVEZ DR IN THE CITY OF MILWAUKEE (2.3 MI)	BP	
	536	CONSTRUCTION OF BICYCLE FACILITIES CONNECTING SECTIONS OF THE KK RIVER TRAIL ALONG S 1ST ST, S WATER ST, AND W PITTSBURGH AVE IN THE CITY OF MILWAUKEE (2.0 MI)	BP	
	135	LOCAL STREET IMPROVEMENT AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	OH	
	136	REPLACEMENT OF THE CALUMET RD BRIDGE OVER THE LITTLE MENOMONEE RIVER (P40-0537) IN THE CITY OF MILWAUKEE	OH	
	336	IMPROVEMENTS AT INTERSECTIONS OF 27TH ST WITH LOCUST ST, CENTER ST, AND NORTH AVE IN THE CITY OF MILWAUKEE	OH	
	137	INSTALLATION OF 12-INCH TRAFFIC SIGNAL FACES AT 72 INTERSECTIONS IN THE CITY OF MILWAUKEE	HS	
	138	INSTALLATION OF 12-INCH TRAFFIC SIGNAL FACES AT 80 INTERSECTIONS IN THE CITY OF MILWAUKEE	HS	
	140	PAVEMENT RESTRIPING TO REDUCE CONFLICTS ON VARIOUS ROADWAYS IN THE CITY OF MILWAUKEE (8.13 MI) (LIST AVAILABLE UPON REQUEST)	HS	
	402	IMPROVEMENTS AT INTERSECTION OF STH 181 AND HAMPTON AVE IN THE CITY OF MILWAUKEE	HS	
	475	INTERSECTION IMPROVEMENTS, INCLUDING UPGRADING SIGNAL FACES AND OTHER TRAFFIC SIGNAL IMPROVEMENTS, AT 73 LOCAL CITY INTERSECTIONS IN THE CITY OF MILWAUKEE	HS	
	476	INTERSECTION IMPROVEMENTS, INCLUDING UPGRADING SIGNAL FACES AND OTHER TRAFFIC SIGNAL IMPROVEMENTS, AT 72 LOCAL CITY INTERSECTIONS IN THE CITY OF MILWAUKEE	HS	
	477	INTERSECTION IMPROVEMENTS AT W CENTER ST, W LISBON AVE, AND N 60TH ST IN THE CITY OF MILWAUKEE	HS	
	527	IMPROVEMENTS AT INTERSECTIONS OF SHERMAN BLVD WITH DOUGLAS AVE, FLORIST AVE, CUSTER AVE, VILLARD AVE, CONGRESS ST, HOPE AVE, AND ROOSEVELT DR IN THE CITY OF MILWAUKEE	HS	
	528	IMPROVEMENTS AT INTERSECTIONS OF SHERMAN BLVD WITH TOWNSEND ST, BURLEIGH ST, LOCUST ST, CENTER ST, WRIGHT ST, AND NORTH AVE IN THE CITY OF MILWAUKEE	HS	
	529	IMPROVEMENTS AT INTERSECTIONS OF W VILLARD AVE WITH N 60TH ST AND N 51ST ST IN THE CITY OF MILWAUKEE	HS	
	423	ATC CONTROLLER AND COMMUNICATION UPGRADE GRANT #3 - 79 INTERSECTIONS IN NEAR-NORTH/NEAR-WEST SIDES OF THE CITY OF MILWAUKEE	EE	
	424	FIBER OPTIC INTERCONNECT, ATC CONTROLLER, AND TRAVEL TIME DATA MONITORING INSTALLATION ALONG VARIOUS CORRIDORS IN THE CITY OF MILWAUKEE - LISBON AVE, WALNUT ST, AND 27TH ST	EE	
	425	FIBER OPTIC INTERCONNECT, ATC CONTROLLER, AND TRAVEL TIME DATA MONITORING INSTALLATION ALONG VARIOUS CORRIDORS IN THE CITY OF MILWAUKEE - CESAR CHAVEZ DR AND NATIONAL AVE	EE	

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Table B.1 (Continued)
Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	531	TOWBOAT DIESEL RETROFITS OF 3 PROPULSION ENGINES AND 2 GENERATOR SET ENGINES ON 2 TOWBOATS OPERATING OUT OF THE PORT OF MILWAUKEE	EE	MILWAUKEE (City)
	532	PURCHASE OF 33 CNG REFUSE PACKERS FOR THE CITY OF MILWAUKEE	EE	
	533	ATC CONTROLLER AND COMMUNICATION UPGRADE AT 53 INTERSECTIONS IN THE CITY OF MILWAUKEE (GRANT #6)	EE	
	534	ATC CONTROLLER AND COMMUNICATION UPGRADE AT 70 INTERSECTIONS IN THE CITY OF MILWAUKEE (GRANT #7)	EE	
	537	RESURFACING OF W DREXEL AVE FROM S 13TH ST (CTH V) TO HOWELL AVE (STH 38) IN THE CITY OF OAK CREEK (1.0 MI)	HP	OAK CREEK (City)
	538	RECONSTRUCTION OF NORTH AVE FROM N MAYFAIR RD (STH 100) TO N 95TH ST IN THE CITY OF WAUWATOSA (0.86 MI)	HP	WAUWATOSA (City)
	147	EXPANSION OF THE PUBLIC BIKE SHARING SYSTEM AT 8 LOCATIONS IN THE CITY OF WAUWATOSA - PHASE 3	BP	
	337	RECONSTRUCTION OF BELOIT RD FROM S 60TH ST TO W LINCOLN AVE IN THE CITY OF WEST ALLIS (0.6 MI)	HP	WEST ALLIS (City)
	338	RECONSTRUCTION OF W NATIONAL AVE FROM S 62ND ST TO S 65TH ST IN THE CITY OF WEST ALLIS (0.2 MI)	HP	
	540	RECONDITIONING OF W GREENFIELD AVE FROM S 56TH ST TO MILLER PARK WAY IN THE VILLAGE OF WEST MILWAUKEE (0.71 MI)	HP	WEST MILWAUKEE (Village)
BEYOND TIP	20	REHABILITATION OF THE LAKE FREEWAY (IH 794) BRIDGES FROM MILWAUKEE ST TO CHICAGO ST IN THE CITY OF MILWAUKEE (0.58 MI)	HP	STATE OF WISCONSIN
	23	BRIDGE REHABILITATION OF THE LINCOLN AVE BRIDGE & BRIDGE REPLACEMENT OF THE HOWARD AVE BRIDGE OVER IH 894 & RETAINING WALL REPAIR AT B40-883/883 (BRIDGE OVER UP RR BETWEEN LINCOLN AVE & GREENFIELD AVE R40-532)	HP	
	473	RECONSTRUCTION OF STH 100 (RYAN RD/ST MARTINS RD) FROM 60TH ST TO STH 36 (LOOMIS RD, BRIDGE REPAIRS TO THE ROOT RIVER BRIDGE (B40-547) & CULVERT REPAIRS (C40-106/7) IN THE CITY OF FRANKLIN (2.7 MI)	HP	
	474	RESURFACING OF KEARNEY ST FROM 76TH ST TO 72ND ST IN THE CITY OF MILWAUKEE (0.25 MI)	HP	
	497	RESURFACING OF STH 175 FROM STH 181 TO IH 41 AND BRIDGE PAINTING OF THE STH 175/IH 41 RAMP BRIDGE (B40-940) IN THE CITY OF MILWAUKEE (3.55 MI)	HP	
	511	RESURFACING OF IH 41 FROM SILVER SPRING DR TO GOOD HOPE RD, BRIDGE MAINTENANCE OF CARMEN AVE (213-4), GOOD HOPE RD (248-9), STH 175 (346-7, 350-1), CNW RR (365-6), & FLORIST AVE (369) & NOISE WALL #34 IN MILWAUKEE COUNTY	HP	
	512	RESURFACING OF USH 45 FROM STH 36 TO RAWSON AVE (CTH BB) IN THE CITY OF FRANKLIN (1.6 MI)	HP	
	594	RESURFACING OF IH 43 FROM THE OAK LEAF TRAIL TO BENDER RD IN THE CITY OF GLENDALE (1.43 MI)	HP	
	596	RESURFACING OF STH 100 (RYAN RD) FROM STH 38 TO SHEPARD AVE IN THE CITY OF OAK CREEK (0.6 MI)	HP	
	598	RESURFACING OF 76TH ST (STH 181) FROM FLORIST AVE TO CTH Q IN THE CITY OF MILWAUKEE (3.52 MI)	HP	

Table continued on next page.

Table B.1 (Continued)
Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2021-2024

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
BEYOND TIP	525	RECONSTRUCTION OF W LISBON AVE FROM W BURLEIGH ST TO N 100 ST IN THE CITY OF MILWAUKEE (2.07 MI)	HP	MILWAUKEE (City)
	539	RECONSTRUCTION OF LINCOLN AVE FROM S 93RD ST TO S 96TH ST IN THE CITY OF WEST ALLIS (0.2 MI)	HP	WEST ALLIS (City)
DROPPED	4	CRACK REPAIR AND SEALING ALONG VARIOUS LOCATIONS IN SOUTHEASTERN WISCONSIN	HP	STATE OF WISCONSIN
	11	CONSTRUCTION OF NOISE BARRIERS ALONG IH 41 FROM MAYFAIR RD TO CENTER ST IN MILWAUKEE COUNTY (0.93 MI)	HP	
	21	REHABILITATION OF THE LAKE FREEWAY (IH 794) BRIDGES FROM CARFERRY DR TO E POLK ST IN THE CITY OF MILWAUKEE (1.94 MI)	HP	
	36	MAINTENANCE OVERLAY OF STH 100 (RYAN RD/ST MARTINS RD) FROM 60TH ST TO STH 36 (LOOMIS RD) IN THE CITY OF FRANKLIN (3.00 MI)	HP	
	323	RESURFACING OF IH 43 FROM BENDER RD TO COUNTY LINE RD IN MILWAUKEE COUNTY (3.29 MI)	HP	
	48	RESURFACING AND RESTRIPING OF IH 41 FROM SWAN BLVD TO BURLEIGH ST TO PROVIDE EIGHT TRAFFIC LANES IN MILWAUKEE COUNTY (2.07 MI)	HI	
	59	CONSTRUCTION OF CONNECTIONS TO THE HANK AARON STATE TRAIL (ALONG HWY 100, BLUEMOUND RD, AND 72ND ST)	BP	WISCONSIN DNR
	73	REHABILITATION OF W LAYTON AVE (CTH Y) FROM S 76TH ST TO S 60TH ST IN THE CITY OF GREENFIELD (1.0 MI)	HP	MILWAUKEE COUNTY
	74	REHABILITATION OF W LAYTON AVE (CTH Y) FROM S 60TH ST TO W LOOMIS RD IN THE CITY OF GREENFIELD (1.0 MI)	HP	
	110	INSTALLATION OR MODIFICATION OF TRAFFIC SIGNALS AT IMPROVED STREET INTERSECTIONS IN THE CITY OF MILWAUKEE	HP	MILWAUKEE (City)
	119	RECONSTRUCTION OF W VLIET ST FROM N 12TH ST TO N 27TH ST IN THE CITY OF MILWAUKEE (1.00 MI)	HP	
	523	EXPANSION OF THE PUBLIC BIKE SHARING SYSTEM AT 15 LOCATIONS IN THE CITY OF MILWAUKEE-PHASE 3	BP	
	139	SPOT TRAFFIC SIGNAL IMPROVEMENTS AT VARIOUS HIGH HAZARD LOCATIONS IN THE CITY OF MILWAUKEE	HS	
	401	PAVEMENT RESTRIPING, IMPROVED LIGHTING, AND IMPROVED SIGNING ON NATIONAL AVE (STH 59) FROM LAYTON BLVD TO CESAR CHAVEZ DR (0.75 MI)	HS	
	145	REPLACEMENT OF THE EB NORTH AVE BRIDGE OVER THE MENOMONEE RIVER (B40-0999) IN THE CITY OF WAUWATOSA	HP	WAUWATOSA (City)

Source: SEWRPC

Table B.2
Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Milwaukee Transportation Management Area—Ozaukee County 2021-2024

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	155	REHABILITATION OF BRIDGES ALONG IH 43 FROM STH 60 TO N OZAUKEE COUNTY LINE (18.7 MI)	HP	STATE OF WISCONSIN
	158	RECONSTRUCTION OF THE INTERSECTION OF STH 60 AND CTH Y IN THE TOWN OF CEDARBURG	HP	
	541	CONSTRUCTION OF A SEGMENT OF THE INTERURBAN TRAIL ALONG 6 MILE RD FROM CTH D TO SILVER BEACH RD IN THE TOWN OF BELGIUM (1.01 MI) (STATE MULTIMODAL LOCAL SUPPLEMENTAL (MLS) PROGRAM FUNDS)	BP	OZAUKEE COUNTY
	544	RECONSTRUCTION OF CEDAR SAUK RD FROM MAPLE RD TO CTH O IN THE TOWN OF GRAFTON (0.94 MI) (STATE MULTIMODAL LOCAL SUPPLEMENTAL (MLS) PROGRAM FUNDS)	OH	GRAFTON (Town)
	342	PURCHASE OF 2 MINIVAN REAR ENTRY VEHICLES FOR SENIORS/PEOPLE WITH DISABILITIES TRANSPORTATION SERVICES IN MILWAUKEE AND OZAUKEE COUNTIES: 2019	TP	AWAY WE GO TRANSPORT
	343	PURCHASE OF 2 TRANSIT/BARIATRIC VEHICLES FOR SENIORS/PEOPLE WITH DISABILITIES TRANSPORTATION SERVICES IN MILWAUKEE, OZAUKEE, AND WASHINGTON COUNTIES: 2019	TP	BALANCE, INC.
	382	PURCHASE OF 2 TRANSIT/BARIATRIC VEHICLES FOR SENIORS/PEOPLE WITH DISABILITIES TRANSPORTATION SERVICES IN MILWAUKEE, OZAUKEE, AND WASHINGTON COUNTIES: 2020	TP	
	344	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES: 2019	TP	INTERFAITH OF OZAUKEE COUNTY
	345	OPERATING COSTS FOR A VOLUNTEER DRIVER PROGRAM TO PROVIDE PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES: 2019	TP	
	383	PURCHASE OF 1 MINIVAN REAR ENTRY VEHICLE FOR SENIORS/PEOPLE WITH DISABILITIES TRANSPORTATION SERVICES IN MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES: 2020	TP	
	384	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES: 2020	TP	
	385	OPERATING COSTS FOR A VOLUNTEER DRIVER PROGRAM TO PROVIDE PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES: 2020	TP	
ON SCHEDULE	461	PREVENTATIVE MAINTENANCE (DIAMOND GRIND) OF STH 57 FROM IH 43 TO CTH W IN THE TOWN OF SAUKVILLE (1.09 MI)	HP	STATE OF WISCONSIN
	478	CONSTRUCTION OF A ROUNDABOUT AT THE INTERSECTION OF STH 33 AND CTH I IN OZAUKEE COUNTY (0.4 MI)	HS	
	163	REPLACEMENT OF THE COVERED BRIDGE RD BRIDGE OVER CEDAR CREEK (B-45-0013) IN OZAUKEE COUNTY	OH	CEDARBURG (Town)
UNDERWAY	30	RECONDITIONING OF STH 57 FROM TEUTONIA AVE TO MEQUON RD (STH 57/167) IN THE VILLAGE OF BROWN DEER AND CITY OF MEQUON (3.6 MI)	HP	STATE OF WISCONSIN
	406	RESURFACING OF WAUWATOSA RD (STH 181) FROM CTH C TO STH 60 IN THE CITY OF CEDARBURG (3.03 MI)	HP	
	462	RESURFACING OF MEQUON RD (STH 167) FROM WASHINGTON COUNTY LINE TO BUNTROCK AVE IN THE CITY OF MEQUON (3.75 MI)	HP	
	159	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE AND OUT OF COUNTY TRANSPORTATION FOR THE ELDERLY AND DISABLED (SEC. 85.21)	TP	OZAUKEE COUNTY
	160	OPERATING ASSISTANCE FOR OZAUKEE COUNTY EXPRESS BUS AND SHARED-RIDE TAXI (SEC 85.20)	TP	

Table continued on next page.

Table B.2 (Continued)
Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Milwaukee Transportation Management Area—Ozaukee County 2021-2024

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	161	CAPITAL COSTS OF MAINTENANCE FOR 3RD PARTY CONTRACTING FOR THE OZAUKEE COUNTY EXPRESS BUS AND PREVENTATIVE MAINTENANCE FOR THE SHARED-RIDE TAXI SERVICE	TP	OZAUKEE COUNTY
	162	PURCHASE OF 5 REPLACEMENT VEHICLES EACH YEAR FOR THE OZAUKEE COUNTY SHARED-RIDE TAXI PROGRAM (SEC 5307 & 5309)	TP	
	542	INTERSECTION IMPROVEMENTS, INCLUDING RECONSTRUCTON OF THE INTERSECTION AND TRAFFIC SIGNAL INSTALLATION, AT CTH NN AND CTH Y AND REMOVAL OF PLEASANT VALLEY RD FROM CTH NN TO CTH Y IN OZAUKEE COUNTY	HS	
	543	PURCHASE OF MINIBUS HYBRID CONVERSIONS FOR THE VEHICLE FLEET FOR THE OZAUKEE COUNTY SHARED-RIDE TAXI	EE	
DROPPED	156	REHABILITATION OF THE COUNTY LINE BRIDGE (B40-338) AND THE PORT WASHINGTON RD BRIDGE (B45-0017) OVER IH 43 IN MILWAUKEE AND OZAUKEE COUNTIES	HP	STATE OF WISCONSIN
	157	REHABILITATION OF THE BRIDGES ALONG IH 43 FROM GOOD HOPE RD TO STH 60 (B40-0732, 733, 734, 735 & B45-0021) IN OZAUKEE AND MILWAUKEE COUNTIES	HP	
	407	RECONSTRUCTION OF WAUWATOSA RD (STH 181) FROM CTH C TO 400' S OF PRAIRIE VIEW RD IN THE CITY OF CEDARBURG (0.84 MI)	HP	

Source: SEWRPC

Table B.3
Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Milwaukee Transportation Management Area—Washington County 2021-2024

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	164	REHABILITATION OF BRIDGES ALONG IH 41 FROM CTH K TO N WASHINGTON COUNTY LINE (EXCLUDING THE BRIDGES AT STH 33) AND THE REPLACEMENT OF IH 41 BRIDGES OVER LIMESTONE CREEK	HP	STATE OF WISCONSIN
	167	RESURFACING OF USH 45 FROM THE IH 41/USH 45 SPLIT TO ONE MILE NORTH OF CTH D IN WASHINGTON COUNTY (14.07 MI)	HP	
	169	RESURFACING OF STH 60 FROM EAGLE DR IN WASHINGTON COUNTY TO STH 181 IN OZAUKEE COUNTY (7.18 MI)	HP	
	171	BRIDGE OVERLAY OF THE STH 167 BRIDGE OVER OCONOMOWOC RIVER (B66-85) AND THE STH 175 BRIDGE OVER COUNTY SHOP DR (B66-87) IN WASHINGTON COUNTY	HP	
	346	RESURFACE OF USH 41 FROM THE USH 41/45 SPLIT TO THE DODGE COUNTY LINE (22.0 MI)	HP	
	386	REHABILITATION OF THE IH 41 BRIDGES FROM STH 100 TO PILGRIM RD IN WASHINGTON AND WAUKESHA COUNTIES (B67-056, 337, 338, B66-187, 190)	HP	
	426	WETAP COMMUTE TO CAREERS, REIMBURSEMENT OF VEHICLE PURCHASES FOR VANPOOLS FOR LOW INCOME WORKERS: WASHINGTON COUNTY TRANSIT	TP	
	173	RETROFIT OF BARRIERS FOR PREVENTING CROSS-MEDIAN CRASHES ON IH 41 FROM STH 145 TO DODGE COUNTY LINE IN WASHINGTON COUNTY (32.88 MI)	HS	
	175	REPLACEMENT OF THE CTH M BRIDGE OVER MILWAUKEE RIVER (B-66-0945) IN WASHINGTON COUNTY	HP	WASHINGTON COUNTY
	549	PAVEMENT REPLACEMENT OF PIONEER RD (CTH FD) FROM STH 175 TO IH 41 IN THE VILLAGE OF RICHFIELD AND TOWN OF POLK (0.82 MI) (STATE MULTIMODAL LOCAL SUPPLEMENTAL (MLS) PROGRAM FUNDS)	HP	
	182	HIGH FRICTION SURFACE TREATMENT ALONG CTH H FROM OAK DR TO KETTLE MORAINE DR IN THE TOWN OF KEWASKUM (0.38 MI)	HS	
	550	RECONSTRUCTION OF HOLY HILL RD FROM THE IH 41 NB RAMPS TO GOLDENDALE RD INCLUDING A MULTI-USE PATH IN THE VILLAGE OF GERMANTOWN (1.0 MI) (STATE MULTIMODAL LOCAL SUPPLEMENTAL (MLS) PROGRAM FUNDS)	HP	GERMANTOWN (Village)
	186	REPLACEMENT OF THE N WACKER DR BRIDGE OVER RUBICON RIVER (P-66-0709) IN THE CITY OF HARTFORD	OH	HARTFORD (City)
	188	REPLACEMENT OF THE KETTLE VIEW DR BRIDGE OVER KEWASKUM CREEK (P-66-0912) IN WASHINGTON COUNTY	OH	KEWASKUM (Town)
	350	PURCHASE OF 2 MINIVAN REAR ENTRY VEHICLES FOR SENIORS/PEOPLE WITH DISABILITIES TRANSPORTATION SERVICES IN WASHINGTON COUNTY: 2019	TP	INTERFAITH OF WASHINGTON COUNTY
	351	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN WASHINGTON COUNTY: 2019	TP	
	352	OPERATING COSTS FOR A VOLUNTEER DRIVER PROGRAM TO PROVIDE PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN WASHINGTON COUNTY: 2019	TP	
	387	PURCHASE OF 2 MINIVAN REAR ENTRY VEHICLES FOR SENIORS/PEOPLE WITH DISABILITIES TRANSPORTATION SERVICES IN WASHINGTON COUNTY: 2020	TP	
	388	PURCHASE OF 1 MINIBUS SINGLE AXLE - GAS VEHICLE FOR SENIORS/PEOPLE WITH DISABILITIES TRANSPORTATION SERVICES IN WASHINGTON COUNTY: 2020	TP	
	389	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN WASHINGTON COUNTY: 2020	TP	

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Table B.3 (Continued)
Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Milwaukee Transportation Management Area—Washington County 2021-2024

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	390	OPERATING COSTS FOR A VOLUNTEER DRIVER PROGRAM TO PROVIDE PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN WASHINGTON COUNTY: 2020	TP	INTERFAITH OF WASHINGTON COUNTY
ON SCHEDULE	172	RESURFACING OF STH 83 FROM STH 167 TO E MONROE AVE IN WASHINGTON COUNTY (3.91 MI)	HP	STATE OF WISCONSIN
	409	REPLACEMENT OF THE STH 175 CULVERT OVER LITTLE CEDAR CREEK (C66-48), REHABILITATION OF THE STH 167 CULVERT OVER WATERWAY (C66-47) & REPAIRS TO RETAINING WALL ON STH 167 0.25 M E OF STH 164 IN THE VILLAGE OF RICHFIELD	HP	
	450	RESURFACING OF STH 33 FROM 0.5 MI WEST OF N POPLAR RD TO CTH Y AND RETAINING WALL REPAIRS (R1 & R2) IN THE VILLAGE OF NEWBURG AND TOWN OF TRENTON (2.73 MI)	HP	
	347	RESURFACING, HIGH FRICTION SURFACE TREATMENT, AND UPGRADE BARRIER GUARD TO STH 167 FROM CTH K TO CTH CC IN WASHINGTON COUNTY (2.1 MI)	HS	
	174	REPLACEMENT OF THE CTH H BRIDGE OVER THE MILWAUKEE RIVER (B66-0655) IN THE TOWN OF KEWASKUM	HP	WASHINGTON COUNTY
	348	PURCHASE OF 1 MINIBUS WITH LIFT AND 2 MINIVANS WITH RAMS FOR WASHINGTON COUNTY SHARED RIDE TAXI SERVICE	TP	
	479	CONSTRUCTION OF A ROUNDABOUT AT THE INTERSECTION OF CTH Q AND HILLSIDE RD IN THE VILLAGE OF RICHFIELD AND TOWN OF LISBON (0.03 MI)	HS	
	183	REPLACEMENT OF THE TRADING POST TRAIL RD BRIDGE OVER THE NORTH BRANCH OF THE MILWAUKEE RIVER (P66-0907) IN THE TOWN OF FARMINGTON	OH	FARMINGTON (Town)
	437	SAFETY IMPROVEMENTS AT THE INTERSECTION OF FREISTADT RD AND MAPLE RD IN THE VILLAGE OF GERMANTOWN	HS	GERMANTOWN (Village)
	187	REPLACEMENT OF THE CEDAR CREEK RD BRIDGE OVER BRANCH OF CEDAR CREEK (P66-0904) IN THE TOWN OF JACKSON	OH	JACKSON (Town)
UNDERWAY	165	REHABILITATION OF THE IH 41 BRIDGES OVER THE KOHLSVILLE RIVER (B66-188/189) AND THE TRIBUTARY TO E BRANCH ROCK RIVER (B66-193/194) AND THE STH 144 BRIDGE OVER IH 41 (B66-110) IN WASHINGTON COUNTY	HP	STATE OF WISCONSIN
	166	RESURFACING OF USH 45 (FOND DU LAC AVE) FROM WB CTH H TO WB STH 28 IN WASHINGTON COUNTY (1.21 MI)	HP	
	168	RESURFACING OF MAIN ST (STH 60) FROM CTH P TO EAGLE DR IN THE VILLAGE OF JACKSON (1.7 MI)	HP	
	548	RECONSTRUCTION OF CTH P FROM STH 145 TO SHERMAN RD IN WASHINGTON COUNTY (1.85 MI)	HP	WASHINGTON COUNTY
	176	OPERATING ASSISTANCE FOR WASHINGTON COUNTY SHARED RIDE TAXI SERVICE (SEC 85.20 AND FTA 5307)	TP	
	177	OPERATING ASSISTANCE FOR WASHINGTON COUNTY COMMUTER EXPRESS BUS SERVICE (SEC 85.20 & 5307)	TP	
	178	PURCHASE OF 6 REPLACEMENT VEHICLES EACH YEAR (ANY COMBINATION OF MINIBUS CUTAWAY OR MINIVAN SIDE ENTRY) FOR THE WASHINGTON COUNTY SHARED RIDE TAXI (5307/5339).	TP	
	181	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR THE ELDERLY AND DISABLED IN WASHINGTON COUNTY (SEC 85.21)	TP	
	184	OPERATING ASSISTANCE FOR THE CITY OF HARTFORD TAXI SERVICE	TP	HARTFORD (City)

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Table B.3 (Continued)
Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Milwaukee Transportation Management Area—Washington County 2021-2024

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	185	PURCHASE OF 2 REPLACEMENT VEHICLES FOR THE CITY OF HARTFORD TAXI SERVICE	TP	HARTFORD (City)
	551	BRIDGE REPLACEMENT OF THE BADGER RD BRIDGE OVER THE KEWASKUM CREEK (P66-913) IN THE TOWN OF KEWASKUM	HP	KEWASKUM (Town)
	349	RECONSTRUCTION OF 18TH AVE FROM VOGT DR TO PARADISE DR IN THE CITY OF WEST BEND (0.5 MI)	HP	WEST BEND (City)
	189	OPERATING ASSISTANCE FOR THE CITY OF WEST BEND SHARED-RIDE TAXI SYSTEM	TP	
	190	PURCHASE OF 11 REPLACEMENT VEHICLES FOR THE CITY OF WEST BEND TAXI SERVICE (4 IN 2021, 2 IN 2022, 3 IN 2023, AND 2 IN 2024)	TP	
BEYOND TIP	408	RESURFACING OF STH 83 FROM WASHINGTON COUNTY LINE TO STH 167 IN WASHINGTON COUNTY (2.2 MI)	HP	STATE OF WISCONSIN
	545	RESURFACING OF STH 28 FROM IH 41 TO USH 45 IN WASHINGTON COUNTY (8.5 MI)	HP	
	546	RESURFACING OF STH 144 FROM SKYLINE DR TO THE SHEBOYGAN COUNTY LINE IN WASHINGTON COUNTY (8.46 MI)	HP	
	547	RESURFACING OF STH 167 (HOLY HILL RD) FROM STH 164 TO IH 41 IN WASHINGTON COUNTY (3.96 MI)	HP	
DROPPED	170	RECONSTRUCTION OF THE INTERSECTION OF MAIN ST (STH 60) AND CTH P IN THE VILLAGE OF JACKSON	HP	
	599	RESURFACING OF STH 60 FROM THE DODGE COUNTY LINE TO LIBERTY AVE IN THE CITY AND TOWN OF HARTFORD (1.19 MI)	HP	
	179	WASHINGTON COUNTY SHARED-RIDE TAXI PROGRAM CAPITAL COSTS TOWARD THE PURCHASE OF: 1 MINIBUS IN 2019; 1 MINIBUS IN 2020; 1 MINIBUS IN 2021; AND 1 MINIBUS IN 2022 (5339).	TP	WASHINGTON COUNTY
	180	WASHINGTON COUNTY SHARED-RIDE TAXI PROGRAM CAPITAL COSTS TOWARD THE PURCHASE OF: 1 MINIVAN IN 2019; 1 MINIVAN IN 2020; 1 MINIVAN IN 2021; AND 1 MINIVAN IN 2022	TP	

Source: SEWRPC

Table B.4
Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Milwaukee Transportation Management Area—Waukesha County 2021-2024

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	191	BRIDGE DECK OVERLAY OF VARIOUS BRIDGES IN WAUKESHA, WASHINGTON, WALWORTH, AND RACINE COUNTIES (LIST AVAILABLE UPON REQUEST)	HP	STATE OF WISCONSIN
	192	RESURFACING OF USH 41 FROM THE MILWAUKEE COUNTY LINE TO THE WASHINGTON COUNTY LINE IN WAUKESHA COUNTY (3.66 MI)	HP	
	194	BRIDGE DECK REHABILITATION OF THE STH 16 AND STH 83 BRIDGE (B67-166) IN THE CITY OF DELAFIELD	HP	
	196	RESURFACING OF STH 83 FROM STH 59 TO PERKINS ROAD IN THE TOWN OF GENESEE (2.00 MI)	HP	
	197	RECONDITIONING OF STH 164 FROM CTH ES (NATIONAL AVE) TO LES PAUL PKWY (STH 59) IN WAUKESHA COUNTY (4.56 MI)	HP	
	353	BRIDGE DECK OVERLAY OF THE IH 94 BRIDGES BETWEEN CTH BB AND STH 67 (B 67-0276, 0277, 0339, 0340, 0341 & 0342) IN WAUKESHA COUNTY	HP	
	354	CONSTRUCTION OF A SALT SHED NEAR THE IH 94 INTERCHANGE AT GRANDVIEW BLVD (CTH T) IN WAUKESHA COUNTY	HP	
	393	RESURFACING OF IH 94 (EASTBOUND) FROM W WAUKESHA COUNTY LINE TO STH 83 IN WAUKESHA COUNTY (8.66 MI)	HP	
	394	REHABILITATION OF THE IH 94 BRIDGE OVER CTH P (B67-274/275) IN THE VILLAGE OF SUMMIT	HP	
	438	CRACK FILLING AND PATCHING ON IH 94 FROM STH 83 TO CTH T IN WAUKESHA COUNTY (5.96 MI)	HP	
	200	REHABILITATION OF CTH ES (FOX ST) BRIDGE (B-67-0147) OVER THE FOX RIVER IN THE VILLAGE OF MUKWONAGO	HP	WAUKESHA COUNTY
	201	RECONSTRUCTION OF CTH O (MOORLAND RD) FROM IH 43 TO BELOIT RD IN WAUKESHA COUNTY (0.3 MI)	HP	
	202	REHABILITATION OF CTH VV FROM MAIN ST TO CTH F (0.5 MI)	HP	
	204	REPLACEMENT OF CTH Y STRUCTURE OVER PILAK CREEK IN THE CITY OF MUSKEGO	HP	
	205	REPLACEMENT OF CTH YY STRUCTURE OVER UNDERWOOD CREEK IN THE CITY OF BROOKFIELD (STATE MULTIMODAL LOCAL SUPPLEMENTAL (MLS) PROGRAM FUNDS)	HP	
	206	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH M (NORTH AVE) FROM CALHOUN RD TO EAST COUNTY LINE IN THE CITY OF BROOKFIELD (3.0 MI)	HI	
	215	REALIGNMENT OF CTH I FROM EHR DR TO POINT DR IN WAUKESHA COUNTY (1.3 MI)	HS	
	216	RECONSTRUCTION WITH ADDITIONAL LANES OF CALHOUN RD FROM CTH M TO STH 190 IN THE CITY OF BROOKFIELD (2.14 MI)	HI	BROOKFIELD (City)
	218	SAFETY MODIFICATIONS AT THE INTERSECTIONS OF STH 175 AND PILGRIM RD AND STH 175 AND MENOMONEE AVE IN THE VILLAGE OF MENOMONEE FALLS	HS	MENOMONEE FALLS (Village)
	568	PAVEMENT REPLACEMENT OF LANG RD FROM PENNSYLVANIA ST TO STH 67 IN THE TOWN OF OCONOMOWOC (1.08 MI) (STATE MULTIMODAL LOCAL SUPPLEMENTAL (MLS) PROGRAM FUNDS)	OH	OCONOMOWOC (Town)

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Table B.4 (Continued)
Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Milwaukee Transportation Management Area—Waukesha County 2021-2024

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	220	RECONSTRUCTION OF N BARSTOW ST FROM WISCONSIN AVE TO ST. PAUL AVE IN THE CITY OF WAUKESHA (0.37 MI)	HP	WAUKESHA (City)
	221	RESURFACING OF W MORELAND BLVD FROM DELAFIELD ST TO RIVERVIEW AVE IN THE CITY OF WAUKESHA (0.59 MI)	HP	
	223	RECONSTRUCTION OF NORTHVIEW RD FROM MEADOWBROOK RD TO PEBBLE VALLEY RD IN THE CITY OF WAUKESHA (1.35 MI)	HP	
	224	RECONSTRUCTION OF N PRAIRIE AVE FROM ST. PAUL AVE TO COLLEGE AVE IN THE CITY OF WAUKESHA (0.4 MI) (STATE MULTIMODAL LOCAL SUPPLEMENTAL (MLS) PROGRAM FUNDS)	HP	
	226	RECONSTRUCTION OF SUMMIT AVE FROM GREENMEADOW DR TO N GRANDVIEW BLVD IN THE CITY OF WAUKESHA (0.27 MI)	HP	
	230	REPLACEMENT OF 6 PARATRANSIT VEHICLES FOR WAUKESHA METRO TRANSIT	TP	
	235	REPLACEMENT OF THE SUPERVISOR VAN	TP	
	359	REPLACEMENT OF CREDIT CARD EQUIPMENT FOR TICKET VENDING MACHINES FOR WAUKESHA METRO TRANSIT	TP	
	485	REPLACEMENT OF UNIT HEATERS AT TRANSIT GARAGE FOR WAUKESHA METRO TRANSIT	TP	
	486	REPLACEMENT OF FUEL DISPENSING SYSTEM FOR WAUKESHA METRO TRANSIT	TP	
	360	PURCHASE OF 1 MINIVAN REAR ENTRY VEHICLE FOR SENIORS/PEOPLE WITH DISABILITIES TRANSPORTATION SERVICES IN WAUKESHA COUNTY: 2019	TP	ERAs SENIOR NETWORK, INC.
	361	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN WAUKESHA COUNTY: 2019	TP	
	362	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES (FIND-A-RIDE NETWORK) IN WAUKESHA COUNTY: 2019	TP	
	363	OPERATING COSTS FOR A VOLUNTEER DRIVER PROGRAM TO PROVIDE PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN WAUKESHA COUNTY: 2019	TP	
	396	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN WAUKESHA COUNTY: 2020	TP	
	397	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES (FIND-A-RIDE NETWORK) IN WAUKESHA COUNTY: 2020	TP	
	398	OPERATING COSTS FOR A VOLUNTEER DRIVER PROGRAM TO PROVIDE PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN WAUKESHA COUNTY: 2020	TP	
	570	PURCHASE OF 1 REPLACEMENT MEDIUM BUS FOR SENIORS/PEOPLE WITH DISABILITIES TRANSPORTATION SERVICES IN WAUKESHA COUNTY: 2020	TP	ST. COLETTA OF WISCONSIN, INC
	571	PURCHASE OF 1 REPLACEMENT BARIATRIC, SIDE LOAD VAN FOR SENIORS/PEOPLE WITH DISABILITIES TRANSPORTATION SERVICES IN WAUKESHA COUNTY: 2020	TP	
DEFERRED	231	REPLACEMENT OF THREE BUS SHELTERS FOR WAUKESHA METRO TRANSIT	TP	WAUKESHA (City)

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Table B.4 (Continued)
Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Milwaukee Transportation Management Area—Waukesha County 2021-2024

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
DEFERRED	236	REPLACEMENT OF ADMINISTRATIVE STAFF VEHICLE FOR WAUKESHA METRO TRANSIT	TP	WAUKESHA (City)
ON SCHEDULE	465	RESURFACING OF CAPITOL DR (STH 190) FROM STH 16 TO 0.3 MI EAST OF FIVE FIELDS RD IN THE CITY OF PEWAUKEE AND VILLAGE OF PEWAUKEE (1.75 MI)	HP	STATE OF WISCONSIN
	439	INSTALLATION OF MEDIAN BARRIERS ON STH 16 FROM 5,800' W OF STH 83 TO STH 190 IN WAUKESHA COUNTY (6.39 MI)	HS	
	217	REPLACEMENT OF THE LILLY RD BRIDGE OVER THE MENOMONEE RIVER (B67-0261) IN THE VILLAGE OF MENOMONEE FALLS	HP	MENOMONEE FALLS (Village)
	219	REPLACEMENT OF THE DUPLAINVILLE RD BRIDGE OVER SPRING CREEK (B67-0009) IN THE VILLAGE OF PEWAUKEE	OH	PEWAUKEE (Village)
	222	BRIDGE DECK OVERLAY OF THE MADISON ST BRIDGE OVER THE FOX RIVER (B67-0099) IN THE CITY OF WAUKESHA	HP	WAUKESHA (City)
	225	BRIDGE DECK OVERLAY OF THE PRAIRIE AVE BRIDGE OVER THE FOX RIVER (B67-0177) IN THE CITY OF WAUKESHA	HP	
	487	REPLACEMENT OF MOBILE LIFTS FOR WAUKESHA METRO TRANSIT	TP	
UNDERWAY	193	RESURFACING WITH WIDENING OF SHOULDERS OF SUMMIT AVE (USH 18) FROM STH 83 TO STH 318 AND CULVERT REPAIR (C67-73) 0.13 MILES E OF CTH G IN THE TOWN OF DELAFIELD (5.12 MI)	HP	STATE OF WISCONSIN
	195	MAINTENANCE OVERLAY OF STH 67 FROM 1000' N OF STH 59 TO 200' S OF USH 18 IN WAUKESHA COUNTY (9.61 MI)	HP	
	391	REHABILITATION OF THE IH 43 BRIDGES FROM STH 83 TO STH 164 IN WAUKESHA COUNTY (B67-120, 123, 124, 126-128, 132, 133, 334)	HP	
	392	BRIDGE REHABILITATION OF THE IH 43 BRIDGES FROM STH 164 TO BELOIT ROAD IN WAUKESHA COUNTY (B67-111-114, 324, 325, 293-297)	HP	
	395	PAVEMENT REPLACEMENT OF STH 16 FROM E MAIN ST IN WATERTOWN TO 0.23 MI EAST OF HI WAY LN IN WAUKESHA AND JEFFERSON COUNTIES (7.9 MI)	HP	
	410	RESURFACING OF SUNSET DR (USH 18) FROM STH 67 TO MORAINE VIEW DR AND CULVERT REPAIRS (C48) IN THE TOWN OF GENESEE (3.97 MI)	HP	
	445	PRESERVATION MAINTENANCE OF STH 59/164 (E WAUKESHA BYPASS) FROM SUNSET DR TO ARCADIAN AVE, REMOVE CULVERT (C46), EXTEND TURN LANES ON N/S LEGS, & INTERSECTION IMPROVEMENTS AT STH 59 & CTH XX IN WAUKESHA COUNTY (1.99 MI)	HP	
	451	RECONSTRUCTION OF STH 83 FROM GOLF RD TO VETTELSON RD AND BRIDGE REPAIRS TO THE VETTELSON RD BRIDGE OVER STH 83 (B168) IN THE CITY OF DELAFIELD AND VILLAGE OF HARTLAND (3.23 MI)	HP	
	463	RESURFACING OF IH 43 FROM CTH O TO HALE INTERCHANGE, DECK REPLACEMENT OF RAMP TO 124TH ST B67-103, TPO SUNNYSLOPE RD B67-359, & REPAIRS TO CTH O RAMP BRIDGE B295 & CULVERTS 67-13/21 IN MILWAUKEE & WAUKESHA CO (3.58 MI)	HP	
	464	RESURFACING OF BLUEMOUND RD (USH 18) FROM IH 94 TO MILWAUKEE COUNTY LINE IN WAUKESHA COUNTY (5.26 MI)	HP	
	484	REHABILITATION OF THE IH 94 BRIDGE AT ELMHURST RD (B67-0059) IN WAUKESHA COUNTY	HP	
	198	RESURFACING OF VARIOUS COUNTY TRUNK HIGHWAYS IN WAUKESHA COUNTY	HP	WAUKESHA COUNTY

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Table B.4 (Continued)
Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Milwaukee Transportation Management Area—Waukesha County 2021-2024

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	199	RESURFACING OF CTH D (CLEVELAND AVE) FROM CALHOUN RD TO EAST COUNTY LINE IN WAUKESHA COUNTY (3.0 MI)	HP	WAUKESHA COUNTY
	203	BRIDGE DECK OVERLAY OF CTH XX BRIDGE OVER PEBBLE BROOK CREEK (B67-0195) IN THE TOWN OF WAUKESHA	HP	
	355	RECONSTRUCTION OF CTH O (MOORLAND RD) FROM IH 94 TO USH 18 IN WAUKESHA COUTY (0.8 MI)	HP	
	356	RECONSTRUCTION OF CTH O FROM CTH I TO CTH ES IN THE CITY OF NEW BERLIN (1.4 MI)	HP	
	561	BRIDGE REHABILITATION OF THE CTH F (REDFORD BLVD) BRIDGE OVER GREEN RD (B67-0095) IN THE CITY OF PEWAUKEE	HP	
	562	PAVEMENT REPLACEMENT OF CTH O (MOORLAND RD) FROM CTH D (CLEVELAND AVE) TO STH 59 (W GREENFIELD AVE) IN THE CITY OF NEW BERLIN (1.47 MI)	HP	
	563	PAVEMENT REPLACEMENT OF CTH O (MOORLAND RD) FROM CTH ES (NATIONAL AVE) TO CTH D (CLEVELAND AVE) IN THE CITY OF NEW BERLIN (1.33 MI)	HP	
	564	RESURFACING OF CTH T (N GRANDVIEW BLVD) FROM NORTHVIEW RD TO IH 94 IN THE CITY OF WAUKESHA (0.97 MI)	HP	
	565	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH O (MOORLAND RD) FROM CTH HH (COLLEGE AVE) TO GRANGE AVE IN THE CITY OF NEW BERLIN (1.07 MI)	HI	
	207	CAPITAL COSTS OF THIRD PARTY CONTRACTING FOR WAUKESHA COUNTY TRANSIT SERVICE	TP	
	208	PROVIDE USER-SIDE SUBSIDY ADVANCE RESERVATION AND ELDERLY/DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PERSONS IN WAUKESHA COUNTY (SEC 85.21)	TP	
	209	DESIGN AND CONSTRUCTION OF A BICYCLE AND PEDESTRIAN PATH FROM THE TRAILHEAD AT THE TERMINUS OF NORTH AVENUE IN THE CITY OF PEWAUKEE TO A REDEVELOPMENT AREA NEAR BROOKFIELD ROAD AND RIVER ROAD IN THE CITY OF BROOKFIELD	BP	
	211	BRIDGE DECK REPLACEMENT OF THE CTH I (RIVER RD) BRIDGE OVER THE FOX RIVER (B670097) IN THE TOWN OF WAUKESHA	OH	
	212	SAFTEY IMPROVEMENTS ALONG CTH C AT THE HASSLINGER DRIVE INTERSECTION	HS	
	213	SAFETY IMPROVEMENTS ALONG CTH D AT THE MORAINE HILLS DRIVE INTERSECTION	HS	
	403	IMPROVEMENTS AT INTERSECTION OF CTH B AND MORGAN RD IN THE VILLAGE OF SUMMIT	HS	
	566	RECONSTRUCTION OF MENOMONEE AVE FROM TOWN HALL RD TO APPLETON AVE (STH 175) IN THE VILLAGE OF MENOMONEE FALLS (1.41 MI)	HP	MENOMONEE FALLS (Village)
	567	BRIDGE REPLACEMENT OF THE OVERVIEW DR BRIDGE OVER THE BUTLER DITCH (P67-0774) IN THE VILLAGE OF MENOMONEE FALLS	OH	
	569	BRIDGE REPLACEMENT OF THE DELAFIELD RD BRIDGE OVER THE BARK RIVER (B67-0670) IN THE VILLAGE OF SUMMIT	HP	SUMMIT (Village)
	227	RECONSTRUCTION OF W ST PAUL AVE FROM WISCONSIN AVE/ W NORTH ST TO MADISON ST AND MADISON ST FROM ANN ST TO THE FOX RIVER IN THE CITY OF WAUKESHA (0.37 MI)	HP	WAUKESHA (City)

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Table B.4 (Continued)
Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Milwaukee Transportation Management Area—Waukesha County 2021-2024

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	228	OPERATING ASSISTANCE FOR THE WAUKESHA METRO AND WAUKESHA COUNTY TRANSIT SYSTEMS (85.20)	TP	WAUKESHA (City)
	229	CAPITAL MAINTENANCE FOR WAUKESHA METRO TRANSIT (FTA 5307 AND 5337)	TP	
	232	LOCAL MARKETING FOR WAUKESHA METRO TRANSIT SYSTEM	TP	
	233	TIRE LEASE FOR THE WAUKESHA METRO TRANSIT SYSTEM	TP	
	234	REHABILITATION OF FIXED-ROUTE BUSES, SUCH AS ENGINE AND TRANSMISSION REBUILDS, FOR WAUKESHA METRO	TP	
	358	PURCHASE OF 1 35-FOOT REPLACEMENT BUS FOR WAUKESHA METRO TRANSIT	TP	
	427	PREVENTATIVE MAINTENANCE FOR WAUKESHA METRO TRANSIT (FTA 5307)	TP	
BEYOND TIP	411	RECONSTRUCTION OF STH 164 FROM HENNEBERRY AVE TO DENOON RD IN WAUKESHA COUNTY (2.31 MI)	HP	STATE OF WISCONSIN
	552	RESURFACING OF IH 43 FROM STH 164 TO MOORLAND RD IN WAUKESHA COUNTY (6.1 MI)	HP	
	553	RESURFACING OF IH 43 (NB) FROM USH 12 TO STH 83 IN WALWORTH AND WAUKESHA COUNTIES (16.36 MI)	HP	
	554	RESURFACING OF IH 43 (SB) FROM USH 12 TO STH 83 IN WALWORTH AND WAUKESHA COUNTIES (16.36 MI)	HP	
	555	RESURFACING OF STH 16 FROM ROCK RIVER RD TO THE WAUKESHA COUNTY LINE IN JEFFERSON AND WAUKESHA COUNTIES (1.93 MI)	HP	
	556	RESURFACING OF STH 16 FROM THE JEFFERSON COUNTY LINE TO STH 67 IN WAUKESHA COUNTY (1.59 MI)	HP	
	557	RESURFACING OF STH 59 FROM JEFFERSON COUNTY LINE TO CTH X (GENESEE RD) IN WAUKESHA COUNTY (16.69 MI)	HP	
	558	RESURFACING OF STH 59 FROM CTH C TO SUNSET DR IN WAUKESHA COUNTY (3.62 MI)	HP	
	559	RESURFACING OF STH 67 FROM USH 12 TO STH 59 IN WALWORTH AND WAUKESHA COUNTIES (7.84 MI)	HP	
	560	RESURFACING OF STH 164 FROM SWAN RD TO THE WASHINGTON COUNTY LINE AND BRIDGE MAINTENANCE OF THE BUGLINE TRAIL BRIDGE (67-273) IN WAUKESHA COUNTY (8.03 MI)	HP	
	601	RESURFACING OF STH 67 FROM WAUKESHA COUNTY LINE TO CTH MM IN THE TOWN OF ASHIPPUN (5.13 MI)	HP	
	210	CONSTRUCTION OF A BICYCLE PEDESTRIAN UNDERPASS ON STH 67 AND CTH B FOR THE LAKE COUNTRY TRAIL IN THE CITY OF OCONOMOWOC	BP	WAUKESHA COUNTY
DROPPED	214	SAFETY IMPROVEMENTS ALONG CTH E AT THE WOODLAND DRIVE INTERSECTION	HS	

Source: SEWRPC

Table B.5
Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Kenosha County 2021-2024

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	239	RECONDITIONING OF USH 45 FROM STH 50 TO STH 11 IN KENOSHA AND RACINE COUNTY (7.83 MI)	HP	STATE OF WISCONSIN
	244	RESURFACING OF STH 83 (PINE ST) FROM STH 50 TO CTH KD/JB IN KENOSHA COUNTY (2.16 MI)	HP	
	248	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 50 (75TH ST) FROM IH 94 TO 43RD AVE INCLUDING THE FRONTAGE ROADS ALONG STH 50 IN THE CITY OF KENOSHA AND VILLAGE OF PLEASANT PRAIRIE (4.45 MI)	HI	
	364	SHORE STABILIZATION AT STH 32 FROM 7TH PL TO 11TH PL IN THE CITY OF KENOSHA	HS	
	251	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH S (BURLINGTON RD) FROM CTH H TO 120TH AVE (EAST FRONTAGE RD) IN KENOSHA COUNTY (1.9 MI) (STATE MULTIMODAL LOCAL SUPPLEMENTAL (MLS) PROGRAM FUNDS)	HI	KENOSHA COUNTY
	252	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH S FROM CTH H TO BRUMBACK BLVD IN KENOSHA COUNTY (1.79 MI)	HI	
	253	REALIGNMENT OF CTH F FROM CTH O TO 352ND AVE IN THE TOWN OF RANDALL (0.95 MI)	HE	
	256	MOBILITY MANAGER POSITION AND SERVICES TO PLAN AND COORDINATE TRANSPORTATION SERVICES FOR SENIORS AND PERSONS WITH DISABILITIES IN KENOSHA COUNTY: 2019	TP	
	259	INSTALLATION OF BIKEWAY ROUTE GUIDE SIGNING AND MARKING DEFINED IN THE COMPREHENSIVE BIKE PLAN FOR KENOSHA COUNTY	BP	
	260	CONSTRUCTION OF A SHARED USE PATH ALONG CTH C FROM 114TH AVE (RIVER RD) TO BAIN STATION RD (PRAIRIE FARMS TRAIL) IN KENOSHA COUNTY (0.88 MI)	BP	
	261	CONSTRUCTION OF A SHARED-USE PATH ALONG CTH E FROM 20TH ST TO STH 32 IN KENOSHA COUNTY (0.75 MI)	BP	
	441	PURCHASE OF ONE TRANSIT VEHICLE FOR THE CITY OF KENOSHA TRANSIT SYSTEM	TP	KENOSHA (City)
	442	ELEVATOR REPLACEMENT AT THE KENOSHA METRA STATION	TP	
	504	PURCHASE OF ONE CUTAWAY TRANSIT VEHICLE FOR THE CITY OF KENOSHA TRANSIT SYSTEM	TP	
	505	RESURFACING OF THE PARKING LOT FOR THE METRA STATION IN THE CITY OF KENOSHA	TP	
	506	PURCHASE OF A SECURITY SYSTEM FOR THE CITY OF KENOSHA TRANSIT SYSTEM	TP	
	507	PURCHASE OF A RADIO FOR THE CITY OF KENOSHA TRANSIT SYSTEM	TP	
	508	PURCHASE OF FUEL ISLAND EQUIPMENT AND MAINTENANCE SOFTWARE FOR THE CITY OF KENOSHA TRANSIT SYSTEM	TP	
	509	PURCHASE OF ONE FLOOR SWEEPER FOR THE CITY OF KENOSHA TRANSIT SYSTEM	TP	
	510	PURCHASE OF GPS EQUIPMENT FOR THE CITY OF KENOSHA TRANSIT SYSTEM	TP	

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Table B.5 (Continued)
Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Kenosha County 2021-2024

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	446	ADDITION OF TURN LANES ON 122ND ST (CTH ML) AND E FRONTAGE RD IN THE VILLAGE OF PLEASANT PRAIRIE (0.45 MI)	HP	PLEASANT PRAIRIE (Village)
	447	IMPROVEMENTS AT INTERSECTION OF OLD GREEN BAY RD AND STH 165 IN THE VILLAGE OF PLEASANT PRAIRIE	HP	
	265	REPLACEMENT OF THE 13TH AVE BRIDGE OVER PIKE RIVER (B30-0013) IN KENOSHA COUNTY	OH	SOMERS (Town)
	266	PURCHASE OF 2 MINIVANS AND 1 TRANSIT BARIATRIC VEHICLE: 2019	TP	KENOSHA ACHIEVEMENT CENTER, INC.
	267	PUBLIC OUTREACH AND EDUCATION BY MOBILITY MANAGER FOR THE VANPOOL AND CARPOOL SERVICE TO EMPLOYMENT OR EMPLOYMENT TRAINING FOR LOW-INCOME PERSONS IN KENOSHA, RACINE, AND WALWORTH COUNTIES	TP	
	268	TRAVEL DEMAND MANAGEMENT - SECOND YEAR OF OPERATION OF A VANPOOL AND CARPOOL SERVICE TO EMPLOYMENT OR EMPLOYMENT TRAINING FOR LOW-INCOME PERSONS IN KENOSHA, RACINE, AND WALWORTH COUNTIES	TP	
	489	PURCHASE OF 3 REPLACEMENT MEDIUM BUSES FOR SENIORS/PEOPLE WITH DISABILITIES TRANSPORTATION SERVICES IN KENOSHA COUNTY: 2020	TP	
	500	VEHICLE LOANS TO RESIDENTS FOR VEHICLE PURCHASE AND REPAIR AND MOBILITY MANAGEMENT PROGRAM FOR THE COORDINATION OF LOANS, EDUCATION, AND OUTREACH IN KENOSHA, RACINE, AND WALWORTH COUNTIES (SEC 85.24 AND FTA 5307)	TP	
DEFERRED	255	PURCHASE REPLACEMENT VEHICLES FOR WESTERN KENOSHA COUNTY TRANSIT: 2 VEHICLES IN 2021; 2 VEHICLES IN 2022; 1 VEHICLE IN 2023, AND 1 VEHICLE IN 2024	TP	KENOSHA COUNTY
ON SCHEDULE	237	REHABILITATION OF THE BRIDGES ALONG IH 41/94 FROM DES PLAINES RIVER TO CTH KR (B30-0090, 91, 98, 99, 100-103, 105-114, 117, 118 & C30-04) IN KENOSHA COUNTY	HP	STATE OF WISCONSIN
	246	BRIDGE REPLACEMENT OF STH 158 BRIDGES OVER THE CP RR AND UP RR LINES IN THE CITY OF KENOSHA (B-30-2 AND B-30-3)	HP	
	467	RESURFACING OF STH 83 FROM STH 50 TO ILLINOIS STATE LINE IN KENOSHA COUNTY (5.14 MI)	HP	
	250	REPLACEMENT OF THE CTH WG (128TH ST) BRIDGE OVER DUTCH GAP CANAL (P30-0900) IN THE VILLAGE OF BRISTOL	HP	KENOSHA COUNTY
	257	GPS LIVE FEED LINK TO PROVIDE REAL TIME DATA TO USERS OF WESTERN KENOSHA COUNTY TRANSIT SMARTPHONE APPLICATION	TP	
	404	IMPROVEMENTS AT INTERSECTION OF CTH Y AND CTH A IN THE VILLAGE OF SOMERS	HS	
	263	MAINTENANCE OF STREET CAR SERVICE IN THE CITY OF KENOSHA: 2021-2024	TP	KENOSHA (City)
UNDERWAY	241	RESURFACING OF SHERIDAN RD (STH 32) FROM 91ST ST TO 85TH ST IN THE CITY OF KENOSHA (0.76 MI)	HP	STATE OF WISCONSIN
	242	RECONDITIONING OF THE INTERSECTION OF STH 32 AND STH 165 IN THE VILLAGE OF PLEASANT PRAIRIE	HP	
	243	RECONSTRUCTION OF STH 50 (75TH STREET) FROM 256TH AVENUE TO 236TH AVENUE AND REPLACEMENT OF RETAINING WALLS (R70/71/73) IN THE VILLAGE OF PADDOCK LAKE (1.2 MI)	HP	
	247	RESURFACING OF THE EAST FRONTAGE ROAD (120TH AND 118TH AVE) ALONG IH 94 FROM CTH ML TO STH 50 AND CULVERT REPAIRS (C2) IN THE VILLAGE OF PLEASANT PRAIRIE (5.09 MI)	HP	

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Table B.5 (Continued)
Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Kenosha County 2021-2024

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	412	RESURFACING OF GENEVA RD (STH 50) FROM GRAND GENEVA WAY TO CTH O (368TH AVE) AND CULVERT REPAIRS (C17) IN KENOSHA AND WALWORTH COUNTIES (7.96 MI)	HP	STATE OF WISCONSIN
	440	RESURFACING OF STH 142 FROM RACINE COUNTY LINE TO IH 94 WEST FRONTAGE RD AND BRIDGE REHABILITATION OF THE STH 142 BRIDGE (B30-654) OVER DES PLAINES RIVER IN KENOSHA COUNTY (12.0 MI)	HP	
	452	PREVENTATIVE MAINTENANCE OF STH 50 FROM CTH O TO STH 75 AND 236TH AVE TO 125TH AVE IN KENOSHA COUNTY (14.29 MI)	HP	
	574	RECONDITIONING OF CTH W FROM THE ILLINOIS STATE LINE TO CTH C IN KENOSHA COUNTY (1.53 MI)	HP	KENOSHA COUNTY
	575	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH K (60TH ST) FROM THE UP RAILROAD CROSSING TO 94TH CT IN KENOSHA COUNTY (1.27 MI)	HI	
	254	PROVISION OF DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY/DISABLED RIDERS AND PUBLIC TRANSIT FOR GENERAL PUBLIC RIDERS IN NON-URBANIZED KENOSHA COUNTY (SEC 85.21, 85.20 and 5311)	TP	
	258	PURCHASE AND INSTALLATION OF 2 BUS SHELTERS IN 2023 FOR PLACEMENT ALONG THE FIXED ROUTE OF WESTERN KENOSHA COUNTY TRANSIT	TP	
	488	MOBILITY MANAGEMENT STAFF POSITIONS AND SERVICES FOR THE PLANNING COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN KENOSHA COUNTY	TP	
	262	OPERATING ASSISTANCE FOR THE CITY OF KENOSHA TRANSIT SYSTEM	TP	KENOSHA (City)
	503	PURCHASE OF TWO TRANSIT VEHICLES EACH YEAR FOR THE CITY OF KENOSHA TRANSIT SYSTEM	TP	
	264	EXPANSION OF THE CITY OF KENOSHA TRANSIT SYSTEM SERVICE TO INCLUDE 5 NEW ROUTES, EXPAND AND EXTEND SERVICE FOR 4 ROUTES, INCLUDING NEW SERVICE TO WALMART, AND PURCHASE NEW BUSES	TE	
	576	INTERSECTION IMPROVEMENTS AT WASHINGTON RD AND 39TH AVE IN THE CITY OF KENOSHA (0.01 MI)	HS	
	577	INTERSECTION IMPROVEMENTS AT WASHINGTON RD AND 30TH AVE IN THE CITY OF KENOSHA (0.01 MI)	HS	
BEYOND TIP	572	PREVENTATIVE MAINTENANCE OF STH 31 FROM THE ILLINOIS STATE LINE TO STH 50 IN KENOSHA COUNTY (5.13 MI)	HP	STATE OF WISCONSIN
	573	RESURFACING OF STH 158 FROM IH 94 FRONTAGE ROAD TO CTH H, BRIDGE OVERLAYS TO THE KILBOURN DITCH BRIDGES (B30-115/6) AND THE STH 158 BRIDGES OVER THE CP RR AND UP RR LINES (B30-2/3) IN KENOSHA COUNTY (1.83 MI)	HP	
	602	RESURFACING OF STH 32 (SHERIDAN RD) FROM ALFORD PARK DR TO 21ST ST IN KENOSHA AND RACINE COUNTIES (5.74 MI)	HP	
DROPPED	238	BRIDGE DECK OVERLAY OF THE IH 94 BRIDGES BETWEEN THE ILLINOIS STATE LINE AND STH 50 IN KENOSHA COUNTY	HP	
	240	RESURFACING OF STH 32 (SHERIDAN RD) FROM 50TH ST TO 7TH AVE IN THE CITY OF KENOSHA (1.17 MI)	HP	
	245	BRIDGE REHABILITATION OF THE STH 142 BRIDGE OVER DES PLAINES RIVER (B30-654) IN KENOSHA COUNTY AND THE STH 20 BRIDGE OVER HONEY CREEK IN WALWORTH COUNTY	HP	
	249	RECONSTRUCTION OF THE INTERSECTION OF STH 158 AND CTH H IN THE CITY OF KENOSHA	HS	

Source: SEWRPC

Table B.6
Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Racine County 2021-2024

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	270	RECONSTRUCTION OF STH 11 (DURAND AVE) FROM KENTUCKY ST TO KEARNEY AVE IN THE CITY OF RACINE (1.18 MI)	HP	STATE OF WISCONSIN
	271	PAVEMENT REPLACEMENT OF STH 11 FROM WEST RACINE COUNTY LINE TO STH 83 IN RACINE COUNTY (2.38 MI)	HP	
	274	BRIDGE REHABILITATION OF THE STH 20 BRIDGES OVER THE ROOT RIVER CANAL (B51-58/59/60) IN RACINE COUNTY	HP	
	277	RECONSTRUCTION OF STH 20 (WASHINGTON AVE) FROM WEST BLVD TO ROOSEVELT AVE IN THE CITY OF RACINE (1.23 MI)	HP	
	278	RESURFACING OF STH 32 FROM FIVE MILE RD TO STH 31 IN THE VILLAGE OF CALDONIA (1.30 MI)	HP	
	279	RECONDITIONING OF STH 36 FROM STH 20 TO CTH Y AND BRIDGE REHAB OF THE STH 36/83 BRIDGES OVER THE FOX RIVER AND THE WIND LAKE DRAIN CANAL (B 51-0056/57) IN RACINE COUNTY (5.95 MI)	HP	
	280	BRIDGE DECK OVERLAYS OF THE STH 36 BRIDGES OVER THE FOX RIVER (B51-0078) AND THE WIND LAKE DRAINAGE CANAL (B51-0079) IN THE VILLAGE OF ROCHESTER	HP	
	281	RESURFACING OF STH 38 (NORTHWESTERN AVE) FROM CTH MM TO CTH K IN THE VILLAGE OF MOUNT PLEASANT (2.4 MI)	HP	
	428	RECONSTRUCTION OF DURAND AVE (STH 11) FROM STH 31 TO KENTUCKY ST IN THE CITY OF RACINE (1.27 MI)	HP	
	448	RESURFACING OF STH 11 (DURAND AVE) FROM 67TH DR TO 56TH RD AND RECONSTRUCTION OF STH 11 FROM 56TH RD TO IH 41 W FRONTAGE RD IN THE VILLAGE OF YORKVILLE (3.93 MI)	HP	
	399	CONSTRUCTION AND RECONSTRUCTION WITH ADDITIONAL LANES OF ROADWAYS FOR THE PLANNED FOXCONN MANUFACTURING CAMPUS IN RACINE AND KENOSHA COUNTIES (8.4 MI)	HI	
	285	HIGH FRICTION SURFACE TREATMENT ALONG STH 32 FROM STH 11 TO 25TH STREET IN THE VILLAGE OF MOUNT PLEASANT (0.19 MI)	HS	
	366	MOBILITY MANAGER POSITION TO PLAN AND COORDINATE TRANSPORTATION SERVICES FOR PERSONS WITH DISABILITIES IN RACINE COUNTY: 2019	TP	RACINE COUNTY
	491	MOBILITY MANAGEMENT STAFF POSITIONS AND SERVICES FOR THE PLANNING COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN RACINE COUNTY: 2020	TP	
	288	BRIDGE REPLACEMENT OF THE HOODS CREEK RD BRIDGE OVER HOODS CREEK (P51-0904) IN THE VILLAGE OF CALEDONIA	OH	CALEDONIA (Village)
	290	RECONSTRUCTION OF 16TH ST FROM STH 32 TO MAIN ST IN THE CITY OF RACINE (0.6 MI)	HP	RACINE (City)
	294	PURCHASE OF CAD/AVL (DISPATCHING AND LOCATOR) SOFTWARE FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	
	297	IMPROVEMENTS AT INTERSECTION OF STH 38 (STATE ST) AND N MEMORIAL DR IN THE CITY OF RACINE	HS	
ON SCHEDULE	269	THIN POLYMER OVERLAY OF THE BRIDGES AND CONCRETE SURFACE REPAIRS TO THE CULVERTS ALONG IH 41/94 FROM CTH KR TO THE MILWAUKEE COUNTY LINE (B51-0123 TO 140, C12, & C51) IN RACINE COUNTY (12.0 MI)	HP	STATE OF WISCONSIN
	272	RECONSTRUCTION OF STH 11 (DURAND AVE) FROM KEARNEY AVE TO S MEMORIAL DR IN THE CITY OF RACINE (0.38 MI)	HP	

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Table B.6 (Continued)
Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Racine County 2021-2024

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
ON SCHEDULE	453	RESURFACING OF STH 75 FROM STH 50 TO STH 20 IN THE TOWN OF DOVER (12.08 MI)	HP	STATE OF WISCONSIN
	468	RESURFACING OF STH 36/11 FROM STH 83 TO STH 20 IN RACINE COUNTY (7.94 MI)	HP	
	429	SIGNAL COORDINATION OF STH 11 FROM IH 94 TO OHIO ST IN RACINE COUNTY	EE	
	430	SIGNAL COORDINATION OF STH 20 FROM IH 94 TO STH 31 IN RACINE COUNTY	EE	
	287	SAFETY IMPROVEMENTS ON CTH D FROM WEST COUNTY LINE TO STH 20 IN RACINE COUNTY (5.78 MI)	HS	RACINE COUNTY
	367	RECONSTRUCTION OF GOOLD ST FROM DOUGLAS AVE TO MAIN ST IN THE CITY OF RACINE (0.7 MI)	HP	RACINE (City)
	295	PURCHASE OF 3 PARATRANSIT VEHICLES FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	
UNDERWAY	273	RECONDITIONING OF WASHINGTON AVE (STH 20) FROM STH 36 TO SB USH 45 IN THE TOWN OF DOVER (8.46 MI)	HP	STATE OF WISCONSIN
	275	BRIDGE REHABILITATION OF THE STH 20 BRIDGES OVER STUART RD AND UP RR (B51-39, B51-40, B51-43, B51-44) IN THE VILLAGE OF MOUNT PLEASANT	HP	
	276	RESURFACING OF STH 20 (WASHINGTON AVE) FROM OAKES RD TO STH 31 IN THE VILLAGE OF MOUNT PLEASANT AND CITY OF RACINE (1.24 MI)	HP	
	282	BRIDGE REPLACEMENT OF THE STH 38 BRIDGE OVER THE ROOT RIVER (B51-12) IN THE CITY OF RACINE	HP	
	283	RECONDITIONING OF STH 83 FROM STH 20 TO IH 43 IN RACINE AND WAUKESHA COUNTIES (7.19 MI)	HP	
	413	RECONSTRUCTION OF STH 31 FROM STH 20 TO STH 11 IN THE VILLAGE OF MOUNT PLEASANT AND CITY OF RACINE (1.51 MI)	HP	
	414	RESURFACING OF DOUGLAS AVE (STH 32) FROM 4 MILE RD TO E COUNTY LINE RD IN THE VILLAGE OF CALEDONIA (4.62 MI)	HP	
	490	RESURFACING OF STH 20 FROM HONEY CREEK RD TO BUENA PARK RD IN RACINE COUNTY (3.56 MI)	HP	
	580	CONSTRUCTION OF A ROUNDABOUT AT STH 11 AND CTH J IN RACINE COUNTY	HS	
	365	RECONSTRUCTION OF CTH D FROM HERITAGE RD TO ROCHESTER VILLAGE LIMITS (1.9 MI)	HP	RACINE COUNTY
	581	RECONSTRUCTION OF CTH C (SPRING ST) FROM OHIO ST TO FAIRWAY DR IN RACINE COUNTY (0.61 MI)	HP	
	286	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE IN RURAL RACINE COUNTY (SEC 85.21)	TP	
	582	BRIDGE DECK REPLACEMENT OF THE JEFFERSON ST BRIDGE OVER THE FOX RIVER (B51-0001) IN THE CITY OF BURLINGTON	HP	BURLINGTON (City)

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Table B.6 (Continued)
Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Racine County 2021-2024

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	289	BRIDGE REPLACEMENT OF THE W 6TH ST BRIDGE OVER THE ROOT RIVER (P51-0709) IN THE CITY OF RACINE	HP	RACINE (City)
	583	RECONSTRUCTION OF N MAIN ST FROM GOOLD ST TO MELVIN AVE IN THE CITY OF RACINE (0.54 MI)	HP	
	291	OPERATING ASSISTANCE FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	
	292	REPLACE AGING TRANSIT EQUIPMENT AS IT WEARS OUT	TP	
	293	PURCHASE OF 4 35-FOOT REPLACEMENT BUSES	TP	
	368	PURCHASE OF 9 BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM TO BE FUNDED WITH VOLKSWAGEN TRANSIT CAPITAL ASSISTANCE GRANT PROGRAM FUNDS AND FTA LOW OR NO EMISSION VEHICLE PROGRAM	TP	
	296	CONSTRUCTION OF A NEW SEGMENT OF THE LAKE MICHIGAN PATHWAY FROM 24TH ST TO NORTH SHORE BIKE TRAIL (PHASE 4) IN THE CITY OF RACINE AND VILLAGE OF MOUNT PLEASANT (2.5 MI)	BP	
	584	RECONSTRUCTION OF YORK ST FROM 10TH AVE TO STH 11, INDUSTRIAL PARK DR FROM YORK ST TO STH 11, & 10TH AVE FROM COMMERCE ST TO RUSSELL DR IN THE VILLAGE OF UNION GROVE (1.4 MI)	OH	UNION GROVE (Village)
	585	BRIDGE REPLACEMENT OF THE 58TH RD BRIDGE OVER THE WEST BRANCH OF THE ROOT RIVER CANAL (P51-058) IN RACINE COUNTY	OH	YORKVILLE (Town)
BEYOND TIP	469	RESURFACING OF STH 38 FROM DUNKELOW RD TO E OAKWOOD RD INCLUDING DECK OVERLAYS TO B54 AND 74, CULVERT REPAIRS FOR C4, C7, C8, C9, AND C10, AND REPLACEMENT OF THE C5 CULVERT IN RACINE AND MILWAUKEE COUNTIES (8.59 MI)	HP	STATE OF WISCONSIN
	501	RESURFACING OF THE EAST AND WEST FRONTAGE ROADS ALONG IH 41 AT STH 20 IN RACINE COUNY (2.37 MI)	HP	
	578	RESURFACING OF USH 45 FROM STH 20 TO CTH K AND BRIDGE REPAIRS TO THE ROOT RIVER BRIDGE (B80-81) IN RACINE COUNTY (2.81 MI)	HP	
	579	RESURFACING OF WASHINGTON AVE (STH 20) AT THE INTERSECTION OF STH 75/STH 20 AND FROM USH 45 TO CTH C, AND THIN POLYMER OVERLAYS OF ROOT RIVER CANAL BRIDGES (59, 158, & 159) IN RACINE COUNTY (5.63 MI)	HP	
DROPPED	284	WIDEN SHOULDERS AND INSTALL A HIGH FRICTION SURFACE TREATMENT TO STH 20 FROM 400' W OF CTH D TO 400' E OF CTH D IN THE VILLAGE OF ROCHESTER (0.08 MI)	HS	

Source: SEWRPC

Table B.7
Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Walworth County 2021-2024

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	298	RESURFACING OF IH 43 FROM ROCK COUNTY LINE TO USH 12 (26.90 MI)	HP	STATE OF WISCONSIN
	299	RECONDITIONING OF THE INTERSECTION OF USH 12 AND CTH H IN THE TOWN OF LAGRANGE (0.10 MI)	HP	
	301	RESURFACING OF EB USH 12 FROM STH 50 TO E TOWNLINE RD IN WALWORTH COUNTY (1.19 MI)	HP	
	302	RESURFACING OF WB USH 12 FROM PELL LAKE DR TO ILLINOIS STATE LINE IN THE TOWN OF BLOOMFIELD AND THE VILLAGE OF GENOA CITY (4.09 MI)	HP	
	304	RECONDITIONING OF STH 11 FROM USH 14/STH 89 TO TURTLE CREEK DR IN THE CITY OF DELAVAN IN WALWORTH COUNTY	HP	
	305	MAINTENANCE OVERLAY OF STH 20 FROM STH 67 TO TOWNLINE RD IN WALWORTH COUNTY (7.35 MI)	HP	
	309	RESURFACING OF STH 120 FROM N SIDE OF COMO CREEK BRIDGE TO STH 36 IN WALWORTH COUNTY (1.40 MI)	HP	
	310	BRIDGE REHABILITATION OF THE STH 120 BRIDGE OVER NIPPERSINK CREEK, USH 12 BRIDGES OVER CTH B, PELL LAKE DR, CLOVER RD, BLOOMFIELD RD, TOWN LINE RD, POTTERS RD, AND SUGAR CREEK IN WALWORTH COUNTY	HP	
	591	REHABILITATION OF CTH ES FROM WEST ST TO ENERGY DR IN THE VILLAGE OF EAST TROY (1.8 MI)	HP	EAST TROY (Village)
	316	REPLACEMENT OF THE HOSPITAL RD BRIDGE OVER ORE CREEK (P-64-0907) IN WALWORTH COUNTY	OH	LYONS (Town)
	317	REPLACEMENT OF THE MILL ST BRIDGE OVER WHITE RIVER (B-64-0260) IN WALWORTH COUNTY	OH	
	592	RESURFACING OF SHERIDAN SPRINGS RD FROM SHORT RD TO SPRING VALLEY RD IN THE TOWN OF LYONS (1.0 MI)	OH	
	321	RECONSTRUCTION OF CLAY ST FROM DANN ST TO RICE ST IN THE CITY OF WHITEWATER (0.5 MI)	OH	WHITEWATER (City) (PART)
	494	PURCHASE OF 1 REPLACEMENT BARIATRIC, REAR LOAD VAN FOR SENIORS/PEOPLE WITH DISABILITIES TRANSPORTATION SERVICES IN WALWORTH COUNTY: 2020	TP	VIP SERVICES, INC.
ON SCHEDULE	303	RECONDITIONING OF USH 14 FROM CTH K TO IH 43 IN WALWORTH CO (2.78 MI)	HP	STATE OF WISCONSIN
	307	MAINTENANCE OVERLAY OF STH 67 FROM SALT BOX RD TO USH 14 IN WALWORTH COUNTY (7.57 MI)	HP	
	449	REPLACEMENT OF THE STH 50 CULVERT 0.3 MI WEST OF CTH F IN WALWORTH COUNTY	HP	
	470	RESURFACING OF STH 11 FROM E OF LYONS TO E OF SPRING VALLEY RD IN WALWORTH COUNTY (2.39 MI)	HP	
	480	INTERSECTION IMPROVEMENTS AT USH 12 AND CTH ES IN THE TOWN OF SUGAR CREEK AND THE TOWN OF LAFAYETTE (0.69 MI)	HS	
	315	REPLACEMENT OF THE LAUDERDALE DR BRIDGE OVER GREEN LAKE (P64-0921) IN THE TOWN OF LAGRANGE	OH	LAGRANGE (Town)

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Table B.7 (Continued)
Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Walworth County 2021-2024

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	300	BRIDGE REHABILITATION OF THE USH 12 BRIDGES FROM STH 50 TO STH 67 IN WALWORTH COUNTY	HP	STATE OF WISCONSIN
	306	RECONDITIONING OF STH 20 FROM THOMAS DR TO HONEY CREEK RD IN WALWORTH COUNTY (5.89 MI)	HP	
	308	RECONSTRUCTION OF STH 67 (ELKHORN RD) FROM GENEVA ST TO OLIVE ST AND RESURFACING OF STH 67 FROM OLIVE ST TO GLENWOOD RD IN WALWORTH COUNTY (1.2 MI)	HP	
	415	RESURFACING OF EB USH 12 FROM STH 50 TO STH 67 IN WALWORTH COUNTY (9.14 MI)	HP	
	416	RESURFACING OF WB USH 12 FROM STH 50 TO STH 67 IN WALWORTH COUNTY (9.14 MI)	HP	
	454	RESURFACING OF STH 89 FROM CTH A TO WILLIS RAY RD IN THE TOWN OF RICHMOND AND WHITEWATER (7.29 MI)	HP	
	455	RESURFACING OF STH 120 FROM STH 36 TO O'LEARY LN, RECONSTRUCTION FROM 0.2 MI S OF HONEY CREEK RD TO 0.1 MI N OF O'LEARY LN, CULVERT REPAIR OVER SUGAR CREEK (C64-3), & REPLACE RETAINING WALL (R23) IN WALWORTH COUNTY	HP	
	586	REPLACEMENT OF THE STH 11 CULVERT OVER BAKER CREEK (C64-0038) IN WALWORTH COUNTY	HP	
	312	OPERATING ASSISTANCE FOR THE WALWORTH COUNTY DIAL-A-RIDE TAXI	TP	WALWORTH COUNTY
	313	PROVISION OF DEMAND-RESPONSIVE TRANSPORTATION SERVICES MEETING THE NEEDS OF SENIORS, INDIVIDUALS WITH DISABLITIES AS WELL AS ALL OTHER CITIZENS OF WALWORTH COUNTY (SEC 85.21, 85.20 AND 5311)	TP	
	314	PURCHASE OF REPLACEMENT VANS FOR THE WALWORTH COUNTY DIAL-A-RIDE TAXI	TP	
	589	BRIDGE REHABILITATION OF THE RICHMOND RD BRIDGE OVER SWAN CREEK (B64-0157) IN THE CITY OF DELAVAN	HP	DELAVAN (City)
	590	RECONDITIONING OF WRIGHT ST FROM RACINE ST (STH 11) TO HOBBS DR IN THE CITY OF DELAVAN (0.5 MI)	OH	
	319	OPERATING ASSISTANCE FOR THE CITY OF WHITEWATER TAXI BASED TRANSIT SYSTEM (SEC 85.20 & 5311)	TP	WHITEWATER (City) (PART)
	320	CITY OF WHITEWATER TAXI PROGRAM CAPITAL COSTS TOWARD THE PURCHASE OF: ONE MINIVAN IN 2022 AND ONE MINIBUS IN 2023	TP	
BEYOND TIP	492	RESURFACING OF USH 12 FROM COX RD TO STH 20/67, REPLACEMENT OF CULVERT (C64-2), AND REHABILITATION OF RETAINING WALL (R64-17) IN WALWORTH COUNTY (7.04 MI)	HP	STATE OF WISCONSIN
	493	RESURFACING OF STH 50 FROM GENEVA NATIONAL AVE TO FOREST ST IN WALWORTH COUNTY (8.22 MI)	HP	
	502	REPLACEMENT OF THE STH 120 BRIDGE (B64-007) OVER THE NIPPERSINK CREEK IN WALWORTH COUNTY	HP	
	587	RESURFACING OF STH 36 FROM STH 120 TO STH 11 IN RACINE AND WALWORTH COUNTIES (6.2 MI)	HP	
	588	RESURFACING OF STH 50 FROM LAKE LAWN DR TO STH 67 IN WALWORTH COUNTY (3.95 MI)	HP	

Table continued on next page.

Table B.7 (Continued)
Implementation Status of Projects in the 2019-2022 Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Walworth County 2021-2024

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
BEYOND TIP	603	RESURFACING OF STH 59 FROM THE ROCK COUNTY LINE TO USH 12 IN WALWORTH COUNTY (1.92 MI)	HP	STATE OF WISCONSIN
DROPPED	311	REPLACEMENT OF THE STH 120 BRIDGE OVER NIPPERSINK CREEK (B64-007) IN THE TOWN OF LINN	HP	
	318	REPLACEMENT OF THE PETERS RD BRIDGE OVER THE WIS & SOUTHERN RAILROAD (P64-0038) IN THE TOWN OF SHARON	OH	SHARON (Town)
	593	CONSTRUCTION OF A MULTI-USE PATH ALONG THEATRE RD FROM PRAIRIE VIEW RD TO CAMBRIDGE DR IN THE VILLAGE OF WILLIAMS BAY (0.9 MI)	BP	WILLIAMS BAY (Village)

Source: SEWRPC

APPENDIX C

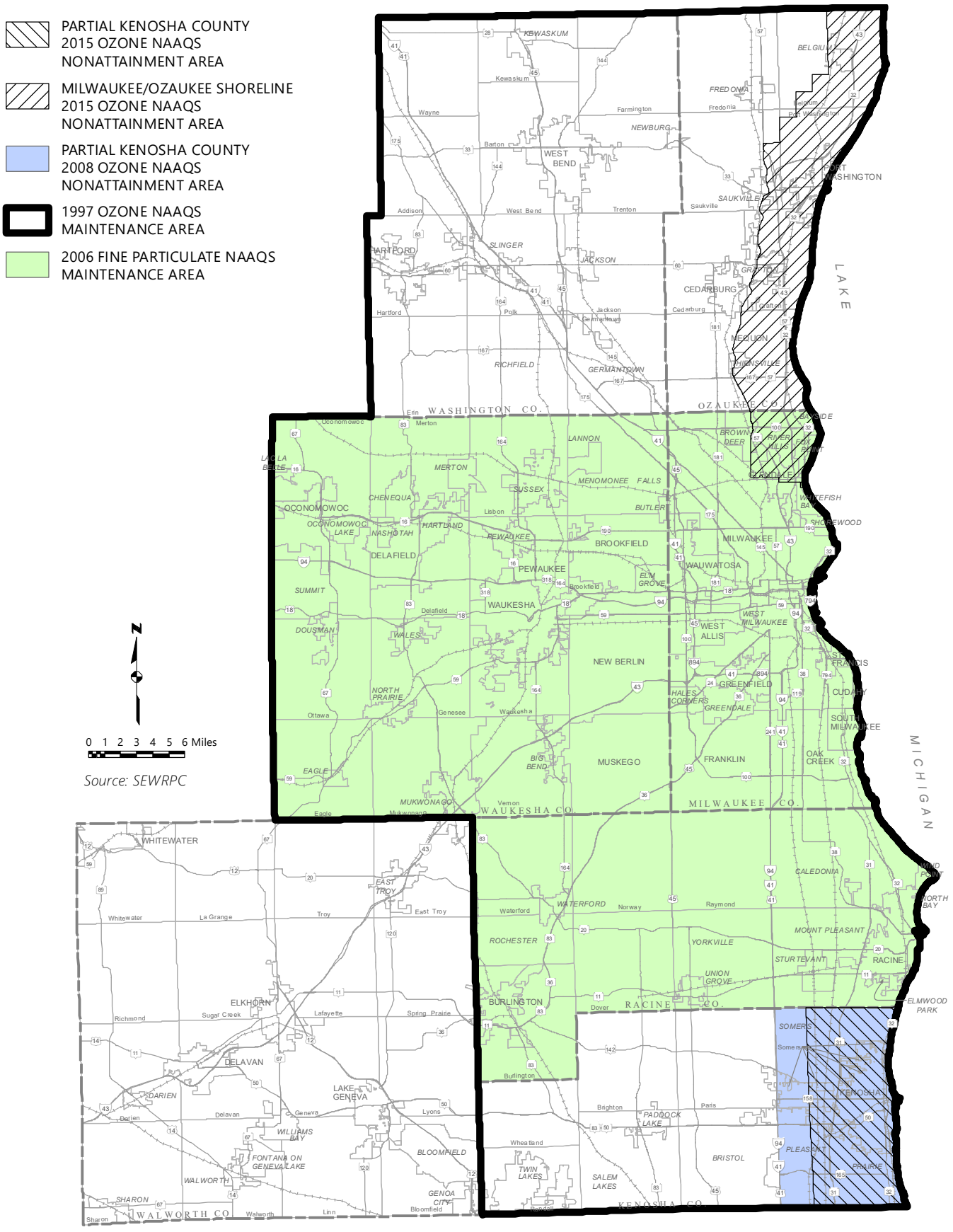
ASSESSMENT OF CONFORMITY OF THE YEAR 2050 FISCALLY CONSTRAINED TRANSPORTATION SYSTEM AND THE YEAR 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

Federal regulations require a conformity determination of the regional transportation plan and improvement program for Southeastern Wisconsin with respect to the applicable State of Wisconsin air maintenance plans or interim emissions analyses. The conformity determination for the regional transportation plan and improvement program requires a finding that travel and emission forecasts for the regional transportation plan and improvement program for the three-county fine particulate ($PM_{2.5}$) maintenance area, the six-county 1997 ozone NAAQS maintenance area, and the Wisconsin portion of the Chicago-Naperville, IL-IN-WI 2008 and 2015 ozone nonattainment areas do not exceed the applicable emission budgets in the State maintenance plans or applicable interim emission/tests when emission budgets are not applicable. Map C.1 shows the nonattainment and maintenance areas within southeastern Wisconsin.

The 2021-2024 transportation improvement program (TIP) is fully consistent with the year 2050 fiscally constrained transportation system[1] (FCTS). The TIP includes projects which should be initiated to implement the year 2050 FCTS, and no project programmed in the TIP is not included in the year 2050 FCTS. The TIP is an update and extension of the 2019-2022 transportation improvement program as amended to date. On December 8, 2020, U.S. Department of Transportation Federal Highway and Transit Administrations jointly reviewed and determined that the 2021-2024 transportation improvement program and the regional transportation plan satisfy the provisions under 40 CFR 93.122 (g) related to the reliance on a previous regional emissions analysis, and are in conformity with the 1997, 2008, and 2015 eight-hour ozone NAAQS, and the 2006 24-hour $PM_{2.5}$ NAAQS. The basis for the determination is fully documented in SEWRPC Memorandum Report No. 245: *Assessment of Conformity of the Year 2050 Fiscally Constrained Transportation System and Transportation Improvement Program*.

[1] *An important aspect related to implementing the year 2050 regional transportation plan (VISION 2050) relates to funding. The amount of public funding needed to construct, operate, and maintain the transportation component of VISION 2050 has been compared to the amount of funding expected to be available. Federal metropolitan planning regulations (23 CFR Part 450) and conformity regulations (40 CFR Part 93.108) require that the Region's transportation plan be "fiscally constrained"—only including projects that can be funded with expected funds, taking into account the limitations placed on these funding sources by Federal and State law. Therefore, only the portion of VISION 2050 that can be funded with these revenues is considered the "fiscally constrained" regional plan by the Federal Government and is titled the Fiscally Constrained Transportation System (FCTS). The FCTS is used in the determination of conformity and in the development of the transportation improvement program.*

Map C.1
Nonattainment and Maintenance Areas Within Southeastern Wisconsin



APPENDIX D

ASSESSMENT OF AVAILABLE FUNDING FOR THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

The 2021 through 2024 Transportation Improvement Program (TIP) project costs are compared in Table D.1 to estimates of available Federal and State funding. The estimates of available funding are based upon appropriated Federal funding levels and historical State and local funding levels. It was assumed the Federal, State, and local funding levels estimated for the year 2021 would be increased for the years 2022 through 2024 at an inflation rate of 2.0 percent.[1] The estimate of costs shown in Table D.1 utilized the estimated costs provided by project sponsors. For the years 2022 through 2024, the provided estimated costs were adjusted by an annual inflation rate of 1.8 percent[1] to provide an estimate of year of expenditure dollars in those years. The estimated highway system costs included in the TIP shown on Table D.1 are for capital projects, and do not include arterial system annual operating and maintenance costs. Such costs would represent annually an additional $79 million in 2021 constant dollars—$47 million for State maintained facilities and $32 million for local and county facilities—based on historical local, county, and State funding levels. The results of the comparison of 2021-2024 TIP project costs to estimated available Federal and State funding generally indicate that adequate funding is available to implement the TIP.

With respect to Federal highway funding levels shown in Table D.1, the estimates of available funding are based on the funding levels appropriated to the State for each Federal funding program. The Federal highway funding levels shown for the Federal Highway Administration (FHWA) Surface Transportation Program-Milwaukee Urbanized Area (STP-M) funds and FHWA Transportation Alternatives Program-Milwaukee Urbanized Area funds are based on the Federal funding that is specifically allocated to the Milwaukee urbanized area. The Federal funding level estimated for the FHWA Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds is based on the amount of such funding that is made available in the State budget. The available funding for the remaining FHWA funding programs are generally based on the amount of Federal funding that is appropriated to the State and available statewide. Historically, the Southeastern Wisconsin Region has generally received 25 to 40 percent of that funding.

[1] *The inflation used to adjust the estimated costs for the projects and available funding levels in the TIP from constant dollars to year of expenditures for the years 2022 through 2024 is provided by WisDOT staff for the preparation of TIPs and regional transportation plans statewide, and is periodically reviewed and updated.*

Table D.1
Assessment of Available Funding for the 2021 Through 2024 Transportation Improvement Program

Funding Source		Programmed Expenditures ($1,000,000)[a]				Estimated Funding Available ($1,000,000)[b]			
Agency	Program	2021	2022	2023	2024	2021	2022	2023	2024
Federal Highway Administration	National Highway Performance Program (NHPP)	346	239	200	162	453	462	471	481
	Surface Transportation Program (STP)-Milwaukee Urbanized Area	14	39	18	36	27	28	28	29
	Surface Transportation Program (STP)-Other	21	36	55	18	160	163	166	169
	Surface Transportation Program (STP)-Bridge	7	8	4	4	24	25	25	26
	Highway Safety Improvement Program (HSIP)	10	13	14	11	44	44	45	46
	Congestion Mitigation and Air Quality Improvement Program (CMAQ)	15	14	11	5	11	11	11	11
	Metropolitan Planning Funds	4	4	4	4	4	4	4	4
	Better Utilizing Investments to Leverage Development (BUILD)	<0.5	1	--	--	--	1	--	--
	Transportation Alternatives Program (TAP)-Milwaukee Urbanized Area	5	1	1	1	2	2	2	2
	Transportation Alternatives Program (TAP)-Other	<0.5	--	--	1	4	4	4	5
Federal Transit Administration	Urbanized Area Formula Grants (5307)-Milwaukee Urbanized Area	28	23	22	23	22	22	22	23
	Urbanized Area Formula Grants (5307)-Kenosha/Racine/West Bend Urbanized Area	7	7	7	8	6	7	7	7
	Enhanced Mobility of Seniors and Individuals with Disabilities (5310) – Milwaukee UA	<0.5	<0.5	<0.5	<0.5	1	1	1	1
	Enhanced Mobility of Seniors and Individuals with Disabilities (5310) – Other	<0.5	<0.5	<0.5	<0.5	3	3	3	3
	Rural Area Formula Grants (5311)	2	2	2	2	<0.5	<0.5	<0.5	<0.5
	State of Good Repair Grants (5337) – Milwaukee and Kenosha Urbanized Areas	<0.5	<0.5	1	<0.5	<0.5	<0.5	<0.5	<0.5
	Bus and Bus Facilities Program (5339) – Milwaukee Urbanized Area	5	3	3	3	3	3	3	3
	Bus and Bus Facilities Program (5339) – Other	4	4	2	3	2	2	2	2
	Fixed Guideway Capital Investment Grants (5309)	41	--	--	--	41	--	--	--
State of Wisconsin	Highway	125	120	194	51	252	257	263	268
	Transit	82	86	83	84	81	82	84	86
County and Local	Kenosha	5	6	5	6	7	7	7	7
	Milwaukee	86	63	55	48	71	58	60	61
	Ozaukee	2	2	2	2	4	4	4	5
	Racine	7	3	4	5	10	10	10	10
	Walworth	1	2	3	2	5	5	5	5
	Washington	3	4	5	2	4	4	4	4
	Waukesha	15	13	16	7	17	17	18	18

[a] *Inflation was applied to years 2022 through 2024 estimates of programmed expenditures at a rate of 1.8 percent. The cost estimates shown in Appendix H, as provided by project sponsors, were treated as constant dollars for purposes of this assessment.*

[b] *It was assumed that Federal, State, and local funding levels would be maintained at an inflation rate of 2.0 percent, which was applied to the years 2022 through 2024. For Federal highway funds, the estimates of available funding is based on funding levels appropriated to the State. The Federal highway funding levels, with the exception of Surface Transportation Program-Milwaukee Urbanized Area funds, Congestion Mitigation and Air Quality Improvement Program, Transportation Alternatives Program-Milwaukee Urbanized Area funds, and Metropolitan Planning funds, are statewide funding levels and Southeastern Wisconsin has generally received 25 to 40 percent of that funding. For Federal transit funds, the available funding estimates are based on recent levels of funding that have been appropriated to the State. The available funding shown for urbanized area Section 5307, Section 5310, Section 5337, and Section 5339 funding programs are the urbanized area funding levels, and for the remaining funding programs are statewide funding levels. It may generally be expected that Southeastern Wisconsin transit systems would receive about 10 to 15 percent of FTA Section 5310 and 3 to 4 percent of FTA Section 5311 funding. For State funds, the estimate of available funding is based on historical funding levels that are generally received by the Region. Local funds are based on historical funding levels within each county in Southeastern Wisconsin.*

Source: SEWRPC

With respect to Federal transit funds, the available funding estimates are based on recent levels of funding that have been appropriated to the State. The available funding shown for Federal Transit Administration (FTA) Section 5307 Urbanized Area Formula Grant funding, FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities – Milwaukee Urbanized Area funding, FTA Section 5337 State of Good Repair funding, and FTA Section 5339 Bus and Bus Facilities – Milwaukee Urbanized Area funding is the amount of Federal transit funding that is allocated to the specific urbanized area identified. The amount of FTA 5339 funds shown available to the Milwaukee urbanized area includes the portion of FTA 5339 funds available statewide that the State has historically suballocated to the urbanized area. The amount of available Federal transit funding shown for the remaining FTA funding programs is based on the amount of Federal transit funding appropriated to the State and is available statewide. It may generally be expected that eligible Southeastern Wisconsin transit systems would receive about 10 to 15 percent of FTA Section 5310 and 3 to 4 percent of FTA Section 5311 funding levels.

With respect to State funds, the estimate of available funding is based on historical funding levels that are generally received by the Region for highway capital and transit operating projects. The amounts of available local funds shown are based on historical local funding levels for transit capital and operating projects and highway capital projects on the arterial street and highway system within each county in Southeastern Wisconsin.

There are a few instances where programmed funding appears to exceed estimated available funding. With respect to Mitigation/Air Quality (CMAQ) funds and Federal Transit Administration Section 5307 funds, programmed funding appears to exceed available funding, but this is generally because projects selected and programmed in a previous TIP have not yet been completed and remain programmed in this TIP, but do not require additional funding. For example, the amount of CMAQ funding that would be obligated for transit capital and operating projects in a particular calendar year could have been transferred from FHWA to FTA in a previous year. In addition, Federal transit funding that is not obligated in a previous year can be carried over and utilized for transit projects in a later year. With respect to CMAQ projects, well-established procedures exist to select and program CMAQ projects consistent with estimated available funding. Following the selection of these projects for funding, WisDOT works with the project sponsors to schedule implementation of the projects based on the amount of available funding each year. As well, the years shown in the TIP represent calendar years, but the State fiscal year begins on the first day of July of a year and ends on the last day of June of the following year. Thus, depending on what proportion of available Federal funding is scheduled in the two halves of the State fiscal year, it could appear that more funding is being scheduled for obligation than what is estimated for a particular calendar year.

With respect to Federal Highway Administration National Highway Performance Program funding, programmed funding slightly exceeds the historic Region share (or about 25 to 40 percent) of Statewide funding levels, but this may be expected as larger projects are implemented in a particular year. This is particularly the case as WisDOT reconstructs the Southeastern Wisconsin freeway system, which began with the completed Marquette Interchange project, IH 94 North-South project between Milwaukee and the State line, and Zoo Interchange project, and is continuing with the reconstruction of IH 43 between Silver Spring Drive and STH 60 programmed in this TIP.

APPENDIX E

THE 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM CONTRIBUTION TOWARDS ACHIEVING THE PERFORMANCE GOALS OF VISION 2050 AND THE ESTABLISHED TARGETS FOR THE NATIONAL PERFORMANCE MEASURES

This appendix documents the expected contribution of projects programmed in the 2021-2024 transportation improvement program for Southeastern Wisconsin (TIP) towards achieving the performance goals of VISION 2050—the year 2050 regional land use and transportation plan completed in 2016 and reviewed and updated in 2020—and achieving the targets for the National performance measures created by the Moving America Forward to Progress in the 21st Century Act (MAP-21) of 2012, and continued in the Fixing America's Surface Transportation (FAST) Act of 2015. Per Federal requirements, targets have been established by the Commission for the transit state-of-good-repair and highway safety, pavement/bridge condition, system and freight reliability, and congestion mitigation and air-quality (CMAQ) performance measures. The transit safety performance measures are required to be established by area transit operators in late-2020 and the Commission in early 2021.

CONTRIBUTION OF PROJECTS IN THE 2021-2024 TIP TOWARDS ACHIEVEMENT OF VISION 2050 PERFORMANCE GOALS

Performance measures have long been utilized by the Commission in the development, and in monitoring the implementation, of its regional transportation plans, including for VISION 2050. Specifically, regional performance measures based on plan goals and objectives were established and used during the development of VISION 2050 to evaluate the effectiveness of alternative regional land use and transportation plans and the preliminary and final recommended plans. Thus, implementation of the various transportation elements of VISION 2050—transit, bicycle/pedestrian, transportation systems management, travel demand management, arterial roadways, and freight facilities—would contribute to the achievement of the overall plan goals. VISION 2050 also identified a number of measures for the monitoring of the performance of the transportation system as transportation projects are implemented.[1] Examples of transportation performance measures that are monitored include pavement/bridge condition, level of traffic congestion and delay, vehicle and pedestrian/bicycle crashes, air-quality emissions, and transit quality.

[1] *Table 3.11 of Chapter 3 of Volume III (2nd Edition) of the VISION 2050 report identifies the performance measures that are monitored and the frequency of their monitoring—annually as part of the Commission's annual report, every four years as part of an interim plan update, or every 10 years as part of a major plan update.*

The 2021-2024 TIP includes about $2.66 billion in expenditures for transit, arterial roadway, bicycle/pedestrian, and other transportation-related projects in Southeastern Wisconsin. Figure E.1 shows the expenditures programmed in the 2021-2024 TIP for each of the TIP categories. These TIP projects are consistent with, and serve to implement, the transportation-related goals and recommendations of VISION 2050, including recommendations related to transit, bicycle/pedestrian facilities, transportation system management, travel demand management, arterial streets and highways, and freight facilities. Table E.1 shows the potential contribution of the projects programmed to be implemented (constructed or operating) within the period of the 2021-2024 TIP towards achieving select transportation goals and performance measures identified in VISION 2050.Some projects programmed to be implemented in the 2021-2024 TIP are more focused in their impact toward achievement of VISION 2050 goals, such as safety projects, congestion mitigation and air quality (CMAQ) projects, and bicycle/pedestrian projects. However, other programmed projects have much broader contributions toward the achievement of the VISION 2050 goals. For example, projects involving arterial resurfacing, reconditioning, and reconstruction, while primarily addressing the condition of pavement, could also address safety, provide bicycle/pedestrian accommodations, and address congestion and air quality by improving traffic flow (such as providing signal coordination).

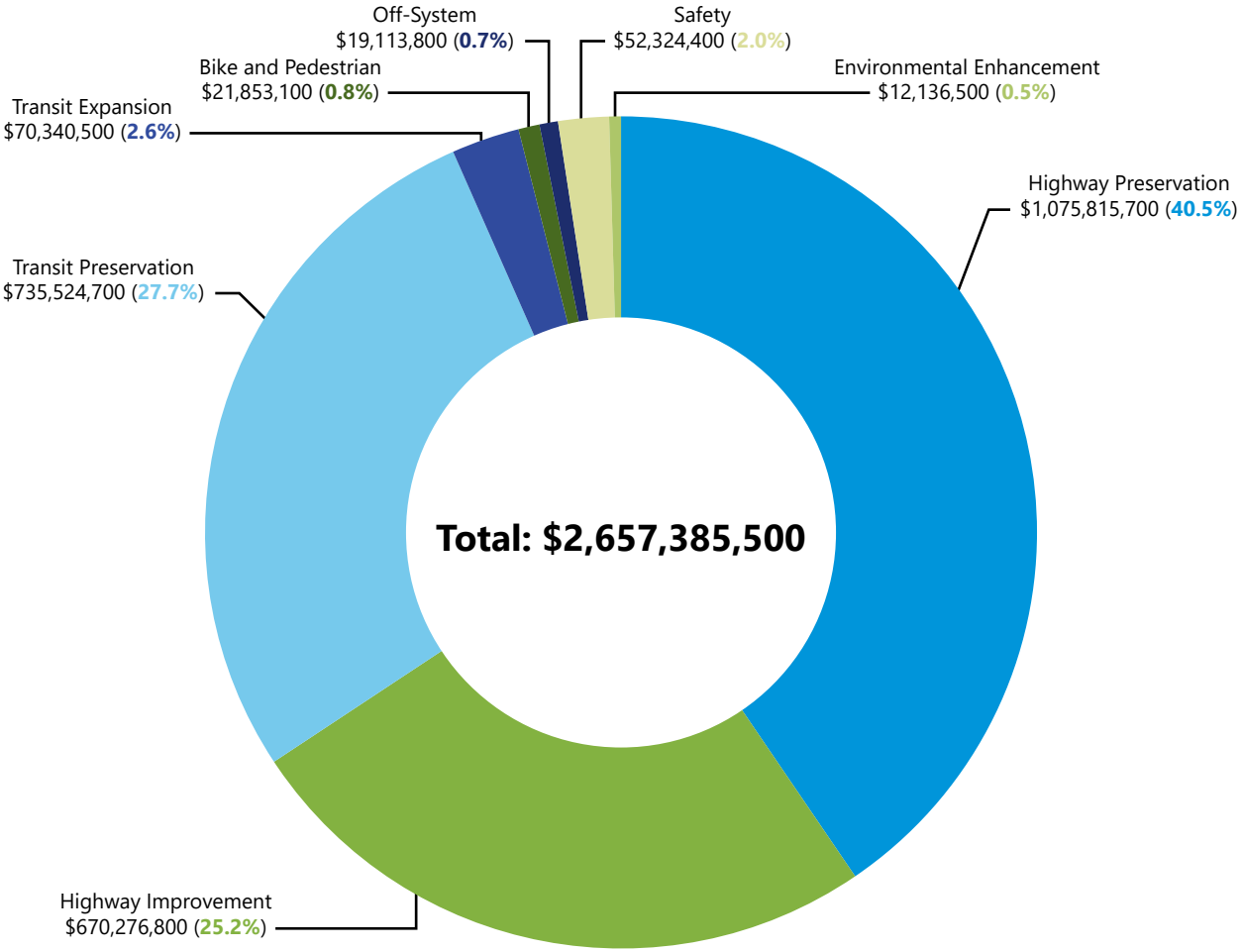
CONTRIBUTION OF PROJECTS IN THE 2021-2024 TIP TOWARDS ACHIEVEMENT OF NATIONAL PERFORMANCE MEASURE TARGETS

To establish a consistent nationwide process for monitoring the effectiveness of Federal transportation investments, MAP-21, enacted in 2012, created a framework for a national performance management approach to transportation decision-making on investments with Federal highway and transit funding. In implementing the performance management approach, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have developed specific highway and transit performance measures, and requirements for States, transit operators, and Metropolitan Planning Organizations (MPOs) in establishing and reporting targets, along with the monitoring of achievement of the targets, for each performance measure. Table E.2 shows the performance measures established by FHWA and FTA. The Commission is responsible for establishing baseline data and performance targets for all of the performance measures for Southeastern Wisconsin,[2] and is required to report in VISION 2050 the established baseline data and the performance targets. In addition, the Commission is required to include in the TIP a description of how the projects programmed in the TIP promote the achievement of the performance targets. Depending on the performance measure, the targets are required to be established for the Southeastern Wisconsin metropolitan planning area or for a specific urbanized area—such as the Milwaukee urbanized area. Map E.1 shows the metropolitan planning area and the urbanized areas in Southeastern Wisconsin.

The Commission has established regionwide targets per Federal regulations for the performance measures relating to transit asset management, highway safety, pavement and bridge condition, system reliability along the NHS, freight reliability along the Interstate, and CMAQ. The congestion-related CMAQ performance targets were established jointly with WisDOT staff. The transit safety performance measures are required to be established by area transit operators by late-2020 and by the Commission in early 2021. The projects listed in the 2021-2024 TIP include a number of projects programmed to be implemented (constructed or operating) within the period of the TIP that would be expected to contribute to the achievement of these targets. The remainder of this section summarizes the targets established for each of the performance measures, and how the 2021-2024 TIP contributes to the targets established for the national performance measures.

[2] *The Wisconsin Department of Transportation (WisDOT) is responsible for establishing State baseline data and performance targets for each of the highway performance measures, and the Region's transit operators are responsible to establish, for their respective systems, baseline data and performance targets for each of the transit performance measures. For the initial target setting, FHWA and FTA established deadlines for the State and transit operators, respectively, to establish targets for the performance measures. The Commission is required to establish targets for each of the performance measures within 180 days of the establishment of the respective statewide and transit-system wide targets either by accepting WisDOT's and the transit operators targets or by establishing its own localized targets.*

Figure E.1
Total Funding in 2021-2024 TIP



Note: For 2021 through 2024, no expenditures are expected to be incurred for transit improvement or highway expansion. However, one of the transit expansion projects also includes transit improvement activities.

Highway Preservation projects result in little or no increase in the traffic-carrying capacity of the existing arterial street system, but are necessary to maintain existing capacity and structural adequacy of the arterial facility for which the project is proposed. These projects, which are described as resurfacing or reconstruction, may also incorporate modernization of the existing arterial facility to address safety and other concerns by including intersection improvements, shoulder widening, and vertical and horizontal alignment improvements.

Highway Improvement projects involve roadway reconstruction and include in the reconstruction an increase in the traffic carrying capacity of the existing arterial highway system, typically through the addition of traffic lanes.

Highway Expansion projects involve increasing the traffic carrying capacity of the arterial highway system through development of new arterial streets or highways.

Transit Preservation projects involve the necessary maintenance of the current quality and level of service on the existing transit system.

Transit Improvement projects involve improving the quality and level of service on the existing transit system.

Transit Expansion projects involve either expanding the existing transit system or creating new transit systems or subsystems.

Bike and Pedestrian projects involve preserving, improving, or expanding off-street facilities or enhanced bicycle facilities, the implementation of bike sharing systems, and coordination of safe routes to school programs.

Highway Safety projects involve improving or eliminating existing unsafe conditions on the Federal aid highway system as it currently exists, and they are candidates for special Federal safety program funding.

Environmental Enhancement projects involve materially reducing air, noise, or visual pollution, but do not significantly affect highway system operation or capacity (including traffic flow and alternative fuel projects).

Highway Off-System projects involve projects on streets or highways which are not on the arterial street and highway system and are candidates for special Federal funding, such as funds for bridges.

Source: SEWRPC

Table E.1
Potential Contribution of Projects Towards Achieving VISION 2050 Goals

Select VISION 2050 Goal	Associated Performance Measures	Projects Programmed in 2021-2024 TIP[a]		
		Project Types	Quantity	Amount of Total Funds Programmed ($)
Maintain State of Good Repair of Transit System	--	Capital Transit Preservation Projects[b]	72 Projects	212,289,000
Expand and Improve Transit Service	Transit Service Area and Quality	Transit Improvement and Expansion Projects	119,000 People Served with Improved Transit	70,340,500
Expand Bicycle/Pedestrian Facilities	Miles of Bicycle and Pedestrian Facilities	Expansion of Pedestrian/Bicycle Facilities[c]	32 Miles	20,968,100
Maintain State of Good Repair of Arterial Roadways	Pavement Condition	Resurfacing, Reconditioning, and Reconstruction[d] of Arterial Roadways	369 Miles	1,233,673,900
Maintain Bridge Condition	Bridge Condition	Rehabilitation and Replacement of Bridges	220+ Bridges	226,355,500
Reduce Vehicular Congestion	Miles of Arterials Experiencing Congestion and Excessive Delay	Reconstruction of Arterials with Additional Lanes and New Arterials	16 Miles	479,477,300
Reduce Vehicular Crashes	Number and Rate of Crashes	Highway Safety Projects[e]	43 Projects	52,204,400
Reduce Air-Quality Emissions	Transportation Emission Levels	Congestion Mitigation and Air-Quality Projects	43.1 Kilograms (kg) Per Day Emission Reduction[f]	54,106,100

[a] *Includes only projects that have construction programmed within the 2021-2024 TIP.*

[b] *Does not include the $523 million in operating funds programmed in the 2021-2024 TIP to maintain the existing transit service.*

[c] *Does not include the bicycle lanes, paved shoulders, and other bicycle accommodations that could be provided as part of the 369 miles of programmed resurfacing, reconditioning, and reconstruction projects.*

[d] *Includes both reconstruction to same capacity and reconstruction with additional traffic lanes.*

[e] *Represents stand-alone safety projects and does not include the safety improvements associated with other projects, such as those potentially included in reconstruction, resurfacing and reconditioning projects.*

[f] *Includes estimated reductions for the ozone precursors NO_x and VOCs and for $PM_{2.5}$*

Source: SEWRPC

Transit Asset Management Targets

Table E.3 shows the short-term targets for the transit asset management performance measures that were established by the Commission. The $212 million of funds programmed for implementing capital-related transit preservation projects[3] (such as vehicle capitalized maintenance and replacement projects and facility repair and upgrade projects) within the period of the 2021-2024 TIP are expected to contribute to the achievement of these targets. The capital-related transit preservation projects programmed in the TIP were provided by transit operators based on their processes for monitoring the condition of their vehicles and facilities and prioritizing their maintenance and replacement (given the level of available funding). In October 2018, all of the transit operators in Southeastern Wisconsin per Federal requirements developed a transit asset management plan to assist in maintaining a state-of-good repair for their vehicles and facilities.[4]

[3] *Of the $733 million programmed for transit preservation in the 2021-2024 TIP, $524 million, or 71 percent, is for operating-related projects and $209 million, or 29 percent, is for capital-related projects.*

[4] *The Commission staff assisted a number of transit operators in Southeastern Wisconsin in achieving the transit asset management plan requirements. Principally, the Commission is working with the smaller transit operators (those having less than 100 vehicles) in the Region to prepare group transit asset management plans.*

Table E.2
National Performance Measures

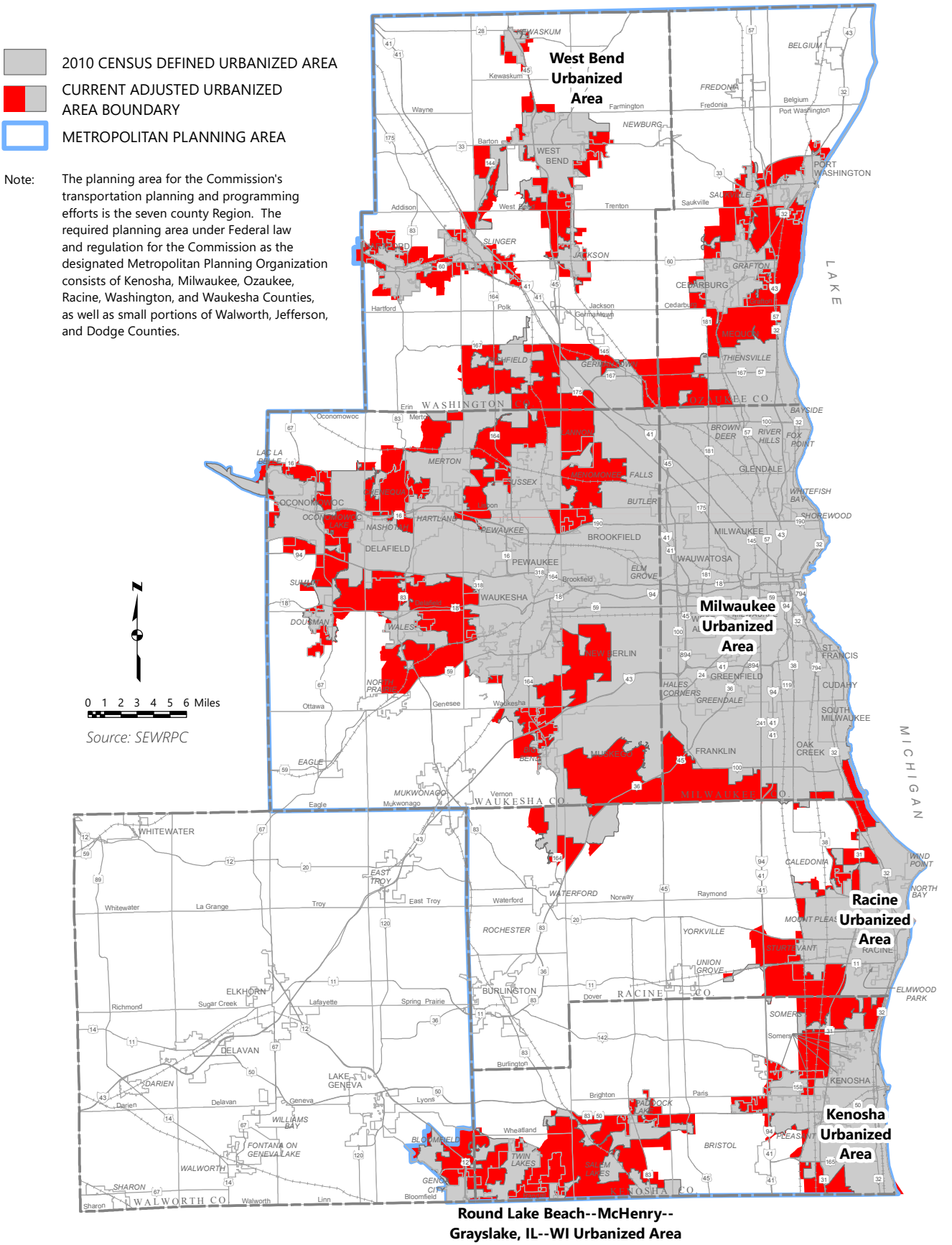
Performance Measure Areas	Performance Measures
FHWA Highway Safety Improvement Program (HSIP)	
Rate of Fatalities and Serious Injuries	Rate of Fatalities per 100 Million Vehicle Miles Travelled (MVMT) Rate of Serious Injuries per 100 MVMT
Number of Fatalities and Serious Injuries	Number of Fatalities Number of Serious Injuries Number of Non-Motorized Fatalities and Non-Motorized Serious Injuries
FHWA National Highway Performance Program (NHPP)	
Condition of Pavements on the Interstate System	Percentage of Pavement of the Interstate System in Good Condition Percentage of Pavement of the Interstate System in Poor Condition
Condition of Pavements on the National Highway System (NHS) Excluding the Interstate	Percentage of Pavement of the Non-Interstate NHS in Good Condition Percentage of Pavement of the Non-Interstate NHS in Poor condition
Condition of Bridges on the NHS	Percentage of NHS Bridges Classified as in Good Condition Percentage of NHS Bridges Classified as in Poor Condition
Performance of the Interstate System	Percentage of the Person-Miles Traveled on the Interstate that are Reliable
Performance of the NHS Excluding the Interstate	Percentage of the Person-Miles Traveled on the Non-interstate NHS that are Reliable
FHWA National Highway Freight Program (NHFP)	
Freight Movement on the Interstate System	Truck Travel Time Reliability Index
FHWA Congestion Mitigation and Air-Quality Improvement Program (CMAQ)	
On-Road Source Emissions	Estimate of Emission Reductions for Projects Funded by CMAQ
Traffic Congestion	Peak Hour Excessive Delay (PHED) Per Capita Percentage of Non-Single Occupancy Vehicles
FTA Section 53 Funding (including Sections 5307, 5310, 5311, 5337, and 5339)	
Transit Asset Management	Percentage of Revenue Vehicles Exceeding the Useful Life Benchmark (ULB) Percentage of Non-Revenue Service Vehicles Exceeding the ULB Percentage of Facilities Exceeding the Transit Economic Requirements Model (TERM) Scale Percentage of Track Segments Having Performance Restrictions
Public Transportation Safety Program	Number of Reportable Fatalities Rate of Reportable Fatalities Per Vehicle Revenue Miles Rate of Reportable Fatalities Per Vehicle Revenue Miles Number of Reportable Injuries Rate of Reportable Injuries Per Vehicle Revenue Miles Number of Reportable Events Rate of Reportable Safety Events Per Vehicle Revenue Miles Mean Distance Between Major Mechanical Failures

Source: Federal Highway Administration, Federal Transit Administration, and SEWRPC

Highway Safety Targets

Table E.4 shows the short-term targets for each of the four years of the TIP that have been established by the Commission for the five national highway safety performance measures. The $45 million for the highway safety projects programmed for implementation would particularly serve to assist in the achievement of these targets. The projects programmed for implementation under this category include projects that were approved for about $52 million in FHWA Highway Safety Improvement Program (HSIP) funds. The projects approved for HSIP funds are reviewed and prioritized based on their ability to reduce crashes and their achievement of the goals of the State's Strategic Highway Safety Plan. In addition, other projects listed in the TIP—such as transit improvement and expansion, bicycle/pedestrian projects, and highway projects—can also contribute to the achievement of the safety targets. For example, the programmed arterial resurfacing, reconditioning, and reconstruction projects can include elements that reduce the number of crashes, such as improving the roadway cross-section and the horizontal/vertical alignments, adding/modifying signage and pavement markings, and controlling access. In addition, the TIP projects related to the improvement and expansion of transit services and bicycle/pedestrian facilities are expected to reduce the growth in vehicle travel, conflicts, and crashes, as they encourage increased travel on safer facilities and safer services while reducing travel by automobile and demand on the Region's roadways.

Map E.1
The Southeastern Wisconsin Region and Census Defined and Adjusted Urbanized Area Boundaries: 2010



Note: The planning area for the Commission's transportation planning and programming efforts is the seven county Region. The required planning area under Federal law and regulation for the Commission as the designated Metropolitan Planning Organization consists of Kenosha, Milwaukee, Ozaukee, Racine, Washington, and Waukesha Counties, as well as small portions of Walworth, Jefferson, and Dodge Counties.

Table E.3
Transit Asset Management Targets

Asset Class	Asset Examples	Performance Measure	2019 Baseline Data	Target
		Rolling Stock		
Buses, Other Passenger Vehicles, and Railcars	Bus, Cutaway, Van, Minivan, and Streetcars	Percent of revenue vehicles that have either met or exceeded their useful life benchmark	9%	< 30%
		Equipment		
Non-revenue service vehicles and equipment over $50,000	Route Supervisor Vehicles, Maintenance Trucks, Pool Vehicles, DPF Cleaning System, Bus Wash Systems, Fare Collection systems, Vehicle Lifts	Percent of vehicles and equipment that have either met or exceeded their useful life benchmark	51%	< 30%
		Facilities		
Support	Maintenance and Administrative Facilities	Percent of facilities within an asset class, rated below 3 on condition reporting system	50%	< 15%
Passenger	Rail Terminals, Bus Transfer Stations	Percent of facilities within an asset class, rated below 3 on condition reporting system	0%	0%
Parking	Park-and-Ride Lots with Direct Capital Responsibility	Percent of facilities within an asset class, rated below 3 on condition reporting system	0%	0%
		Infrastructure		
Fixed Guideway	Track Segments, Exclusive Bus Rights-of-Way, Catenary Segments, and Bridges	Percent of segments that have performance restrictions	0%	0%

Source: SEWRPC

Table E.4
Targets for Safety-Related Performance Measures

	Metropolitan Planning Area				
Performance Measure	2013-2017 Baseline Data	2017-2021 Target	2018-2022 Target	2019-2023 Target	2020-2024 Target
Number of Fatalities	138.4	127.4	125.5	123.7	121.8
Fatality Rate	0.923	0.827	0.811	0.796	0.781
Number of Serious Injuries	732.8	578.2	549.9	522.9	497.2
Serious Injury Rate	4.891	3.754	3.554	3.364	3.185
Number of Non-Motorized Fatalities and Serious Injuries	157.8	133.0	128.1	123.3	118.7

	Seven-County Region				
Performance Measure	2013-2017 Baseline Data	2017-2021 Target	2018-2022 Target	2019-2023 Target	2020-2024 Target
Number of Fatalities	154.6	141.3	139.2	137.2	135.2
Fatality Rate	0.969	0.861	0.844	0.828	0.812
Number of Serious Injuries	783.6	620.5	590.1	561.1	533.5
Serious Injury Rate	4.918	3.784	3.579	3.386	3.205
Number of Non-Motorized Fatalities and Serious Injuries	163.8	138.2	133.0	128.0	123.2

Source: Fatality Analysis Reporting System (FARS), Wisconsin Traffic Operations and Safety Laboratory, and SEWRPC

Pavement and Bridge Condition Targets

Table E.5 shows the short-term targets that have been established by the Commission for the performance measures related to pavement and bridge conditions on the NHS within the Region's metropolitan planning area. Of the $986 million of programmed resurfacing, reconditioning, and reconstruction[5] projects that would potentially contribute to improving pavement condition of NHS roadways, about $682 million is programmed for about 37 miles, or about 17 percent, of the Interstate portion of the NHS in Southeastern Wisconsin (as shown in Table E.6). This includes the reconstruction with additional lanes of IH 43 between Silver Spring Drive and STH 60 in Milwaukee and Ozaukee Counties. Another $355 million is programmed for about 151 miles, or about 15 percent, of the non-Interstate portion of the NHS in Southeastern Wisconsin. In total, about 187 miles, or about 15 percent, of the NHS in Southeastern Wisconsin will be resurfaced, reconditioned, or reconstructed within the next four years, improving the pavement conditions along the NHS.

With respect to the bridge condition performance measures, of the $229 million of programmed bridge rehabilitation and bridge replacement projects that would potentially contribute to improving the condition of NHS bridges, about $140 million[6] is programmed for over 150 bridges along the NHS in Southeastern Wisconsin (as shown on Table E.7), including about $104 million programmed for the replacement of 15 bridges.

System Reliability and Freight Reliability Targets

Table E.8 shows the short-term targets that have been established by the Commission for the performance measures related to system reliability on the statewide NHS and the interstate freight reliability within the Region's metropolitan planning area. The $473 million for the reconstruction of arterials with additional lanes and for new arterials being implemented within the period of the 2021-2024 TIP would potentially contribute to the achievement to these targets. Specifically, as shown in Table E.9, about $464 million is programmed for about 14 miles, or about 7 percent, of the Interstate portion of the NHS and about $10 million is programmed for about 7 miles, or 1 percent, of the non-Interstate portion of the NHS. The highway improvement projects (involving the providing of additional travel lanes) programmed for NHPP funds being implemented within the period of the TIP—such as the reconstruction of IH 43 between Silver Spring Drive and STH 60 and of CTH O between CTH HH and Grange Avenue—would be expected to maintain or improve NHS reliability. Similarly, the IH 43 project would be expected to maintain or improve the reliability for freight travel on the interstate system. In addition, the traffic flow-type environmental enhancement projects programmed in the TIP, such as the optimization of traffic signal timing along corridors, would likely also contribute to system reliability along the non-Interstate portion of the NHS by reducing delay at intersections along higher volume corridors.

Other projects programmed to be implemented within the period of the TIP, such as transit improvement, transit expansion, and bike and pedestrian projects, have secondary effects to system reliability and freight reliability. Such projects promote alternatives to driving for residents, thereby reducing the number of vehicles on a roadway. In addition, highway safety projects can contribute to system reliability and freight reliability by reducing non-reoccurring congestion resulting from vehicle crashes. Other spot safety improvements, such as additional turn lanes or access management, can improve traffic flow as well.

CMAQ Targets

Table E.10 shows the short-term targets that have been established jointly by the Commission and WisDOT for the congested-related CMAQ performance measures in the Milwaukee urbanized area. Table E.11 shows the short-term targets that have been established by the Commission for the emission-related CMAQ performance measure for the Region's metropolitan planning area. The $54 million programmed for projects being implemented within the period of the 2021-2024 TIP with CMAQ funding would contribute to the achievement of each target. Specifically, it is estimated that these projects, once initiated, would be expected to reduce emissions in Southeastern Wisconsin of volatile organic compounds (VOCs) by 12.637 kg per day, Nitrogen Oxides (NO_x) by 27.602 kg per day, and particulate matter ($PM_{2.5}$) by 2.814

[5] *Includes both reconstruction to same capacity and reconstruction with additional traffic lanes.*

[6] *Some projects programmed in the TIP include multiple bridges, with some of those bridges being along the NHS and some of those bridges not along the NHS. As the total funds programmed is listed by each project and not each bridge, the total funds programmed may include funding for those bridges that are not on the NHS.*

Table E.5
Year 2021 NHS Pavement and Bridge Condition Targets

Performance Measure	Metropolitan Planning Area		Seven-County Region	
	Year 2017 Baseline Data	Year 2021 Target	Year 2017 Baseline Data	Year 2021 Target
Interstate NHS Pavement Condition				
Percentage of Pavement in Good Condition	61.1	≥ 61.8%	59.0	≥ 59.7%
Percentage of Pavement in Poor Condition	4.4	≤ 4.3%	4.6	≤ 4.5%
Non-Interstate NHS Pavement Condition				
Percentage of Pavement in Good Condition	17.6	≥ 17.8%	18.9	≥ 19.1%
Percentage of Pavement in Poor Condition	6.8	≤ 6.7%	6.6	≤ 6.5%
NHS Bridge Condition				
Percentage of NHS Bridges by Deck Area in Good Condition	58.3	≥ 59.0%	58.0	≥ 58.7%
Percentage of NHS Bridges by Deck Area in Poor Condition	1.3	≤ 1.3%	1.3	≤ 1.3%

Source: WisDOT and SEWRPC

Table E.6
Potential Contribution of Highway Preservation and Improvement Projects Towards Achieving Pavement Condition Performance Measures

Facility and Project Type	Number of Projects[a]	Number of Miles	Percent of NHS[b]	Total Funds Programmed ($)[d]
Interstate				
Reconstruction[c]	1	14.0	6.5	463,761,500
Resurfacing/Reconditioning	7	22.6	10.6	218,394,000
Subtotal	8	36.6	17.1	682,155,700
Non-Interstate				
Reconstruction[c]	14	10.5	1.0	96,078,800
Resurfacing/Reconditioning	35	140.0	13.5	258,591,800
Subtotal	49	150.7	14.5	354,670,600
Total	57	187.3	14.9	1,036,826,100

[a] *Includes only projects that have construction programmed within the 2021-2024 TIP.*

[b] *There are 214.0 miles of Interstate NHS and 1,040.6 miles of non-Interstate NHS in Southeastern Wisconsin.*

[c] *Includes both reconstruction to same capacity and reconstruction with additional traffic lanes.*

[d] *Includes the programmed funds for bridges that are part of larger highway rehabilitation or reconstruction projects. In addition, some projects programmed in the TIP along the NHS may include portions of highway that are not on the NHS. As the total funds programmed is listed by each project, the total funds programmed may include funding for sections of highway that are not on the NHS.*

Source: SEWRPC

Table E.7
Potential Contribution of Highway Preservation Projects Towards Achieving the Bridge Condition Performance Targets

Project Type	Number of Bridges[a]	Total Deck Surface Area	Percent of NHS[b]	Total Funds Programmed[c] ($)
Replacement	15	30,330	2.9	104,147,500
Rehabilitation/Maintenance	144	231,196	22.1	35,653,500
Total	159	261,526	25.0	139,801,000

[a] *Includes only projects that have construction programmed within the 2021-2024 TIP.*

[b] *The total surface area for all NHS bridges in Southeastern Wisconsin is about 1,047,257 square feet.*

[c] *Does not include the programmed funds for bridges that are part of larger highway rehabilitation or reconstruction projects. In addition, some projects programmed in the TIP include multiple bridges, with some of those bridges being along the NHS and some of those bridges not along the NHS. As the total funds programmed is listed by each project, the total funds programmed may include funding for bridges that are not on the NHS.*

Source: SEWRPC

Table E.8
Time Reliability and Freight Reliability Targets

Performance Measure	Year 2017 Baseline Data	Year 2021 Target[a]
Travel Time Reliability		
Percent of Person-Miles Traveled on the Interstate NHS that are Reliable	83.9	≥ 81.9
Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	90.9	≥ 91.2
Freight Reliability		
Freight Reliability Index	1.54	≤ 1.72

[a] *Initially, the Regional and MPA targets will be the same.*

Source: WisDOT and SEWRPC

Table E.9
Potential Contribution of Highway Improvement and Expansion Projects Towards Achieving the Travel Time and Freight Reliability Performance Targets

	National Highway System (NHS)			
Facility Type	Number of Projects[a]	Number of Miles	Percent of NHS[b]	Total Funds Programmed[c] ($)
Interstate	1	14.0	6.5	463,761,700
Non-Interstate	2	7.1	0.7	9,519,200
Total	3	21.1	1.7	473,280,900

[a] *Includes only projects that have construction programmed within the 2021-2024 TIP. Environmental enhancement projects that contribute to traffic flow are also included.*

[b] *There are 214.0 miles of Interstate NHS and 1,040.6 miles of non-Interstate NHS in Southeastern Wisconsin.*

[c] *Some projects programmed in the TIP include optimization of traffic signals at intersections across various corridors, with some of those corridors being along the NHS and some of those corridors not along the NHS. As the total funds programmed is listed by each project and not each corridor, the total funds programmed may include funding for those corridors that are not on the NHS.*

Source: SEWRPC

Table E.10
Years 2019 and 2021 Congestion-Related CMAQ Targets Established for the Milwaukee Urbanized Area in Southeastern Wisconsin

Performance Measure	Year 2017 Baseline Data	Year 2019 Target	Year 2021 Target
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita	8.96	N/A[a]	≤ 8.60[b]
Percent of Non-SOV Travel	20.3[c]	≥ 20.2[b]	≥ 20.1[b]

[a] *The Commission and the State are not required to establish a two-year target as part of the initial target setting for this performance measure.*

[b] *Developed cooperatively with WisDOT staff.*

[c] *Data from 2016 was used to represent year 2017 baseline data in the development of the Non-SOV related target.*

Source: WisDOT and SEWRPC

Table E.11
Emission Reduction CMAQ Targets for the Seven-County Region

Performance Measure	2014-2017 Baseline Data	2018-2019 Target	2018-2021 Target
Reduction in VOCs (kg/day)	41.268	≥ 10.860	≥ 27.032
Reduction in NOx (kg/day)	109.545	≥ 83.316	≥ 137.350
Reduction in $PM_{2.5}$ (kg/day)	3.291	≥ 7.797	≥ 12.096

Source: WisDOT and SEWRPC

kg per day. However, other bus replacement, transit improvement and expansion, bicycle, pedestrian, and environmental enhancement projects including projects that optimize traffic signal timing along corridors, the purchase of alternative fuel buses or trucks, and the construction of alternative fuel facilities and equipment, that are programmed in the TIP from other funding sources would also be expected to contribute to meeting the emissions reduction performance measure.

Table E.12
Potential Contribution of Transit Improvement and Expansion and Bike and Pedestrian Projects Towards Achieving CMAQ Performance Targets

Project Type	Number of Projects[a]	Total Funds Programmed ($)
Transit Expansion[b]	5	70,340,500
Bike and Pedestrian	23	21,853,100
Total	28	92,193,600

[a] *Includes only projects that have construction or operating costs programmed within the 2021-2024 TIP.*

[b] *One transit expansion project also includes transit improvement elements.*

Source: SEWRPC

With respect to the congestion-related measures, traffic flow projects programmed for CMAQ and other funds would be expected to contribute to the achievement of the Peak Hour Excessive Delay (PHED) target. Additionally, the transit improvement and expansion projects and bicycle/pedestrian projects would be expected to provide some relief to system delay. With respect to the performance measure relating to non-single occupancy vehicles (SOV), it is expected that transit improvement, transit expansion, and bicycle/pedestrian projects would contribute to the achievement of this target, as such projects promote alternatives to automobile travel. As shown on Table E.12, about $92 million is programmed for such projects, including the implementation a of bus rapid transit line for the Milwaukee County Transit System and the completion of a City of Milwaukee streetcar project. Additionally, it is expected that bicycle and pedestrian accommodations that are integrated along arterial streets and highways would also contribute to the achievement of this target.

Remaining National Performance Targets

With respect to the transit safety performance measures developed by FTA, the Commission will establish targets for these performance measures based on FTA regulations in 2021. While the FTA safety targets have yet to be established, a number of projects in the 2021-2024 TIP would be expected to contribute to achieving targets that may be established for these performance measures. Many of the transit preservation-related projects programmed in the TIP would be expected to contribute towards maintaining or improving the safe operation and use of transit vehicles and facilities by minimizing exposure and risk by the public and transit operator personnel to potentially unsafe vehicles, equipment, and facilities.

ADVISORY COMMITTEE MEMBERSHIPS

APPENDIX F

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

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

Kevin J. Muhs, *Secretary* ..... Executive Director, SEWRPC

Mitch Batuzich ..... Transportation Planner, Federal Highway Administration, U.S. Department of Transportation

Shelly Billingsley ..... Director, Public Works Department, City of Kenosha

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

Brian Carter ..... Deputy Director/City Engineer, Public Works Department, City of Kenosha

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

Matthew Fineour ..... Village Engineer, Village of Pleasant Prairie

John Holloway ..... Chairman, Town of Paris

Dewayne Johnson ..... Director, Southeast Region, Wisconsin Department of Transportation

Randall Kerkman ..... Administrator/Public Works Director, Village of Bristol

Cheryl L. Newton ..... Environmental Protection Specialist, U.S. Environmental Protection Agency, Region V

Nelson Ogbuagu ..... Director, Department of Transportation, City of Kenosha

Jason Peters ..... Administrator, Town and Village of Somers

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

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

Vacant ..... City of Kenosha

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

Voting Members

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

Fred Abadi.....Director, Department of Public Works, City of Waukesha

Samir Amin.....City Engineer, Department of Public Works, City of Milwaukee

Robert J. Bauman.....Alderman, City of Milwaukee

Daniel A. Boehm.....President and Managing Director, Milwaukee County Transit System

Scott Brandmeier.....Director of Public Works and Village Engineer, Village of Fox Point

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

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

Peter C. Daniels.....City Engineer, City of West Allis

Brian Dranzik.....Director, Milwaukee Mitchell International Airport, Milwaukee County

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

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

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

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

Michael J. Martin.....Director, Department of Public Works, Village of Hales Corners

Kimberly R. Montgomery.....Legislative Liaison Director, City of Milwaukee

Jeffrey S. Polenske.....Commissioner of Public Works, City of Milwaukee

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

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

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

John F. Weishan, Jr.....Supervisor, 16th District, Milwaukee County Board of Supervisors

Dennis Yaccarino.....Senior Budget and Policy Manager, Budget and Management Division, Department of Administration, City of Milwaukee

Nonvoting Technical Staff Members

Kevin J. Muhs, *Secretary*.....Executive Director, SEWRPC

Mitch Batuzich.....Transportation Planner, Federal Highway Administration, U.S. Department of Transportation

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

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

Dewayne Johnson.....Director, Southeast Region, Wisconsin Department of Transportation

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

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

Jefferson County Liaison

Brian Udovich.....Highway Operations Manager, Jefferson County Highway Department

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

Julie Anderson, *Chair*.....Director of Public Works and Development Services, Racine County

Kevin J. Muhs, *Secretary* ..... Executive Director, SEWRPC

Mitch Batuzich..... Transportation Planner, Federal Highway Administration, U.S. Department of Transportation

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

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

Dewayne Johnson.....Director, Southeast Region, Wisconsin Department of Transportation

Tom Lazcano ..... Director of Public Works, Village of Caledonia

Michael Maierle .....Transit and Parking System Manager, City of Racine

Roger Mellem..... President, Village of North Bay

Gerald Nellessen ..... Village Administrator, Village of Sturtevant

Douglas Nelson .....President, Village of Yorkville

Cheryl L. Newton.....Environmental Protection Specialist, U.S. Environmental Protection Agency, Region V

Ron J. Pritzlaff.....Assistant Village Engineer, Village of Mount Pleasant

John Rooney .....Commissioner of Public Works/City Engineer, City of Racine

Ernie Rossi.....Village President, Village of Elmwood Park

Susan Sanabria..... President, Village of Wind Point

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

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

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

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

Kevin J. Muhs, *Secretary*.....Executive Director, SEWRPC

Bill Antti.....President, Village of Genoa City

Dan Aronson.....President, Village of Bloomfield

Mitch Batuzich.....Transportation Planner, Federal Highway Administration, U.S. Department of Transportation

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

Terry Burns.....President, Village of Paddock Lake

Susan Crane.....Chairwoman, Town of Brighton

William M. Glembocki.....Chairman, Town of Wheatland

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

Dewayne Johnson.....Director, Southeast Region, Wisconsin Department of Transportation

Randall Kerkman.....Administrator/Public Works Director, Village of Bristol

Cheryl L. Newton.....Environmental Protection Specialist, U.S. Environmental Protection Agency, Region V

Daniel Schoonover.....Chairman, Town of Bloomfield

Howard K. Skinner.....President, Village of Twin Lakes

Robert Stoll.....Chairman, Town of Randall

Diann Tesar.....President, Village of Salem Lakes

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

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

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

Scott Schmidt, *Chair* ..... Highway Commissioner/County Engineer, Washington County

Kevin J. Muhs, *Secretary* ..... Executive Director, SEWRPC

Mitch Batuzich ..... Transportation Planner, Federal Highway Administration, U.S. Department of Transportation

Richard L. Bertram ..... Chairman, Town of Barton

Joseph Gonnering ..... Chairman, Town of Trenton

Ray Heidtke ..... Chairman, Town of Jackson

Matt Heiser ..... Village Administrator, Village of Kewaskum

Dewayne Johnson ..... Director, Southeast Region, Wisconsin Department of Transportation

Ryan Lippert ..... Chairman, Town of Hartford

Max Marechal ..... City Engineer, City of West Bend

Jason Schall ..... City Engineer, Engineering Department, City of Hartford

Albert Schulteis ..... Chairman, Town of Polk

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

John Walther ..... Village Administrator, Village of Jackson

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

Margaret Wilber ..... Village Administrator, Village of Slinger

Scott Wollner ..... Chairperson, Town of Kewaskum

Dodge County Liaison

Brian R. Field ..... Highway Commissioner, Dodge County

APPENDIX G

SELECTION PROCESSES FOR FEDERAL FUNDING SOURCES AVAILABLE TO LOCAL HIGHWAY AND TRANSIT PROJECTS

The appendix provides summaries of processes used to recommend local highway, transit, and bicycle/pedestrian projects for available Federal Transit Administration (FTA) and Federal Highway Administration (FHWA) funding. The process used for selecting projects, along with project eligibility, differs for the various Federal funding sources. Also, the level of the Commission's involvement in the evaluation and recommendation of projects for funding depends on the funding source.

Federal Transit Administration Funding Sources

- FTA Section 5307/5340 Urbanized Area Formula Funding: FTA Section 5307/5340 funding is available for transit operators within urbanized areas to fund transit capital, or capitalized maintenance, projects, and the operation of the transit systems in urbanized areas having a population under 200,000 and transit systems operating less than 100 buses in urbanized areas having a population of 200,000 or more. The FTA announces annually the amount of FTA Section 5307/5340 funding that will be available to the State for urbanized areas under 200,000 in population and that will be allocated specifically to urbanized areas having a population of 200,000 or more, including the Milwaukee urbanized area. The Commission staff has worked with the transit operators in the urbanized area—Milwaukee County, Ozaukee County, Washington County, Waukesha County, and the City of Waukesha—to develop procedures to distribute FTA Section 5307/5340 funding allocated to the Milwaukee urbanized area. The distribution of funds is based on transit ridership carried and service provided by each transit operator, ensuring that each unit of transit service and rider receives equal Federal transit assistance. Specifically, the FTA Section 5307/5340 funding is distributed based on revenue vehicle miles of transit service, revenue vehicle hours of transit service, revenue passengers, and passenger miles, with 25 percent of the allocation distributed using each criteria (as reported by each operator in the FTA National Transit Database). This distribution method has been used since 2007, as agreed to by the five Milwaukee urbanized area transit operators. With respect to urbanized areas with population less than 200,000, the FTA allocates the Section 5307 funding to transit operators based on the population and population density of the urbanized area from the most recent U.S. Census. Following distribution of FTA Section 5307/5340 funding, each transit operator prioritizes and recommends capital, or capitalized

maintenance, projects for the funding distributed to their systems. The projects recommended for FTA Section 5307/5340 are provided by each transit operator for review and comment, and consideration of inclusion in the TIP. It is anticipated that the City of Milwaukee Streetcar system may become a designated recipient of these funds as early as Federal Fiscal Year 2021.

- FTA Section 5337 State of Good Repair Funding: The FTA typically announces annually the amount of FTA Section 5337 funding to assist transit operators in maintaining their fixed-guideway transit systems (rail or bus on dedicated lane). The FTA Section 5337 funds allocated to the Region are attributable to the bus service operated by the Waukesha County Transit System in the reserved bus lane on W. Bluemound Road in Waukesha County and the City of Kenosha's streetcar system. As a result, the Waukesha County and Kenosha area transit systems are the only recipients of the FTA Section 5337 funding that is allocated to the Region. With the Milwaukee streetcar system initiating service in the fall of 2018, it is expected that the City of Milwaukee system will also become a recipient of these funds, starting in Federal Fiscal Year 2026.

- FTA Section 5339 Bus and Bus Facilities Program Funding: The FTA typically announces annually the amount of FTA Section 5339 funding available to capital bus and bus facilities projects statewide and to the urbanized areas with populations of 200,000 or more, such as the Milwaukee urbanized area. In addition to the FTA Section 5339 funding that is allocated to the Milwaukee urbanized area, the State distributes a portion of the FTA Section 5339 funding available to projects statewide to the Milwaukee urbanized area. Following the creation of the FTA Section 5339 program in the Moving Ahead for Progress in the 21st Century Act (MAP-21) that was enacted in 2012, the Commission staff worked with the transit operators in the Milwaukee urbanized area—Milwaukee County, Ozaukee County, Washington County, Waukesha County, and the City of Waukesha—to develop procedures to distribute FTA Section 5339 funding allocated to the Milwaukee urbanized area. The transit operators agreed that the funds would be distributed utilizing the same methodology used for FTA Section 5307/5340 funding, that is, the available FTA Section 5339 funding would be distributed based on revenue vehicle miles of transit service, revenue hours of transit service, revenue passengers, and passenger miles, with 25 percent of the allocation distributed using each criteria. Following distribution of FTA Section 5339 funding, each transit operator prioritizes and recommends capital bus and bus facilities projects for FTA Section 5339 funding available to projects within the Milwaukee urbanized area. The projects recommended for FTA Section 5339 funding are provided by the transit operators for review and comment, and consideration of inclusion in the TIP. With regards to the remaining FTA Section 5339 funding available statewide, WisDOT solicits, evaluates, and recommends projects for these funds that are available to projects statewide.

- FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program Funding: The FTA typically announces annually the amount of FTA Section 5310 funding available to mobility projects and programs statewide and to the urbanized areas with populations of 200,000 or more, such as the Milwaukee urbanized area. Following the enactment of MAP-21 in 2012 and continued through the enactment of the FAST Act in 2015, the FTA Section 5310 program requires the designation of at least one recipient in the urbanized area and a determination of a method for distributing the funding within the Milwaukee urbanized area. Milwaukee County agreed to be the designated recipient for the Section 5310 funding allocated to the Milwaukee urbanized area, upon request by the four transit operators in the urbanized area. The Commission staff worked with the Milwaukee urbanized area transit operators during 2014 to develop a competitive process to evaluate and recommend projects for funding throughout the urbanized area. WisDOT solicits, evaluates, and recommends mobility projects serving people with disabilities separately for FTA Section 5310 funding available to projects outside of the urbanized areas having a population of 200,000 or more.

Federal Highway Administration Funding Sources

- FHWA Congestion Management and Air-Quality Improvement Program (CMAQ) Funding: WisDOT typically solicits projects biennially for FHWA CMAQ funding and forwards the eligible projects to the Commission and the WDNR. The type of projects that are eligible for CMAQ funding include

transit capital projects, transit improvement operating projects (for a limited number of years), bicycle/pedestrian projects, projects involving alternative energy sources, diesel-retrofit projects, and traffic flow projects, such as coordinating traffic signals and the construction of intersection turn lanes and traffic signals. The Commission, with guidance from the TIP Committees; WisDOT; and the WDNR follow a cooperative procedure to select projects for CMAQ funding. As part of the procedure, the staffs of the Commission, WisDOT, and WDNR rate each candidate project seeking CMAQ funding. The Commission has worked with the TIP Committees to develop the scoring procedures used by the Commission staff and the TIP Committees. Under these procedures, projects providing an alternative to the automobile received the highest points, which resulted in transit projects being the highest rated projects and receiving historically over 50 percent of the available CMAQ funding in Southeastern Wisconsin. In addition, projects that do not involve reducing the use of the automobile were also evaluated based on housing-related criteria—job/housing imbalance and provision of transit—as recommended in the adopted regional housing plan. The three agencies along with the Chairs of the TIP Committees then considered the results of application of the three rating procedures to develop a listing of projects recommended for CMAQ funding. The listing of recommended projects is first presented to the WisDOT Secretary for his consideration and approval. If approved, the projects recommended for funding were then forwarded to the TIP Committees for their review and consideration in recommending projects for CMAQ funding and inclusion into the TIP.

- FHWA Surface Transportation Block Grant Program – Milwaukee Urbanized Area (STP-M) Funding: WisDOT typically solicits projects biennially for FHWA STP-M funding and forwards the eligible projects to the Commission for the evaluation and recommendation of projects for funding. The Commission staff and the Milwaukee TIP Committee together with the local governments in the Milwaukee urbanized area have since the early 1990s developed and utilized guidelines for the eligibility, evaluation, and the selection of projects for FHWA STP-M funding. In 2013, the Commission staff worked with its Milwaukee TIP Committee, along with the communities within the urbanized area, to revise the procedures used to evaluate, prioritize, and recommend projects for FHWA STP-M funding. The revised procedures were approved by the Milwaukee TIP Committee and were used to evaluate and recommend projects for years 2015-2018 STP-M funding. The procedures developed for the 2015-2018 funding cycle were reviewed and updated in 2015 and in 2019.

  In terms of project eligibility, CMAQ-type, safety and intersection improvement, and bridge projects, while eligible for STP-M funding, have been recommended by the Milwaukee TIP Committee to not be funded with STP-M funding, as they have their own specific FHWA funding sources. With respect to highway and transit projects, the Milwaukee TIP Committee recommended continuing its policy that highway projects on the planned arterial street and highway system contained in the regional transportation plan and transit capital projects would be eligible for STP-M funding. The Milwaukee TIP Committee further determined that combined Milwaukee area FHWA STP funds and FTA section 5307/5340 funds would be allocated between highway and transit projects based upon their relative capital project needs, as set forth in the adopted regional transportation plan. Typically, 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. Historically, this resulted in $10.7 million in FHWA STP-M funding being transferred, or flexed, to transit projects. Most of this transfer/flexing occurred throughout the 1990s when Milwaukee area FHWA STP-M funding substantially exceeded FTA Section 5307/5340 funding. However, in recent years, the amount of FHWA STP-M and FTA Section 5307/5340 has been about the same, which would under this process result in FTA Section 5307/5340 funding being transferred to highway projects. However, the Milwaukee TIP Committee historically recommended that no transfer of FTA Section 5307/5340 funds be made to streets and highways, and now Federal law no longer allows such transfers. In addition, the Committee recommended that, should no transfer of STP-M funding to transit capital projects be calculated to occur, 10 percent of the available highway funding would be transferred to transit capital projects.

  The Milwaukee TIP Committee recommended that 10 percent of the STP-M funding available to highway projects be first allocated to a set-aside of funding that is made available to project from smaller sponsors. In addition, the committee recommended that the available STP-M funding

for highway projects would be allocated to the three highway project types based on historical proportions of types of projects approved for STP-M funding and the proportion requested for projects of each type having areawide significance.[1] These allocations are used as targets for how the available highway funding should be allocated, assuming there would be enough candidate projects for each project type. Should the funding levels being requested by each of the project types not be exceeded, the amount of available highway funding allocations for each project type would need to be adjusted by the Milwaukee TIP Committee.

As part of the evaluation procedures, the Milwaukee TIP Committee recommended that candidate projects be evaluated with criteria reflecting the performance desired from the transportation system in the Milwaukee urbanized area, including serving to improve pavement conditions of county and local arterial streets and highways, with priority given to routes with greater use measured by the number of automobiles and transit riders that travel along the length of the project on an average weekday, greater length and function of the roadway facility, and higher average crash rates. In addition, projects receive bonus points based on the level of proposed transit, bicycle, and pedestrian accommodations proposed to be provided along the length of the project. In the case of capacity expansion projects (widenings and new facilities), priority is also given based on the level of existing congestion, the job/housing balance in a community, and the extent of existing transit service in a community (as recommended in the adopted regional housing plan).

Under the procedures developed by the Milwaukee TIP Committee, candidate resurfacing/reconditioning projects, reconstruction to same capacity projects, and capacity expansion projects (widenings and new facilities) would be evaluated separately. Resurfacing/reconditioning projects and reconstruction to the same capacity projects could receive a maximum of 100 points from the four criteria. Candidate capacity expansion projects consistent with the year 2050 FCTS could receive up to a maximum of 100 points with up to 10 bonus points received by candidate capacity expansion projects located in a community or communities that have a projected balance of jobs and housing and that have the provision of transit. In addition, all projects would receive up to five bonus points based on the level of transit, bicycle, and pedestrian accommodations proposed for along the length of the project.

The results of the application of the procedures to evaluate candidate projects for STP-M funding are presented to the Milwaukee TIP Committee for its review and consideration in recommending projects for funding.

- FHWA Surface Transportation Program (STP) Funding Allocated to the Other Urbanized Areas in Southeastern Wisconsin: Unlike for the Milwaukee urbanized area, formal procedures have not been developed to evaluate, prioritize, and recommend projects for STP funding allocated to the other urbanized areas within Southeastern Wisconsin—Kenosha, Racine, Round Lake Beach, and West Bend urbanized areas. WisDOT typically biennially solicits projects for STP funding in these urbanized areas, and forwards the projects, along with the amount of allocated STP funding, to the Commission and the counties that contain the urbanized areas. The counties and communities located within these urbanized areas work cooperatively to recommend projects for STP funding allocated to their respective urbanized areas, with the Commission staff assisting these communities when requested. A listing of projects recommended for STP funding allocated to the other urbanized areas is provided by each urbanized area for review and comment, and inclusion in the TIP.

- FHWA STP Transportation Alternatives Program Funding: MAP-21 created the Transportation Alternatives Program (TAP) to fund transportation enhancement projects, recreational trail projects, safe-routes to school projects, and projects involving the construction of roadways within former Interstate System routes or other divided highways. WisDOT solicits and selects projects for TAP funding available statewide. In addition, TAP funding is also allocated directly to urbanized areas

[1] *Candidate resurfacing/reconditioning projects and reconstruction to same capacity projects that receive a minimum of 73 points and capacity expansion projects that receive a minimum of 64.5 points are identified as having areawide significance.*

with populations over 200,000, such as the Milwaukee urbanized area. Commission staff worked with the Milwaukee TIP Committee in 2014, 2016, 2018, and 2020 to prioritize and recommend projects for TAP funding allocated to the Milwaukee urbanized area. Commission staff will be working with the Milwaukee TIP Committee during 2021 to develop formal procedures—including the use of criteria—to evaluate, prioritize, and recommend projects for TAP funding allocated to the Milwaukee urbanized area. WisDOT provides to the Commission for review and inclusion in the TIP a listing of the projects in Southeastern Wisconsin recommended for FHWA TAP funding that is available to projects statewide.

- FHWA Bridge Funding: Since the adoption of MAP-21 in 2012, bridge projects on the National Highway System are funded under the National Highway Performance Program and bridge projects not on the National Highway System are funded under the Surface Transportation Program (now called Surface Transportation Block Grant Program), rather than a separately funded bridge program. However, the State biennial budget continues to allocate a portion of the Federal funding that the State receives for local bridge projects. WisDOT typically solicits biennially local bridge projects for FHWA/State funding made available statewide for local bridge replacement and rehabilitation projects. WisDOT evaluates and recommends projects for FHWA/State bridge funding based on procedures specified in Wisconsin Administrative Code Trans 213.03 (04). As part of these procedures, WisDOT rates and ranks projects based on a system whereby each county is credited bridge funds available in the respective funding cycle based on their relative need represented by their proportionate share of the total estimated replacement cost of eligible bridges (sufficiency ratings of less than 50) identified throughout the State. These need-based credits are accumulated with debits occurring from each county's balance as projects are selected for implementation. Each candidate project is rated and prioritized under the evaluation and selection process based on each governmental unit's credit balance and the estimated project cost in the order of the priorities indicated by each county. WisDOT provides a listing of the projects within Southeastern Wisconsin recommended for FHWA/State Bridge Replacement funding to the Commission for review and consideration of inclusion in the TIP.

- FHWA Highway Safety Improvement Program (HSIP) Funding: WisDOT solicits annually projects for FHWA HSIP funding available to local projects statewide. WisDOT is responsible for evaluating and recommending local projects, as well as State projects, for FHWA HSIP funding. WisDOT provides a listing of the local and State safety projects in Southeastern Wisconsin recommended for FHWA HSIP funding to the Commission for review and consideration of inclusion in the TIP.

PROJECTED 2021 THROUGH 2024 OPERATIONS AND PLANNING INFORMATION, CAPITAL PROJECT JUSTIFICATIONS AND FINANCIAL CAPACITY ANALYSES FOR PUBLIC TRANSIT OPERATORS IN SOUTHEASTERN WISCONSIN

APPENDIX H

Table H.1
Public Transit Operator Report for Hartford City Taxi Service: 2021-2024

2021 Projected Operating Budget	
Total Federal Operating Assistance	$80,500
Total State Operating Assistance	$63,000
Total Local Operating Assistance	$60,938
Total Farebox and Other Revenue	$60,362
Total Operating Budget	$264,800

2021 Projected Operation Characteristics			
Basic Transit System	**Weekdays**	**Saturdays**	**Sundays**
Total Miles	45,320	5,560	4,430
Vehicle Hours (average)	4,636	600	364
Vehicles in Service	1	1	1
Operating Budget (average)	$219,282	$28,380	$17,217

2021 Projections	
Operating Characteristics	None
Implementation of New or Restructured Transit Services	None
Planning for New or Restructured Transit Services	None

Source: City of Hartford and SEWRPC

Table H.2
Public Transit Operator Capital Project Justification for Hartford City Taxi Service: 2021-2024

TIP Project Number	Description	Year	Costs ($)	Justification
224	Purchase of replacement vehicle for the Hartford City Taxi Service	2022 2024	40,000 40,000	Replacement cycle for vehicle fleet requires a purchase every other year to maintain state of good repair

Source: City of Hartford and SEWRPC

Table H.3
Financial Capacity Analysis Background Data for Hartford City Taxi Service: 2016-2025

	Actual/Estimated					Projected				
Data Element	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Expenses[a]	$227,184	$213,779	$242,325	$313,260	$273,352	$252,179	$259,744	$267,536	$275,562	$283,828
Operating Revenues										
Passenger Revenue	$64,098	$68,133	$69,325	$58,040	$59,200	$60,384	$61,591	$62,822	$64,078	$65,359
Prior Year Revenue	--	--	--	--	--	--	--	--	--	--
Other Revenue	$21,278	$22,990	$19,268	$21,107	$21,116	$21,516	$21,516	$21,536	$21,566	$21,800
Total	$85,376	$91,123	$88,593	$79,147	$80,316	$81,900	$83,107	$84,358	$85,644	$87,159
Public Funding Requirement	$141,808	$122,656	$153,732	$234,113	$193,036	$170,279	$176,637	$183,178	$189,918	$196,669
Sources of Operating Assistance										
Federal Funds										
1. FTA Section 5307	$70,228	$65,630	$73,554	$96,582	$84,839	$92,461	$95,913	$94,035	$103,125	$106,791
2. FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3. CMAQ	--	--	--	--	--	--	--	--	--	--
4. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$70,228	$65,630	$73,554	$96,582	$84,839	$92,461	$95,913	$94,035	$103,125	$106,791
State Funds										
1. WisDOT Section 85.20 (Operating Assistance)	$54,534	$51,521	$57,662	$71,113	$63,486	$69,345	$71,934	$70,526	$77,343	$80,093
2. WisDOT Section 85.24 (TDM)	--	--	--	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$54,534	$51,521	$57,662	$71,113	$63,486	$69,345	$71,934	$70,526	$77,343	$80,093
Local Funds										
1. Property Taxes	$17,046	$5,505	$22,516	$29,061	$44,711	$8,473	$8,790	$8,617	$9,450	$9,785
2. Funds from Other Communities	--	--	--	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$17,046	$5,505	$22,516	$29,061	$44,711	$8,473	$8,790	$8,617	$9,450	$9,785
Total	$141,808	$122,656	$153,732	$196,756	$193,036	$170,279	$176,637	$173,178	$189,918	$196,669
Depreciation	--	--	--	--	--	--	--	--	--	--
Capital Project Expenditures										
Bus Fleet Rehabilitation, Replacement, and Expansion	--	--	--	--	--	--	--	--	--	--
Bus Facility Renovation, Replacement, and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Fleet Rehabilitation and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
Other	--	--	--	--	--	--	--	--	--	--
Total	--	--	--	--	--	--	--	--	--	--

Table continued on next page.

Table H.3 (Continued)

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Sources of Capital Project Funding										
Federal Funds										
1. FTA Section 5307	--	--	--	--	--	--	--	--	--	--
2. FTA Section 5339	--	$26,574	--	$23,910	--	--	$24,388	--	$24,875	--
3. CMAQ	--	--	--	--	--	--	--	--	--	--
4. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	--	$26,574	--	$23,910	--	--	$24,388	--	$24,875	--
State Funds	--	--	--	--	--	--	--	--	--	--
Local Funds										
1. Property Taxes	--	$6,643	--	$13,447	--	--	$14,799	--	$14,312	--
2. Bonding	--	--	--	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	--	$6,643	--	$13,447	--	--	$14,799	--	$14,312	--
Total	--	$33,217	--	$37,357	--	--	$39,187	--	$39,187	--
Total Operating Assistance and Capital Project Funds										
Federal	$70,228	$92,204	$73,554	$120,492	$84,839	$92,461	$120,301	$94,035	$128,000	$106,791
State	$54,534	$51,521	$57,662	$71,113	$63,486	$69,345	$71,934	$70,526	$77,343	$80,093
Local	$17,046	$12,148	$22,516	$42,508	$44,711	$8,473	$23,589	$8,617	$23,762	$9,785
Total	$141,808	$155,873	$153,732	$234,113	$193,036	$170,279	$215,824	$173,178	$229,105	$196,669
Non-Financial Operating Data	--	--	--	--	--	--	--	--	--	--
Revenue Passengers	$19,754	$19,144	$19,527	$17,024	$12,500	$17,024	$17,109	$17,194	$17,280	$17,366
Unlinked Passenger Trips	19,754	19,144	19,527	17,024	12,500	17,024	17,109	17,194	17,280	17,366
Passenger Miles	43,783	38,978	39,758	34,265	22,143	34,265	34,436	34,608	34,781	34,955
Revenue Vehicle Miles	$43,783	$38,978	$39,758	$34,265	$22,143	$34,265	$34,436	$34,608	$34,781	$34,955
Revenue Vehicle Hours	2,650	2,429	2,478	2,161	1,543	2,161	2,171	2,181	2,191	2,202
Buses Operated in Peak Service	1	1	1	1	1	1	1	1	1	1
Buses in Active Fleet	3	4	4	3	3	3	3	3	3	3
Total Employees	8	8	8	7	6	6	7	7	7	7

[a] *Excluding depreciation.*

Source: City of Hartford and SEWRPC

Table H.4
Change in Basic Financial Capacity Analysis Indicators for Hartford Taxi Service – City of Hartford: 2016-2025

	Actual/Estimated					Projected				
Data Element	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Expenses[a]										
Change in Total Operating Expenses										
1. Absolute Amount	$500	-$13,405	$28,546	$70,935	-$39,908	-$21,173	$7,565	$7,792	$8,026	$8,266
2. Percentage Change	0.2	-5.9	13.4	29.3	-12.7	-7.7	3.0	3.0	3.0	3.0
Total Cost per Revenue Vehicle Mile										
1. Absolute Amount	$5.19	$5.48	$6.09	$9.14	$12.34	--	--	--	--	--
2. Percentage Change	2.6	5.7	11.1	50.0	35.0	--	--	--	--	--
Cost per Revenue Vehicle Hour										
1. Absolute Amount	$85.73	$88.01	$97.79	$144.96	$177.16	$116.70	$119.64	$122.67	$125.77	$128.90
2. Percentage Change	2.7	2.7	11.1	48.2	22.2	-34.1	2.5	2.5	2.5	2.5
Cost per Revenue Passenger										
1. Absolute Amount	$11.50	$11.17	$12.41	$18.40	$21.87	$14.81	$15.18	$15.56	$15.95	$16.34
2. Percentage Change	2.1	-2.9	11.1	48.3	18.8	-32.3	2.5	2.5	2.5	2.5
Cost per Passenger Mile										
1. Absolute Amount	$5.19	$5.48	$6.09	$9.14	$12.34	--	--	--	--	--
2. Percentage Change	--	5.7	11.1	50.0	35.0	--	--	--	--	--
Operating Revenues										
Percentage Change in										
1. Passenger Revenue	-4.5	6.3	1.7	-16.3	2.0	2.0	2.0	2.0	2.0	2.0
2. Total Revenue	-0.1	6.7	-2.8	-10.7	1.5	2.0	1.5	1.5	1.5	1.8
Average Revenue per Revenue Passenger										
1. Absolute Amount	$4.32	$4.76	$4.54	$4.65	$6.43	$4.81	$4.86	$4.91	$4.96	$5.02
2. Percentage Change	1.7	10.1	-4.7	2.5	38.2	-25.1	1.0	1.0	1.0	1.3
Percent of Operating Expenses Recovered from Operating Revenues										
1. Absolute Amount	37.6	42.6	36.6	25.3	29.4	32.5	32.0	31.5	31.1	30.7
2. Percentage Change	-0.4	13.4	-14.2	-30.9	16.3	10.5	-1.5	-1.5	-1.4	-1.2
Operating Assistance Funds										
Change in Total Operating Assistance										
1. Absolute Amount	$618	-$19,152	$31,076	$80,381	-$41,077	-$22,757	$6,358	$6,541	$6,740	$6,751
2. Percentage Change	0.4	-13.5	25.3	52.3	-17.5	-11.8	3.7	3.7	3.7	3.6
Operating Assistance per Revenue Passenger										
1. Absolute Amount	$7.18	$6.41	$7.87	$13.75	$15.44	$10.00	$10.32	$10.65	$10.99	$11.32
2. Percentage Change	2.3	-10.7	22.9	74.7	12.3	-35.2	3.2	3.2	3.2	3.0
Operating Assistance per Passenger Mile										
1. Absolute Amount	$3.24	$3.15	$3.87	$6.83	$8.72	--	--	--	--	--
2. Percentage Change	2.8	-2.8	22.9	76.7	27.6	--	--	--	--	--

Table continued on next page.

Table H.4 (Continued)

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Assistance Funds (continued)										
Percentage Change in										
1. Federal Operating Assistance Funds	0.6	-6.5	12.1	31.3	-12.2	9.0	3.7	-2.0	9.7	3.6
2. State Operating Assistance Funds	-1.0	-5.5	11.9	23.3	-10.7	9.2	3.7	-2.0	9.7	3.6
3. Local Operating Assistance Funds	4.8	-67.7	309.0	29.1	53.9	-81.0	3.7	-2.0	9.7	3.5
Capital Expenditures and Assistance Funds										
Change in Total Capital Expenditures										
1. Absolute Amount	-$35,000	$33,217	-$33,217	$37,357	-$37,357	--	$39,187	-$39,187	$39,187	-$39,187
2. Percentage Change	-100.0	100.0	-100.0	--	-100.0	--	--	--	--	--
Percentage Change in										
1. Federal Capital Assistance Funds	--	--	--	100.0	-100.0	100.0	--	100.0	--	100.0
2. State Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
3. Local Capital Assistance Funds	-100.0	100.0	-100.0	100.0	-100.0	100.0	--	100.0	--	100.0
Total Operating and Capital Assistance Funds										
Change in Total Assistance										
1. Absolute Amount	-34,382	14,065	-2,141	80,381	-41,077	-22,757	45,545	-42,646	55,927	-32,436
2. Percentage Change	-19.5	9.9	-1.4	52.3	-17.5	-11.8	26.7	-19.8	32.3	-14.2
Percentage Change in										
1. Federal Assistance	-28.2	31.3	-20.2	63.8	-29.6	9.0	30.1	-21.8	36.1	-16.6
2. State Assistance	-1.0	-5.5	11.9	23.3	-10.7	9.2	3.7	-2.0	9.7	3.6
3. Local Assistance	-26.8	-28.7	85.3	88.8	5.2	-81.0	178.4	-63.5	175.8	-58.8
Non-Financial Operating Data										
Change in Revenue Passengers										
1. Absolute Amount	-369	-610	383	-2,503	-4,524	4,524	85	85	86	86
2. Percentage Change	-1.8	-3.1	2.0	-12.8	-26.6	36.2	0.5	0.5	0.5	0.5
Change in Revenue Vehicle Miles										
1. Absolute Amount	-1,031	-4,805	780	-5,493	-12,122	12,122	171	172	173	174
2. Percentage Change	-2.3	-11.0	2.0	-13.8	-35.4	54.7	--	--	--	1.0
Change in Revenue Vehicle Hours										
1. Absolute Amount	-65	-221	49	-317	-618	618	10	10	10	11
2. Percentage Change	-2.4	-8.3	2.0	-12.8	-28.6	40.1	0.5	0.5	0.5	0.5
Change in Buses in Active Fleet										
1. Absolute Amount	-1	1	--	-1	--	--	--	--	--	--
2. Percentage Change	-25.0	33.3	--	-25.0	--	--	--	--	--	--
Change in Total Employees										
1. Absolute Amount	--	--	--	--	--	--	--	--	--	--
2. Percentage Change	--	--	--	--	--	--	--	--	--	--

[a] *Excluding depreciation.*

Source: City of Hartford and SEWRPC

Table H.5
Public Transit Operator Report for Kenosha Area Transit System: 2021-2024

2021 Projected Operating Budget	
Total Federal Operating Assistance	$2,296,456
Total State Operating Assistance	$1,718,468
Total Local Operating Assistance	$1,514,327
Total Farebox and Other Revenue	$1,869,991
Total Operating Budget	$7,399,242

2021 Projected Operation Characteristics			
Basic Transit System: Bus	**Weekdays**	**Saturdays**	**Sundays**
Number of Routes	17	7	1
Total Route Miles (both directions)	4242	775	102
Headway Range (average)	30	30	1
Vehicle Hours (average)	329	60	8
Vehicles in Service	40	8	1
Operating Budget (average)	$38,500	$10,100	$2,000

2021 Projected Operation Characteristics			
Basic Transit System: Streetcar	**Weekdays**	**Saturdays**	**Sundays**
Vehicle Miles (average)	52	56	55
Vehicle Hours (average)	7	8	7
Vehicles in Service	1	1	1
Operating Budget (average)	$1,100	$1,130	$1,110

2021 Projections	
Operating Characteristics	The Lakefront Trolley routes are suspended until further notice and streetcar service is limited to weekends due to the COVID-19 pandemic.
Implementation of New or Restructured Transit Services	In September 2020, Amazon agreed to pay $20,395 per year for supplemental express services on Route 31 for two years, allowing Amazon employees to ride transit for free. An additional morning run and evening supplemental service was added to Route 31 to serve the Amazon fulfillment center.
Planning for New or Restructured Transit Services	Kenosha Area Transit plans to seek a project scope change to the CMAQ grant to extend service to Walmart in the Village of Somers.

Source: Kenosha Area Transit System and SEWRPC

Table H.6
Public Transit Operator Capital Project Justification for Kenosha Area Transit System: 2021-2024

TIP Project Number	Description	Year	Costs ($)	Justification
324	Operating Assistance for the City of Kenosha Transit System	2021 2022 2023 2024	8,566,451 8,772,046 8,982,575 9,198,157	Government assistance is needed to operate and manage the Transit System
328	Expansion of Kenosha Transit Bus System Operation to include 5-6 routes	2021	3,301,800	CMAQ funding will be used to expand service. This service will expand to industrial parks in Pleasant Prairie, and Kenosha – with nighttime extension

Source: Kenosha Area Transit System and SEWRPC

Table H.7
Financial Capacity Analysis Background Data for the Kenosha Area Transit System: 2016-2025

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Expenses[a]	$6,265,363	$7,790,027	$7,976,988	$8,285,013	$8,365,675	$8,566,451	$8,772,046	$8,982,575	$9,198,157	$9,418,913
Operating Revenues										
Passenger Revenue	$1,548,552	$1,955,239	$2,002,165	$1,809,776	$1,853,211	$1,897,688	$1,943,232	$1,989,870	$2,037,627	$2,086,530
Other Revenue	$91,853	$94,057	$96,315	$98,626	$100,993	$103,417	$105,899	$108,441	$111,043	$113,708
Total	$1,640,405	$2,049,296	$2,098,479	$1,908,402	$1,954,204	$2,001,105	$2,049,131	$2,098,310	$2,148,670	$2,200,238
Operating Assistance	$4,624,958	$5,740,731	$5,878,508	$6,376,611	$6,411,471	$6,565,346	$6,722,915	$6,884,265	$7,049,487	$7,218,675
Sources of Operating Assistance Funds										
Federal Funds										
1. FTA Section 5307	$2,259,674	$2,076,004	$2,125,828	$2,296,456	$2,351,571	$2,408,009	$2,465,801	$2,524,980	$2,585,580	$2,647,634
2. FTA Section 5339	--	--	--	$1,440,000	$1,316,000	$1,280,000	$1,000,000	$1,000,000	$1,000,000	$1,000,000
3. FTA Section 5337	--	--	$90,000	$105,000	$105,000	$105,000	$110,000	$110,000	$115,000	$115,000
4. CMAQ	--	--	--	--	--	--	--	--	--	--
5. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$2,259,674	$2,076,004	$2,215,828	$3,841,456	$3,772,571	$3,793,009	$3,575,801	$3,634,980	$3,700,580	$3,762,634
State Funds										
1. WisDOT Section 85.20 (Operating Assistance)	$1,434,597	$1,629,254	$1,668,356	$1,514,327	$1,550,671	$1,587,887	$1,625,996	$1,665,020	$1,704,981	$1,745,900
2. WisDOT Section 85.24 (TDM)	--	--	--	--	--	--	--	--	--	--
3. Other	$119,601	$122,472	$125,411	$128,421	$131,503	$134,659	$137,891	$141,200	$144,589	$148,059
Subtotal	$1,554,199	$1,751,726	$1,793,767	$1,642,748	$1,682,174	$1,722,546	$1,763,887	$1,806,220	$1,849,570	$1,893,959
Local Funds										
1. Property Taxes	$702,780	$1,281,848	$1,312,612	$1,439,338	$1,473,882	$1,509,255	$1,545,477	$1,582,569	$1,620,551	$1,659,444
2. Funds from Other Communities	--	--	--	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$702,780	$1,281,848	$1,312,612	$1,439,338	$1,473,882	$1,509,255	$1,545,477	$1,582,569	$1,620,551	$1,659,444
Total	$4,516,653	$5,109,578	$5,322,207	$6,923,542	$6,928,627	$7,024,810	$6,885,165	$7,023,769	$7,170,700	$7,316,036
Depreciation	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Capital Project Expenditures										
Bus Fleet Rehabilitation, Replacement, and Expansion	--	--	--	--	--	--	--	--	--	--
Bus Facility Renovation, Replacement, and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Fleet Rehabilitation and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
Other	$45,270.00	$45,270.00	$45,270.00	$45,500.00	$45,500.00	$45,700.00	$45,700.00	$45,900.00	$46,200.00	$46,400.00
Total	$45,270.00	$45,270.00	$45,270.00	$45,500.00	$45,500.00	$45,700.00	$45,700.00	$45,900.00	$46,200.00	$46,400.00

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Table H.7 (Continued)

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Sources of Capital Assistance Funds										
Federal Funds	--	--	--	--	--	--	--	--	--	--
1. FTA Section 5307	--	--	--	--	--	--	--	--	--	--
2. FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3. FTA Section 5337	--	--	--	--	--	--	--	--	--	--
4. CMAQ	--	--	--	--	--	--	--	--	--	--
5. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	--	--	--	--	--	--	--	--	--	--
State Funds	--	--	--	--	--	--	--	--	--	--
Local Funds										
1. Property Taxes	--	--	--	--	--	--	--	--	--	--
2. Bonding	--	--	--	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
Total Operating Assistance and Capital Project Funds										
Federal	$2,094,532	$2,076,004	$2,215,828	$3,841,456	$3,772,571	$3,793,009	$3,575,801	$3,634,980	$3,700,580	$3,762,634
State	$1,626,447	$1,629,254	$1,793,767	$3,841,456	$1,682,174	$1,722,546	$1,763,887	$1,806,220	$1,849,570	$1,893,959
Local	$702,780	$1,281,848	$1,312,612	$1,439,338	$1,473,882	$1,509,255	$1,545,477	$1,582,569	$1,620,551	$1,659,444
Total	$4,423,759	$4,987,106	$5,322,207	$9,122,250	$6,928,627	$7,024,810	$6,885,165	$7,023,769	$7,170,700	$7,316,036
Non-Financial Operating Data										
Revenue Passengers	1,394,148	1,139,720	1,139,720	11,339,720	11,339,720	11,339,720	11,339,720	11,339,720	11,339,720	11,339,720
Unlinked Passenger Trips	1,449,896	1,268,399	1,268,399	1,339,237	1,339,237	1,339,237	1,339,237	1,339,237	1,339,237	1,339,237
Passenger Miles	908,168	4,033,508	4,033,508	4,458,773	4,458,773	4,458,773	4,458,773	4,458,773	4,458,773	4,458,773
Revenue Vehicle Miles	919,552	1,010,441	1,010,441	1,019,378	1,019,378	1,019,378	1,019,378	1,019,378	1,019,378	1,019,378
Revenue Vehicle Hours	65,383	78,080	78,080	78,903	78,903	78,903	78,903	78,903	78,903	78,903
Buses Operated in Peak Service	38	45	45	39	39	39	39	39	39	39
Buses in Active Fleet	45	59	59	50	50	50	50	50	50	50
Total Employees	71	71	71	85	85	85	85	85	85	85

[a] *Excluding depreciation.*

Source: Kenosha Area Transit System and SEWRPC

Table H.8
Change in Basic Financial Capacity Analysis Indicators for Kenosha Area Transit System: 2016-2025

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Expenses[a]										
Change in Total Operating Expenses										
1. Absolute Amount	$245,128	$1,524,664	$186,961	$308,025	$80,662	$200,776	$205,595	$210,529	$215,582	$220,756
2. Percentage Change	4.0	24.3	2.4	3.9	1.0	2.4	2.4	2.4	2.4	2.4
Total Cost per Revenue Vehicle Mile										
1. Absolute Amount	$7.11	$7.71	$7.89	$8.13	$8.21	$8.40	$8.61	$8.81	$9.02	$9.24
2. Percentage Change	4.0	8.4	2.4	3.0	1.0	2.4	2.4	2.4	2.4	2.4
Cost per Revenue Vehicle Hour										
1. Absolute Amount	$99.36	$99.77	$102.16	$105.00	$106.02	$108.57	$111.18	$113.84	$116.58	$119.37
2. Percentage Change	4.4	0.4	2.4	2.8	1.0	2.4	2.4	2.4	2.4	2.4
Cost per Revenue Passenger										
1. Absolute Amount	$4.46	$6.84	$7.00	$0.73	$0.74	$0.76	$0.77	$0.79	$0.81	$0.83
2. Percentage Change	4.9	53.3	2.4	-89.6	1.0	2.4	2.4	2.4	2.4	2.4
Cost per Passenger Mile										
1. Absolute Amount	$7.11	$1.93	$1.98	$1.86	$1.88	$1.92	$1.97	$2.01	$2.06	$2.11
2. Percentage Change	4.0	-72.8	2.4	-6.0	1.0	2.4	2.4	2.4	2.4	2.4
Operating Revenues										
Percentage Change in										
1. Passenger Revenue	-0.1	26.3	2.4	-9.6	2.4	2.4	2.4	2.4	2.4	2.4
2. Total Revenue	-1.9	24.9	2.4	-9.1	2.4	2.4	2.4	2.4	2.4	2.4
Average Revenue per Revenue Passenger										
1. Absolute Amount	$1.09	$1.80	$1.84	$0.17	$0.17	$0.18	$0.18	$0.19	$0.19	$0.19
2. Percentage Change	-1.1	65.0	2.4	-90.9	2.4	2.4	2.4	2.4	2.4	2.4
Percent of Operating Expenses Recovered from Operating Revenues										
1. Absolute Amount	24.5	26.3	26.3	23.0	23.4	23.4	23.4	23.4	23.4	26.3
2. Percentage Change	-5.7	7.4	--	-12.4	1.4	--	--	--	--	--
Operating Assistance Funds										
Change in Total Operating Assistance										
1. Absolute Amount	--	$1,115,772	$137,778	$498,103	$34,860	$153,875	$157,568	$161,350	$165,222	$169,188
2. Percentage Change	--	24.1	2.4	8.5	0.5	2.4	2.4	2.4	2.4	2.4
Operating Assistance per Revenue Passenger										
1. Absolute Amount	--	$5.04	$5.16	$0.56	$0.57	$0.58	$0.59	$0.61	$0.62	$0.64
2. Percentage Change	--	--	2.4	-89.1	0.5	2.4	2.4	2.4	2.4	2.4
Operating Assistance per Passenger Mile										
1. Absolute Amount	--	$1.42	$1.46	$1.43	$1.44	$1.47	$1.51	$1.54	$1.58	$1.62
2. Percentage Change	--	--	2.4	-1.9	0.5	2.4	2.4	2.4	2.4	2.4

Table continued on next page.

Table H.8 (Continued)

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Assistance Funds (continued)										
Percentage Change in										
1. Federal Operating Assistance Funds	5.4	-8.1	6.7	73.4	-1.8	0.5	-5.7	1.7	1.8	1.7
2. State Operating Assistance Funds	--	12.7	2.4	-8.4	2.4	2.4	2.4	2.4	2.4	2.4
3. Local Operating Assistance Funds	--	82.4	2.4	9.7	2.4	2.4	2.4	2.4	2.4	2.4
Capital Expenditures and Assistance Funds										
Change in Total Capital Expenditures										
1. Absolute Amount	-$2,886,270	--	--	--	--	--	--	--	--	--
2. Percentage Change	-99.7	--	--	--	--	--	--	--	--	--
Percentage Change in										
1. Federal Capital Assistance Funds	-100.0	--	--	--	--	--	--	--	--	--
2. State Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
3. Local Capital Assistance Funds	-98.6	--	--	--	--	--	--	--	--	--
Total Operating and Capital Assistance Funds										
Change in Total Assistance										
1. Absolute Amount	-2,641,142	563,347	335,101	3,800,043	-2,193,623	96,183	-139,645	138,604	146,930	145,337
2. Percentage Change	-29.4	12.7	6.7	71.4	-24.0	1.4	-2.0	2.0	2.1	2.0
Percentage Change in										
1. Federal Assistance	-49.3	-0.9	6.7	73.4	-1.8	0.5	-5.7	1.7	1.8	1.7
2. State Assistance	8.9	0.2	10.1	114.2	-56.2	2.4	2.4	2.4	2.4	2.4
3. Local Assistance	-20.0	82.4	2.4	9.7	2.4	2.4	2.4	2.4	2.4	2.4
Non-Financial Operating Data										
Change in Revenue Passengers										
1. Absolute Amount	-12,064	-254,428	--	10,200,000	--	--	--	--	--	--
2. Percentage Change	-0.8	-18.2	--	895.0	--	--	--	--	--	--
Change in Revenue Vehicle Miles										
1. Absolute Amount	-59	90,889	--	8,937	--	--	--	--	--	--
2. Percentage Change	--	9.9	--	0.9	--	--	--	--	--	--
Change in Revenue Vehicle Hours										
1. Absolute Amount	-209	12,697	--	823	--	--	--	--	--	--
2. Percentage Change	-0.3	19.4	--	1.1	--	--	--	--	--	--
Change in Buses in Active Fleet										
1. Absolute Amount	--	14	--	-9	--	--	--	--	--	--
2. Percentage Change	--	31.1	--	-15.3	--	--	--	--	--	--
Change in Total Employees										
1. Absolute Amount	2	--	--	14	--	--	--	--	--	--
2. Percentage Change	3.1	--	--	19.7	--	--	--	--	--	--

[a] *Excluding depreciation.*

Source: Kenosha Area Transit System and SEWRPC

Table H.9
Public Transit Operator Report for Milwaukee County Transit System: 2021-2024

2021 Projected Operating Budget	
Total Federal Operating Assistance	$30,161,413
Total State Operating Assistance	$68,528,378
Total Local Operating Assistance	$25,377,747
Total Farebox and Other Revenue	$37,756,942
Total Operating Budget	$161,824,480

2021 Projected Operation Characteristics			
Basic Transit System	**Weekdays**	**Saturdays**	**Sundays/Holidays**
Number of Routes	41	30	29
Total Route Miles (both directions)	53,877	37,417	32,617
Headway Range (average)	20 – 24	22 – 30	25 - 31
Vehicle Hours (average)	4,160	2,876	2,438
Vehicles in Service	294	178	147
Operating Budget (average)	494,072	343,128	299,110

2021 Projections	
Operating Characteristics Specialized Service for Elderly and Handicapped Total Operating Budget: $17.2 million	The Transit Plus Program subsidizes the cost of personal transportation for individuals designated as disabled under the Americans with Disabilities Act. The program is designed to approximate mass transit for individuals who are unable to utilize the fixed-route service of MCTS. Private van and taxi companies are contracted to provide all paratransit service. No constraints are placed on the nature of trip or number of trips taken. Service hours approximate the hours of fixed-route service. With few exceptions, the service area is Milwaukee County and all trips must originate and terminate within the service area. Milwaukee County subsidizes each one-way trip. The individual taking the trip is required to make an initial co-pay, currently, $4.00. Per ADA law, the client co-pay may not exceed twice the standard adult bus fare (currently $2.25). In 2021, it is estimated that 515,000 paratransit trips will be taken at a total program cost of $17.2 million.
Implementation of New or Restructured Transit Services	Over the course of 2021, it is expected that nearly all routes in the transit system will have some changes to them, as part of improvements planned to the entire system under the MCTS NEXT program. MCTS NEXT will enhance service with more direct routing and increased service frequency in the transit system's most popular corridors.
Planning for New or Restructured Transit Services	Pending approval of our federal award, Milwaukee County will begin construction of the Bus Rapid Transit line in 2021 along the East-West Corridor connecting downtown Milwaukee to the Milwaukee Regional Medical Complex and Milwaukee County Research Park. Actual service changes would occur in late 2022 at the earliest.

Source: Milwaukee County Department of Public Works and SEWRPC

Table H.10
Public Transit Operator Capital Project Justification for the Milwaukee County Transit System: 2021-2024

TIP Project Number	Description	Year	Costs ($)	Justification
80	Contract services for MCTS paratransit operations	2021 2022 2023 2024	2,250,000 2,250,000 2,250,000 2,250,000	Eligible operating expenses for Milwaukee County's paratransit program (Transit Plus).
84	Capitalization of transit vehicle maintenance activities.	2021 2022 2023 2024	20,000,000 20,000,000 20,000,000 20,000,000	FTA allows vehicle maintenance costs to be considered an eligible capital project.
87	Support, service and maintenance equipment.	2021 2022 2023 2024	400,000 500,000 800,000 700,000	Refer to Attachment A for equipment list and justification.
88	Milwaukee Urbanized Area Section 5310 Administration	2021 2022 2023 2024	120,000 120,000 120,000 120,000	Milwaukee County will administer the regional Section 5310 program.
94	Tire leasing services for MCTS.	2021 2022 2023 2024	540,000 550,000 560,000 570,000	Annual cost of tire leasing services – proven to be more cost effective than purchasing tires.
100	CAD-AVL System and Radio Replacement	2021	6,250,000	Current system is old and support services are limited. Need to update to maintain critical IT infrastructure.
102	Exhaust System Replacement-KK Washhouse Building	2021	250,000	Current system is beyond useful life and needs to be replaced before future HVAC updates.
103	Garage Door System at Fleet Maintenance.	2023	750,000	Current doors are breaking down.
104	Intelligent Vehicle Network (IVN) replacement.	2021	1,800,000	Current system is old and support services are limited. Need to update to maintain critical IT infrastructure.
105	KK Storage fire alarm system upgrades	2023	120,000	Current system is beyond useful life.
106	KK Maintenance Building air compressors	2023	120,000	Current system is beyond useful life.
107	KK Maintenance Building Electrical Systems Upgrades	2021	330,000	Updates needed to prepare facility for deployment of Battery Electric Buses.
108	KK Maintenance Building natural gas upgrades	2023	160,000	Current system is beyond useful life.
109	KK Maintenance Building sprinkler upgrades	2023	410,000	Current system is beyond useful life.
110	KK Maintenance Building water distribution renewal	2023	230,000	Current system is beyond useful life.
111	KK Storage Natural Gas System Upgrades	2023	530,000	Current system is beyond useful life.
112	KK Storage Sprinkler Upgrades	2023	1,370,000	Current system is beyond useful life.
113	KK Washhouse Building heating system upgrades	2023	200,000	Current system is beyond useful life.
114	Replace Routers on MCTS Buses	2021	600,000	Current system is old and support services are limited. Need to update to maintain critical IT infrastructure.

Source: Milwaukee County Department of Public Works and SEWRPC

Kabuta Snow Plow (1) – 45,000
To replace the current plow which has reached the end of its useful life.

Route Supervisor Vehicles (4) – 140,000
To replace the current vehicles (43, 176, 178 and 179) which have reached the end of their useful life.

Forklifts (2) – 45,000
To replace the current forklifts (813 and 816) which have reached the end of their useful life.

Skid Steer (1) – 50,000
To replace the current unit (617) which has reached the end of its useful life.

Electrician Van (1) – 40,000
To replace the current unit (48) which has reached the end of its useful life.

Servers (2) – 60,000
New equipment to support the farebox data center.

Paratransit Scheduling Software (1) – 786,000
To replace existing scheduling software for paratransit operations.

Miscellaneous Voice/Data Systems – 85,000
Routine ongoing replacement of office/computer equipment.

Table H.11
Financial Capacity Analysis Background Data for the Milwaukee County Transit System: 2016-2025

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Expenses[a]	$153,081,183	$148,389,866	$153,573,232	$151,178,498	$156,455,917	$158,331,527	$156,748,212	$158,315,694	$159,898,851	$161,497,839
Operating Revenues										
Passenger Revenue	$33,256,676	$33,732,904	$34,369,929	$33,361,283	$32,678,590	$31,718,399	$32,678,590	$33,005,376	$33,005,376	$33,005,376
School District Revenue										
Other Revenue	$6,015,860	$5,953,622	$6,404,154	$5,966,160	$6,009,890	$6,038,543	$6,038,543	$6,038,543	$6,038,543	$6,038,543
Total	$39,272,537	$39,686,526	$40,774,083	$39,327,444	$38,688,480	$37,756,942	$38,717,133	$39,043,919	$39,043,919	$39,043,919
Public Funding Requirement	$113,808,646	$108,703,340	$112,799,149	$111,851,054	$117,767,437	$120,574,585	$118,031,078	$119,271,775	$120,854,932	$122,453,920
Sources of Operating Assistance Funds										
Federal Funds										
1. FTA Section 5307	$17,500,000	$14,659,819	$18,960,539	$20,013,449	$0	$22,174,000	$22,395,740	$22,619,697	$22,845,894	$23,074,353
2. FTA Section 5339										
3. CMAQ	$6,420,384	$4,451,857	$2,448,187	$2,400,000	$2,390,606	$0	$500,000	$500,000	$500,000	$0
4. Other	$326,005	$245,286	$350,000	$103,486	$34,368,453	$7,987,413	$500,000	$500,000	$500,000	$500,000
Subtotal	$24,246,389	$19,356,962	$21,758,726	$22,516,935	$36,759,059	$30,161,413	$23,395,740	$23,619,697	$23,845,894	$23,574,353
State Funds										
1. WisDOT Section 85.20 (Operating Assistance)	$64,193,900	$64,193,900	$64,193,900	$64,193,900	$65,477,800	$65,477,800	$66,132,578	$66,793,904	$67,461,843	$68,136,461
2. WisDOT Section 85.24 (TDM)										
3. Other	$5,727,503	$5,933,578	$6,169,313	$2,924,415	$2,922,288	$3,050,578	$3,081,084	$3,111,895	$3,143,014	$3,174,444
Subtotal	$69,921,403	$70,127,478	$70,363,213	$67,118,315	$68,400,088	$68,528,378	$69,213,662	$69,905,798	$70,604,856	$71,310,905
Local Funds										
1. Property Taxes	$22,640,455	$10,363,515	$8,597,425	$10,419,077	$0	$9,419,783	$12,813,387	$12,976,976	$13,472,256	$14,472,488
2. Funds from Other Communities	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
3. Other	$20,118	$12,131,160	$15,867,717	$15,861,308	$16,101,243	$15,957,964	$16,101,243	$16,262,255	$16,424,878	$16,589,127
Subtotal	$22,660,573	$22,494,675	$24,465,142	$26,280,385	$16,101,243	$25,377,747	$28,914,630	$29,239,231	$29,897,134	$31,061,615
Total	$116,828,365	$111,979,115	$116,587,081	$115,915,635	$121,260,390	$124,067,538	$121,524,032	$122,764,727	$124,347,885	$125,946,873
Depreciation	$3,019,719	$3,275,775	$3,787,932	$4,064,581	$3,492,953	$3,492,953	$3,492,953	$3,492,953	$3,492,953	$3,492,953
Capital Project Expenditures										
Bus Fleet Rehabilitation, Replacement, and Expansion	$14,000,000	$7,200,000	$13,500,000	$11,400,000	--	--	$15,000,000	$15,000,000	$15,000,000	$15,000,000
Bus Facility Renovation, Replacement, and Expansion	--	$4,700,000	$500,000	$2,496,615	$6,551,775	$7,000,000	$4,000,000	$4,000,000	$4,000,000	$4,000,000
Fixed Guideway Fleet Rehabilitation and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
Other	--	--	--	--	--	--	--	--	--	--
Total	$14,000,000	$11,900,000	$14,000,000	$13,896,615	$6,551,775	$7,000,000	$19,000,000	$19,000,000	$19,000,000	$19,000,000

Table continued on next page.

Table H.11 (Continued)

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Sources of Capital Assistance Funds										
Federal Funds										
1. FTA Section 5307	--	$3,760,000	--	$854,952	--	--	--	--	--	--
2. FTA Section 5339	$2,300,000	$2,600,000	$2,700,000	--	$2,500,000	$2,500,000	$2,500,000	$2,500,000	--	--
3. CMAQ	--	--	--	--	$2,800,000	--	--	--	$14,688,797	--
4. Other	--	$3,200,000	--	--	--	--	--	--	--	--
Subtotal	$2,300,000	$9,560,000	$2,700,000	$854,952	$5,300,000	$2,500,000	$2,500,000	$2,500,000	$14,688,797	--
State Funds	--	--	--	--	--	--	--	--	--	--
Local Funds										
1. Property Taxes	--	--	--	--	--	--	--	--	--	--
2. Bonding	$11,700,000	$2,340,000	$11,300,000	$1,641,663	$6,551,775	$16,535,399	$28,750,000	$30,273,274	$25,500,000	$25,500,000
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$11,700,000	$2,340,000	$11,300,000	$1,641,663	$6,551,775	$16,535,399	$28,750,000	$30,273,274	$25,500,000	$25,500,000
Total	$14,000,000	$11,900,000	$14,000,000	$2,496,615	$11,851,775	$19,035,399	$31,250,000	$32,773,274	$40,188,797	$25,500,000
Total Operating Assistance and Capital Project Funds										
Federal	$26,546,389	$28,916,962	$24,458,726	$23,371,887	$42,059,059	$32,661,413	$25,895,740	$26,119,697	$38,534,691	$23,574,353
State	$69,921,403	$70,127,478	$70,363,213	$67,118,315	$68,400,088	$68,528,378	$69,213,662	$69,905,798	$70,604,856	$71,310,905
Local	$34,360,573	$24,834,675	$35,765,142	$27,922,048	$22,653,018	$41,913,146	$57,664,630	$59,512,505	$55,397,134	$56,561,615
Total	$130,828,365	$123,879,115	$130,587,081	$118,412,250	$133,112,165	$143,102,937	$152,774,032	$155,538,001	$164,536,682	$151,446,873
Non-Financial Operating Data										
Revenue Passengers	18,901,527	20,415,104	21,650,627	19,475,635	11,685,381	19,475,635	19,475,635	19,475,635	19,475,635	19,475,635
Unlinked Passenger Trips	34,308,917	31,546,737	29,071,243	26,447,214	15,868,328	26,447,214	26,447,214	26,447,214	26,447,214	26,447,214
Passenger Miles	137,115,751	120,815,722	106,718,086	91,779,458	55,067,675	91,779,458	91,779,458	91,779,458	91,779,458	91,779,458
Revenue Vehicle Miles	18,579,209	18,219,946	18,306,995	17,965,918	10,779,551	17,965,918	17,965,918	17,965,918	17,965,918	17,965,918
Revenue Vehicle Hours	1,407,841	1,387,359	1,394,808	1,371,441	822,865	1,371,441	1,371,441	1,371,441	1,371,441	1,371,441
Buses Operated in Peak Service	337	332	334	320	295	295	305	305	305	305
Buses in Active Fleet	401	408	409	394	354	354	364	364	364	364
Total Employees	1,040	1,099	1,111	1,057	1,050	1,050	1,050	1,050	1,050	1,050

[a] *Excluding depreciation.*

Source: Milwaukee County Department of Public Works and SEWRPC

Table H.12
Change in Basic Financial Capacity Analysis Indicators for the Milwaukee County Transit System: 2016-2025

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Expenses[a]										
Change in Total Operating Expenses										
1. Absolute Amount	$3,064,039	-$4,691,317	$5,183,366	-$2,394,734	$5,277,419	$1,875,610	-$1,583,315	$1,567,482	$1,583,157	$1,598,989
2. Percentage Change	2.0	-3.1	3.5	-1.6	3.5	1.2	-1.0	1.0	1.0	1.0
Total Cost per Revenue Vehicle Mile										
1. Absolute Amount	$8.76	$8.14	$8.39	$8.41	$14.51	$8.81	$8.72	$8.81	$8.90	$8.99
2. Percentage Change	-10.4	-7.0	3.0	0.3	72.5	-39.3	-1.0	1.0	1.0	1.0
Cost per Revenue Vehicle Hour										
1. Absolute Amount	$113.69	$106.96	$110.10	$110.23	$190.14	$115.45	$114.29	$115.44	$116.59	$117.76
2. Percentage Change	-5.5	-5.9	2.9	0.1	72.5	-39.3	-1.0	1.0	1.0	1.0
Cost per Revenue Passenger										
1. Absolute Amount	$4.61	$7.27	$7.09	$7.76	$13.39	$8.13	$8.05	$8.13	$8.21	$8.29
2. Percentage Change	12.0	57.7	-2.4	9.4	72.5	-39.3	-1.0	1.0	1.0	1.0
Cost per Passenger Mile										
1. Absolute Amount	$1.08	$1.23	$1.44	$1.65	$2.84	$1.73	$1.71	$1.72	$1.74	$1.76
2. Percentage Change	6.3	13.7	17.2	14.5	72.5	-39.3	-1.0	1.0	1.0	1.0
Operating Revenues										
Percentage Change in										
1. Passenger Revenue	-1.2	1.4	1.9	-2.9	-2.0	-2.9	3.0	1.0	--	--
2. Total Revenue	-1.9	1.1	2.7	-3.5	-1.6	-2.4	2.5	0.8	--	--
Average Revenue per Revenue Passenger										
1. Absolute Amount	$1.44	$1.94	$1.88	$2.02	$3.31	$1.94	$1.99	$2.00	$2.00	$2.00
2. Percentage Change	7.6	35.0	-3.1	7.2	64.0	-41.4	2.5	0.8	--	--
Percent of Operating Expenses Recovered from Operating Revenues										
1. Absolute Amount	31.3	26.7	26.6	26.0	24.7	23.8	24.7	24.7	24.4	24.2
2. Percentage Change	-3.9	-14.6	-0.7	-2.0	-4.9	-3.6	3.6	-0.2	-1.0	-1.0
Operating Assistance Funds										
Change in Total Operating Assistance										
1. Absolute Amount	$3,987,025	-$5,105,306	$4,095,809	-$948,094	$5,916,382	$2,807,148	-$2,543,506	$1,240,696	$1,583,157	$1,598,989
2. Percentage Change	3.9	-4.5	3.8	-0.8	5.3	2.4	-2.1	1.1	1.3	1.3
Operating Assistance per Revenue Passenger										
1. Absolute Amount	$3.16	$5.32	$5.21	$5.74	$10.08	$6.19	$6.06	$6.12	$6.21	$6.29
2. Percentage Change	14.0	68.5	-2.2	10.2	75.5	-38.6	-2.1	1.1	1.3	1.3
Operating Assistance per Passenger Mile										
1. Absolute Amount	$0.74	$0.90	$1.06	$1.22	$2.14	$1.31	$1.29	$1.30	$1.32	$1.33
2. Percentage Change	8.3	21.6	17.5	15.3	75.5	-38.6	-2.1	1.1	1.3	1.3

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Table H.12 (Continued)

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Assistance Funds (continued)										
Percentage Change in										
1. Federal Operating Assistance Funds	16.9	-20.2	12.4	3.5	63.3	-17.9	-22.4	1.0	1.0	-1.1
2. State Operating Assistance Funds	-0.5	0.3	0.3	-4.6	1.9	0.2	1.0	1.0	1.0	1.0
3. Local Operating Assistance Funds	3.4	-0.7	8.8	7.4	-38.7	57.6	13.9	1.1	2.3	3.9
Capital Expenditures and Assistance Funds										
Change in Total Capital Expenditures										
1. Absolute Amount	-$9,150,000	-$2,100,000	$2,100,000	$11,503,385	$9,355,160	$7,183,624	$12,214,601	$1,523,274	$7,415,523	-$14,688,797
2. Percentage Change	-39.5	-15.0	17.6	-82.2	374.7	60.6	64.2	4.9	22.6	-36.5
Percentage Change in										
1. Federal Capital Assistance Funds	-42.9	315.7	-71.8	-68.3	519.9	-52.8	--	--	487.6	-100.0
2. State Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
3. Local Capital Assistance Funds	-20.7	-80.0	382.9	-85.5	299.1	152.4	73.9	5.3	-15.8	--
Total Operating and Capital Assistance Funds										
Change in Total Assistance										
1. Absolute Amount	-5,149,852	-6,949,250	6,707,966	12,174,831	14,699,915	9,990,772	9,671,095	2,763,969	8,998,681	-13,089,809
2. Percentage Change	-4.1	-5.3	5.4	-9.3	12.4	7.5	6.8	1.8	5.8	-8.0
Percentage Change in										
1. Federal Assistance	-11.0	8.9	-15.4	-4.4	80.0	-22.3	-20.7	0.9	47.5	-38.8
2. State Assistance	-0.5	0.3	0.3	-4.6	1.9	0.2	1.0	1.0	1.0	1.0
3. Local Assistance	-1.1	-27.7	44.0	-21.9	-18.9	85.0	37.6	3.2	-6.9	2.1
Non-Financial Operating Data										
Change in Revenue Passengers										
1. Absolute Amount	-3,228,764	1,513,577	1,235,523	-2,174,992	-7,790,254	7,790,254	--	--	--	--
2. Percentage Change	-8.9	8.0	6.1	-10.0	-40.0	66.7	--	--	--	--
Change in Revenue Vehicle Miles										
1. Absolute Amount	2,120,579	-359,263	87,049	-341,077	-7,186,367	7,186,367	--	--	--	--
2. Percentage Change	13.8	-1.9	0.5	-1.9	-40.0	66.7	--	--	--	--
Change in Revenue Vehicle Hours										
1. Absolute Amount	98,901	-20,482	7,449	-23,367	-548,576	548,576	--	--	--	--
2. Percentage Change	7.9	-1.5	0.5	-1.7	-40.0	66.7	--	--	--	--
Change in Buses in Active Fleet										
1. Absolute Amount	--	7	1	-15	-40	--	10	--	--	--
2. Percentage Change	--	1.7	0.2	-3.7	-10.2	--	2.8	--	--	--
Change in Total Employees										
1. Absolute Amount	21	59	12	-54	-7	--	--	--	--	--
2. Percentage Change	2.0	5.7	1.1	-4.9	-0.7	--	--	--	--	--

[a] *Excluding depreciation.*

Source: Milwaukee County Department of Public Works and SEWRPC

Table H.13
Public Transit Operator Report for Ozaukee County Transit System: 2021-2024

2021 Projected Operating Budget	
Total Federal Operating Assistance	$706,879
Total State Operating Assistance	$1,514,209
Total Local Operating Assistance	$689,032
Total Farebox and Other Revenue	$834,897
Total Operating Budget	$3,745,017

2021 Projected Operation Characteristics	
Basic Transit System: Bus	**Weekdays**
Number of Routes	1
Total Route Miles (both directions)	55
Vehicle Hours (average)	10,100
Vehicles in Service	7
Operating Budget (average)	1,592,400

2021 Projected Operation Characteristics			
Basic Transit System: Taxi	**Weekdays**	**Saturdays**	**Sundays/Holidays**
Vehicle Miles (average)	1,065,176	122,509	42,575
Vehicle Hours (average)	11440	4160	2600
Vehicles in Service	18	7	6
Operating Budget (average)	2,154,617	856,128	535,080

2021 Projections	
Operating Characteristics	None
Implementation of New or Restructured Transit Services	None
Planning for New or Restructured Transit Services	None

Source: Ozaukee County Transit Services and SEWRPC

Table H.14
Public Transit Operator Capital Project Justification for Ozaukee County Transit: 2021-2024

TIP Project Number	Description	Year	Costs ($)	Justification
200	Purchase of 5 Replacement Vehicles each year for the Ozaukee County Shared Ride Taxi program. Vehicles may be any combination of: cutaway <30', accessible minivan – rear load, hybrid sedan, and bariatric van. (5339/5307)	2021 2022 2023 2024	175,000 175,000 175,000 175,000	Vehicles will be used to replace fleet vehicles which have surpassed their useful life. Current fleet vehicles include ADA accessible minivans, hybrid sedans, ADA accessible cutaways, and bariatric vans. Rolling stock will be retired after their useful life is met and FTA Concurrence is granted.
203	Install Hybrid Electric powertrains in taxi mini-bus cutaways, increasing MPG by 25 percent (CMAQ)	2022 2023	72,000 24,000	Project is intended to improve air quality in Wisconsin's non-attainment zone through reducing emissions of transit vehicles.

Source: Ozaukee County Transit Services and SEWRPC

Table H.15
Financial Capacity Analysis Background Data for Ozaukee County Transit System: 2016-2025

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Expenses[a]	$3,180,447	$3,198,799	$3,532,964	$3,586,379	$3,622,243	$3,708,465	$3,745,550	$3,783,005	$3,820,835	$3,859,044
Operating Revenues										
Passenger Revenue	$745,000	$830,104	$909,094	$810,277	$818,380	$826,564	$834,829	$843,177	$851,609	$860,125
Prior Year Revenue										
Other Revenue	$5,600	$8,433	$11,600	$16,354	$16,518	$16,683	$16,850	$17,018	$17,188	$17,360
Total	$750,600	$838,537	$920,694	$826,631	$834,897	$843,246	$851,679	$860,196	$868,797	$877,485
Operating Assistance	$2,429,847	$2,360,262	$2,612,270	$2,759,748	$2,787,345	$2,865,219	$2,893,871	$2,922,810	$2,952,038	$2,981,558
Sources of Operating Assistance Funds										
Federal Funds										
1. FTA Section 5307	$563,008	$582,610	$611,673	$681,610	$699,880	$706,879	$713,948	$721,087	$728,298	$735,581
2. FTA Section 5339										
3. CMAQ	$0	$0	--	--	--	--	--	--	$14,800	$14,800
4. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$563,008	$582,610	$611,673	$681,610	$699,880	$706,879	$713,948	$721,087	$743,098	$750,381
State Funds										
1. WisDOT Section 85.20 (Operating Assistance)	$1,102,000	$1,061,349	$1,294,429	$1,245,653	$1,278,001	$1,303,561	$1,329,632	$1,356,225	$1,383,349	$1,411,016
2. WisDOT Section 85.24 (TDM)										
3. Other	$192,500	$200,075	$205,606	$206,595	$208,661	$210,748	$212,855	$214,984	$217,133	$219,305
Subtotal	$1,294,500	$1,261,424	$1,500,035	$1,452,248	$1,486,662	$1,514,309	$1,542,487	$1,571,208	$1,600,483	$1,630,321
Local Funds										
1. Property Taxes	$484,141	$516,228	$500,562	$625,890	$600,804	$644,032	$637,436	$630,514	$608,457	$600,856
2. Funds from Other Communities	--	--	--	$24,698	$50,000	$75,000	$75,000	$75,000	$75,000	$75,000
3. Other	$0	$0	--	--	--	--	--	--	--	--
Subtotal	$484,141	$516,228	$500,562	$650,588	$650,804	$719,032	$712,436	$705,514	$683,457	$675,856
Total	$2,341,649	$2,360,262	$2,612,270	$2,784,446	$2,837,345	$2,940,219	$2,968,871	$2,997,810	$3,027,038	$3,056,558
Depreciation	--	--	--	--	--	--	--	--	--	--
Capital Project Expenditures										
Bus Fleet Rehabilitation, Replacement, and Expansion	$275,000	$395,204	$275,000	$102,983	$175,000	$175,000	$175,000	$175,000	$175,000	$175,000
Bus Facility Renovation, Replacement, and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Fleet Rehabilitation and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
Other	$42,500	--	$50,000	$32,040	$50,000	$50,000	$126,000	$74,000	$50,000	$50,000
Total	$317,500	$395,204	$325,000	$135,023	$225,000	$225,000	$301,000	$249,000	$225,000	$225,000

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Table H.15 (Continued)

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Sources of Capital Assistance Funds										
Federal Funds										
1. FTA Section 5307	$207,200	$162,215	$220,000	$80,289	$110,000	$110,000	$110,000	$110,000	$110,000	$110,000
2. FTA Section 5339	--	$145,656	--	$2,098	$70,000	$70,000	$70,000	$70,000	$70,000	$70,000
3. CMAQ	--	--	--	--	--	--	$57,600	$14,800	--	--
4. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$207,200	$307,871	$220,000	$82,387	$180,000	$180,000	$237,600	$194,800	$180,000	$180,000
State Funds	--	--	--	--	--	--	--	--	--	--
Local Funds										
1. Property Taxes	$110,300	$87,333	$55,000	$52,636	$45,000	$45,000	$63,400	$54,200	$45,000	$45,000
2. Bonding	--	--	--	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$110,300	$87,333	$55,000	$52,636	$45,000	$45,000	$63,400	$54,200	$45,000	$45,000
Total	$317,500	$395,204	$275,000	$135,023	$225,000	$225,000	$301,000	$249,000	$225,000	$225,000
Total Operating Assistance and Capital Project Funds										
Federal	$770,208	$890,481	$831,673	$763,997	$879,880	$886,879	$951,548	$915,887	$923,098	$930,381
State	$1,294,500	$1,261,424	$1,500,035	$1,452,248	$1,486,662	$1,514,309	$1,542,487	$1,571,208	$1,600,483	$1,630,321
Local	$594,441	$603,561	$555,562	$703,224	$695,804	$764,032	$775,836	$759,714	$728,457	$720,856
Total	$2,659,149	$2,755,466	$2,887,270	$2,919,469	$3,062,345	$3,165,219	$3,269,871	$3,246,810	$3,252,038	$3,281,558
Non-Financial Operating Data										
Revenue Passengers	223,068	218,786	222,137	159,507	162,182	164,906	167,679	170,502	173,377	176,303
Unlinked Passenger Trips	223,068	218,786	222,137	159,507	162,182	164,906	167,679	170,502	173,377	176,303
Passenger Miles	2,927,960	2,234,176	2,278,860	2,328,274	2,366,972	2,406,365	2,446,467	2,487,290	2,528,849	2,571,157
Revenue Vehicle Miles	1,287,948	1,378,251	1,389,114	1,323,812	1,344,665	1,356,191	1,367,833	1,379,591	1,391,468	1,403,463
Revenue Vehicle Hours	61,301	65,373	65,952	63,136	63,698	64,265	64,838	65,416	66,001	66,591
Buses Operated in Peak Service	7	7	7	7	7	7	7	7	7	7
Buses in Active Fleet	7	7	7	7	7	7	7	7	7	7
Total Employees	1	1	1	1	1	2	2	2	2	2

[a] *Excluding depreciation.*

Source: Ozaukee County Transit Services and SEWRPC

Table H.16
Change in Basic Financial Capacity Analysis Indicators for Ozaukee County Transit System: 2016-2025

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Expenses[a]										
Change in Total Operating Expenses										
1. Absolute Amount	$272,775	$18,352	$334,165	$53,415	$35,864	$86,222	$37,085	$37,455	$37,830	$38,208
2. Percentage Change	9.4	0.6	10.4	1.5	1.0	2.4	1.0	1.0	1.0	1.0
Total Cost per Revenue Vehicle Mile										
1. Absolute Amount	$2.46	$2.32	$2.54	$2.71	$2.69	$2.73	$2.74	$2.74	$2.75	$2.75
2. Percentage Change	-0.4	-5.7	9.6	6.5	-0.6	1.5	0.1	0.1	0.1	0.1
Cost per Revenue Vehicle Hour										
1. Absolute Amount	$53.84	$48.93	$53.57	$56.80	$56.87	$57.71	$57.77	$57.83	$57.89	$57.95
2. Percentage Change	3.1	-9.1	9.5	6.0	0.1	1.5	0.1	0.1	0.1	0.1
Cost per Revenue Passenger										
1. Absolute Amount	$14.10	$14.62	$15.90	$22.48	$22.33	$22.49	$22.34	$22.19	$22.04	$21.89
2. Percentage Change	3.8	3.7	8.8	41.4	-0.7	0.7	-0.7	-0.7	-0.7	-0.7
Cost per Passenger Mile										
1. Absolute Amount	$1.06	$1.43	$1.55	$1.54	$1.53	$1.54	$1.53	$1.52	$1.51	$1.50
2. Percentage Change	7.4	35.1	8.3	-0.6	-0.7	0.7	-0.7	-0.7	-0.7	-0.7
Operating Revenues										
Percentage Change in										
1. Passenger Revenue	11.1	11.4	9.5	-10.9	1.0	1.0	1.0	1.0	1.0	1.0
2. Total Revenue	7.9	11.7	9.8	-10.2	1.0	1.0	1.0	1.0	1.0	1.0
Average Revenue per Revenue Passenger										
1. Absolute Amount	$3.61	$3.83	$4.14	$5.18	$5.15	$5.11	$5.08	$5.05	$5.01	$4.98
2. Percentage Change	2.4	6.2	8.1	25.0	-0.7	-0.7	-0.7	-0.7	-0.7	-0.7
Percent of Operating Expenses Recovered from Operating Revenues										
1. Absolute Amount	25.6	26.2	26.1	23.0	23.0	22.7	22.7	22.7	22.7	22.7
2. Percentage Change	-1.4	2.4	-0.6	-11.6	--	-1.3	--	--	--	--
Operating Assistance Funds										
Change in Total Operating Assistance										
1. Absolute Amount	$213,182	-$69,585	$252,008	$147,478	$27,597	$77,873	$28,652	$28,939	$29,228	$29,520
2. Percentage Change	10.0	-2.9	10.7	5.6	1.0	2.8	1.0	1.0	1.0	1.0
Operating Assistance per Revenue Passenger										
1. Absolute Amount	$10.49	$10.79	$11.76	$17.30	$17.19	$17.37	$17.26	$17.14	$17.03	$16.91
2. Percentage Change	4.3	2.8	9.0	47.1	-0.7	1.1	-0.7	-0.7	-0.7	-0.7
Operating Assistance per Passenger Mile										
1. Absolute Amount	$0.79	$1.06	$1.15	$1.19	$1.18	$1.19	$1.18	$1.18	$1.17	$1.16
2. Percentage Change	8.0	33.7	8.5	3.4	-0.7	1.1	-0.7	-0.7	-0.7	-0.7

Table continued on next page.

Table H.16 (Continued)

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Assistance Funds (continued)										
Percentage Change in										
1. Federal Operating Assistance Funds	3.0	3.5	5.0	11.4	2.7	1.0	1.0	1.0	3.1	1.0
2. State Operating Assistance Funds	9.7	-2.6	18.9	-3.2	2.4	1.9	1.9	1.9	1.9	1.9
3. Local Operating Assistance Funds	12.9	6.6	-3.0	30.0	--	10.5	-0.9	-1.0	-3.1	-1.1
Capital Expenditures and Assistance Funds										
Change in Total Capital Expenditures										
1. Absolute Amount	$40,564	$77,704	-$120,204	-$139,977	$89,977	--	$76,000	-$52,000	-$24,000	--
2. Percentage Change	43.7	24.5	-30.4	-50.9	66.6	--	33.8	--	-9.6	--
Percentage Change in										
1. Federal Capital Assistance Funds	31.2	48.6	-28.5	-62.6	118.5	--	32.0	--	-7.6	--
2. State Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
3. Local Capital Assistance Funds	-98.0	-20.8	-37.0	-4.3	-14.5	--	40.9	--	-17.0	--
Total Operating and Capital Assistance Funds										
Change in Total Assistance										
1. Absolute Amount	253,746	96,317	131,804	32,199	142,876	102,873	104,652	-23,061	5,228	29,520
2. Percentage Change	11.4	3.6	4.8	1.1	4.9	3.4	3.3	-0.7	0.2	0.9
Percentage Change in										
1. Federal Assistance	10.3	15.6	-6.6	-8.1	15.2	0.8	7.3	-3.7	0.8	0.8
2. State Assistance	9.7	-2.6	18.9	-3.2	2.4	1.9	1.9	1.9	1.9	1.9
3. Local Assistance	14.7	1.5	-8.0	26.6	-1.1	9.8	1.5	-2.1	-4.1	-1.0
Non-Financial Operating Data										
Change in Revenue Passengers										
1. Absolute Amount	11,500	-4,282	3,351	-62,630	2,675	2,724	2,773	2,823	2,874	2,927
2. Percentage Change	5.4	-1.9	1.5	-28.2	1.7	1.7	1.7	1.7	1.7	1.7
Change in Revenue Vehicle Miles										
1. Absolute Amount	114,925	90,303	10,863	-65,302	20,853	11,527	11,642	11,758	11,877	11,995
2. Percentage Change	9.8	7.0	0.8	-4.7	1.6	0.9	0.9	0.9	0.9	0.9
Change in Revenue Vehicle Hours										
1. Absolute Amount	3,421	4,072	579	-2,816	562	567	573	579	584	590
2. Percentage Change	6.2	6.6	0.9	-4.3	0.9	0.9	0.9	0.9	0.9	0.9
Change in Buses in Active Fleet										
1. Absolute Amount	--	--	--	--	--	--	--	--	--	--
2. Percentage Change	--	--	--	--	--	--	--	--	--	--
Change in Total Employees										
1. Absolute Amount	--	--	--	--	--	1	--	--	--	--
2. Percentage Change	--	--	--	--	--	100.0	--	--	--	--

[a] *Excluding depreciation.*

Source: Ozaukee County Transit Services and SEWRPC

Table H.17
Public Transit Operator Report for RYDE (City of Racine Transit System): 2021-2024

2021 Projected Operating Budget	
Total Federal Operating Assistance	$2,757,598
Total State Operating Assistance	$2,063,546
Total Local Operating Assistance	$1,898,360
Total Farebox and Other Revenue	$2,165,548
Total Operating Budget	$8,885,052

2021 Projected Operation Characteristics			
Basic Transit System	**Weekdays**	**Saturdays**	**Sundays**
Number of Routes	9	5	5
Total Route Miles (both directions)	155	86	86
Headway Range (average)	30 – 60 minutes	60 minutes	60 minutes
Vehicle Hours (average)	278	116	73
Vehicles in Service	29	9	8
Operating Budget (average)	$30,601	$12,769	$8,035

2021 Projections	
Operating Characteristics	None
Implementation of New or Restructured Transit Services	We will reduce revenue vehicle hours to reflect no extra service for the school district in spring and possibly fall 2021
Planning for New or Restructured Transit Services:	None

Source: City of Racine, Department of Transportation and SEWRPC

Table H.18
Public Transit Operator Capital Project Justification for RYDE (City of Racine Transit System): 2019-2022

TIP Project Number	Description	Year	Costs ($)	Justification
361	Replace security cameras at the transit center, bus garage and office, and on all buses and paratransit minibuses	2021	175,000	Cameras are a critical element our FTA-mandated security system and our old ones are mostly no longer working.
362	Destination signs	2021	100,000	Some of our signs have become functionally obsolete.
358	Replace Buses (4-2004s)	2021	1,944,700	Buses have exceeded their useful lives in terms of miles, years, condition and life cycle costs.
360	Purchase 9 buses for the City or Racine Transit System to be funded with Volkswagen Transit Capital assistance grant program funds and FTA Low No program	2021 2022	3,137,000 6,274,000	Buses have exceeded their useful lives in terms of miles, years, condition and life cycle costs. Electric buses have air quality and efficiency benefits.
357	Replace aging transit equipment as it wears out	2021-2024	50,000	Replace equipment that is no longer functional not included as a separate item.
364	Replace 2-2011 buses	2023	997,300	Buses will have exceeded their useful lives in terms of miles, years, condition and life cycle costs.
356	Operating assistance for the City of Racine Transit System	2021 2022 2023 2024	7,017,265 7,073,187 7,130,228 7,188,411	Operating costs have traditionally been covered by a combination of Fed, State, local governments and rider fares, all of which are critical to providing the service.
365	Replace shop area	2024	1,875,000	Identified in TAM as our worst facility. Maintaining buses is critical for the operation.
363	Reconstruct dispatch offices, drivers room, and storage area	2022	500,000	Improve functionality and address ADA and structural issues
366	Replace transit facility apron and parking.	2023	400,000	The pavement around the transit garage and office facility is crumbling. Needs replacement with concrete.
359	Purchase of 3 paratransit vehicles for the City of Racine Transit System	2022	180,000	Minibuses have exceeded their useful lives in terms of miles, years, condition and life cycle costs.

Source: City of Racine, Department of Transportation and SEWRPC

Table H.19
Financial Capacity Analysis Background Data for RYDE (City of Racine Transit System): 2016-2025

	Actual/Estimated					Projected				
Data Element	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Expenses[a]	$8,401,837	$8,451,006	$8,764,325	$9,344,849	$9,438,297	$9,532,680	$9,628,007	$9,724,287	$9,821,530	$9,919,746
Operating Revenues										
Passenger Revenue	$1,341,057	$1,278,244	$1,247,649	$1,192,656	$1,156,876	$1,122,170	$1,088,505	$1,055,850	$1,024,174	$993,449
School District Revenue	$295,000	$304,000	$132,660	$306,863	$313,000	$319,260	$325,645	$332,158	$338,801	$345,577
Other Revenue	$148,029	$147,265	$191,262	$166,541	$118,053	$118,053	$118,053	$118,053	$118,053	$118,053
Total	$1,784,086	$1,729,509	$1,571,571	$1,666,060	$1,587,929	$1,559,483	$1,532,203	$1,506,061	$1,481,029	$1,457,080
Operating Assistance	$6,617,751	$6,721,497	$7,192,754	$7,678,789	$7,850,368	$7,973,197	$8,095,804	$8,218,226	8,340,502	$8,462,666
Sources of Operating Assistance										
Federal Funds										
1. FTA Section 5307	$2,642,506	$2,635,528	$2,636,230	$2,687,489	$2,741,239	$2,796,064	$2,851,985	$2,909,025	$2,967,205	$3,026,549
2. FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3. CMAQ	--	--	--	--	--	--	--	--	--	--
4. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$2,642,506	$2,635,528	$2,636,230	$2,687,489	$2,741,239	$2,796,064	$2,851,985	$2,909,025	$2,967,205	$3,026,549
State Funds										
1. WisDOT Section 85.20 (Operating Assistance)	$2,051,960	$2,068,370	$2,066,626	$1,978,780	$1,978,781	$1,978,782	$1,978,783	$1,978,784	$1,978,785	$1,978,786
2. WisDOT Section 85.24 (TDM)	--	--	--	--	--	--	--	--	--	--
3. Other	$79,050	$83,372	$85,518	$85,808	$91,284	$91,284	$91,284	$91,284	$91,284	$91,284
Subtotal	$2,131,010	$2,151,742	$2,152,144	$2,064,588	$2,070,065	$2,070,066	$2,070,067	$2,070,068	$2,070,069	$2,070,070
Local Funds										
1. Property Taxes	$1,200,000	$1,200,000	$1,300,000	$1,276,319	$1,400,000	$1,400,000	1,400,000	$1,400,000	$1,400,001	$1,400,002
2. Funds from Other Communities	$675,714	$701,136	$846,031	$821,365	$751,136	$751,136	$751,136	$751,136	$751,136	$751,136
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$1,875,714	$1,901,136	$2,146,031	$2,097,684	$2,151,136	$2,151,136	$2,151,136	$2,151,136	$2,151,137	$2,151,138
Total	$6,649,230	$6,688,406	$6,934,405	$6,849,761	$6,962,439	$7,017,265	$7,073,187	$7,130,228	$7,188,411	$7,247,757
Depreciation	$1,391,694	$1,276,250	$1,287,272	$1,300,085	$1,200,000	$1,200,000	$1,200,000	$1,200,000	$1,200,001	$1,200,002
Capital Project Expenditures										
Bus Fleet Rehabilitation, Replacement, and Expansion	$255,919	$5,915	$23,845	--	--	$5,648,675	$5,852,000	$765,100	$268,200	$1,160,300
Bus Facility Renovation, Replacement, and Expansion	$21,748	$26,880	$29,226	$23,685	$661,909	$275,000	$550,000	$480,000	1,550,000	$425,000
Fixed Guideway Fleet Rehabilitation and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
Other	--	--	--	--	--	--	--	--	--	--
Total	$277,667	$32,795	$53,071	$23,685	$661,909	$5,923,675	$6,402,000	$1,245,100	$1,818,200	$1,585,300

Table continued on next page.

Table H.19 (Continued)

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Sources of Capital Project Funding										
Federal Funds										
1. FTA Section 5307	--	--	--	--	--	--	--	--	--	--
2. FTA Section 5339	$144,000	--	$87,560	--	$260,000	2,911,075	$2,474,000	$1,049,100	$1,500,000	$1,160,300
3. CMAQ	--	--	--	--	--	--	--	--	--	--
4. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$144,000	--	$87,560	--	$260,000	2,911,075	$2,474,000	$1,049,100	$1,500,000	$1,160,300
State Funds	--	--	--	--	--	--	--	--	--	--
Local Funds										
1. Property Taxes	--	--	--	--	--	--	--	--	--	--
2. Bonding	$133,667	$32,795	$53,071	$401,909	$401,909	$560,600	$150,000	$196,000	$318,200	$425,000
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$133,667	$32,795	$53,071	$401,909	$401,909	$560,600	$150,000	$196,000	$318,200	$425,000
Total	$277,667	$32,795	$140,631	$401,909	$661,909	$5,923,675	$6,402,000	$1,245,100	$1,818,200	$1,585,300
Total Operating Assistance and Capital Project Funds										
Federal	$2,786,506	$2,635,528	$2,723,790	$2,687,489	$3,001,239	$5,707,139	$5,325,985	$3,958,125	$4,467,205	$4,186,849
State	$2,131,010	$2,151,742	$2,152,144	$2,064,588	$2,070,065	$2,070,066	$2,070,067	$2,070,068	$2,070,069	$2,070,070
Local	$2,009,381	$1,933,931	$2,199,102	$2,499,593	$2,553,045	$2,711,736	$2,301,136	$2,347,136	$2,469,337	$2,576,138
Total	$6,926,897	$6,721,201	$7,075,036	$7,251,670	$7,624,348	$10,488,940	$9,697,187	$8,375,328	$9,006,611	$8,833,057
Non-Financial Operating Data										
Revenue Passengers	1,025,000	1,018,328	1,018,328	1,018,328	1,018,328	1,018,328	1,018,328	1,018,328	1,018,328	1,018,328
Unlinked Passenger Trips	1,280,000	1,211,699	1,211,699	1,211,699	1,211,699	1,211,699	1,211,699	1,211,699	1,211,699	1,211,699
Passenger Miles	4,500,000	4,968,339	4,968,339	4,968,339	4,968,339	4,968,339	4,968,339	4,968,339	4,968,339	4,968,339
Revenue Vehicle Miles	960,000	1,284,226	1,284,226	1,284,226	1,284,226	1,284,226	1,284,226	1,284,226	1,284,226	1,284,226
Revenue Vehicle Hours	78,000	98,746	98,746	98,746	98,746	98,746	98,746	98,746	98,746	98,746
Buses Operated in Peak Service	28	38	38	38	38	38	38	38	38	38
Buses in Active Fleet	35	47	47	47	47	47	47	47	47	47
Total Employees	86	86	86	86	86	86	86	86	86	86

[a] *Excluding depreciation.*

Source: City of Racine, Department of Transportation and SEWRPC

Table H.20
Change in Basic Financial Capacity Analysis Indicators for RYDE (City of Racine Transit System): 2016-2025

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Expenses[a]										
Change in Total Operating Expenses										
1. Absolute Amount	$444,622	$49,169	$313,319	$580,524	$93,448	$94,383	$95,327	$96,280	$97,243	$98,215
2. Percentage Change	5.5	0.6	3.7	6.6	1.0	1.0	1.0	1.0	1.0	1.0
Total Cost per Revenue Vehicle Mile										
1. Absolute Amount	$8.83	$6.58	$6.82	$7.28	$7.35	$7.42	$7.50	$7.57	$7.65	$7.72
2. Percentage Change		-25.5	3.7	6.6	1.0	1.0	1.0	1.0	1.0	1.0
Cost per Revenue Vehicle Hour										
1. Absolute Amount	$108.72	$85.58	$88.76	$94.64	$95.58	$96.54	$97.50	$98.48	$99.46	$100.46
2. Percentage Change	4.1	-21.3	3.7	6.6	1.0	1.0	1.0	1.0	1.0	1.0
Cost per Revenue Passenger										
1. Absolute Amount	$8.27	$8.30	$8.61	$9.18	$9.27	$9.36	$9.45	$9.55	$9.64	$9.74
2. Percentage Change	8.1	0.3	3.7	6.6	1.0	1.0	1.0	1.0	1.0	1.0
Cost per Passenger Mile										
1. Absolute Amount	$1.88	$1.70	$1.76	$1.88	$1.90	$1.92	$1.94	$1.96	$1.98	$2.00
2. Percentage Change	1.1	-9.5	3.7	6.6	1.0	1.0	1.0	1.0	1.0	1.0
Operating Revenues										
Percentage Change in										
1. Passenger Revenue	2.9	-4.7	-2.4	-4.4	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
2. Total Revenue	0.6	-3.1	-9.1	6.0	-4.7	-1.8	-1.7	-1.7	-1.7	-1.6
Average Revenue per Revenue Passenger										
1. Absolute Amount	$1.83	$1.70	$1.54	$1.64	$1.56	$1.53	$1.50	$1.48	$1.45	$1.43
2. Percentage Change	3.0	-7.2	-9.1	6.0	-4.7	-1.8	-1.7	-1.7	-1.7	-1.6
Percent of Operating Expenses Recovered from Operating Revenues										
1. Absolute Amount	22.2	20.5	17.9	17.8	16.8	16.4	15.9	15.5	15.1	14.7
2. Percentage Change	-4.6	-7.8	-12.4	-0.6	-5.6	-2.8	-2.7	-2.7	-2.6	-2.6
Operating Assistance Funds										
Change in Total Operating Assistance										
1. Absolute Amount	$432,842	$103,746	$471,257	$486,035	$171,579	$122,829	$122,607	$122,422	$122,275	$122,165
2. Percentage Change	7.0	1.6	7.0	6.8	2.2	1.6	1.5	1.5	1.5	1.5
Operating Assistance per Revenue Passenger										
1. Absolute Amount	$6.44	$6.60	$7.06	$7.54	$7.71	$7.83	$7.95	$8.07	$8.19	$8.31
2. Percentage Change	9.6	2.5	7.0	6.8	2.2	1.6	1.5	1.5	1.5	1.5
Operating Assistance per Passenger Mile										
1. Absolute Amount	$1.47	$1.35	$1.45	$1.55	$1.58	$1.60	$1.63	$1.65	$1.68	$1.70
2. Percentage Change	2.6	-8.0	7.0	6.8	2.2	1.6	1.5	1.5	1.5	1.5

Table continued on next page.

Table H.20 (Continued)

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Assistance Funds (continued)										
Percentage Change in										
1. Federal Operating Assistance Funds	0.5	-0.3	--	1.9	2.0	2.0	2.0	2.0	2.0	2.0
2. State Operating Assistance Funds	-1.3	1.0	--	-4.1	0.3	--	--	--	--	--
3. Local Operating Assistance Funds	0.3	1.4	12.9	-2.3	2.5	--	--	--	--	--
Capital Expenditures and Assistance Funds										
Change in Total Capital Expenditures										
1. Absolute Amount	$45,719	-$244,872	$107,836	$261,278	$260,000	$5,261,766	$478,325	-$5,156,900	$573,100	-$232,900
2. Percentage Change	13.4	-88.2	328.8	185.8	64.7	794.9	8.1	-80.6	46.0	-12.8
Percentage Change in										
1. Federal Capital Assistance Funds	--	-100.0	--	-100.0	--	1,019.6	-15.0	-57.6	43.0	-22.6
2. State Capital Assistance Funds	--	--	--	--	--	--	54.1	-100.0	--	--
3. Local Capital Assistance Funds	--	-75.5	61.8	657.3	--	39.5	-73.2	30.7	62.3	33.6
Total Operating and Capital Assistance Funds										
Change in Total Assistance										
1. Absolute Amount	37,277	-205,696	353,835	176,634	372,678	2,864,592	-791,753	-1,321,859	631,283	-173,554
2. Percentage Change	0.5	-3.0	5.3	2.5	5.1	37.6	-7.5	-13.6	7.5	-1.9
Percentage Change in										
1. Federal Assistance	6.0	-5.4	3.3	-1.3	11.7	90.2	-6.7	-25.7	12.9	-6.3
2. State Assistance	-1.3	1.0	--	-4.1	0.3	--	--	--	--	--
3. Local Assistance	-4.3	-3.8	13.7	13.7	2.1	6.2	-15.1	2.0	5.2	4.3
Non-Financial Operating Data										
Change in Revenue Passengers										
1. Absolute Amount	-24,610	-6,672	--	--	--	--	--	--	--	--
2. Percentage Change	-2.3	-0.7	--	--	--	--	--	--	--	--
Change in Revenue Vehicle Miles										
1. Absolute Amount	4,179	324,226	--	--	--	--	--	--	--	--
2. Percentage Change	0.4	33.8	--	--	--	--	--	--	--	--
Change in Revenue Vehicle Hours										
1. Absolute Amount	1,090	20,746	--	--	--	--	--	--	--	--
2. Percentage Change	1.4	26.6	--	--	--	--	--	--	--	--
Change in Buses in Active Fleet										
1. Absolute Amount	--	12	--	--	--	--	--	--	--	--
2. Percentage Change	--	34.3	--	--	--	--	--	--	--	--
Change in Total Employees										
1. Absolute Amount	--	--	--	--	--	--	--	--	--	--
2. Percentage Change	--	--	--	--	--	--	--	--	--	--

[a] *Excluding depreciation.*

Source: City of Racine, Department of Transportation and SEWRPC

Table H.21
Public Transit Operator Report for Walworth County Shared-Ride Transit Program: 2021-2024

2021 Projected Operating Budget	
Total Federal Operating Assistance	$1,268,009
Total State Operating Assistance	$123,355
Total Local Operating Assistance[a]	$0
Total Farebox and Other Revenue	$110,748
Total Operating Budget	$1,502,112

2021 Projected Operation Characteristics		
Basic Transit System	**Weekdays**	**Saturdays**
Total Miles	510,961	38,459
Vehicle Hours (average)	42,580	3,205
Vehicles in Service	17	6
Operating Budget (average)	1,396,964	105,148

2021 Projections	
Implementation of New or Restructured Transit Services	N/A
Planning for New or Restructured Transit Services	N/A

[a] *Walworth County will use CARES Act funds in 2021, which does not require local match funds.*

Source: Walworth County and SEWRPC

Table H.22
Public Transit Operator Capital Project Justification for Walworth County Shared-Ride Transit Program: 2021-2024

TIP Project Number	Description	Year	Costs ($)	Justification
390	Purchase of replacement vans	2021 2024	44,000 45,000	One replacement van each of these years as part of scheduled replacements

Source: Walworth County and SEWRPC

Table H.23
Financial Capacity Analysis Background Data for Walworth County Shared-Ride Transit Program: 2016-2025

	Actual/Estimated					Projected				
Data Element	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Expenses[a]	N/A	$617,402	$821,396	$1,064,051	$1,365,556	$1,502,112	$1,652,323	$1,734,939	$1,821,686	$1,912,770
Operating Revenues										
Passenger Revenue	--	$65,055	$90,093	$123,691	$100,680	$110,748	$119,608	$125,588	$131,867	$138,460
Prior Year Revenue	--	--	--	--	--	--	--	--	--	--
Other Revenue	--	--	--	--	--	--	--	--	--	--
Total	--	$65,055	$90,093	$123,691	$100,680	$110,748	$119,608	$125,588	$131,867	$138,460
Operating Assistance	--	$552,347	$731,303	$940,360	$1,264,876	$1,391,364	$1,532,715	$1,609,351	$1,689,819	$1,774,310
Sources of Operating Assistance Funds										
Federal Funds										
1. FTA Section 5311	--	$225,118	$354,533	$396,359	$1,141,521	$1,268,009	$766,358	$804,676	$844,910	$887,155
2. FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3. CMAQ	--	--	--	--	--	--	--	--	--	--
4. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	--	$225,118	$354,533	$396,359	$1,141,521	$1,268,009	$766,358	$804,676	$844,910	$887,155
State Funds										
1. WisDOT Section 85.20 (Operating Assistance)	--	$67,104	$87,547	$85,327	$123,355	$123,355	$137,944	$144,842	$152,084	$159,688
2. WisDOT Section 85.24 (TDM)	--	--	--	--	--	--	--	--	--	--
3. Other	--	$96,811	$69,810	$65,934	--	--	$45,981	$48,281	$50,695	$53,229
Subtotal	--	$163,915	$157,357	$151,261	$123,355	$123,355	$183,926	$193,122	$202,778	$212,917
Local Funds										
1. Property Taxes	--	$163,314	$219,414	$392,740	--	--	$582,432	$611,553	$642,131	$674,238
2. Funds from Other Communities	--	--	--	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	--	$163,314	$219,414	$392,740	--	--	$582,432	$611,553	$642,131	$674,238
Total	--	$552,347	$731,303	$940,360	$1,264,876	$1,391,364	$1,532,715	$1,609,351	$1,689,819	$1,774,310
Depreciation	--	--	--	--	--	--	--	--	--	--
Capital Project Expenditures										
Bus Fleet Rehabilitation, Replacement, and Expansion	--	--	--	--	--	--	--	--	--	--
Bus Facility Renovation, Replacement, and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Fleet Rehabilitation and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
Other	--	--	--	--	--	--	--	--	--	--
Total	--	--	--	--	--	--	--	--	--	--

Table continued on next page.

Table H.23 (Continued)

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Sources of Capital Assistance Funds										
Federal Funds										
1. FTA Section 5311	--	$50,140	--	--	$32,000	$35,200	$35,200	$36,000	$36,000	$36,000
2. FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3. CMAQ	--	--	--	--	--	--	--	--	--	--
4. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	--	$50,140	--	--	$32,000	$35,200	$35,200	$36,000	$36,000	$36,000
State Funds	--	--	--	--	--	--	--	--	--	--
Local Funds										
1. Property Taxes	--	$13,707	--	--	$8,000	$8,800	$8,800	$9,000	$9,000	$9,000
2. Bonding	--	--	--	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	--	$13,707	--	--	$8,000	$8,800	$8,800	$9,000	$9,000	$9,000
Total	--	$63,847	--	--	$40,000	$44,000	$44,000	$45,000	$45,000	$45,000
Total Operating Assistance and Capital Project Funds										
Federal	--	--	--	--	--	--	--	--	--	--
State	--	--	--	--	--	--	--	--	--	--
Local	--	--	--	--	--	--	--	--	--	--
Total	--	--	--	--	--	--	--	--	--	--
Non-Financial Operating Data										
Revenue Passengers	--	21,482	30,224	40,565	48,678	53,546	57,830	60,722	63,758	66,946
Unlinked Passenger Trips	--	21,482	30,224	40,565	48,678	53,546	57,830	60,722	63,758	66,946
Passenger Miles	--	--	--	--	--	--	--	--	--	--
Revenue Vehicle Miles	--	220,748	280,576	387,231	509,908	549,420	593,376	623,040	654,192	686,904
Revenue Vehicle Hours	--	19,142	25,418	32,864	41,623	45,785	49,448	51,920	54,516	57,242
Buses Operated in Peak Service	--	10	10	10	15	15	15	15	15	15
Buses in Active Fleet	--	12	15	15	17	17	17	17	17	17
Total Employees	--	--	--	--	--	--	--	--	--	--

[a] *Excluding depreciation.*

Source: Walworth County and SEWRPC

Table H.24
Change in Basic Financial Capacity Analysis Indicators for Walworth County Shared-Ride Transit Program: 2016-2025

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Expenses[a]										
Change in Total Operating Expenses										
1. Absolute Amount	N/A	--	$203,994	$242,655	$301,505	$136,556	$150,211	$82,616	$86,747	$91,084
2. Percentage Change	N/A	--	33.0	29.5	28.3	10.0	10.0	5.0	5.0	5.0
Total Cost per Revenue Vehicle Mile										
1. Absolute Amount	N/A	$2.80	$2.93	$2.75	$2.68	$2.73	$2.78	$2.78	$2.78	$2.78
2. Percentage Change	N/A	--	4.7	-6.1	-2.5	2.1	1.9	--	--	--
Cost per Revenue Vehicle Hour										
1. Absolute Amount	N/A	$32.25	$32.32	$32.38	$32.81	$32.81	$33.42	$33.42	$33.42	$33.42
2. Percentage Change	N/A	--	0.2	0.2	1.3	--	1.9	--	--	--
Cost per Revenue Passenger										
1. Absolute Amount	N/A	$28.74	$27.18	$26.23	$28.05	$28.05	$28.57	$28.57	$28.57	$28.57
2. Percentage Change	N/A	--	-5.4	-3.5	6.9	--	1.9	--	--	--
Cost per Passenger Mile										
1. Absolute Amount	N/A	$2.80	$2.93	$2.75	$2.68	$2.73	$2.78	$2.78	$2.78	$2.78
2. Percentage Change	N/A	--	4.7	-6.1	-2.5	2.1	1.9	--	--	--
Operating Revenues										
Percentage Change in										
1. Passenger Revenue	N/A	--	38.5	37.3	-18.6	10.0	8.0	5.0	5.0	5.0
2. Total Revenue	N/A	--	38.5	37.3	-18.6	10.0	8.0	5.0	5.0	5.0
Average Revenue per Revenue Passenger										
1. Absolute Amount	N/A	$3.03	$2.98	$3.05	$2.07	$2.07	$2.07	$2.07	$2.07	$2.07
2. Percentage Change	N/A	--	-1.6	2.3	-32.2	--	--	--	--	--
Percent of Operating Expenses Recovered from Operating Revenues										
1. Absolute Amount	N/A	10.5	11.0	11.6	7.4	7.4	7.2	7.2	7.2	7.2
2. Percentage Change	N/A	--	4.1	6.0	-36.6	--	-1.8	--	--	--
Operating Assistance Funds										
Change in Total Operating Assistance										
1. Absolute Amount	N/A	$552,347	$178,956	$209,057	$324,516	$126,488	$141,351	$76,636	$80,468	$84,491
2. Percentage Change	N/A	--	32.4	28.6	34.5	10.0	10.2	5.0	5.0	5.0
Operating Assistance per Revenue Passenger										
1. Absolute Amount	N/A	$25.71	$24.20	$23.18	$25.98	$25.98	$26.50	$26.50	$26.50	$26.50
2. Percentage Change	N/A	--	-5.9	-4.2	12.1	--	2.0	--	--	--
Operating Assistance per Passenger Mile										
1. Absolute Amount	N/A	$2.50	$2.61	$2.43	$2.48	$2.53	$2.58	$2.58	$2.58	$2.58
2. Percentage Change	N/A	--	--	-95.8	2.1	2.1	2.0	--	--	--

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Table H.24 (Continued)

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Assistance Funds (continued)										
Percentage Change in										
1. Federal Operating Assistance Funds	N/A	--	57.5	11.8	188.0	11.1	-39.6	5.0	5.0	5.0
2. State Operating Assistance Funds	N/A	--	-4.0	-3.9	-18.4	--	49.1	5.0	5.0	5.0
3. Local Operating Assistance Funds	N/A	--	34.4	79.0	-100.0	--	--	5.0	5.0	5.0
Capital Expenditures and Assistance Funds										
Change in Total Capital Expenditures										
1. Absolute Amount	N/A	$63,847	-$63,847	--	$40,000	$4,000	--	$1,000	--	--
2. Percentage Change	N/A	--	-100.0	--	--	10.0	--	2.3	--	--
Percentage Change in										
1. Federal Capital Assistance Funds	N/A	--	-100.0	--	--	10.0	--	2.3	--	--
2. State Capital Assistance Funds	N/A	--	--	--	--	--	--	--	--	--
3. Local Capital Assistance Funds	N/A	--	-100.0	--	--	10.0	--	2.3	--	--
Total Operating and Capital Assistance Funds										
Change in Total Assistance										
1. Absolute Amount	N/A	--	--	--	--	--	--	--	--	--
2. Percentage Change	N/A	--	--	--	--	--	--	--	--	--
Percentage Change in										
1. Federal Assistance	N/A	--	--	--	--	--	--	--	--	--
2. State Assistance	N/A	--	--	--	--	--	--	--	--	--
3. Local Assistance	N/A	--	--	--	--	--	--	--	--	--
Non-Financial Operating Data										
Change in Revenue Passengers										
1. Absolute Amount	N/A	21,482	8,742	10,341	8,113	4,868	4,284	2,892	3,036	3,188
2. Percentage Change	N/A	--	40.7	34.2	20.0	10.0	8.0	5.0	5.0	5.0
Change in Revenue Vehicle Miles										
1. Absolute Amount	N/A	220,748	59,828	106,655	122,677	39,513	43,956	29,664	31,152	32,712
2. Percentage Change	N/A	--	27.1	38.0	31.7	7.7	8.0	5.0	5.0	5.0
Change in Revenue Vehicle Hours										
1. Absolute Amount	N/A	19,142	6,276	7,446	8,758	4,163	3,663	2,472	2,596	2,726
2. Percentage Change	N/A	--	32.8	29.3	26.6	10.0	8.0	5.0	5.0	5.0
Change in Buses in Active Fleet										
1. Absolute Amount	N/A	12	3	--	2	--	--	--	--	--
2. Percentage Change	N/A	--	25.0	--	13.3	--	--	--	--	--
Change in Total Employees										
1. Absolute Amount	N/A	--	--	--	--	--	--	--	--	--
2. Percentage Change	N/A	--	--	--	--	--	--	--	--	--

[a] *Excluding depreciation.*

Source: Walworth County and SEWRPC

Table H.25
Public Transit Operator Report for Washington County Transit System: 2021-2024

2021 Projected Operating Budget	
Total Federal Operating Assistance	$989,879
Total State Operating Assistance	$1,498,388
Total Local Operating Assistance	$593,887
Total Farebox and Other Revenue	$756,277
Total Operating Budget	$3,838,431

2021 Projected Operation Characteristics	
Basic Transit System: Bus	**Weekdays**
Number of Routes	2
Total Route Miles (both directions)	77.9
Headway Range (average)	
Vehicle Hours (average)	51
Vehicles in Service	8
Operating Budget (average)	$1,420,220

2021 Projected Operation Characteristics			
Basic Transit System: Taxi	**Weekdays**	**Saturdays**	**Sundays**
Vehicle Miles (average)	4,350	1,616	543
Vehicle Hours (average)	207	78	27
Vehicles in Service	26	10	4
Operating Budget (average)	$2,418,211	959,634	332,181

2021 Projections	
Operating Characteristics Specialized Service for Elderly and Handicapped Total Operating Budget: $303,000	Specialized Service for Elderly and Handicapped Total Operating Budget: $442,400
Implementation of New or Restructured Transit Services	N/A
Planning for New or Restructured Transit Services	N/A

Source: Washington County and SEWRPC

Table H.26
Public Transit Operator Capital Project Justification for Washington County Transit System: 2021-2024

TIP Project Number	Description	Year	Costs ($)	Justification
217	Purchase of 6 Replacement vehicles each year for the Shared Ride Taxi Program.	2021 2022 2023 2024	185,000 282,000 284,800 287,700	Vehicles will be used to replace fleet vehicles which have surpassed their useful life. Current fleet vehicles include ADA accessible minivans and ADA accessible minibuses. Rolling stock will be retired after their useful life is met and FTA Concurrence is granted.
219	Purchase of 1 minibus with lift and 2 minivans with ramps for Washington County Shared ride Taxi Service	2021	129,000	Vehicles will be used to replace fleet vehicles which have surpassed their useful life. Rolling stock will be retired after their useful life is met and FTA Concurrence is granted.

Source: Washington County and SEWRPC

Table H.27
Financial Capacity Analysis Background Data for Washington County Transit System: 2016-2025

	Actual/Estimated					Projected				
Data Element	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Expenses[a]	$3,598,391	$3,653,570	$3,869,909	$3,533,767	$3,800,427	$3,838,431	$3,876,816	$3,915,584	$3,954,740	$3,994,287
Operating Revenues										
Passenger Revenue	$694,553	$637,509	$711,300	$727,007	$489,859	$745,277	$752,730	$760,257	$767,860	$775,538
Prior Year Revenue	--	--	--	--	--	--	--	--	--	--
Other Revenue	$26,135	$53,606	$26,027	$10,863	$10,800	$11,000	$11,000	$11,000	$11,000	$11,000
Total	$720,688	$691,114	$737,327	$737,870	$500,659	$756,277	$763,730	$771,257	$778,860	$786,538
Operating Assistance	$2,877,703	$2,962,456	$3,132,582	$2,795,897	$3,299,768	$3,082,154	$3,113,086	$3,144,327	$3,175,880	$3,207,749
Sources of Operating Assistance										
Federal Funds										
1. FTA Section 5307	$994,118	$982,060	$988,089	$845,875	--	$989,879	$689,510	$696,429	$703,418	$710,477
2. FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3. CMAQ	$20,327	$18,652	--	$11,260	--	--	--	--	--	--
4. Other	--	--	--	--	$1,615,214	--	--	--	--	--
Subtotal	$1,014,445	$1,000,712	$988,089	$857,135	$1,615,214	$989,879	$689,510	$696,429	$703,418	$710,477
State Funds										
1. WisDOT Section 85.20 (Operating Assistance)	$1,007,605	$996,134	$1,023,386	$1,040,633	$1,069,407	$1,144,467	$1,155,952	$1,167,553	$1,179,269	$1,191,102
2. WisDOT Section 85.24 (TDM)	--	--	--	--	--	--	--	--	--	--
3. Other	$296,294	$290,285	$290,285	$310,190	$225,417	$353,921	$357,460	$361,035	$364,645	$368,292
Subtotal	$1,303,899	$1,286,419	$1,313,671	$1,350,823	$1,294,824	$1,498,388	$1,513,413	$1,528,588	$1,543,914	$1,559,394
Local Funds										
1. Property Taxes	$341,506	$457,472	$607,721	$644,702	$342,706	$593,887	$599,826	$605,824	$611,882	$618,001
2. Funds from Other Communities	--	--	--	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$341,506	$457,472	$607,721	$644,702	$342,706	$593,887	$599,826	$605,824	$611,882	$618,001
Total	$2,659,850	$2,744,603	$2,909,481	$2,852,660	$3,252,744	$3,082,154	$2,802,749	$2,830,841	$2,859,214	$2,887,872
Depreciation	--	--	--	--	--	--	--	--	--	--
Capital Project Expenditures										
Bus Fleet Rehabilitation, Replacement, and Expansion	$217,852	$217,852	$229,000	$283,810	$243,608	$314,000	$282,000	$284,820	$287,668	$290,545
Bus Facility Renovation, Replacement, and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Fleet Rehabilitation and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
Other	--	--	--	--	--	--	--	--	--	--
Total	$217,852	$217,852	$229,000	$283,810	$243,608	$314,000	$282,000	$284,820	$287,668	$290,545

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Table H.27 (Continued)

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Sources of Capital Project Funding										
Federal Funds										
1. FTA Section 5307	--	$12,556	$22,352	$41,819	--	$40,000	$33,840	$34,178	$34,520	$34,865
2. FTA Section 5339	$167,821	$161,726	$160,848	--	$11,355	$108,000	$191,760	$193,678	$195,614	$197,571
3. CMAQ	--	--	--	--	--	--	--	--	--	--
4. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$167,821	$174,282	$183,200	$41,819	$11,355	$148,000	$225,600	$227,856	$230,135	$232,436
State Funds	--	--	--	$185,229	$185,229	$103,200	--	--	--	--
Local Funds										
1. Property Taxes	$50,031	$43,570	$45,800	$56,762	$47,024	$62,800	$56,400	$56,964	$57,534	$58,109
2. Bonding	--	--	--	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$50,031	$43,570	$45,800	$56,762	$47,024	$62,800	$56,400	$56,964	$57,534	$58,109
Total	$217,852	$217,852	$229,000	$283,810	$243,608	$314,000	$282,000	$284,820	$287,668	$290,545
Total Operating Assistance and Capital Project Funds										
Federal	$1,014,445	$1,013,268	$1,010,441	$898,954	$1,615,214	$1,029,879	$723,350	$730,607	$737,938	$745,342
State	$1,303,899	$1,286,419	$1,313,671	$1,350,823	$1,294,824	$1,498,388	$1,513,413	$1,528,588	$1,543,914	$1,559,394
Local	$391,537	$501,042	$653,521	$701,464	$389,730	$656,687	$656,226	$662,788	$669,416	$676,110
Total	$2,709,881	$2,800,729	$2,977,633	$2,951,241	$3,299,768	$3,184,954	$2,892,989	$2,921,983	$2,951,268	$2,980,847
Non-Financial Operating Data										
Revenue Passengers	183,521	171,597	172,455	161,301	161,301	169,366	177,834	186,726	196,062	205,865
Unlinked Passenger Trips	183,521	171,597	172,455	161,301	161,301	169,366	177,834	186,726	196,062	205,865
Passenger Miles	3,823,243	3,471,364	3,488,721	3,234,805	3,234,805	3,234,805	3,234,805	3,234,805	3,234,805	3,234,805
Revenue Vehicle Miles	1,341,508	1,334,213	1,340,884	1,087,366	1,087,366	1,087,366	1,087,366	1,087,366	1,087,366	1,087,366
Revenue Vehicle Hours	61,944	60,638	60,941	52,110	52,110	52,110	52,110	52,110	52,110	52,110
Buses Operated in Peak Service	33	33	33	33	33	33	33	33	33	33
Buses in Active Fleet	35	35	35	35	35	35	35	35	35	35
Total Employees	1	1	1	1	1	2	2	2	2	2

[a] *Excluding depreciation.*

Source: Washington County and SEWRPC

Table H.28
Change in Basic Financial Capacity Analysis Indicators for Washington County Transit System: 2016-2025

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Expenses[a]										
Change in Total Operating Expenses										
1. Absolute Amount	-$306,917	$55,179	$216,339	-$336,142	$266,660	$38,004	$38,384	$38,768	$39,156	$39,547
2. Percentage Change	-8.0	1.5	5.9	-8.7	7.5	1.0	1.0	1.0	1.0	1.0
Total Cost per Revenue Vehicle Mile										
1. Absolute Amount	$2.49	$2.74	$2.89	$3.25	$3.50	$3.53	$3.57	$3.60	$3.64	$3.67
2. Percentage Change	-9.9	10.0	5.4	12.6	7.5	1.0	1.0	1.0	1.0	1.0
Cost per Revenue Vehicle Hour										
1. Absolute Amount	$59.04	$60.25	$63.50	$67.81	$72.93	$73.66	$74.40	$75.14	$75.89	$76.65
2. Percentage Change	-2.6	2.1	5.4	6.8	7.5	1.0	1.0	1.0	1.0	1.0
Cost per Revenue Passenger										
1. Absolute Amount	$16.71	$21.29	$22.44	$21.91	$23.56	$22.66	$21.80	$20.97	$20.17	$19.40
2. Percentage Change	-8.2	27.4	5.4	-2.4	7.5	-3.8	-3.8	-3.8	-3.8	-3.8
Cost per Passenger Mile										
1. Absolute Amount	$0.77	$1.05	$1.11	$1.09	$1.17	$1.19	$1.20	$1.21	$1.22	$1.23
2. Percentage Change	--	36.7	5.4	-1.5	7.5	1.0	1.0	1.0	1.0	1.0
Operating Revenues										
Percentage Change in										
1. Passenger Revenue	-2.0	-8.2	11.6	2.2	-32.6	52.1	1.0	1.0	1.0	1.0
2. Total Revenue	1.2	-4.1	6.7	0.1	-32.1	51.1	1.0	1.0	1.0	1.0
Average Revenue per Revenue Passenger										
1. Absolute Amount	$3.61	$4.03	$4.28	$4.57	$3.10	$4.47	$4.29	$4.13	$3.97	$3.82
2. Percentage Change	1.0	11.6	6.2	7.0	-32.1	43.9	-3.8	-3.8	-3.8	-3.8
Percent of Operating Expenses Recovered from Operating Revenues										
1. Absolute Amount	21.6	18.9	19.1	20.9	13.2	19.7	19.7	19.7	19.7	19.7
2. Percentage Change	10.0	-12.4	0.7	9.6	-36.9	49.6	--	--	--	--
Operating Assistance Funds										
Change in Total Operating Assistance										
1. Absolute Amount	-$316,173	$84,753	$170,126	-$336,685	$503,871	-$217,614	$30,932	$31,241	$31,553	$31,869
2. Percentage Change	-10.3	2.9	5.7	-10.7	18.0	-6.6	1.0	1.0	1.0	1.0
Operating Assistance per Revenue Passenger										
1. Absolute Amount	$13.10	$17.26	$18.16	$17.33	$20.46	$18.20	$17.51	$16.84	$16.20	$15.58
2. Percentage Change	-10.5	31.8	5.2	-4.6	18.0	-11.0	-3.8	-3.8	-3.8	-3.8
Operating Assistance per Passenger Mile										
1. Absolute Amount	$0.60	$0.85	$0.90	$0.86	$1.02	$0.95	$0.96	$0.97	$0.98	$0.99
2. Percentage Change	-10.8	42.2	5.2	-3.7	18.0	-6.6	1.0	1.0	1.0	1.0

Table continued on next page.

Table H.28 (Continued)

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Assistance Funds (continued)										
Percentage Change in										
1. Federal Operating Assistance Funds	2.3	-1.4	-1.3	-13.3	88.4	-38.7	-30.3	1.0	1.0	1.0
2. State Operating Assistance Funds	10.9	-1.3	2.1	2.8	-4.1	15.7	1.0	1.0	1.0	1.0
3. Local Operating Assistance Funds	-20.9	34.0	32.8	6.1	-46.8	73.3	1.0	1.0	1.0	1.0
Capital Expenditures and Assistance Funds										
Change in Total Capital Expenditures										
1. Absolute Amount	-$243,605	--	$11,148	$54,810	-$40,202	$70,392	-$32,000	$2,820	$2,848	$2,877
2. Percentage Change	-61.5	--	5.1	23.9	-14.2	28.9	-10.2	1.0	1.0	1.0
Percentage Change in										
1. Federal Capital Assistance Funds	-66.3	3.8	5.1	-77.2	-72.8	1,203.4	52.4	1.0	1.0	1.0
2. State Capital Assistance Funds	--	--	--	--	--	-44.3	-100.0	--	--	--
3. Local Capital Assistance Funds	-18.2	-12.9	5.1	23.9	-17.2	33.5	-10.2	1.0	1.0	1.0
Total Operating and Capital Assistance Funds										
Change in Total Assistance										
1. Absolute Amount	-221,216	90,848	176,904	-26,392	348,527	-114,814	-291,966	28,994	29,285	29,578
2. Percentage Change	-7.1	3.4	6.3	-0.9	11.8	-3.5	-9.2	1.0	1.0	1.0
Percentage Change in										
1. Federal Assistance	-17.5	-0.1	-0.3	-11.0	79.7	-36.2	-29.8	1.0	1.0	1.0
2. State Assistance	10.9	-1.3	2.1	2.8	-4.1	15.7	1.0	1.0	1.0	1.0
3. Local Assistance	-20.7	28.0	30.4	7.3	-44.4	68.5	-0.1	1.0	1.0	1.0
Non-Financial Operating Data										
Change in Revenue Passengers										
1. Absolute Amount	476	-11,924	858	-11,154	--	8,065	8,468	8,892	9,336	9,803
2. Percentage Change	0.2	-6.5	0.5	-6.5	--	5.0	5.0	5.0	5.0	5.0
Change in Revenue Vehicle Miles										
1. Absolute Amount	29,249	-7,295	6,671	-253,518	--	--	--	--	--	--
2. Percentage Change	2.1	-0.5	0.5	-18.9	--	--	--	--	--	--
Change in Revenue Vehicle Hours										
1. Absolute Amount	-3,542	-1,306	303	-8,831	--	--	--	--	--	--
2. Percentage Change	-5.6	-2.1	0.5	-14.5	--	--	--	--	--	--
Change in Buses in Active Fleet										
1. Absolute Amount	--	--	--	--	--	--	--	--	--	--
2. Percentage Change	--	--	--	--	--	--	--	--	--	--
Change in Total Employees										
1. Absolute Amount	--	--	--	--	--	1	--	--	--	--
2. Percentage Change	--	--	--	--	--	100.0	--	--	--	--

[a] *Excluding depreciation.*

Source: Washington County and SEWRPC

Table H.29
Public Transit Operator Report for City of Waukesha Metro Transit System and Waukesha County Transit System: 2021-2024

2021 Projected Operating Budget	
Total Federal Operating Assistance	$2,498,484
Total State Operating Assistance	$3,189,090
Total Local Operating Assistance	$1,976,232
Total Farebox and Other Revenue	$1,057,757
Total Operating Budget	$8,721,563

2021 Projected Operation Characteristics				
Basic Transit System	**Weekdays**	**Saturdays**	**Sundays**	**Holidays**
Number of Routes	15	8	5	1
Headway Range (average)	15-60 minutes	30-60 minutes	30-60 minutes	30 minutes
Vehicles in Service	29	10	7	2
Operating Budget (average)	$4,530,000	$2,442,000	$1,483,000	$267,000

2021 Projections	
Operating Characteristics	Waukesha County Route 906 is set to cease operation after June 30, 2020, so that reduction in service is expected to continue in the future. Due to COVID-19 and financial pressures, it is expected that service levels will remain the same as the July 1, 2020 levels with possible minor reductions where efficiencies can be made. With COVID-19 expected to be around into 2021, projected farebox revenue is expected to be significantly lower. Also, it is anticipated that a significant portion of the CARES act funds will be used to offset lower projected WisDOT, Local Operating Assistance and farebox revenue.
Implementation of New or Restructured Transit Services	Nothing substantial planned at this time.
Planning for New or Restructured Transit Services	It is anticipated that the TDP will be finished by the end of 2020/early 2021. With that timeline, 2021 will be used to analyze and research the recommendations of the plan. There is a possibility that planning will occur to extend Route 1 to the Regional Medical Complex to meet the Milwaukee County BRT route replacing the Gold Line from Brookfield Square to the Medical Complex. That planning is contingent on the timing of when the BRT is expected to be completed and if Milwaukee County, Waukesha City and County agree to a partnership. Changes to service in 2022-2024 other than the possible extension of Route 1 are unknown at this time and would be a result of the recommendations of the TDP.

Source: City of Waukesha Metro Transit and SEWRPC

Table H.30
Public Transit Operator Capital Project Justification for City of Waukesha Metro Transit System and Waukesha County Transit System: 2021-2024

TIP Project Number	Description	Year	Costs ($)	Justification
260	Capital Cost of 3rd Party Contracting	2021 2022 2023 2024	625,000 625,000 625,000 625,000	Funds portion of Waukesha County operations
261	Senior/Disabled Transportation for Waukesha County (85.20)	2021 2022 2023 2024	1,237,000 1,237,000 1,299,000 1,325,000	Funds Waukesha County Senior/Disabled Transportation (85.21)
291	Operating Assistance City/County of Waukesha	2021 2022 2023 2024	7,663,800 7,663,800 7,663,800 7,663,800	Operating Assistance needed to operate City and County Transit Systems
300	Replacement Mobile Lifts	2022	50,000	Replacement of 2003 Mobile Lifts for Shop.
293	Replacement Bus Shelters (3)	2023	45,000	Replacement of bus shelters from 1980s and 1990s. Replaced with more modern units.
294	Local Marketing for Waukesha Metro	2022	50,000	Funds local marketing efforts for City transit system.
295	Replacement Fixed Route Bus (1)	2020	460,000	Funds the replacement of 2008 bus. Delivery would not occur until 2022.
296	Tire Lease	2021 2022 2023 2024	36,000 36,000 36,000 36,000	Funds tire leasing for City transit buses
297	Preventive Maintenance	2021 2022 2023 2024	589,000 589,000 589,000 589,000	Partially funds preventive maintenance activities
298	Rehabilitation of Fixed Route Buses	2021 2022 2023 2024	750,000 750,000 750,000 750,000	Mid-life rehab of fixed route buses. New rebuilt transmissions and engines. Extends useful life of bus and improves performance of older vehicles.
299	Replacement Administration Staff Vehicle	2023	40,000	Staff vehicle will be 12 years old in 2023. Vehicle can also be used as back up to Operations or Maintenance.
266	Boiler Replacement-Administration/Maintenance facility	2024	10,000	Replaces boiler from 1986.
267	Bus Washer Replacement	2024	240,000	Replaces 2010 unit with one that is much more efficient at using water, better cleaning.
262	AVL Replacement	2021	225,000	Replaces 2014 system with one that would include real time information to stop level, automatic passenger counters, integration with other systems on the bus and annunciation equipment to meet ADA requirements
263	Ticket Vending Machine Equipment Replacement	2021	20,000	Replacement of printing encoder machine that will be 8 years old and experiencing issues
264	Facilities Interior Rehabilitation	2022	35,000	Replaces worn out carpet in offices in both facilities with a durable lower maintenance flooring with longer life, In addition, replace wall coverings in Admin. Facility that is worn out.
265	ADA Door Replacement at Transit Center	2023	50,000	Replaces two ADA doors at the Transit Center. Current doors will be 19 years old in 2023.

Source: City of Waukesha Metro Transit and SEWRPC

Table H.31
Financial Capacity Analysis Background Data for City of Waukesha Metro Transit System and Waukesha County Transit System: 2016-2025

	Actual/Estimated					Projected				
Data Element	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Expenses[a]	$8,825,958	$8,833,566	$8,787,419	$8,748,193	$8,550,552	$8,721,563	$8,721,563	$8,285,485	$8,285,485	$8,451,195
Operating Revenues										
Passenger Revenue	$1,417,054	$1,269,274	$1,298,824	$1,193,282	$1,181,943	$844,357	$1,000,320	$1,119,327	$1,140,620	$1,162,311
School District Revenue	--	--	--	--	--	--	--	--	--	--
Other Revenue	$210,615	$212,371	$207,144	$202,557	$213,400	$213,400	$213,400	$218,735	$224,203	$229,808
Total	$1,627,669	$1,481,645	$1,505,968	$1,395,839	$1,395,343	$1,057,757	$1,213,720	$1,338,062	$1,364,823	$1,392,119
Operating Assistance	$7,198,289	$7,351,921	$7,281,451	$7,352,354	$7,155,209	$7,663,806	$7,507,843	$6,947,423	$6,920,662	$7,059,076
Sources of Operating Assistance Funds										
Federal Funds										
1. FTA Section 5307	$936,492	$1,021,410	$1,047,146	$1,078,231	$1,016,206	$1,000,000	$1,000,000	$1,000,000	$1,000,000	$1,020,000
2. FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3. FTA Section 5337										
4. CMAQ	$17,455	$18,415	$11,028	$14,099	$16,000	--	--	--	--	--
5. Other	--	--	--	--	--	$1,498,484	$1,241,009	--	--	--
Subtotal	$953,947	$1,039,825	$1,058,174	$1,092,330	$1,032,206	$2,498,484	$2,241,009	$1,000,000	$1,000,000	$1,020,000
State Funds										
1. WisDOT Section 85.20 (Operating Assistance)	$4,130,187	$4,042,389	$3,919,845	$3,769,180	$3,471,979	$3,102,542	$3,102,542	$3,257,669	$3,322,822	$3,389,279
2. WisDOT Section 85.24 (TDM)	--	--	--	--	--	--	--	--	--	--
3. Other	$366,180	$244,384	--	--	$92,657	$86,548	$86,548	$90,875	$92,693	$94,546
Subtotal	$4,496,367	$4,286,773	$3,919,845	$3,769,180	$3,564,636	$3,189,090	$3,189,090	$3,348,544	$3,415,515	$3,483,825
Local Funds										
1. Property Taxes	$1,740,067	$2,017,505	$2,295,553	$2,023,127	$2,238,367	$1,976,232	$2,075,044	$2,230,672	$2,275,286	$2,343,544
2. Funds from Other Communities	$7,907	$7,818	$7,879	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$1,747,974	$2,025,323	$2,303,432	$2,023,127	$2,238,367	$1,976,232	$2,075,044	$2,230,672	$2,275,286	$2,343,544
Total	$7,198,288	$7,351,921	$7,281,451	$6,884,637	$6,835,209	$7,663,806	$7,505,143	$6,579,216	$6,690,801	$6,847,369
Depreciation	$1,195,034	$1,242,036	$1,099,402	$1,088,710	$1,120,000	$1,120,000	$1,120,000	$1,120,000	$1,120,000	$1,120,000
Capital Project Expenditures										
Bus Fleet Rehabilitation, Replacement, and Expansion	$1,234,018	$817,871	$867,239	$897,847	$640,000	$1,120,000	$670,000	$250,000	$100,000	$100,000
Bus Facility Renovation, Replacement, and Expansion	$74,545	$106,237	$51,679	--	$171,000	--	$35,000	$50,000	$250,000	--
Fixed Guideway Fleet Rehabilitation and Expansion	$13,483	--	--	--	--	--	--	--	--	--
Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
Other	$47,190	$15,928	$65,457	$135,862	$70,000	$245,000	$95,000	$40,000	--	$45,000
Total	$1,369,236	$940,036	$984,375	$1,033,709	$881,000	$1,365,000	$800,000	$340,000	$350,000	$145,000

Table continued on next page.

Table H.31 (Continued)

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Sources of Capital Assistance Funds										
Federal Funds										
1. FTA Section 5307	$4,475	$296,052	$6,163	$697,347	--	--	--	--	--	--
2. FTA Section 5339	$175,799	$73,710	$740,758	$54,704	$136,800	$216,000	$112,000	$72,000	$200,000	$36,000
3. FTA Section 5337	$820,819	$372,138	$18,118	$74,916	--	$160,000	$160,000	$200,000	$80,000	$80,000
4. CMAQ	$94,295	--	--	--	$568,000	$716,000	--	--	--	--
5. Other	--	--	--	--	--	--	$368,000	--	--	--
Subtotal	$1,095,388	$741,900	$765,039	$826,967	$704,800	$1,092,000	$640,000	$272,000	$280,000	$116,000
State Funds	--	--	--	--	--	--	--	--	--	--
Local Funds										
1. Property Taxes	$29,243	$34,562	$45,888	$27,173	$8,000	$49,000	$66,000	$18,000	$2,000	$9,000
2. Bonding	$244,605	$163,574	$173,448	$179,569	$168,200	$224,000	$94,000	$50,000	$68,000	$20,000
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$273,848	$198,136	$219,336	$206,742	$176,200	$273,000	$160,000	$68,000	$70,000	$29,000
Total	$1,369,236	$940,036	$984,375	$1,033,709	$881,000	$1,365,000	$800,000	$340,000	$350,000	$145,000
Total Operating Assistance and Capital Project Funds										
Federal	$2,049,335	$1,781,725	$1,823,213	$1,919,297	$1,737,006	$3,590,484	$2,881,009	$1,272,000	$1,280,000	$1,136,000
State	$4,496,367	$4,286,773	$3,919,845	$3,769,180	$3,564,636	$3,189,090	$3,189,090	$3,348,544	$3,415,515	$3,483,825
Local	$2,021,822	$2,223,459	$2,522,768	$2,229,869	$2,414,567	$2,249,232	$2,235,044	$2,298,672	$2,345,286	$2,372,544
Total	$8,567,524	$8,291,957	$8,265,826	$7,918,346	$7,716,209	$9,028,806	$8,305,143	$6,919,216	$7,040,801	$6,992,369
Non-Financial Operating Data										
Revenue Passengers – City Service	556,227	543,303	530,651	495,905	500,864	475,821	480,579	490,191	495,093	495,093
Revenue Passengers – County Service	407,890	383,408	365,781	330,364	313,846	298,154	301,135	307,158	310,229	310,229
Unlinked Passenger Trips – City Service	654,012	639,696	630,272	588,758	594,646	564,913	570,562	581,974	587,793	587,793
Unlinked Passenger Trips – County Service	407,890	383,408	365,781	330,364	313,846	298,154	301,135	307,158	310,229	310,229
Passenger Miles – City Service	2,056,344	2,025,149	1,995,252	1,863,831	1,882,469	1,788,346	1,806,229	1,842,354	1,860,777	1,860,777
Passenger Miles – County Service	4,277,901	3,885,159	3,435,739	2,940,394	2,793,374	2,653,706	2,680,243	2,733,847	2,761,186	2,761,186
Revenue Vehicle Miles – City Service	715,316	698,489	715,252	695,673	660,948	660,948	654,339	621,622	615,405	615,405
Revenue Vehicle Miles – County Service	585,446	553,363	505,811	482,821	458,680	458,680	454,093	431,388	427,075	427,075
Revenue Vehicle Hours – City Service	58,213	56,418	56,606	56,568	55,247	55,247	54,695	51,960	51,440	51,440
Revenue Vehicle Hours – County Service	26,384	24,937	23,228	21,880	20,786	20,786	20,578	19,549	19,354	19,354
Buses Operated in Peak Service – City Service	18	18	18	17	17	17	18	18	18	18
Buses Operated in Peak Service – County Service	22	22	22	20	20	20	20	20	20	20
Buses in Active Fleet	30	28	28	26	25	28	29	26	26	26
Total Employees	60	56	56	54	54	54	54	54	54	54

[a] *Excluding depreciation.*

Source: City of Waukesha Metro Transit and SEWRPC

Table H.32
Change in Basic Financial Capacity Analysis Indicators for City of Waukesha Metro Transit System and Waukesha County Transit System: 2016-2025

	Actual/Estimated					Projected				
Data Element	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Expenses[a]										
Change in Total Operating Expenses										
1. Absolute Amount	$177,765	$7,608	-$46,147	-$39,226	-$197,641	$171,011	--	-$436,078	--	$165,710
2. Percentage Change	2.0	0.1	-0.5	-0.4	-2.3	2.0	--	-5.0	--	2.0
Total Cost per Revenue Vehicle Mile										
1. Absolute Amount	$20.07	$23.04	$24.02	$26.48	$27.24	$29.25	$28.96	$26.97	$26.71	$27.24
2. Percentage Change	1.0	14.8	4.3	10.2	2.9	7.4	-1.0	-6.9	-1.0	2.0
Cost per Revenue Vehicle Hour										
1. Absolute Amount	$3.51	$4.36	$4.40	$4.69	$4.54	$4.88	$4.83	$4.50	$4.45	$4.54
2. Percentage Change	1.0	24.3	1.0	6.6	-3.2	7.4	-1.0	-6.9	-1.0	2.0
Cost per Revenue Passenger										
1. Absolute Amount	$14.11	$16.26	$16.56	$17.64	$17.07	$18.33	$18.15	$16.90	$16.74	$17.07
2. Percentage Change	1.0	15.2	1.8	6.5	-3.2	7.4	-1.0	-6.9	-1.0	2.0
Cost per Passenger Mile										
1. Absolute Amount	$11.82	$13.81	$13.94	$14.86	$14.38	$15.44	$15.29	$14.24	$14.10	$14.38
2. Percentage Change	1.0	16.8	1.0	6.6	-3.2	7.4	-1.0	-6.9	-1.0	2.0
Operating Revenues										
Percentage Change in										
1. Passenger Revenue	2.0	-10.4	2.3	-8.1	-1.0	-28.6	18.5	11.9	1.9	1.9
2. Total Revenue	2.0	-9.0	1.6	-7.3	--	-24.2	14.7	10.2	2.0	2.0
Average Revenue per Revenue Passenger										
1. Absolute Amount	$2.92	$2.73	$2.84	$2.81	$2.79	$2.22	$2.53	$2.73	$2.76	$2.81
2. Percentage Change	1.0	-6.6	4.1	-0.8	-1.0	-20.2	13.6	8.1	1.0	2.0
Percent of Operating Expenses Recovered from Operating Revenues										
1. Absolute Amount	20.7	16.8	17.1	16.0	16.3	12.1	13.9	16.1	16.5	16.5
2. Percentage Change	--	-19.0	2.2	-6.9	2.3	-25.7	14.7	16.0	2.0	--
Operating Assistance Funds										
Change in Total Operating Assistance										
1. Absolute Amount	$140,939	$153,632	-$70,470	$70,903	-$197,145	$508,597	-$155,963	-$560,420	-$26,761	$138,414
2. Percentage Change	2.0	2.1	-1.0	1.0	-2.7	7.1	-2.0	-7.5	-0.4	2.0
Operating Assistance per Revenue Passenger										
1. Absolute Amount	$11.19	$13.53	$13.72	$14.83	$14.29	$16.11	$15.62	$14.17	$13.98	$14.26
2. Percentage Change	1.0	20.9	1.4	8.0	-3.6	12.7	-3.0	-9.3	-1.4	2.0
Operating Assistance per Passenger Mile										
1. Absolute Amount	$9.37	$11.49	$11.55	$12.49	$12.03	$13.57	$13.16	$11.94	$11.77	$12.01
2. Percentage Change	1.0	22.7	0.5	8.1	-3.6	12.7	-3.0	-9.3	-1.4	2.0

Table continued on next page.

Table H.32 (Continued)

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Assistance Funds (continued)										
Percentage Change in										
1. Federal Operating Assistance Funds	2.0	9.0	1.8	3.2	-5.5	142.1	-10.3	-55.4	--	2.0
2. State Operating Assistance Funds	2.0	-4.7	-8.6	-3.8	-5.4	-10.5	--	5.0	2.0	2.0
3. Local Operating Assistance Funds	2.0	15.9	13.7	-12.2	10.6	-11.7	5.0	7.5	2.0	3.0
Capital Expenditures and Assistance Funds										
Change in Total Capital Expenditures										
1. Absolute Amount	$1,114,240	-$429,200	$44,339	$49,334	-$152,709	$484,000	-$565,000	-$460,000	$10,000	-$205,000
2. Percentage Change	1,909.6	-31.3	4.7	5.0	-14.8	54.9	-41.4	-57.5	2.9	-58.6
Percentage Change in										
1. Federal Capital Assistance Funds	1,909.6	-32.3	3.1	8.1	-14.8	54.9	-41.4	-57.5	2.9	-58.6
2. State Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
3. Local Capital Assistance Funds	1,909.6	-27.6	10.7	-5.7	-14.8	54.9	-41.4	-57.5	2.9	-58.6
Total Operating and Capital Assistance Funds										
Change in Total Assistance										
1. Absolute Amount	1,255,179	-275,567	-26,131	-347,480	-202,137	1,312,597	-723,663	-1,385,927	121,585	-48,432
2. Percentage Change	17.7	-3.2	-0.3	-4.2	-2.6	17.0	-8.0	-16.7	1.8	-0.7
Percentage Change in										
1. Federal Assistance	86.2	-13.1	2.3	5.3	-9.5	106.7	-19.8	-55.8	0.6	-11.3
2. State Assistance	2.0	-4.7	-8.6	-3.8	-5.4	-10.5	--	5.0	2.0	2.0
3. Local Assistance	15.2	10.0	13.5	-11.6	8.3	-6.8	-0.6	2.8	2.0	1.2
Non-Financial Operating Data										
Change in Revenue Passengers – City Service										
1. Absolute Amount	6,360	-12,924	-12,652	-34,746	4,959	-25,043	4,758	9,612	4,902	--
2. Percentage Change	1.0	-2.3	-2.3	-6.5	1.0	-5.0	1.0	2.0	1.0	--
Change in Revenue Passengers – County Service										
1. Absolute Amount	4,472	-24,482	-17,627	-35,417	-16,518	-15,692	2,982	6,023	3,072	--
2. Percentage Change	1.0	-6.0	-4.6	-9.7	-5.0	-5.0	1.0	2.0	1.0	--
Change in Revenue Vehicle Miles – City Service										
1. Absolute Amount	--	-16,827	16,763	-19,579	-34,725	--	-6,609	-32,717	-6,216	--
2. Percentage Change	--	-2.4	2.4	-2.7	-5.0	--	-1.0	-5.0	-1.0	--
Change in Revenue Vehicle Miles – County Service										
1. Absolute Amount	--	-32,083	-47,552	-22,990	-24,141	--	-4,587	-22,705	-4,314	--
2. Percentage Change	--	-5.5	-8.6	-4.5	-5.0	--	-1.0	-5.0	-1.0	--
Change in Revenue Vehicle Hours – City Service										
1. Absolute Amount	--	-1,795	188	-38	-1,321	--	-552	-2,735	-520	--
2. Percentage Change	--	-3.1	0.3	-0.1	-2.3	--	-1.0	-5.0	-1.0	--

Table continued on next page.

Table H.32 (Continued)

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Change in Revenue Vehicle Hours – County Service										
1. Absolute Amount	--	-1,447	-1,709	-1,348	-1,094	--	-208	-1,029	-195	--
2. Percentage Change	--	-5.5	-6.9	-5.8	-5.0	--	-1.0	-5.0	-1.0	--
Change in Buses in Active Fleet										
1. Absolute Amount	--	-2	--	-2	-1	3	1	-3	--	--
2. Percentage Change	--	-6.7	--	-7.1	-3.8	12.0	3.6	-10.3	--	--
Change in Total Employees										
1. Absolute Amount	--	-4	--	-2	--	--	--	--	--	--
2. Percentage Change	--	-6.7	--	-3.6	--	--	--	--	--	--

[a] *Excluding depreciation.*

Source: City of Waukesha Metro Transit and SEWRPC

Table H.33
Public Transit Operator Report for City of West Bend Taxi Service: 2021-2024

2021 Projected Operating Budget	
Total Federal Operating Assistance	$372,756
Total State Operating Assistance	$278,938
Total Local Operating Assistance	$151,337
Total Farebox and Other Revenue	$398,000
Total Operating Budget	$1,201,031

2021 Projected Operation Characteristics			
Basic Transit System	**Weekdays**	**Saturdays**	**Sundays**
Total Miles	1261	535	322
Vehicle Hours (average)	122	73	37
Vehicles in Service	11	7	5
Operating Budget (average)	631,594	377,921	191,549

2021 Projections	
Operating Characteristics	New 5 year term will begin after RFP in 2020
Implementation of New or Restructured Transit Services	N/A
Planning for New or Restructured Transit Services	N/A

Source: City of West Bend and SEWRPC

Table H.34
Public Transit Operator Capital Project Justification for City of West Bend Taxi Service: 2021-2024

TIP Project Number	Description	Year	Costs ($)	Justification
229	Replacement of 1 Mini Bus for the West Bend Transit System ($56,500) Replacement of 3 Minivans for the West Bend Transit System ($26,500/each)	2021	136,000	Cycling out retiring taxis that have reached useful life and replacing with new ones.
	Replacement of 1 Mini Bus for the West Bend Transit System ($56,500) Replacement of 1 Minivan for the West Bend Transit System ($26,500)	2022	83,000	Cycling out retiring taxis that have reached useful life and replacing with new ones.
	Replacement of 3 Mini Buses for the West Bend Transit System ($56,500/each)	2023	169,500	Cycling out retiring taxis that have reached useful life and replacing with new ones.
	Replacement of 2 Minivans for the West Bend Transit System ($26,500/each)	2024	53,000	Cycling out retiring taxis that have reached useful life and replacing with new ones.

Source: City of West Bend and SEWRPC

Table H.35
Financial Capacity Analysis Background Data for City of West Bend Taxi Service: 2016-2025

	Actual/Estimated					Projected				
Data Element	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Expenses[a]	$1,090,427	$1,120,844	$1,093,866	$1,130,076	$1,201,031	$1,201,031	$1,201,031	$1,201,031	$1,201,031	$1,201,031
Operating Revenues										
Passenger Revenue	$379,611	$436,430	$429,933	$434,556	$398,000	$398,000	$398,000	$398,000	$398,000	$398,000
Prior Year Revenue	--	--	--	--	--	--	--	--	--	--
Other Revenue	--	--	--	--	--	--	--	--	--	--
Total	$379,611	$436,430	$429,933	$434,556	$398,000	$398,000	$398,000	$398,000	$398,000	$398,000
Operating Assistance	$710,816	$684,415	$663,933	$695,520	$803,031	$803,031	$803,031	$803,031	$803,031	$803,031
Sources of Operating Assistance										
Federal Funds										
1. FTA Section 5307	$325,039	$313,724	$331,966	$347,759	$372,756	$372,756	$372,756	$372,756	$372,756	$372,756
2. FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3. CMAQ	--	--	--	--	--	--	--	--	--	--
4. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$325,039	$313,724	$331,966	$347,759	$372,756	$372,756	$372,756	$372,756	$372,756	$372,756
State Funds										
1. WisDOT Section 85.20 (Operating Assistance)	$279,978	$299,533	$271,596	$266,370	$278,938	$278,938	$278,938	$278,938	$278,938	$278,938
2. WisDOT Section 85.24 (TDM)	--	--	--	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$279,978	$299,533	$271,596	$266,370	$278,938	$278,938	$278,938	$278,938	$278,938	$278,938
Local Funds										
1. Property Taxes	--	--	--	--	--	--	--	--	--	--
2. Funds from Other Communities	--	--	--	--	--	--	--	--	--	--
3. Other	$105,799	$71,157	$60,371	$81,391	$151,337	$151,337	$151,337	$151,337	$151,337	$151,337
Subtotal	$105,799	$71,157	$60,371	$81,391	$151,337	$151,337	$151,337	$151,337	$151,337	$151,337
Total	$710,816	$684,414	$663,933	$695,520	$803,031	$803,031	$803,031	$803,031	$803,031	$803,031
Depreciation	--	--	--	--	--	--	--	--	--	--
Capital Project Expenditures										
Bus Fleet Rehabilitation, Replacement, and Expansion	$73,239	$96,354	$231,853	$50,613	$82,328	$136,000	$83,000	$169,500	$53,000	$139,500
Bus Facility Renovation, Replacement, and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Fleet Rehabilitation and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
Other	--	--	--	--	--	--	--	--	--	--
Total	$73,239	$96,354	$231,853	$50,613	$82,328	$136,000	$83,000	$169,500	$53,000	$139,500

Table continued on next page.

Table H.35 (Continued)

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Sources of Capital Project Funding										
Federal Funds										
1. FTA Section 5307	--	--	--	--	--	--	--	--	--	--
2. FTA Section 5339	$56,800	$74,830	$171,805	$36,001	--	$108,800	$66,400	$135,600	$42,400	$111,600
3. CMAQ	--	--	--	--	--	--	--	--	--	--
4. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$56,800	$74,830	$171,805	$36,001	--	$108,800	$66,400	$135,600	$42,400	$111,600
State Funds	--	--	--	--	--	--	--	--	--	--
Local Funds										
1. Property Taxes	--	--	--	--	--	--	--	--	--	--
2. Bonding	--	--	--	--	--	--	--	--	--	--
3. Other	$16,439	$21,524	$60,048	$14,612	--	$27,200	$16,600	$33,900	$10,600	$27,900
Subtotal	$16,439	$21,524	$60,048	$14,612	--	$27,200	$16,600	$33,900	$10,600	$27,900
Total	$73,239	$96,354	$231,853	$50,613	$82,328	$136,000	$83,000	$169,500	$53,000	$139,500
Total Operating Assistance and Capital Project Funds										
Federal	$381,839	$388,554	$503,771	$383,760	$455,084	$481,556	$439,156	$508,356	$415,156	$484,356
State	$279,978	$299,533	$271,596	$266,370	$278,938	$278,938	$278,938	$278,938	$278,938	$278,938
Local	$122,238	$92,681	$120,419	$96,003	$151,337	$178,537	$167,937	$185,237	$161,937	$179,237
Total	$784,055	$780,768	$895,786	$746,133	$885,359	$939,031	$886,031	$972,531	$856,031	$942,531
Non-Financial Operating Data										
Revenue Passengers	114,506	113,398	108,550	104,932	--	--	--	--	--	--
Unlinked Passenger Trips	--	--	--	--	--	--	--	--	--	--
Passenger Miles	--	--	--	--	--	--	--	--	--	--
Revenue Vehicle Miles	390,600	382,000	381,400	377,800	--	--	--	--	--	--
Revenue Vehicle Hours	36,600	36,600	36,600	36,700	--	--	--	--	--	--
Buses Operated in Peak Service	--	--	--	--	--	--	--	--	--	--
Buses in Active Fleet	--	--	--	--	--	--	--	--	--	--
Total Employees	--	--	--	--	--	--	--	--	--	--

[a] *Excluding depreciation.*

Source: City of West Bend and SEWRPC

Table H.36
Change in Basic Financial Capacity Analysis Indicators for City of West Bend Taxi Service: 2016-2025

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Expenses[a]										
Change in Total Operating Expenses										
1. Absolute Amount	$7,585	$30,418	-$26,978	$36,210	$70,955	--	--	--	--	--
2. Percentage Change	0.9	2.8	-2.4	3.3	6.3	--	--	--	--	--
Total Cost per Revenue Vehicle Mile										
1. Absolute Amount	$2.19	$2.93	$2.87	$2.99	--	--	--	--	--	--
2. Percentage Change	-11.1	34.1	-2.3	4.3	--	--	--	--	--	--
Cost per Revenue Vehicle Hour										
1. Absolute Amount	$23.66	$30.62	$29.89	$30.79	--	--	--	--	--	--
2. Percentage Change	-8.5	29.5	-2.4	3.0	--	--	--	--	--	--
Cost per Revenue Passenger										
1. Absolute Amount	$7.25	$9.88	$10.08	$10.77	--	--	--	--	--	--
2. Percentage Change	3.6	36.3	2.0	6.9	--	--	--	--	--	--
Cost per Passenger Mile										
1. Absolute Amount	--	--	--	--	--	--	--	--	--	--
2. Percentage Change	--	--	--	--	--	--	--	--	--	--
Operating Revenues										
Percentage Change in										
1. Passenger Revenue	-2.4	15.0	-1.5	1.1	-8.4	--	--	--	--	--
2. Total Revenue	-2.4	15.0	-1.5	1.1	-8.4	--	--	--	--	--
Average Revenue per Revenue Passenger										
1. Absolute Amount	$3.22	$3.85	$3.96	$4.14	--	--	--	--	--	--
2. Percentage Change	0.2	19.5	2.9	4.6	--	--	--	--	--	--
Percent of Operating Expenses Recovered from Operating Revenues										
1. Absolute Amount	44.4	38.9	39.3	38.5	33.1	33.1	33.1	33.1	33.1	33.1
2. Percentage Change	-3.3	-12.4	0.9	-2.2	-13.8	--	--	--	--	--
Operating Assistance Funds										
Change in Total Operating Assistance										
1. Absolute Amount	$17,203	-$26,401	-$20,482	$31,587	$107,511	--	--	--	--	--
2. Percentage Change	3.7	-3.7	-3.0	4.8	15.5	--	--	--	--	--
Operating Assistance per Revenue Passenger										
1. Absolute Amount	$4.03	$6.04	$6.12	$6.63	--	--	--	--	--	--
2. Percentage Change	6.5	49.8	1.3	8.4	--	--	--	--	--	--
Operating Assistance per Passenger Mile										
1. Absolute Amount	--	--	--	--	--	--	--	--	--	--
2. Percentage Change	--	--	--	--	--	--	--	--	--	--

Table continued on next page.

Table H.36 (Continued)

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Assistance Funds (continued)										
Percentage Change in										
1. Federal Operating Assistance Funds	1.1	-3.5	5.8	4.8	7.2	--	--	--	--	--
2. State Operating Assistance Funds	1.1	7.0	-9.3	-1.9	4.7	--	--	--	--	--
3. Local Operating Assistance Funds	--	-32.7	-15.2	34.8	85.9	--	--	--	--	--
Capital Expenditures and Assistance Funds										
Change in Total Capital Expenditures										
1. Absolute Amount	-$18,391	$23,115	$135,499	-$181,240	$31,715	$53,672	-$53,000	$86,500	-$116,500	$86,500
2. Percentage Change	-29.4	31.6	140.6	-78.2	62.7	65.2	-39.0	104.2	-68.7	163.2
Percentage Change in										
1. Federal Capital Assistance Funds	-4.0	31.7	129.6	-79.0	128.7	32.2	-39.0	104.2	-68.7	163.2
2. State Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
3. Local Capital Assistance Funds	-65.3	30.9	179.0	-75.7	-100.0	--	-39.0	104.2	-68.7	163.2
Total Operating and Capital Assistance Funds										
Change in Total Assistance										
1. Absolute Amount	--	-3,287	115,018	-149,653	139,226	53,672	-53,000	86,500	-116,500	86,500
2. Percentage Change	--	-0.4	14.7	-16.7	18.7	--	--	--	--	--
Percentage Change in										
1. Federal Assistance	--	1.8	29.7	-23.8	18.6	--	--	--	--	--
2. State Assistance	--	7.0	-9.3	-1.9	4.7	--	--	--	--	--
3. Local Assistance	--	-24.2	29.9	-20.3	57.6	--	--	--	--	--
Non-Financial Operating Data										
Change in Revenue Passengers										
1. Absolute Amount	-3,220	-1,108	-4,848	-3,618	--	--	--	--	--	--
2. Percentage Change	-2.6	-1.0	-4.3	-3.3	--	--	--	--	--	--
Change in Revenue Vehicle Miles										
1. Absolute Amount	47,140	-8,600	-600	-3,600	--	--	--	--	--	--
2. Percentage Change	13.5	-2.2	-0.2	-0.9	--	--	--	--	--	--
Change in Revenue Vehicle Hours										
1. Absolute Amount	3,408	--	--	100	--	--	--	--	--	--
2. Percentage Change	10.2	--	--	0.3	--	--	--	--	--	--
Change in Buses in Active Fleet										
1. Absolute Amount	--	--	--	--	--	--	--	--	--	--
2. Percentage Change	--	--	--	--	--	--	--	--	--	--
Change in Total Employees										
1. Absolute Amount	--	--	--	--	--	--	--	--	--	--
2. Percentage Change	--	--	--	--	--	--	--	--	--	--

[a] *Excluding depreciation.*

Source: City of West Bend and SEWRPC

Table H.37
Public Transit Operator Report for Western Kenosha Country Transit: 2021-2024

2021 Projected Operating Budget	
Total Federal Operating Assistance	$264,000
Total State Operating Assistance	$264,000
Total Local Operating Assistance	$39,000
Total Farebox and Other Revenue	$30,000
Total Operating Budget	$597,000

2021 Projected Operation Characteristics	
Basic Transit System	**Weekdays**
Number of Routes	2
Total Route Miles (both directions)	571/day
Headway Range (average)	One hour
Vehicle Hours (average	12/vehicle
Vehicles in Service	2
Operating Budget (average)*	$333.000

*Fixed route service only

2021 Projections	
Operating Characteristics Specialized Service for Elderly and Handicapped Total Operating Budget: $742,000	Specialized Service for Elderly and Disabled: $264,000 Total Operating Budget Door-to-door service is available with one day advanced notice (reservation) for riders who cannot access a stop and need more specialized service. Hours of operation are 5:55am to 6:30pm Monday through Friday. Fares are $3.00 each way for elders and persons with disabilities. Cash or punch cards are accepted.
Implementation of New or Restructured Transit Services	None
Planning for New or Restructured Transit Services	A management study is planned for 2021 to analyze changes to increase service ridership and productivity. $15,000.

Source: Kenosha County and SEWRPC

Table H.38
Public Transit Operator Capital Project Justification for Western Kenosha County Transit: 2021-2024

TIP Project Number	Description	Year	Costs ($)	Justification
318	Purchase replacement buses	2021 2022 2023 2024	120,000 123,600 63,700 66,100	To maintain safe, reliable fleet
321	GPS live feed link to provide real time data to riders using smartphone application	2022	18,000	To increase and improve usage and rider experience for public transit in rural Kenosha County
322	Purchase two bus shelters	2023	15,000	To improve the rider experience at the next busiest bus stops

Source: Kenosha County and SEWRPC

Table H.39
Financial Capacity Analysis Background Data for Western Kenosha County Transit: 2016-2025

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Expenses[a]	$539,284	$521,708	$534,500	$529,222	$458,000	$599,000	$617,000	$635,000	$654,500	$675,500
Operating Revenues										
Passenger Revenue	$21,992	$28,443	$31,500	$26,525	$18,000	$32,000	$34,000	$36,000	$38,500	$41,000
Prior Year Revenue	--	--	--	--	--	--	--	--	--	--
Other Revenue	--	--	--	--	--	--	--	--	--	--
Total	$21,992	$28,443	$31,500	$26,525	$18,000	$32,000	$34,000	$36,000	$38,500	$41,000
Operating Assistance	$517,292	$493,265	$503,000	$502,697	$440,000	$567,000	$583,000	$599,000	$616,000	$634,500
Sources of Operating Assistance										
Federal Funds										
1. FTA Section 5311	--	$241,961	$245,000	$236,293	$440,000	$264,000	$272,000	$280,000	$288,400	$297,052
2. FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3. CMAQ	--	--	--	--	--	--	--	--	--	--
4. Other	$244,800	$9,344	$15,000	--	--	--	--	--	--	--
Subtotal	$244,800	$251,305	$260,000	$236,293	$440,000	$264,000	$272,000	$280,000	$288,400	$297,052
State Funds										
1. WisDOT Section 85.20 (Operating Assistance)	$50,165	$53,963	$55,000	$41,697	--	$48,840	$50,320	$51,800	$53,354	$54,955
2. WisDOT Section 85.24 (TDM)	--	--	--	--	--	--	--	--	--	--
3. Other	$183,238	$149,647	$150,000	$185,618	--	$215,071	$221,591	$228,111	$235,157	$243,404
Subtotal	$233,403	$203,610	$205,000	$227,315	--	$263,911	$271,911	$279,911	$288,511	$298,359
Local Funds										
1. Property Taxes	$39,089	$38,350	$38,000	$39,089	--	$39,089	$39,089	$39,089	$39,089	$39,089
2. Funds from Other Communities	--	--	--	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$39,089	$38,350	$38,000	$39,089	--	$39,089	$39,089	$39,089	$39,089	$39,089
Total	$517,292	$493,265	$503,000	$502,697	$440,000	$567,000	$583,000	$599,000	$616,000	$634,500
Depreciation										
Capital Project Expenditures										
Bus Fleet Rehabilitation, Replacement, and Expansion	--	--	--	--	--	--	--	--	--	--
Bus Facility Renovation, Replacement, and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Fleet Rehabilitation and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
Other	--	--	--	--	--	--	--	--	--	--
Total	--	--	--	--	--	--	--	--	--	--

Table continued on next page.

Table H.39 (Continued)

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Sources of Capital Project Funding										
Federal Funds										
1. FTA Section 5311	--	--	--	--	--	--	--	--	--	--
2. FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3. CMAQ	--	--	--	--	--	--	--	--	--	--
4. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	--	--	--	--	--	--	--	--	--	--
State Funds	--	--	--	--	--	--	--	--	--	--
Local Funds										
1. Property Taxes	--	--	--	--	--	--	--	--	--	--
2. Bonding	--	--	--	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	--	--	--	--	--	--	--	--	--	--
Total	--	--	--	--	--	--	--	--	--	--
Total Operating Assistance and Capital Project Funds										
Federal	--	--	--	--	--	--	--	--	--	--
State	--	--	--	--	--	--	--	--	--	--
Local	--	--	--	--	--	--	--	--	--	--
Total	--	--	--	--	--	--	--	--	--	--
Non-Financial Operating Data										
Revenue Passengers	18,020	17,070	17,924	17,979	12,000	18,878	12,600	19,822	13,230	20,813
Unlinked Passenger Trips	18,000	17,070	17,924	17,979	12,000	18,878	12,600	19,822	13,230	20,813
Passenger Miles	225,176	257,456	270,329	233,377	175,000	234,000	236,340	238,703	241,090	243,501
Revenue Vehicle Miles	225,176	257,456	270,329	233,377	175,000	234,000	236,340	238,703	241,090	243,501
Revenue Vehicle Hours	11,500	11,536	12,113	11,145	9,000	12,000	12,360	12,731	13,113	13,506
Buses Operated in Peak Service	4	4	4	4	4	4	4	4	4	4
Buses in Active Fleet	5	5	5	5	5	5	5	5	5	5
Total Employees	11	11	12	11	8	11	11	11	11	11

[a] *Excluding depreciation.*

Source: Kenosha County and SEWRPC

Table H.40
Change in Basic Financial Capacity Analysis Indicators for Western Kenosha County Transit: 2016-2025

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Expenses[a]										
Change in Total Operating Expenses										
1. Absolute Amount	-$28,217	-$17,576	$12,792	-$5,278	-$71,222	$141,000	$18,000	$18,000	$19,500	$21,000
2. Percentage Change	-5.6	-3.4	2.4	-1.0	-15.6	23.5	2.9	2.8	3.0	3.1
Total Cost per Revenue Vehicle Mile										
1. Absolute Amount	$2.24	$2.03	$1.98	$2.27	$2.62	$2.56	$2.61	$2.66	$2.71	$2.77
2. Percentage Change	-7.3	-9.5	-2.4	14.7	15.4	-2.2	2.0	1.9	2.1	2.2
Cost per Revenue Vehicle Hour										
1. Absolute Amount	$42.02	$45.22	$44.13	$47.49	$50.89	$49.92	$49.92	$49.88	$49.91	$50.01
2. Percentage Change	-11.8	7.6	-2.4	7.6	7.2	-1.9	--	-0.1	0.1	0.2
Cost per Revenue Passenger										
1. Absolute Amount	$31.51	$30.56	$29.82	$29.44	$38.17	$31.73	$48.97	$32.04	$49.47	$32.46
2. Percentage Change	-13.1	-3.0	-2.4	-1.3	29.7	-16.9	54.3	-34.6	54.4	-34.4
Cost per Passenger Mile										
1. Absolute Amount	2.2	2.0	2.0	2.3	2.6	2.6	2.6	2.7	2.7	2.8
2. Percentage Change	-7.3	-7.9	-2.4	14.7	15.4	-2.2	2.0	1.9	2.1	2.2
Operating Revenues										
Percentage Change in										
1. Passenger Revenue	-13.1	29.3	10.7	-15.8	-32.1	77.8	6.3	5.9	6.9	6.5
2. Total Revenue	-13.1	29.3	10.7	-15.8	-32.1	77.8	6.3	5.9	6.9	6.5
Average Revenue per Revenue Passenger										
1. Absolute Amount	$1.13	$1.67	$1.76	$1.48	$1.50	$1.70	$2.70	$1.82	$2.91	$1.97
2. Percentage Change	-20.3	47.5	5.5	-16.1	1.7	13.0	59.2	-32.7	60.2	-32.3
Percent of Operating Expenses Recovered from Operating Revenues										
1. Absolute Amount	3.6	5.5	5.9	5.0	3.9	5.3	5.5	5.7	5.9	6.1
2. Percentage Change	-7.7	52.8	7.3	-15.3	-22.0	35.9	3.8	3.6	3.5	3.4
Operating Assistance Funds										
Change in Total Operating Assistance										
1. Absolute Amount	-$25,488	-$24,027	$9,735	-$303	-$62,697	$127,000	$16,000	$16,000	$17,000	$18,500
2. Percentage Change	5.2	-4.6	2.0	-0.1	-12.5	28.9	2.8	2.7	2.8	3.0
Operating Assistance per Revenue Passenger										
1. Absolute Amount	$30.39	$28.90	$28.06	$27.96	$36.67	$30.04	$46.27	$30.22	$46.56	$30.49
2. Percentage Change	12.9	-4.9	-2.9	-0.4	31.1	-18.1	54.1	-34.7	54.1	-34.5
Operating Assistance per Passenger Mile										
1. Absolute Amount	$2.16	$1.92	$1.86	$2.15	$2.51	$2.42	$2.47	$2.51	$2.56	$2.61
2. Percentage Change	-7.0	-11.3	-2.9	15.8	16.7	-3.6	1.8	1.7	1.8	2.0

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Table H.40 (Continued)

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Assistance Funds (continued)										
Percentage Change in										
1. Federal Operating Assistance Funds	-1.5	2.7	3.5	-9.1	86.2	-40.0	3.0	2.9	3.0	3.0
2. State Operating Assistance Funds	-10.2	-12.8	0.7	10.9	-100.0	--	3.0	2.9	3.1	3.4
3. Local Operating Assistance Funds	-0.1	-1.9	-0.9	2.9	-100.0	--	--	--	--	--
Capital Expenditures and Assistance Funds										
Change in Total Capital Expenditures										
1. Absolute Amount	$190,000	--	--	--	--	--	--	--	--	--
2. Percentage Change	--	--	--	--	--	--	--	--	--	--
Percentage Change in										
1. Federal Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
2. State Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
3. Local Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
Total Operating and Capital Assistance Funds										
Change in Total Assistance										
1. Absolute Amount	136,878	--	--	--	--	--	--	--	--	--
2. Percentage Change	25.4	--	--	--	--	--	--	--	--	--
Percentage Change in										
1. Federal Assistance	60.4	--	--	--	--	--	--	--	--	--
2. State Assistance	-10.2	--	--	--	--	--	--	--	--	--
3. Local Assistance	63.5	--	--	--	--	--	--	--	--	--
Non-Financial Operating Data										
Change in Revenue Passengers										
1. Absolute Amount	1,325	-950	854	56	-5,979	6,878	-6,278	7,222	-6,592	7,583
2. Percentage Change	9.0	-5.3	5.0	0.3	-33.3	57.3	-33.3	57.3	-33.3	57.3
Change in Revenue Vehicle Miles										
1. Absolute Amount	4,820	32,280	12,873	-36,952	-58,377	59,000	2,340	2,363	2,387	2,411
2. Percentage Change	2.2	14.3	5.0	-13.7	-25.0	33.7	1.0	1.0	1.0	1.0
Change in Revenue Vehicle Hours										
1. Absolute Amount	828	36	577	-968	-2,145	3,000	360	371	382	393
2. Percentage Change	7.4	0.3	5.0	-8.0	-19.2	33.3	3.0	3.0	3.0	3.0
Change in Buses in Active Fleet										
1. Absolute Amount	--	--	--	--	--	--	--	--	--	--
2. Percentage Change	--	--	--	--	--	--	--	--	--	--
Change in Total Employees										
1. Absolute Amount	1	--	1	-1	-3	3	--	--	--	--
2. Percentage Change	10.0	--	9.1	-8.3	-27.3	37.5	--	--	--	--

[a] *Excluding depreciation.*

Source: Kenosha County and SEWRPC

Table H.41
Public Transit Operator Report for City of Whitewater Taxi Service: 2021-2024

Data to be provided by transit operator with grant application.

Table H.42
Public Transit Operator Capital Project Justification for City of Whitewater Taxi Service: 2021-2024

Data to be provided by transit operator with grant application.

Table H.43
Financial Capacity Analysis Background Data for City of Whitewater Taxi Service: 2016-2025

Data to be provided by transit operator with grant application.

Table H.44
Change in Basic Financial Capacity Analysis Indicators for City of Whitewater Taxi Service: 2016-2025

Data to be provided by transit operator with grant application.

Table H.45
Public Transit Operator Report for the City of Milwaukee Streetcar: 2021-2024

2021 Projected Operating Budget	
Total Federal Operating Assistance	$110,000
Total State Operating Assistance	$0
Total Local Operating Assistance	$1,223,333
Total Farebox and Other Revenue	$3,250,667
Total Operating Budget	$4,584,000

2021 Projected Operation Characteristics			
Basic Transit System	**Weekdays**	**Saturdays**	**Sundays**
Total Miles	76,431	9,822	8,669
Vehicle Hours (average)	13,772	1,770	1,562
Vehicles in Service	3	3	3
Operating Budget (average)	$3,691,040	$474,316	$418,644

2021 Projections	
Operating Characteristics	Potential increased frequencies
Implementation of New or Restructured Transit Services	Potential fare increases
Planning for New or Restructured Transit Services	Lakefront line revenue service in 2022 Potential 4th Street extension

Source: City of Milwaukee and SEWRPC

Table H.46
Public Transit Operator Capital Project Justification for the City of Milwaukee Streetcar Service: 2021-2024

TIP Project Number	Description	Year	Costs ($)	Justification
145	Preventative Maintenance	2021	138,000	Used to pay for capitalized costs of maintaining the streetcar system in working order
		2022	138,000	
		2023	138,000	
		2024	138,000	
146	Operating assistance	2022	1,100,000	Operating assistance needed to operate the streetcar system

Source: City of Milwaukee and SEWRPC

Table H.47
Financial Capacity Analysis Background Data for the City of Milwaukee Streetcar Service: 2016-2025

	Actual/Estimated					Projected				
Data Element	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Expenses[a]	--	--	$531,594	$4,495,477	$4,656,936	$4,584,000	$4,958,767	$4,996,767	$5,056,767	$5,116,767
Operating Revenues										
Passenger Revenue	--	--	--	--	--	--	--	--	--	--
School District Revenue	--	--	--	--	--	--	--	--	--	--
Other Revenue	--	--	$143,537	$1,120,695	$1,149,861	$1,223,333	$1,223,333	$1,223,333	$1,223,333	$1,223,333
Total	--	--	$143,537	$1,120,695	$1,149,861	$1,223,333	$1,223,333	$1,223,333	$1,223,333	$1,223,333
Operating Assistance	--	--	$388,057	$3,374,782	$3,507,075	$3,360,667	$3,735,434	$3,773,434	$3,833,434	$3,893,434
Sources of Operating Assistance Funds										
Federal Funds										
1. FTA Section 5307	--	--	--	--	--	$110,000	$110,000	$110,000	$110,000	$110,000
2. FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3. CMAQ	--	--	$388,057	$3,374,782	$3,507,075	--	$400,000	$400,000	--	--
4. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	--	--	$388,057	$3,374,782	$3,507,075	$110,000	$510,000	$510,000	$110,000	$110,000
State Funds										
1. WisDOT Section 85.20 (Operating Assistance)	--	--	--	--	--	--	--	--	--	--
2. WisDOT Section 85.24 (TDM)										
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	--	--	--	--	--	--	--	--	--	--
Local Funds										
1. Property Taxes	--	--	--	--	--	--	--	--	--	--
2. Funds from Other Communities	--	--	--	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	$3,250,667	$3,225,434	$3,263,434	$3,723,434	$3,783,434
Subtotal	--	--	--	--	--	$3,250,667	$3,225,434	$3,263,434	$3,723,434	$3,783,434
Total	--	--	$388,057	$3,374,782	$3,507,075	$3,360,667	$3,735,434	$3,773,434	$3,833,434	$3,893,434
Depreciation	--	--	--	--	--	--	--	--	--	--
Capital Project Expenditures										
Bus Fleet Rehabilitation, Replacement, and Expansion	--	--	--	--	--	--	--	--	--	--
Bus Facility Renovation, Replacement, and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Fleet Rehabilitation and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
Other	--	--	--	--	--	--	--	--	--	--
Total	--	--	--	--	--	--	--	--	--	--

Table continued on next page.

Table H.47 (Continued)

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Sources of Capital Assistance Funds										
Federal Funds										
1. FTA Section 5307	--	--	--	--	--	--	--	--	--	--
2. FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3. CMAQ	--	--	--	--	--	--	--	--	--	--
4. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	--	--	--	--	--	--	--	--	--	--
State Funds	--	--	--	--	--	--	--	--	--	--
Local Funds										
1. Property Taxes	--	--	--	--	--	--	--	--	--	--
2. Bonding	--	--	--	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	--	--	--	--	--	--	--	--	--	--
Total	--	--	--	--	--	--	--	--	--	--
Total Operating Assistance and Capital Project Funds										
Federal	--	--	$388,057	$3,374,782	$3,507,075	$110,000	$510,000	$510,000	$110,000	$110,000
State	--	--	--	--	--	--	--	--	--	--
Local	--	--	--	--	--	--	--	--	--	--
Total	--	--	$388,057	$3,374,782	$3,507,075	$110,000	$510,000	$510,000	$110,000	$110,000
Non-Financial Operating Data										
Revenue Passengers	--	--	--	--	--	--	--	--	--	--
Unlinked Passenger Trips	--	--	156,492	760,321	500,000	800,000	850,000	900,000	900,000	900,000
Passenger Miles	--	--	172,141	836,353	550,000	880,000	935,000	990,000	990,000	990,000
Revenue Vehicle Miles	--	--	14,129	94,922	80,000	95,000	104,500	114,000	114,000	114,000
Revenue Vehicle Hours	--	--	2,849	17,104	15,000	17,100	20,400	23,700	23,700	23,700
Buses Operated in Peak Service	--	--	3	3	3	3	4	4	4	4
Buses in Active Fleet	--	--	5	5	5	5	5	5	5	5
Total Employees	--	--	38	38	38	38	38	38	38	38

[a] *Excluding depreciation.*

Source: City of Milwaukee and SEWRPC

Table H.48
Change in Basic Financial Capacity Analysis Indicators for the City of Milwaukee Streetcar Service: 2016-2025

	Actual/Estimated					Projected				
Data Element	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Expenses[a]										
Change in Total Operating Expenses										
1. Absolute Amount	-$4,775	--	$531,594	$3,963,883	$161,459	-$72,936	$374,767	$38,000	$60,000	$60,000
2. Percentage Change	-2.3	--	--	745.7	3.6	-1.6	8.2	0.8	1.2	1.2
Total Cost per Revenue Vehicle Mile										
1. Absolute Amount	$4.48	--	$37.62	$47.36	$58.21	--	--	--	--	--
2. Percentage Change	-3.9	--	--	25.9	22.9	--	--	--	--	--
Cost per Revenue Vehicle Hour										
1. Absolute Amount	$78.07	--	$186.59	$262.83	$310.46	$268.07	$243.08	$210.83	$213.37	$215.90
2. Percentage Change	-2.7	--	--	40.9	18.1	-13.7	-9.3	-13.3	1.2	1.2
Cost per Revenue Passenger										
1. Absolute Amount	$9.03	--	--	--	--	--	--	--	--	--
2. Percentage Change	-4.2	--	--	--	--	--	--	--	--	--
Cost per Passenger Mile										
1. Absolute Amount	$4.48	$0.00	$3.09	$5.38	$8.47	--	--	--	--	--
2. Percentage Change	--	--	--	74.1	57.5	--	--	--	--	--
Operating Revenues										
Percentage Change in										
1. Passenger Revenue	-6.5	--	--	--	--	--	--	--	--	--
2. Total Revenue	-5.4	--	--	680.8	2.6	6.4	--	--	--	--
Average Revenue per Revenue Passenger										
1. Absolute Amount	$3.81	--	--	--	--	--	--	--	--	--
2. Percentage Change	-7.3	--	--	--	--	--	--	--	--	--
Percent of Operating Expenses Recovered from Operating Revenues										
1. Absolute Amount	42.2	--	27.0	24.9	24.7	26.7	24.7	24.5	24.2	23.9
2. Percentage Change	-3.2	--	--	-7.7	-1.0	8.1	-7.6	-0.8	-1.2	-1.2
Operating Assistance Funds										
Change in Total Operating Assistance										
1. Absolute Amount	$129	--	$388,057	$2,986,725	$132,293	-$146,408	$374,767	$38,000	$60,000	$60,000
2. Percentage Change	0.1	--	--	769.7	3.9	-4.2	11.2	1.0	1.6	1.6
Operating Assistance per Revenue Passenger										
1. Absolute Amount	$5.22	--	--	--	--	--	--	--	--	--
2. Percentage Change	-1.9	--	--	--	--	--	--	--	--	--
Operating Assistance per Passenger Mile										
1. Absolute Amount	$2.59	--	$2.25	$4.04	$6.38	--	--	--	--	--
2. Percentage Change	-1.5	--	--	79.0	58.0	--	--	--	--	--

Table continued on next page.

Table H.48 (Continued)

Data Element	Actual/Estimated					Projected				
	2016	2017	2018	2019	2020	2021	2022	2023	2024	2025
Operating Assistance Funds (continued)										
Percentage Change in										
1. Federal Operating Assistance Funds	-6.3	--	--	769.7	3.9	-96.9	363.6	--	-78.4	--
2. State Operating Assistance Funds	4.0	--	--	--	--	--	--	--	--	--
3. Local Operating Assistance Funds	149.4	--	--	--	--	--	-0.8	1.2	14.1	1.6
Capital Expenditures and Assistance Funds										
Change in Total Capital Expenditures										
1. Absolute Amount	-$35,199	--	--	--	--	--	--	--	--	--
2. Percentage Change	-100.0	100.0	--	--	--	--	--	--	--	--
Percentage Change in										
1. Federal Capital Assistance Funds	--	--	--	100.0	--	100.0	--	100.0	--	100.0
2. State Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
3. Local Capital Assistance Funds	-100.0	100.0	--	100.0	--	100.0	--	100.0	--	100.0
Total Operating and Capital Assistance Funds										
Change in Total Assistance										
1. Absolute Amount	--	--	388,057	2,986,725	132,293	-3,397,075	400,000	--	-400,000	--
2. Percentage Change	--	--	--	769.7	3.9	-96.9	363.6	--	-78.4	--
Percentage Change in										
1. Federal Assistance	--	--	--	769.7	3.9	-96.9	363.6	--	-78.4	--
2. State Assistance	--	--	--	--	--	--	--	--	--	--
3. Local Assistance	--	--	--	--	--	--	--	--	--	--
Non-Financial Operating Data										
Change in Revenue Passengers										
1. Absolute Amount	--	--	--	--	--	--	--	--	--	--
2. Percentage Change	--	--	--	--	--	--	--	--	--	--
Change in Revenue Vehicle Miles										
1. Absolute Amount	--	--	14,129	80,793	-14,922	15,000	9,500	9,500	--	--
2. Percentage Change	--	--	--	571.8	-15.7	18.8	--	--	--	1.0
Change in Revenue Vehicle Hours										
1. Absolute Amount	--	--	2,849	14,255	-2,104	2,100	3,300	3,300	--	--
2. Percentage Change	--	--	--	500.4	-12.3	14.0	19.3	16.2	--	--
Change in Buses in Active Fleet										
1. Absolute Amount	--	--	--	--	--	--	--	--	--	--
2. Percentage Change	--	--	--	--	--	--	--	--	--	--
Change in Total Employees										
1. Absolute Amount	--	--	--	--	--	--	--	--	--	--
2. Percentage Change	--	--	--	--	--	--	--	--	--	--

[a] *Excluding depreciation.*

Source: City of Milwaukee and SEWRPC

APPENDIX I

ASSESSMENT OF THE BENEFITS AND IMPACTS OF THE REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM ON MINORITY POPULATIONS AND LOW-INCOME POPULATIONS IN SOUTHEASTERN WISCONSIN

INTRODUCTION

The regional transportation improvement program (TIP) lists the public transit, transportation systems management, demand management, bicycle and pedestrian, and arterial street and highway projects that each level and unit of government—State, county, and municipal—have programmed for implementation in Southeastern Wisconsin in the years 2021 through 2024. This appendix evaluates the benefits and impacts of programmed projects in the 2021-2024 TIP on minority populations, low-income populations, and people with disabilities. This evaluation includes the identification of the existing location and travel of minority populations, low-income populations, and people with disabilities in Southeastern Wisconsin. In addition, it includes a comparison of the programmed expenditures in the 2021-2024 TIP to the locations of minority populations and low-income populations to identify if these populations would receive a disproportionate share of the impacts—both costs and benefits—of the transit, highway, and the bicycle and pedestrian projects programmed in the 2021-2024 TIP.

LOCATION AND TRAVEL PATTERNS OF MINORITY POPULATIONS, LOW-INCOME POPULATIONS, AND PEOPLE WITH DISABILITIES IN SOUTHEASTERN WISCONSIN

The magnitude and location of the minority populations in the Region may be obtained from data available from the most recent year 2010 decennial U.S. Census of Population (2010 Census). Based upon the 2010 Census, the magnitude and location of minority populations in the Region are shown on Maps I.1 through I.7 and in Table I.1. The magnitude and location of the low-income population—families with income below the Federally-defined poverty levels, and families with income less than twice the poverty level—within Southeastern Wisconsin, based upon the 2014-2018 U.S. Census American Community Survey (ACS), are shown on Maps I.8 and I.9 and are summarized in Tables I.2 through I.4. The magnitude and location of people with disabilities in the Region are shown in Map I.10 and Table I.5 and is based upon the 2014-2018 ACS.

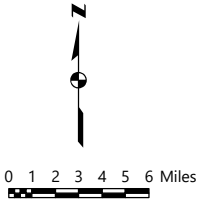
Data from the National Household Travel Survey indicate that automobile travel is the dominant mode of travel for all trips by both the Southeastern Wisconsin area minority population—76 percent—and white population—86 percent. Unfortunately, data by County (from the ACS) are only available for travel to and from work. In Milwaukee County, these data indicate that different minority populations use the

Map I.1
Concentrations of Black/African American People in the Region: 2010

CENSUS BLOCKS WHEREIN THE PERCENTAGE OF BLACK/AFRICAN AMERICAN PEOPLE EXCEEDS THE REGIONAL AVERAGE OF 15.8 PERCENT BASED ON THE 2010 U.S. CENSUS

- 500 OR MORE BLACK/AFRICAN AMERICAN PEOPLE
- 200 TO 499 BLACK/AFRICAN AMERICAN PEOPLE
- 100 TO 199 BLACK/AFRICAN AMERICAN PEOPLE
- 25 TO 99 BLACK/AFRICAN AMERICAN PEOPLE
- 10 TO 24 BLACK/AFRICAN AMERICAN PEOPLE
- 1 TO 9 BLACK/AFRICAN AMERICAN PEOPLE
- * MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THESE LOCATIONS

Note: Areas in white are comprised of census blocks wherein the percentage of Black/African American people is less than or equal to the regional average of 15.8 percent.



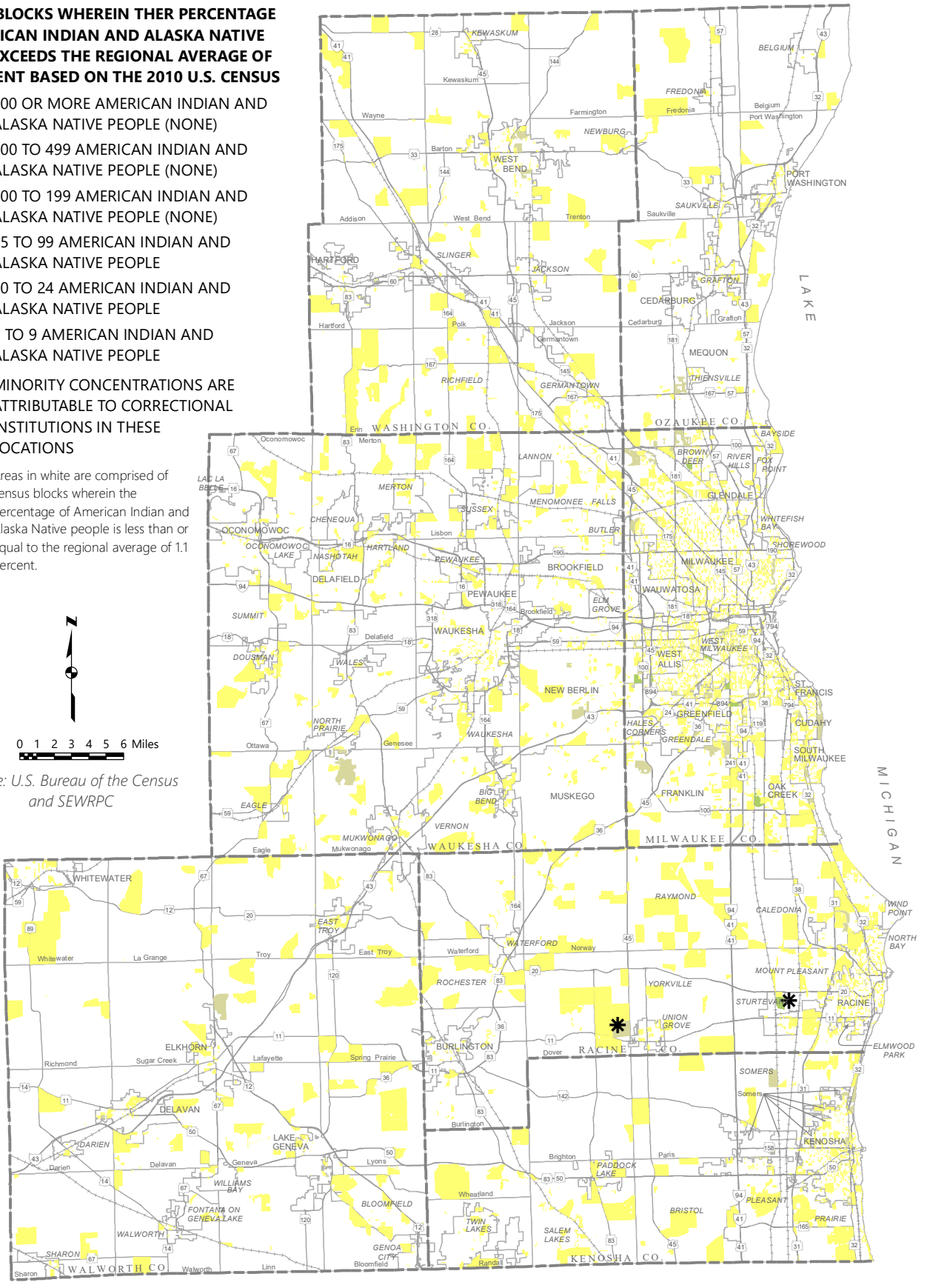
Source: U.S. Bureau of the Census and SEWRPC

Map I.2
Concentrations of American Indian and Alaska Native People in the Region: 2010

CENSUS BLOCKS WHEREIN THER PERCENTAGE OF AMERICAN INDIAN AND ALASKA NATIVE PEOPLE EXCEEDS THE REGIONAL AVERAGE OF 1.1 PERCENT BASED ON THE 2010 U.S. CENSUS

- 500 OR MORE AMERICAN INDIAN AND ALASKA NATIVE PEOPLE (NONE)
- 200 TO 499 AMERICAN INDIAN AND ALASKA NATIVE PEOPLE (NONE)
- 100 TO 199 AMERICAN INDIAN AND ALASKA NATIVE PEOPLE (NONE)
- 25 TO 99 AMERICAN INDIAN AND ALASKA NATIVE PEOPLE
- 10 TO 24 AMERICAN INDIAN AND ALASKA NATIVE PEOPLE
- 1 TO 9 AMERICAN INDIAN AND ALASKA NATIVE PEOPLE
- * MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THESE LOCATIONS

Note: Areas in white are comprised of census blocks wherein the percentage of American Indian and Alaska Native people is less than or equal to the regional average of 1.1 percent.



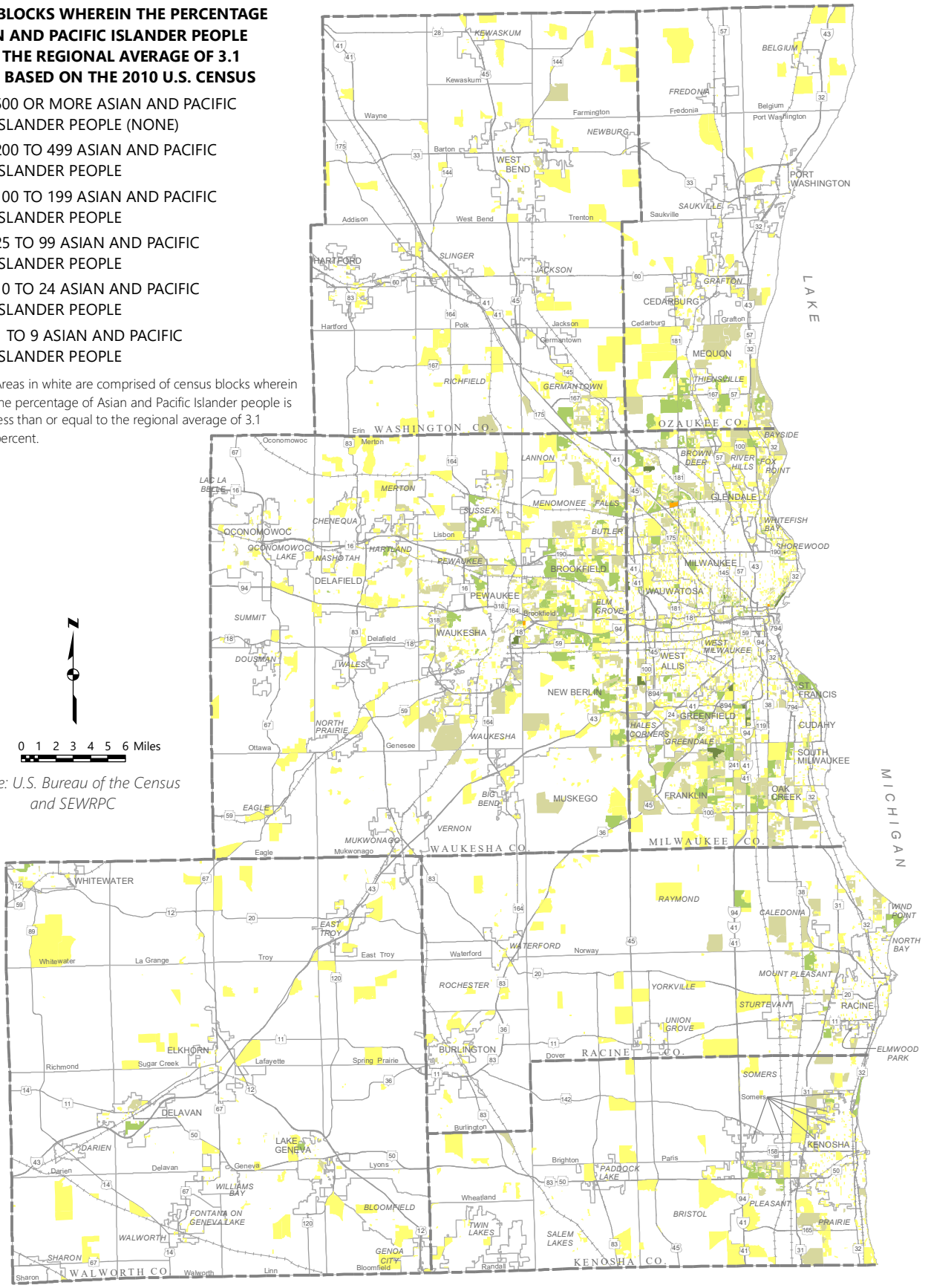
Source: U.S. Bureau of the Census and SEWRPC

Map I.3
Concentrations of Asian and Pacific Islander People in the Region: 2010

CENSUS BLOCKS WHEREIN THE PERCENTAGE OF ASIAN AND PACIFIC ISLANDER PEOPLE EXCEEDS THE REGIONAL AVERAGE OF 3.1 PERCENT BASED ON THE 2010 U.S. CENSUS

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

Note: Areas in white are comprised of census blocks wherein the percentage of Asian and Pacific Islander people is less than or equal to the regional average of 3.1 percent.



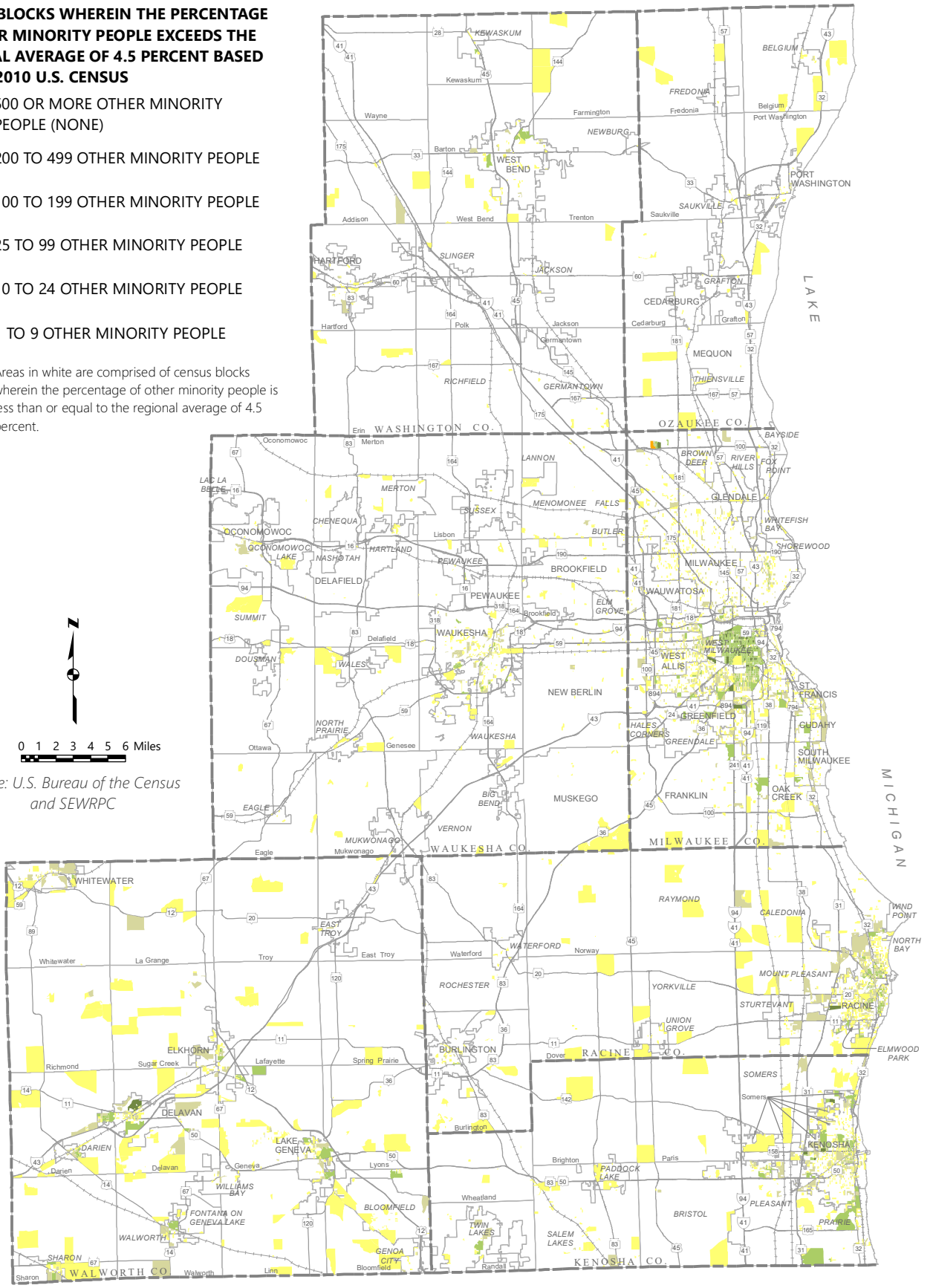
Source: U.S. Bureau of the Census and SEWRPC

Map I.4
Concentrations of Other Minority People in the Region: 2010

CENSUS BLOCKS WHEREIN THE PERCENTAGE OF OTHER MINORITY PEOPLE EXCEEDS THE REGIONAL AVERAGE OF 4.5 PERCENT BASED ON THE 2010 U.S. CENSUS

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

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



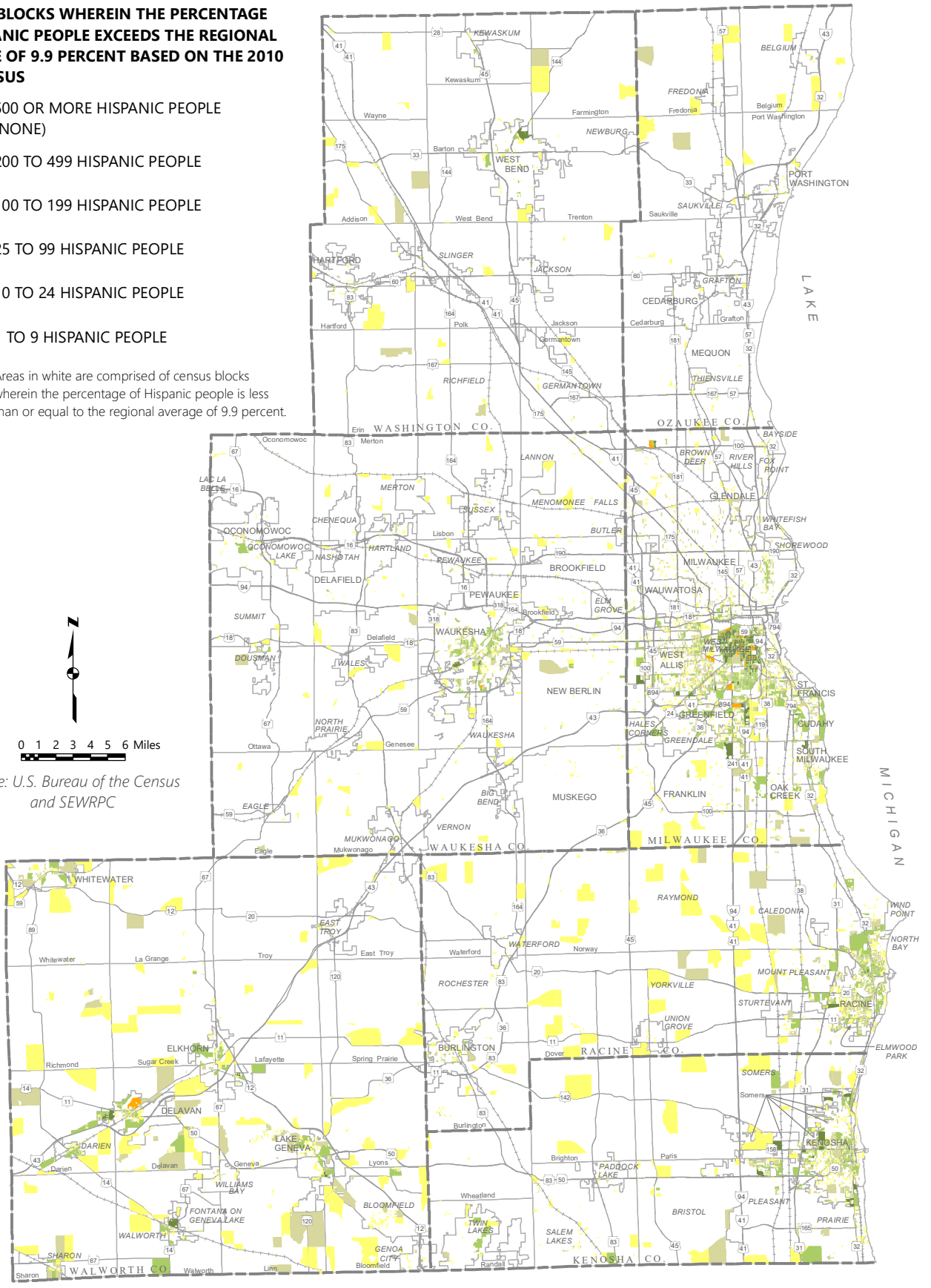
Source: U.S. Bureau of the Census and SEWRPC

Map I.5
Concentrations of Hispanic People in the Region: 2010

CENSUS BLOCKS WHEREIN THE PERCENTAGE OF HISPANIC PEOPLE EXCEEDS THE REGIONAL AVERAGE OF 9.9 PERCENT BASED ON THE 2010 U.S. CENSUS

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

Note: Areas in white are comprised of census blocks wherein the percentage of Hispanic people is less than or equal to the regional average of 9.9 percent.



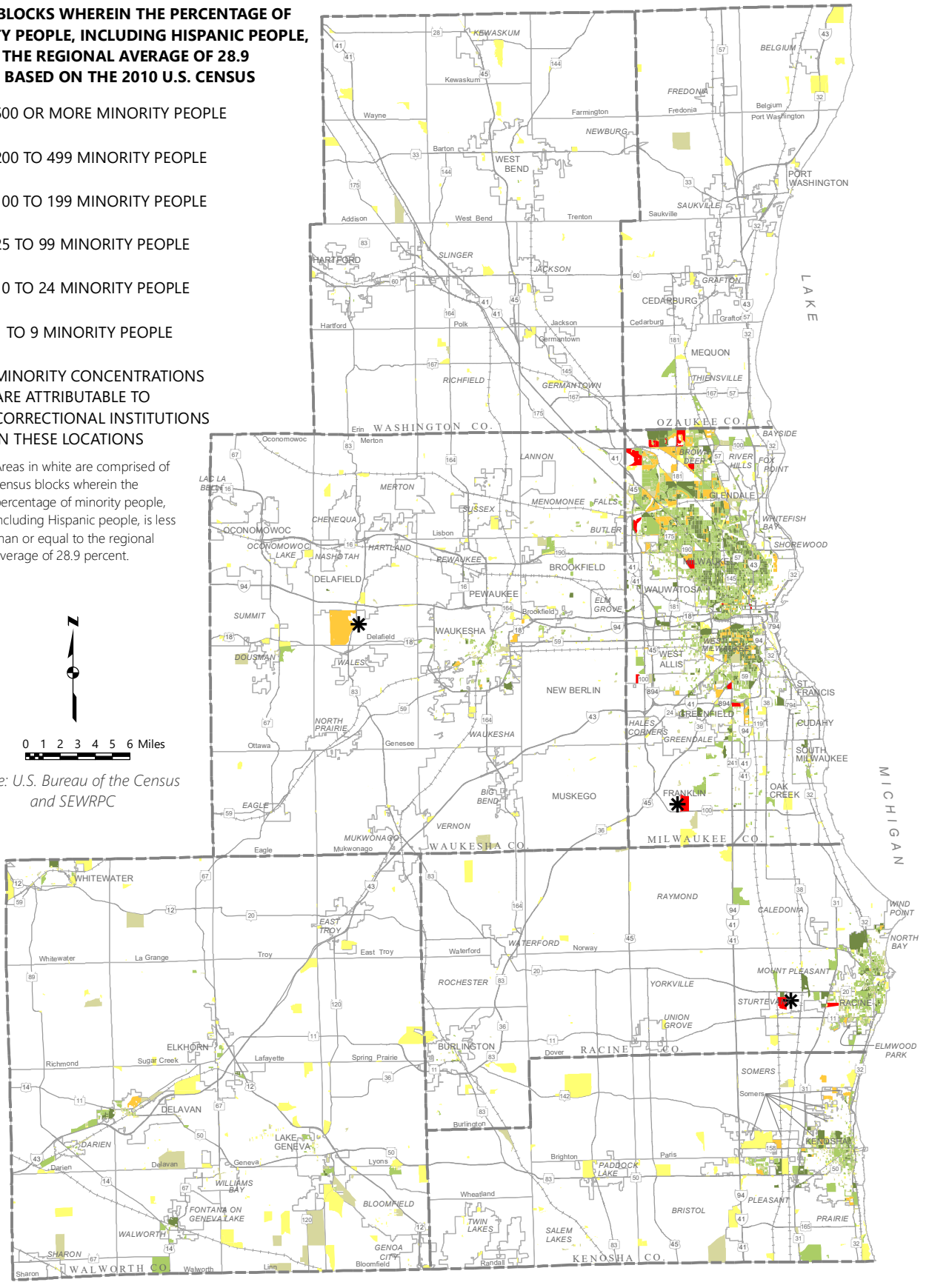
Source: U.S. Bureau of the Census and SEWRPC

Map I.6
Concentrations of Total Minority Population in the Region: 2010

CENSUS BLOCKS WHEREIN THE PERCENTAGE OF MINORITY PEOPLE, INCLUDING HISPANIC PEOPLE, EXCEEDS THE REGIONAL AVERAGE OF 28.9 PERCENT BASED ON THE 2010 U.S. CENSUS

- 500 OR MORE MINORITY PEOPLE
- 200 TO 499 MINORITY PEOPLE
- 100 TO 199 MINORITY PEOPLE
- 25 TO 99 MINORITY PEOPLE
- 10 TO 24 MINORITY PEOPLE
- 1 TO 9 MINORITY PEOPLE
- * MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THESE LOCATIONS

Note: Areas in white are comprised of census blocks wherein the percentage of minority people, including Hispanic people, is less than or equal to the regional average of 28.9 percent.



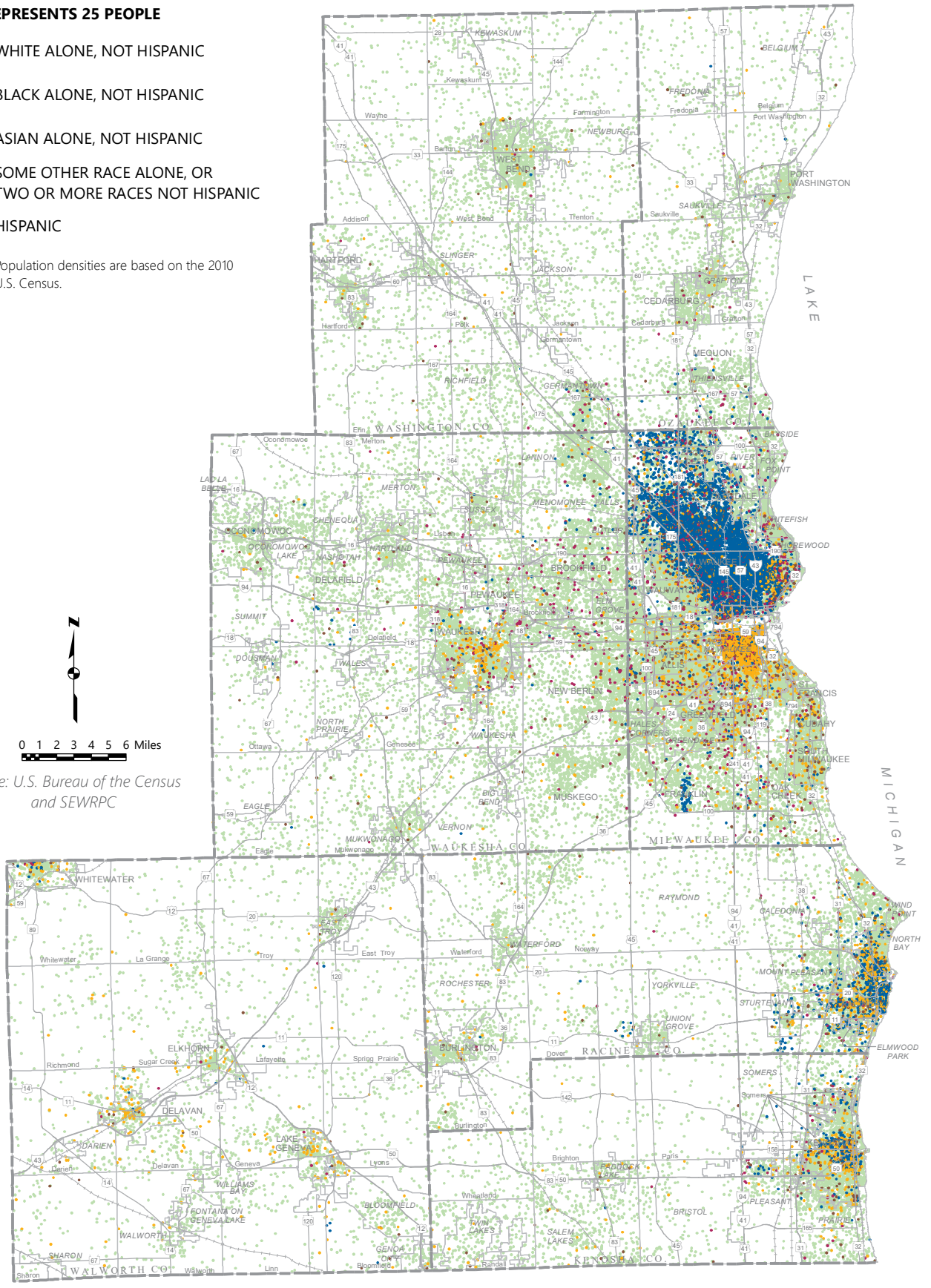
Source: U.S. Bureau of the Census and SEWRPC

Map I.7
Concentrations of Year 2010 Races/Ethnicities

1 DOT REPRESENTS 25 PEOPLE

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

Note: Population densities are based on the 2010 U.S. Census.



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

Table I.1
Population by Race and Hispanic Ethnicity in the Region by County: 2010

County	White alone, Non-Hispanic		Minority										Total Population
			Black/African American		American Indian and Alaska Native		Asian and Pacific Islander		Other Race		Hispanic		
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	
Kenosha	129,892	78.0	13,336	8.0	1,849	1.1	3,549	2.1	9,160	5.5	19,592	11.8	166,426
Milwaukee	514,958	54.3	269,246	28.4	13,729	1.4	38,642	4.1	58,663	6.2	126,039	13.3	947,735
Ozaukee	80,689	93.4	1,518	1.8	467	0.5	1,957	2.3	597	0.7	1,956	2.3	86,395
Racine	145,414	74.4	24,471	12.5	1,806	0.9	2,898	1.5	11,363	5.8	22,546	11.5	195,408
Walworth	88,690	86.8	1,436	1.4	738	0.7	1,215	1.2	5,098	5.0	10,578	10.3	102,228
Washington	124,348	94.3	1,740	1.3	798	0.6	1,889	1.4	1,327	1.0	3,385	2.6	131,887
Waukesha	353,114	90.6	6,528	1.7	2,205	0.6	12,852	3.3	4,955	1.3	16,123	4.1	389,891
Region	1,437,105	71.1	318,275	15.8	21,592	1.1	63,002	3.1	91,163	4.5	200,219	9.9	2,019,970

Note: As part of the 2010 Federal census, individuals could be reported as being of more than one race. In addition, people of Hispanic ethnicity can be of any race or combination of races. The figures in this table indicate the number of people reported as being white alone and non-Hispanic (non-minority) and those of a given minority race or Hispanic ethnicity (as indicated by the column heading), including those who were reported as that race exclusively and those who were reported as that race and one or more other races. Accordingly, the population figures by race and Hispanic ethnicity sum to more than the total population for each County and the Region.

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

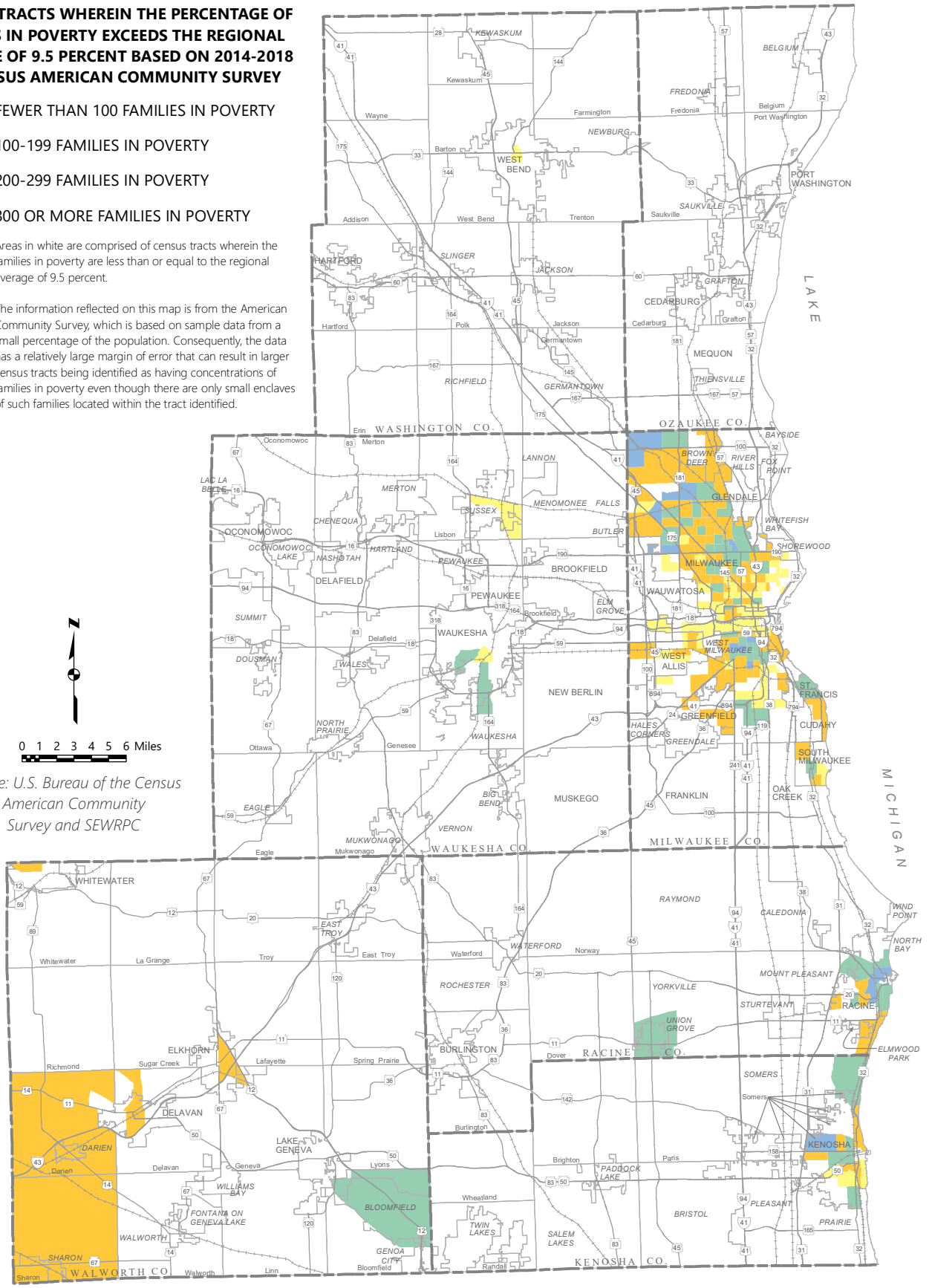
Map I.8
Concentrations of Families in Poverty in the Region: 2014-2018

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES IN POVERTY EXCEEDS THE REGIONAL AVERAGE OF 9.5 PERCENT BASED ON 2014-2018 U.S. CENSUS AMERICAN COMMUNITY SURVEY

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

Note: Areas in white are comprised of census tracts wherein the families in poverty are less than or equal to the regional average of 9.5 percent.

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



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

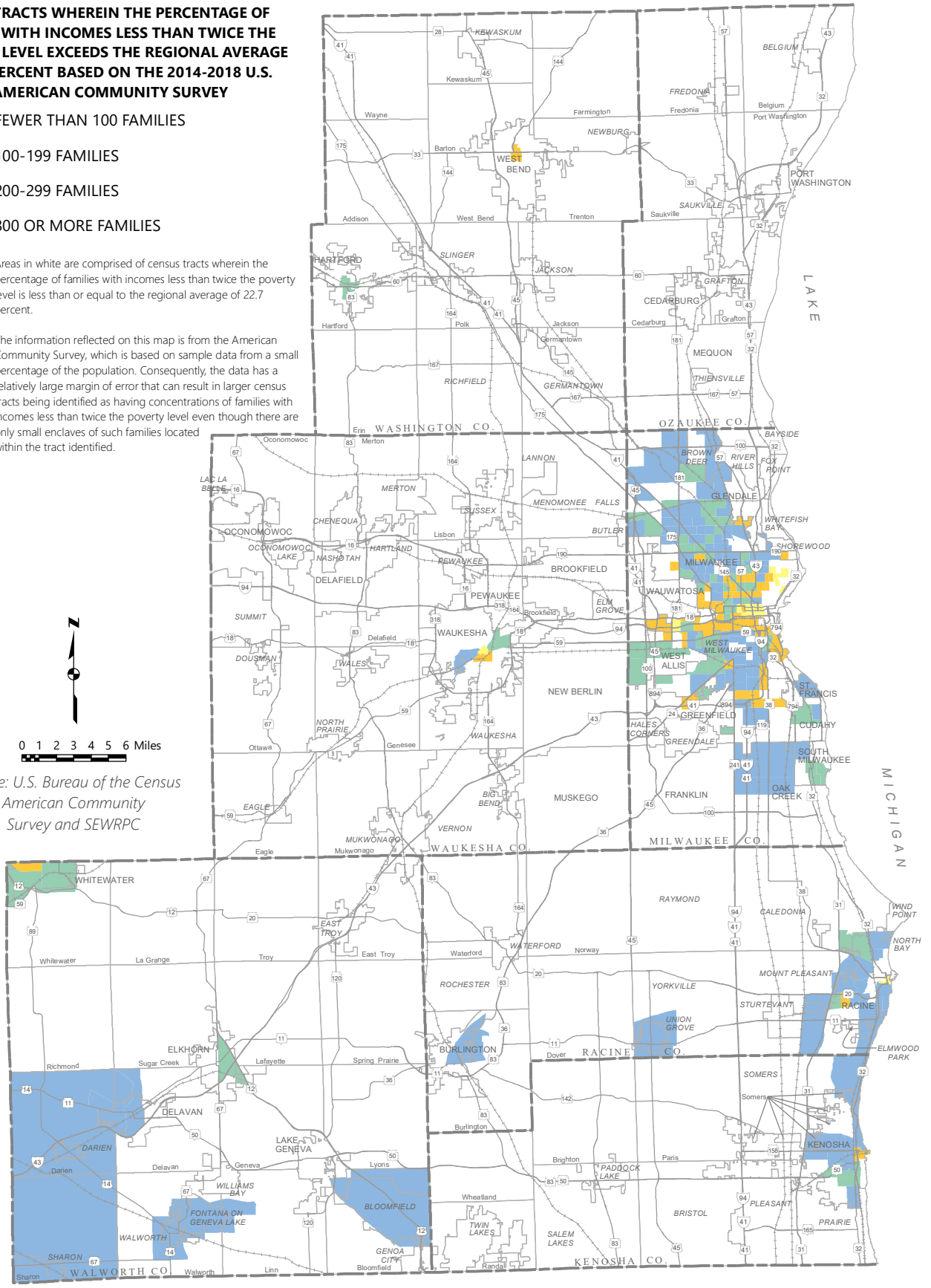
Map I.9
Concentrations of Families with Incomes Less Than Twice the Poverty Level: 2014-2018

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES WITH INCOMES LESS THAN TWICE THE POVERTY LEVEL EXCEEDS THE REGIONAL AVERAGE OF 22.7 PERCENT BASED ON THE 2014-2018 U.S. CENSUS AMERICAN COMMUNITY SURVEY

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

Note: Areas in white are comprised of census tracts wherein the percentage of families with incomes less than twice the poverty level is less than or equal to the regional average of 22.7 percent.

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



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

Table I.2
Families with Incomes Below the Poverty Level in the Region by County: 2014-2018

County	Total Families	Families with Incomes Below the Poverty Level	
		Number	Percent of Families
Kenosha	41,876	4,027	9.6
Milwaukee	215,024	32,691	15.2
Ozaukee	25,144	866	3.4
Racine	52,243	4,559	8.7
Walworth	26,787	1,801	6.7
Washington	38,089	1,178	3.1
Waukesha	110,394	3,454	3.1
Region	509,557	48,576	9.5

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

Table I.3
Poverty Thresholds by Size of Family and Number of Children Under 18 Years of Age: 2018 Average

Size of Family Unit	Related Children Under 18 Years								
	None	One	Two	Three	Four	Five	Six	Seven	Eight or More
One Person (unrelated individual)									
Under 65 Years	$13,064	--	--	--	--	--	--	--	--
65 Years and Over	12,043	--	--	--	--	--	--	--	--
Two People									
Under 65 Years	16,815	$17,308	--	--	--	--	--	--	--
65 Years and Over	15,178	17,242	--	--	--	--	--	--	
Three People	19,642	20,212	$20,231	--	--	--	--	--	--
Four People	25,900	26,324	25,465	$25,554	--	--	--	--	--
Five People	31,234	31,689	30,718	29,967	$29,509	--	--	--	--
Six People	35,925	36,068	35,324	34,612	33,553	$32,925	--	--	--
Seven People	41,336	41,594	40,705	40,085	38,929	37,581	$36,102	--	--
Eight People	46,231	46,640	45,800	45,064	44,021	42,696	41,317	$40,967	--
Nine People or More	55,613	55,883	55,140	54,516	53,491	52,082	50,807	50,491	$48,546

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

Table I.4
Families with Income Less Than Twice the Poverty Level in the Region by County: 2014-2018

County	Total Families	Families with Incomes Less than Twice the Poverty Level	
		Number	Percent of Families
Kenosha	41,876	9,784	23.4
Milwaukee	215,024	70,400	32.7
Ozaukee	25,144	2,604	10.4
Racine	52,243	13,133	25.1
Walworth	26,787	5,391	20.1
Washington	38,089	4,542	11.9
Waukesha	110,394	10,752	9.7
Region	509,557	116,606	22.9

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

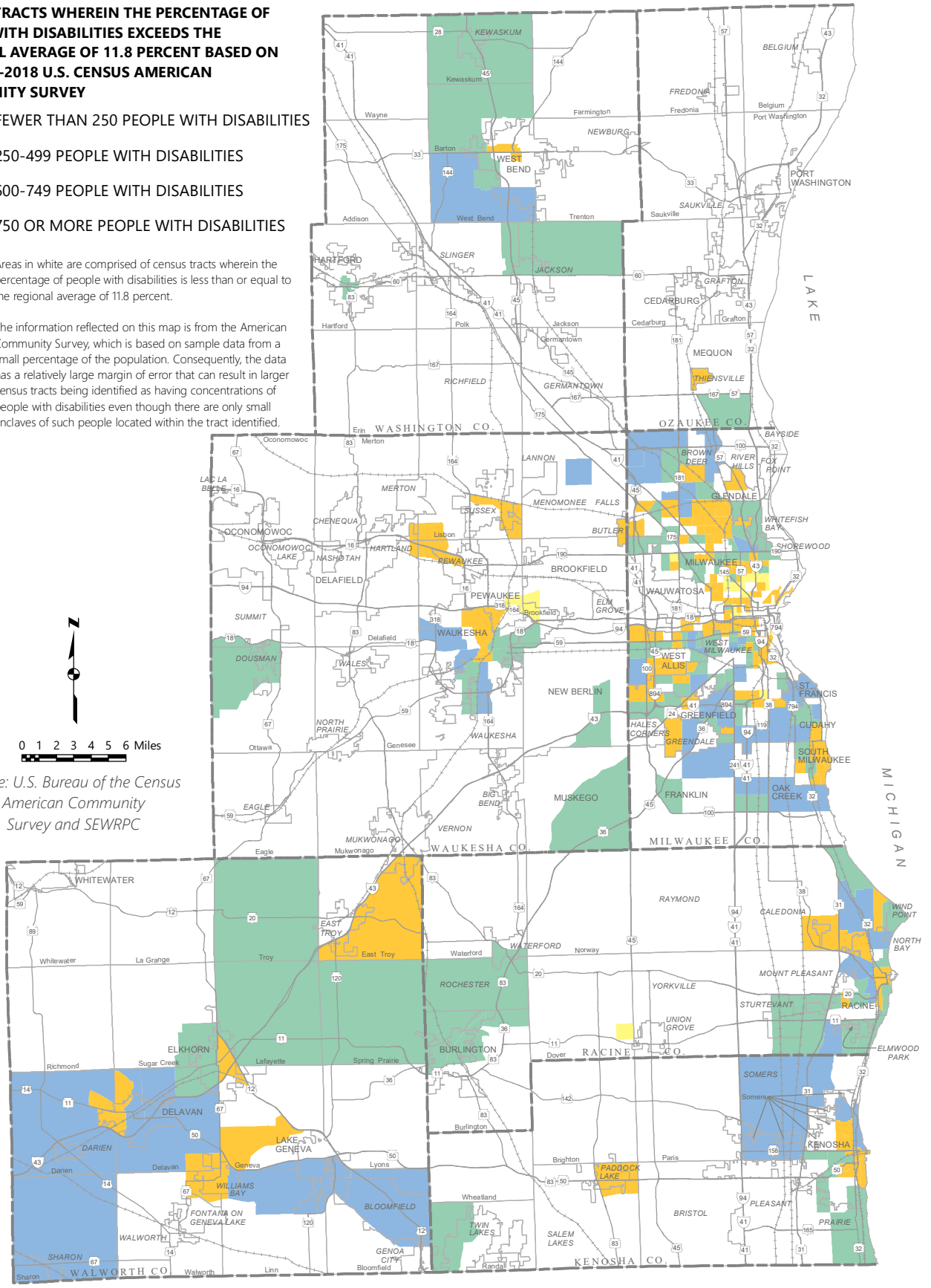
Map I.10
Concentrations of People with Disabilities: 2014-2018

CENSUS TRACTS WHEREIN THE PERCENTAGE OF PEOPLE WITH DISABILITIES EXCEEDS THE REGIONAL AVERAGE OF 11.8 PERCENT BASED ON THE 2014-2018 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 250 PEOPLE WITH DISABILITIES
- 250-499 PEOPLE WITH DISABILITIES
- 500-749 PEOPLE WITH DISABILITIES
- 750 OR MORE PEOPLE WITH DISABILITIES

Note: Areas in white are comprised of census tracts wherein the percentage of people with disabilities is less than or equal to the regional average of 11.8 percent.

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



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

automobile for 80 to 89 percent of their travel to and from work. This compares to approximately 87 percent of the white population. The mode of travel reported in the year 2014-2018 ACS for travel to and from work for minority and white populations of the Region is shown in Table I.6.

Table I.5
People with Disabilities in the Region by County: 2014-2018

County	Total Population	People with Disabilities	
		Number	Percent of Population
Kenosha	166,347	20,478	12.3
Milwaukee	944,962	121,326	12.8
Ozaukee	87,781	7,317	8.3
Racine	195,547	25,461	13.0
Walworth	102,339	12,384	12.1
Washington	133,741	13,664	10.2
Waukesha	396,287	38,130	9.6
Region	2,027,004	238,760	11.8

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

Although most minority residents use the automobile for their travel, minority residents also utilize public transit at a higher proportion relative to other modes of travel than white populations in the Region. The minority population in Southeastern Wisconsin utilizes public transit for more of its travel across all types of trips—6 percent—compared to the white population in the Region—less than one percent. In addition, based on the transit travel surveys conducted as part of the Commission's 2011 travel survey for Southeastern Wisconsin, the minority population represents a greater proportion of total transit ridership than it does of total population, as shown in Table I.7. The County-to-County commuting patterns of the minority and white populations in the Region are very similar, as shown in Table I.8.

In Milwaukee County, between 4 and 13 percent of the minority population uses public transit to travel to and from work, with the highest proportion—approximately 13 percent—by the African-American population. Only about 3 percent of the white population uses public transit for work travel in Milwaukee County. Also in Milwaukee County, about 15 percent of the low-income population (residing in a family with an income below the poverty level) uses public transit to travel to and from work compared to five percent of the population with higher wages. In addition, about 10 percent of people with disabilities in Milwaukee County utilize transit for travel to and from work. Data as robust as the 2014-2018 ACS data are not available for modes of travel for trips other than work within Southeastern Wisconsin by race and ethnicity. Data available from the 2017 National Household Travel Survey for Southeastern Wisconsin also shows a similar pattern for all trips in Southeastern Wisconsin.

Low-income households and a number of minority populations are particularly dependent upon transit, as a significant proportion of these populations have no private vehicle available for travel. Driver's license data demonstrate that about 72 percent of Milwaukee County Black/African American households indicate they have an automobile available for travel, and an estimated 60 percent of Black/African American adults have a driver's license. About 88 percent of Milwaukee County Hispanic households indicate they have an automobile available for travel, with only 50 percent of Hispanic adults having a driver's license. By comparison, about 91 percent of non-minority households indicate that they have an automobile for travel, and an estimated 80 percent of non-minority adults have a driver's license. Similarly, only about 64 percent of Milwaukee County families in poverty indicate that they have an automobile available for travel, compared to 91 percent of families not in poverty.

TRANSPORTATION IMPROVEMENT PROGRAM

As stated above, the TIP is a listing of all arterial highway, public transit, and other transportation improvement projects proposed to be carried out by State and local governments over the next four years (2021-2024) in the seven county Southeastern Wisconsin Region. Figure I.1 displays the expenditures in the first year of the TIP by the following project categories:

- Highway Preservation: Resurfacing, reconstruction, and other projects that result in little or no increase in the traffic-carrying capacity of the existing street system, but that are necessary to maintain existing capacity and structural adequacy of the arterial facility for which the project is proposed. These projects may also include modernization of the existing arterial facility by addressing safety and other concerns.

Table I.6
Distribution of Employed People by County of Residence, Race, and Mode of Travel to Work: 2014-2018

Race or Ethnicity	Mode of Travel	County of Residence							Region
		Kenosha	Milwaukee	Ozaukee	Racine	Walworth	Washington	Waukesha	
White Alone, Non-Hispanic	Drive Alone	85.8	80.4	85.6	86.4	82.4	86.7	87.5	85.0
	Carpool	7.3	6.8	5.3	6.4	7.2	6.1	5.4	6.4
	Bus	0.9	3.0	0.7	0.7	0.5	0.6	0.5	1.0
	Other	2.7	5.5	2.7	2.5	4.9	2.9	1.8	3.3
	Work at Home	3.3	4.3	5.7	4.0	5.0	3.7	4.8	4.4
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Black or African American Alone	Drive Alone	74.3	70.7	94.2	71.4	65.3	68.9	67.6	73.2
	Carpool	13.4	9.5	5.3	10.3	16.5	13.0	18.1	12.3
	Bus	3.6	12.5	0.5	8.6	2.2	0.0	3.3	4.4
	Other	7.2	3.8	0.0	6.4	16.0	15.1	3.2	7.4
	Work at Home	1.5	3.5	0.0	3.3	0.0	3.0	7.8	2.7
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Asian Alone	Drive Alone	84.2	72.9	78.7	82.9	56.3	75.7	77.6	75.5
	Carpool	14.4	13.2	11.0	5.5	35.5	19.8	16.0	16.5
	Bus	0.0	4.4	0.0	1.2	0.0	0.0	1.4	1.0
	Other	0.0	6.1	3.1	7.2	6.9	2.8	1.3	3.9
	Work at Home	1.4	3.4	7.2	3.2	1.3	1.7	3.7	3.1
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Other Race Alone or Two or More Races	Drive Alone	81.1	70.1	73.0	74.0	80.2	86.2	82.4	78.1
	Carpool	11.7	16.9	21.1	17.3	11.4	9.4	12.4	14.3
	Bus	1.8	5.8	0.0	1.1	0.0	0.5	0.8	1.4
	Other	2.1	5.0	2.3	6.3	7.3	1.5	2.2	3.8
	Work at Home	3.3	2.2	3.6	1.3	1.1	2.4	2.2	2.3
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Hispanic	Drive Alone	82.5	71.9	78.0	76.7	71.6	85.5	77.8	77.7
	Carpool	12.7	17.5	13.7	15.7	19.0	5.8	13.8	14.0
	Bus	0.7	4.7	0.0	1.8	0.7	0.0	1.5	1.3
	Other	3.0	4.0	7.3	3.6	5.2	6.2	4.2	4.8
	Work at Home	1.1	1.9	1.0	2.2	3.5	2.5	2.7	2.1
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
All Minorities	Drive Alone	80.5	71.4	81.0	76.3	68.4	79.1	76.4	76.1
	Carpool	13.1	14.3	12.8	12.2	20.6	12.0	15.1	14.3
	Bus	1.5	6.9	0.1	3.2	0.7	0.1	1.8	2.0
	Other	3.1	4.7	3.2	5.9	8.9	6.4	2.7	5.0
	Work at Home	1.8	2.8	3.0	2.5	1.5	2.4	4.1	2.6
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

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

- Highway Improvement: Projects that typically involve roadway reconstruction, but also include an increase in the traffic carrying capacity of the existing arterial highway system, typically through the addition of traffic lanes.

- Highway Expansion: Projects that increase the capacity of the arterial highway system through development of new arterial streets or highways.

- Transit Preservation: Projects that are necessary to maintain the current quality and level of service on the existing transit system.

- Transit Improvement: Projects that improve the quality and level of service on the existing transit system.

- Transit Expansion: Projects that either expand the existing transit system or create new transit systems or subsystems.

Table I.7
Comparison of the Percentages of Minority Populations and Minority Population Transit Ridership in Milwaukee, Ozaukee, Washington, and Waukesha Counties, and the Cities of Kenosha, Racine, and Waukesha

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

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

Table I.8
Percentage Distribution of Employed Region Residents by County of Residence, County of Work, and Race: 2012-2016

Race	County of Residence	County of Work								Total
		Kenosha	Milwaukee	Ozaukee	Racine	Walworth	Washington	Waukesha	Other	
Total Minority	Kenosha	62.8	4.2	0	7.1	0.1	0.1	1.4	24.4	100.0
	Milwaukee	0.3	82.9	2	0.7	0.1	1.3	11.5	1.1	100.0
	Ozaukee	0	39.8	45.7	1.4	0	4.1	3.9	5	100.0
	Racine	9.3	12.3	0.2	73.2	0.9	0	1.3	2.7	100.0
	Walworth	1.4	3.3	0	3.7	74.9	0.2	2.3	14.2	100.0
	Washington	0	25.2	6.2	0	0	51.5	15.8	1.4	100.0
	Waukesha	0.3	29.9	0.3	0.8	0.4	1.3	63.4	3.5	100.0
White	Kenosha	52.5	3.8	0	11.9	1.7	0.1	1.3	28.6	100.0
	Milwaukee	0.5	77.5	1.8	1.4	0.2	1	15.6	2.1	100.0
	Ozaukee	0.1	30.6	50.4	0.2	0.1	5.6	7.2	5.8	100.0
	Racine	7.4	18.1	0.1	61.3	2.2	0.1	6.9	4	100.0
	Walworth	2	5.8	0.1	4.8	61.5	0.1	7.4	18.1	100.0
	Washington	0.1	19	6.7	0.1	0.1	49.5	19.4	5.1	100.0
	Waukesha	0.2	28.2	0.9	1.1	0.8	2.1	63.4	3.3	100.0

Source: U.S. Bureau Census Transportation Planning Products based on 2012-2016 American Community Survey data, and SEWRPC

- Bicycle/Pedestrian: Projects that involve preservation, improvement, and expansion of bicycle and pedestrian accommodation along arterial streets and highways, or on adjacent roadway corridors or off-roadway locations.

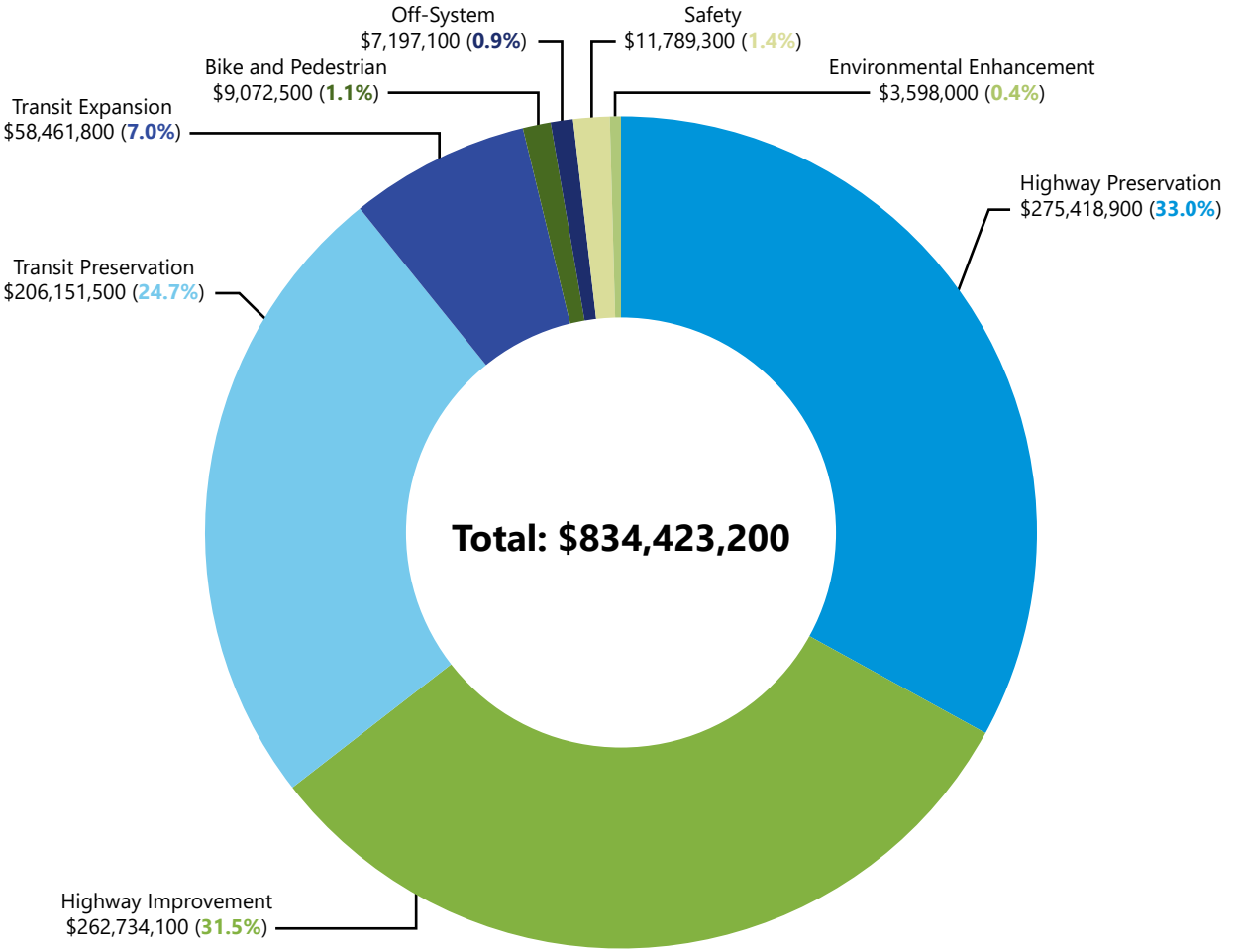
- Highway Safety: Projects designed to improve or eliminate existing unsafe conditions, including candidates for special federal safety program funding.

- Environmental Enhancement: Projects that can affect highway system operation or capacity (for example, traffic signal coordination projects), or have the objective of encouraging alternative modes of travel, and reducing air, noise, or visual pollution.

- Highway Off-System: Projects on streets or highways that are not on the arterial street and highway system and are candidates for special federal funding.

Of the total $834.4 million in programmed expenditures in the year 2021 by local and State governments, approximately $538.1 million, or 64 percent, are for arterial street and highway system projects and $264.6 million, or 32 percent, are for the public transit system. The bulk of the public transit expenditures, $206.2 million or 78 percent of transit expenditures, programmed in the year 2021 in the 2021-2024 TIP are for system preservation, or maintaining existing services.

Figure I.1
Distribution of Expenditures in 2021 of the 2021-2024 TIP by Project Category



Note: For 2021 through 2024, no expenditures are expected to be incurred for transit improvement or highway expansion. However, one of the transit expansion projects also includes transit improvement activities.

Source: SEWRPC

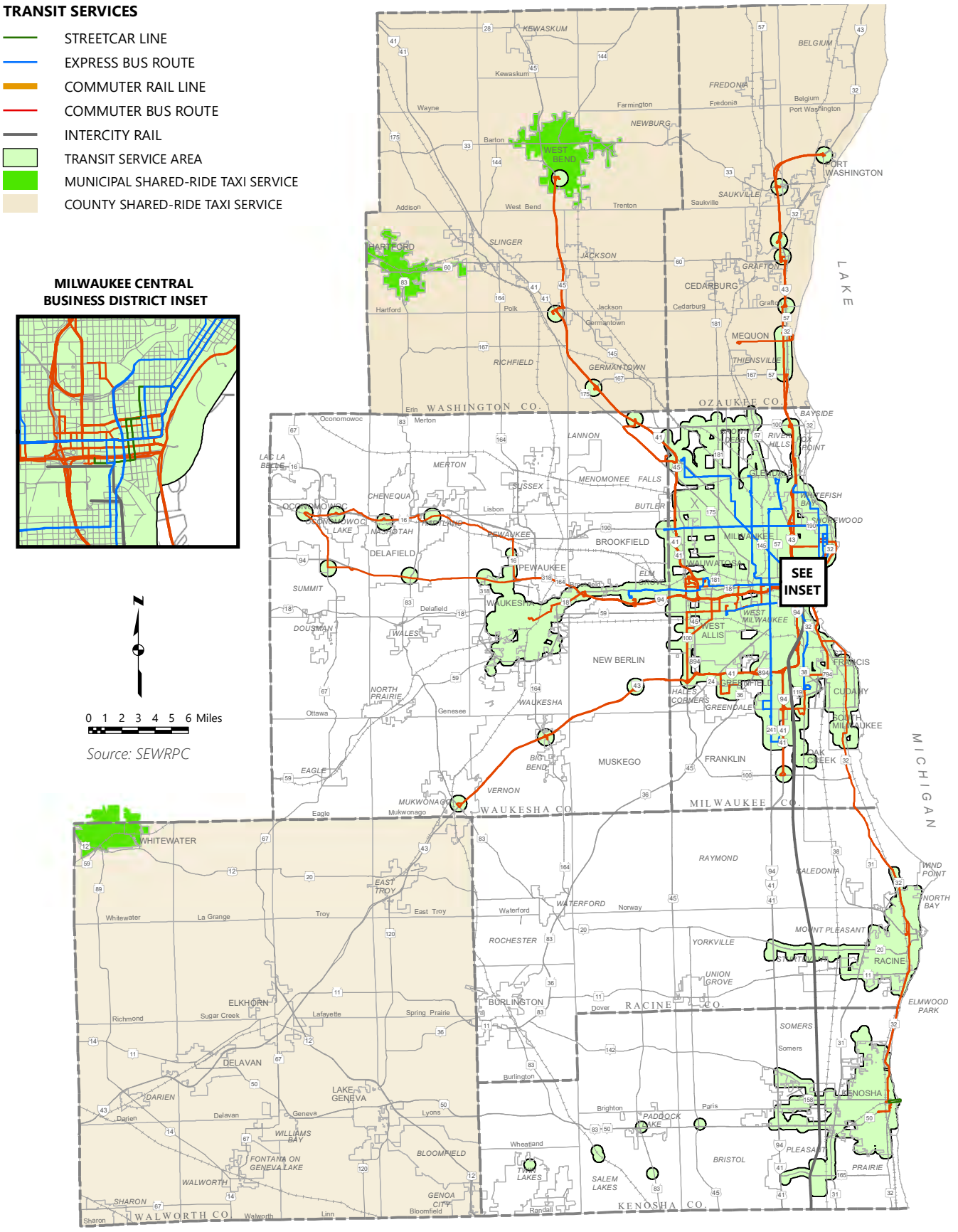
EVALUATION OF THE BENEFITS AND IMPACTS OF THE TRANSIT, HIGHWAY, AND BICYCLE AND PEDESTRIAN EXPENDITURES PROGRAMMED IN THE 2021-2024 TIP ON MINORITY POPULATIONS, LOW-INCOME POPULATIONS, AND PEOPLE WITH DISABILITIES

The following sections provide a summary of an evaluation conducted of the effect—positive and negative—of the transit, highway, and bicycle and pedestrian projects programmed in the 2021-2024 TIP. With respect to transit projects, the transit preservation projects and the transit improvement and expansion projects were evaluated separately. Similarly, separate evaluations were conducted of the highway preservation and the highway improvement projects.

Evaluation of the Effect of the Programmed Transit Preservation Projects on Minority Populations, Low-Income Populations, and People with Disabilities

About 78 percent, or $206 million, of total transit expenditures programmed in 2021 are for transit system preservation projects that will largely maintain existing service levels across the Region. Map I.11 shows the existing routes and service areas for the public transit systems in Southeastern Wisconsin. In general, the transit preservation activities programmed in the 2021-2024 TIP are intended to maintain the extent and level of service—quality and accessibility—of these transit systems. However, beginning in 2021, the

Map I.11
Public Transit Services in the Region: 2019



Milwaukee County Transit System (MCTS) will initiate MCTS NEXT, which will prioritize providing a higher level of transit services where the demand for transit service is greatest.

Most, but not all, of the existing transit services, including as the existing services would be changed under MCTS NEXT, serve the principal concentrations of minority populations, low-income populations, and people with disabilities residing in Southeastern Wisconsin, as shown on Maps I.12 through I.16. Specifically, 487,440 minority persons (or 84 percent of total minority population) and 590,900 non-minority persons (or 41 percent of total non-minority population) are served by existing public transit. With respect to lower income populations, 37,200 (or 76 percent of) families in poverty and 197,200 (or 43 percent of) families not in poverty are served by existing public transit. Similarly, there were 80,800 (or 69 percent of) of families with incomes less than twice the poverty level served by existing public transit and 153,600 (or 39 percent of) of families with incomes greater than twice the poverty level served by existing transit. Lastly, there were 135,300 (or 57 percent of) people with disabilities and 894,900 (or 50 percent of) people without disabilities served by existing public transit. MCTS NEXT will largely continue to serve the existing service area, but will provide more frequent service on busy corridors that are predominately located within areas having concentrations of minority populations and low-income populations, with some reductions in service in areas of lower ridership.

With respect to the quality of the transit service, the transit preservation projects programmed in the TIP are intended to maintain and, in the case of MCTS NEXT, improve the quality of transit service for those residing in the existing service area, including for minority populations, low-income populations, and people with disabilities. The existing level of transit quality—Excellent, Very Good, Good, and Basic[1]—provided by the transit systems is shown on Map I.17. Based on a comparison of transit quality to concentrations of minority populations, low-income populations, and people with disabilities, most of the quality service—Excellent, Very Good, or Good service—provided by the existing transit systems serve areas with concentrations of minority population, low-income population, and people with disabilities, as shown on Maps I.18 through I.21. Specifically, about 286,600 minority persons (or 49 percent of total minority population) and 238,600 non-minority persons (or 17 percent of total non-minority population) are served by quality transit service under existing conditions. With respect to lower income populations, 21,500 (or 44 percent of) families in poverty and 89,700 (or 20 percent of) families not in poverty are served by quality transit service under existing conditions.

With respect to high quality transit service (Excellent or Very Good), about 62,300 minority persons (or 11 percent of the total minority population) and 61,000 non-minority persons (or 4 percent of the total non-minority population) are served by high quality transit service under existing conditions. With respect to lower income populations, 5,300 (or 11 percent of) families in poverty and 16,700 (or 4 percent of) families not in poverty are served by high quality transit service under existing conditions. About 9,700 (or 8 percent of) families with incomes less than twice the poverty level and 12,300 or (3 percent of) families with incomes more than twice the poverty level are served by high-quality transit service under existing conditions. With respect to people with disabilities, 16,100 (or 7 percent of) people with disabilities and 107,100 (or 6 percent of) people not having a disability are serviced by high-quality transit service under existing conditions.

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[1] *Areas with "Excellent" transit service are areas that are typically within walking distance of at least one rapid transit station, and also within walking distance of multiple frequent local or express bus services. A resident living in an area of the Region with Excellent transit service has a high likelihood of not needing to own a car.*

Areas *with "Very Good" transit service typically include parts of the Region that are within walking distance of a rapid transit or commuter rail station, but may have fewer local or express bus routes nearby than an area with Excellent service. Alternatively, areas with Very Good service may not be within walking distance of a rapid transit or commuter rail station, but may instead be near multiple frequent local and express bus routes.*

To *have "Good" transit service, an area would be within walking distance of one local or express bus route that provides service at least every 15 minutes all day, or may be near three or more local bus routes that do not provide frequent, all-day service. An area with Good transit service typically would not have access to a rapid transit line.*

If *a part of the Region is served by "Basic" transit service, it is within walking distance of at least one local bus route, but generally not more than two routes. The routes are not likely to have service better than every 15 minutes all day.*

Map I.12
Comparison of Concentrations of Total Minority Population to Existing Public Transit

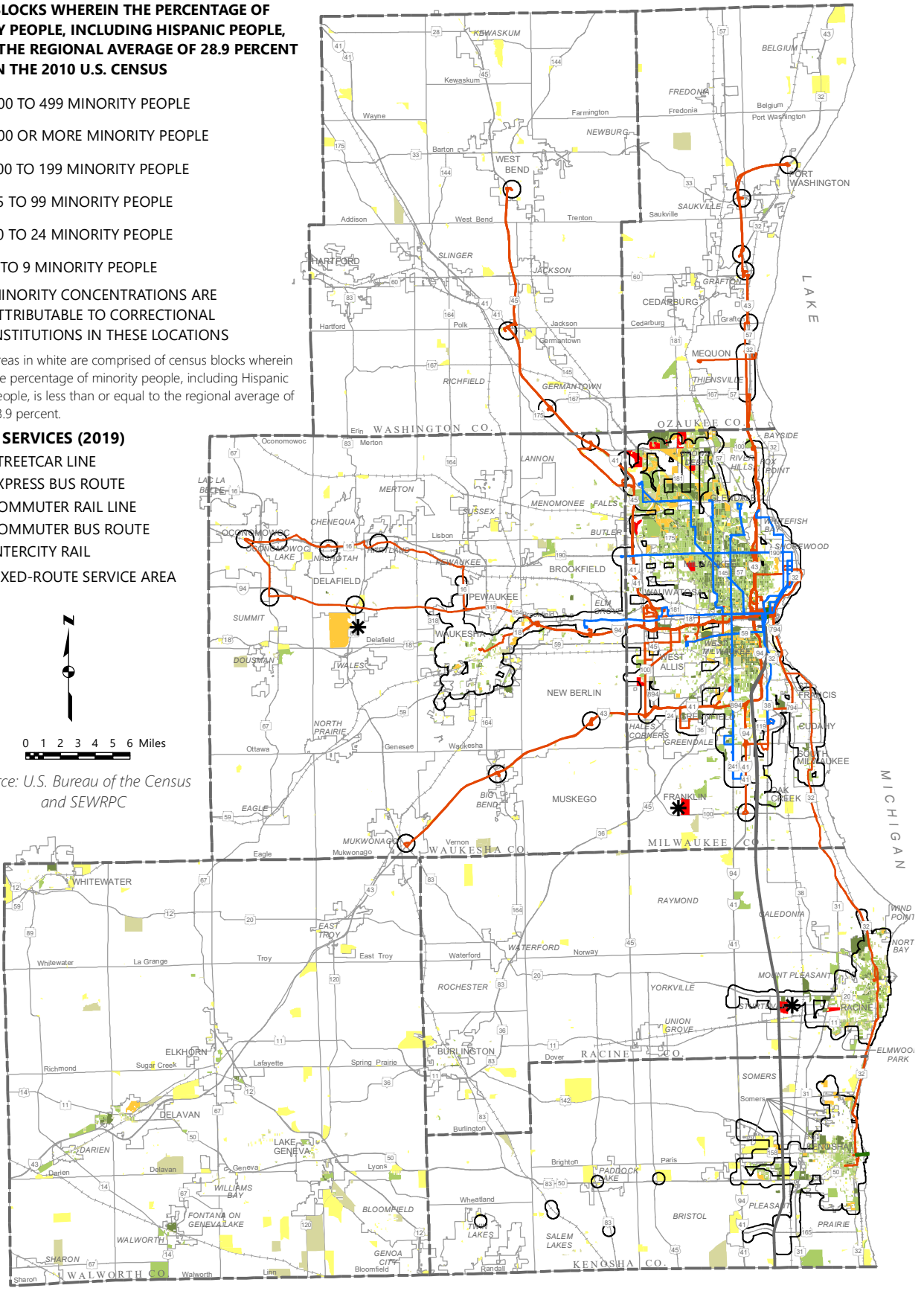
CENSUS BLOCKS WHEREIN THE PERCENTAGE OF MINORITY PEOPLE, INCLUDING HISPANIC PEOPLE, EXCEEDS THE REGIONAL AVERAGE OF 28.9 PERCENT BASED ON THE 2010 U.S. CENSUS

- 200 TO 499 MINORITY PEOPLE
- 500 OR MORE MINORITY PEOPLE
- 100 TO 199 MINORITY PEOPLE
- 25 TO 99 MINORITY PEOPLE
- 10 TO 24 MINORITY PEOPLE
- 1 TO 9 MINORITY PEOPLE
- * MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THESE LOCATIONS

Note: Areas in white are comprised of census blocks wherein the percentage of minority people, including Hispanic people, is less than or equal to the regional average of 28.9 percent.

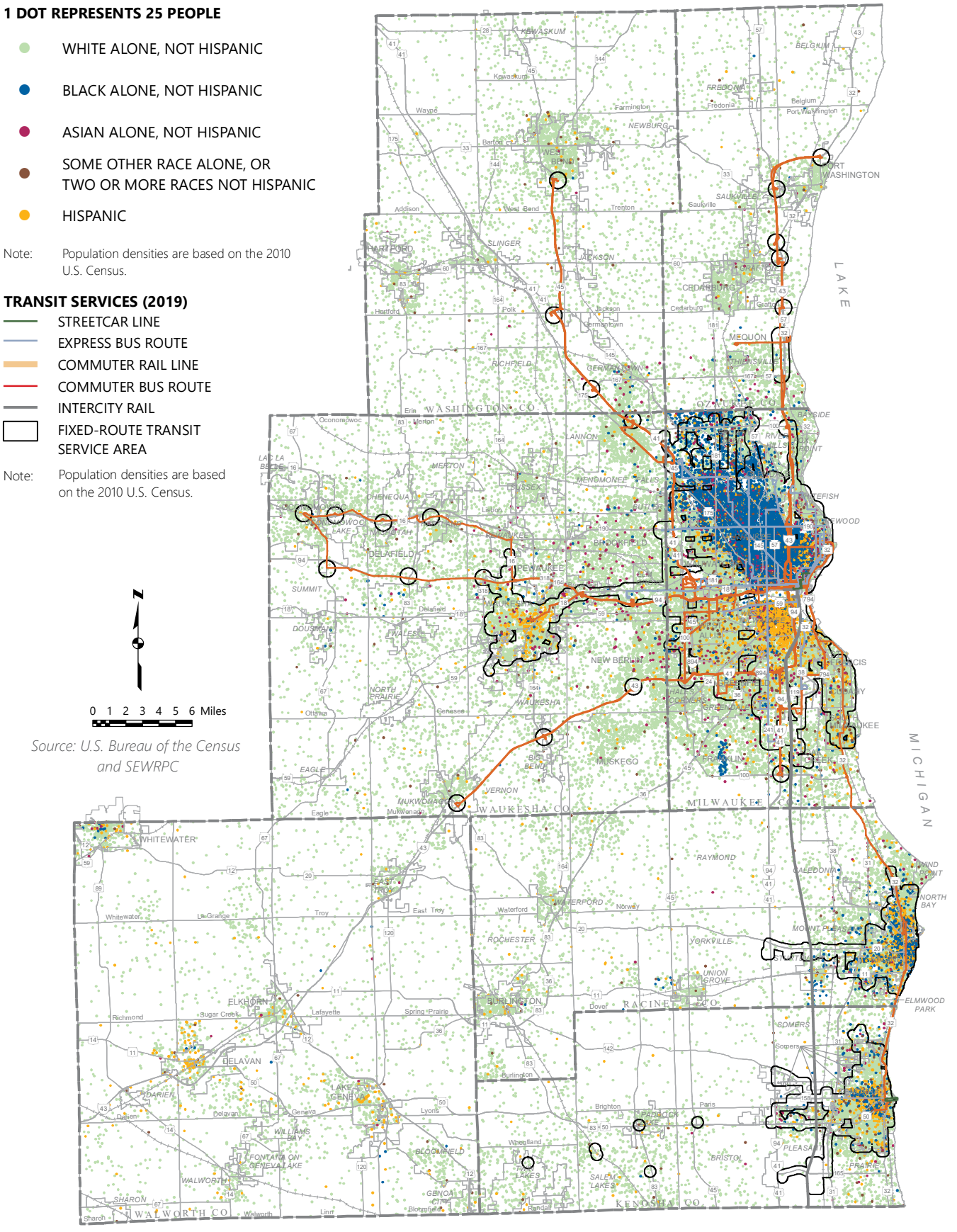
TRANSIT SERVICES (2019)

- STREETCAR LINE
- EXPRESS BUS ROUTE
- COMMUTER RAIL LINE
- COMMUTER BUS ROUTE
- INTERCITY RAIL
- FIXED-ROUTE SERVICE AREA



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

Map I.13
Comparison of Concentrations of Year 2010 Races/Ethnicities to Existing Public Transit



Map I.14
Comparison of Concentrations of Families in Poverty to Existing Public Transit

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES IN POVERTY EXCEEDS THE REGIONAL AVERAGE OF 9.5 PERCENT BASED ON 2014-2018 U.S. CENSUS AMERICAN COMMUNITY SURVEY

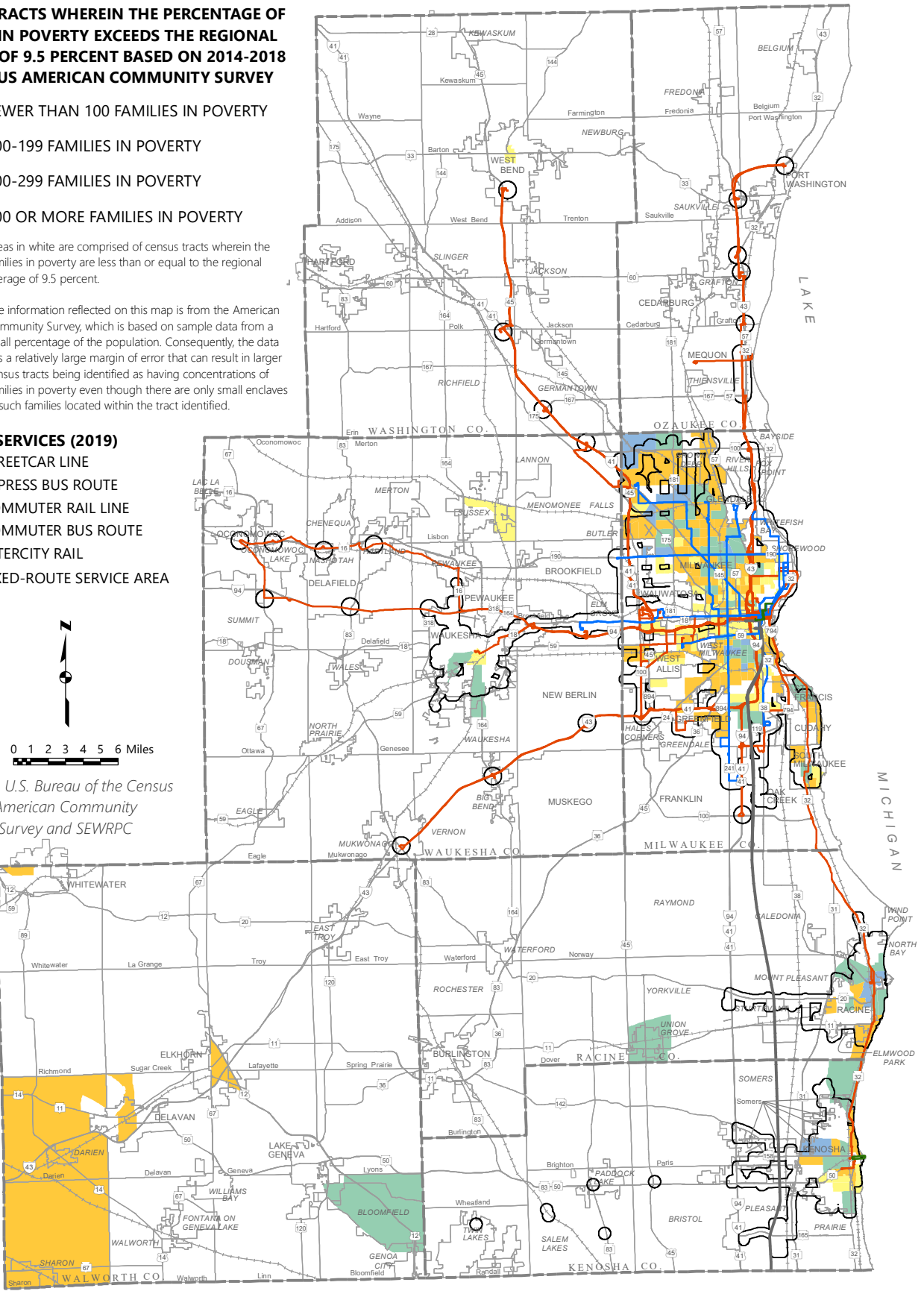
- FEWER THAN 100 FAMILIES IN POVERTY
- 100-199 FAMILIES IN POVERTY
- 200-299 FAMILIES IN POVERTY
- 300 OR MORE FAMILIES IN POVERTY

Note: Areas in white are comprised of census tracts wherein the families in poverty are less than or equal to the regional average of 9.5 percent.

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

TRANSIT SERVICES (2019)

- STREETCAR LINE
- EXPRESS BUS ROUTE
- COMMUTER RAIL LINE
- COMMUTER BUS ROUTE
- INTERCITY RAIL
- FIXED-ROUTE SERVICE AREA



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

Map I.15
Comparison of Concentrations of Families with Incomes Less Than Twice the Poverty Level to Existing Public Transit

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES WITH INCOMES LESS THAN TWICE THE POVERTY LEVEL EXCEEDS THE REGIONAL AVERAGE OF 22.7 PERCENT BASED ON THE 2014-2018 U.S. CENSUS AMERICAN COMMUNITY SURVEY

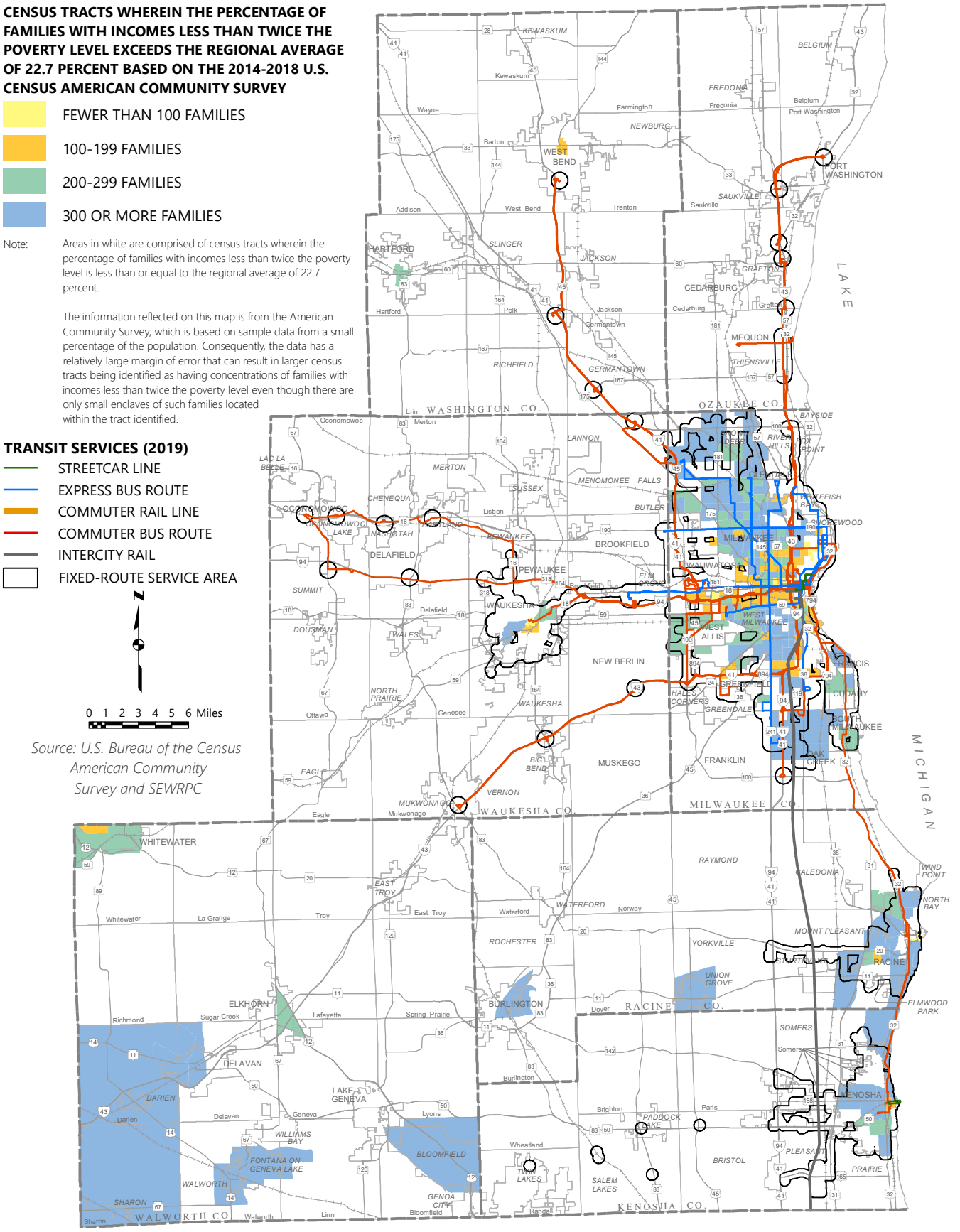
- FEWER THAN 100 FAMILIES
- 100-199 FAMILIES
- 200-299 FAMILIES
- 300 OR MORE FAMILIES

Note: Areas in white are comprised of census tracts wherein the percentage of families with incomes less than twice the poverty level is less than or equal to the regional average of 22.7 percent.

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

TRANSIT SERVICES (2019)

- STREETCAR LINE
- EXPRESS BUS ROUTE
- COMMUTER RAIL LINE
- COMMUTER BUS ROUTE
- INTERCITY RAIL
- FIXED-ROUTE SERVICE AREA



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

Map I.16
Comparison of Concentrations of People with Disabilities in the Region to Existing Public Transit

CENSUS TRACTS WHEREIN THE PERCENTAGE OF PEOPLE WITH DISABILITIES EXCEEDS THE REGIONAL AVERAGE OF 11.8 PERCENT BASED ON THE 2014-2018 U.S. CENSUS AMERICAN COMMUNITY SURVEY

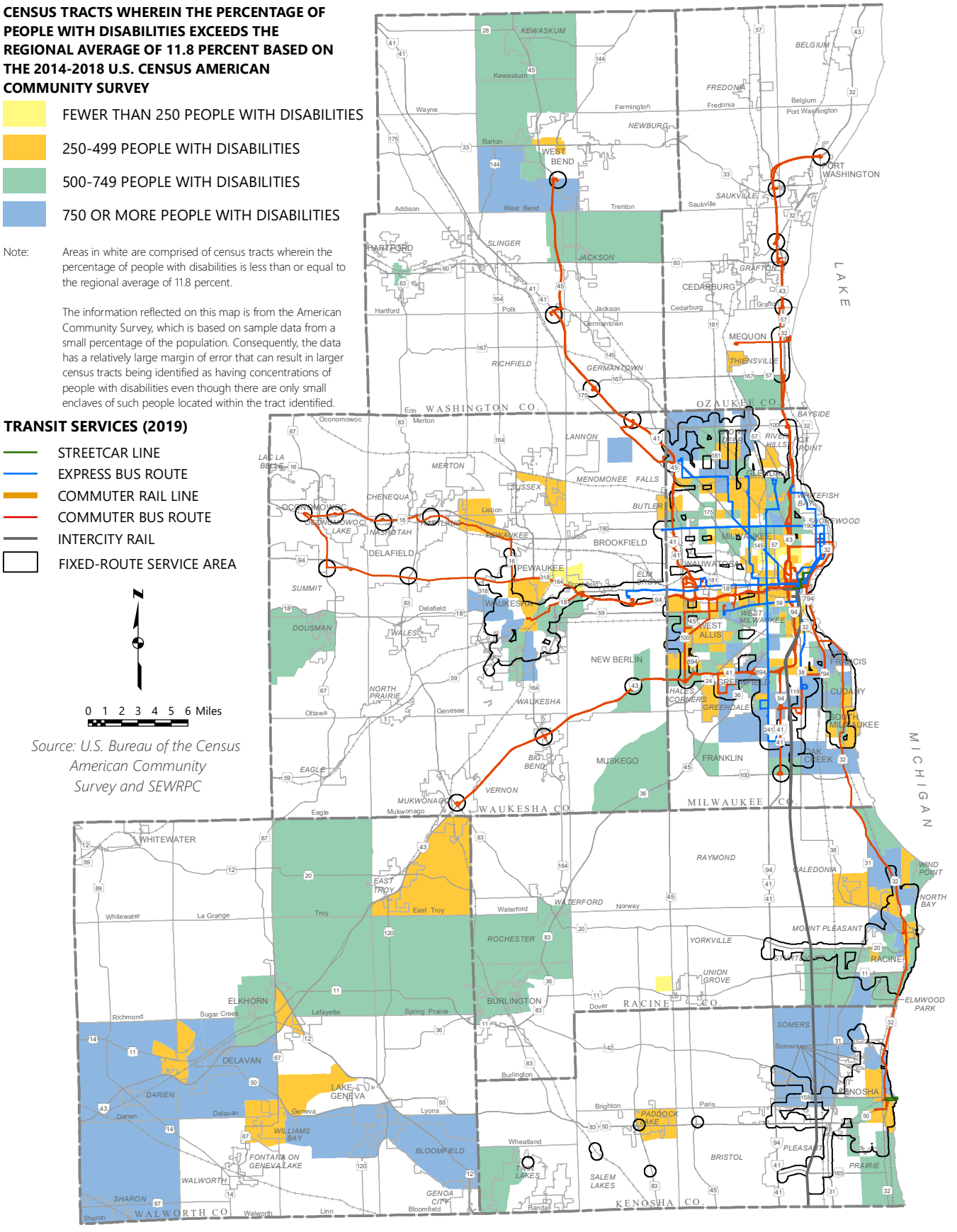
- FEWER THAN 250 PEOPLE WITH DISABILITIES
- 250-499 PEOPLE WITH DISABILITIES
- 500-749 PEOPLE WITH DISABILITIES
- 750 OR MORE PEOPLE WITH DISABILITIES

Note: Areas in white are comprised of census tracts wherein the percentage of people with disabilities is less than or equal to the regional average of 11.8 percent.

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

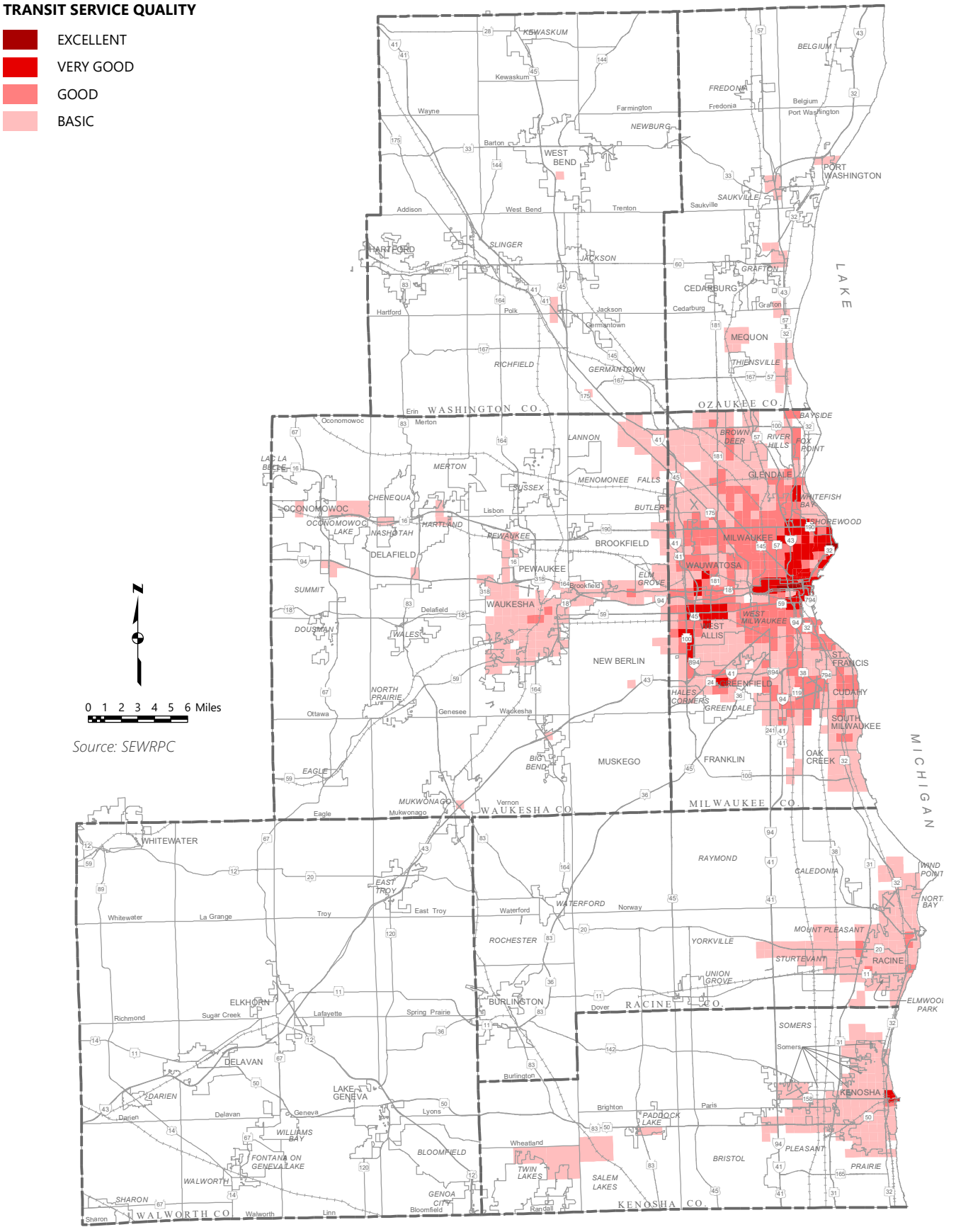
TRANSIT SERVICES (2019)

- STREETCAR LINE
- EXPRESS BUS ROUTE
- COMMUTER RAIL LINE
- COMMUTER BUS ROUTE
- INTERCITY RAIL
- FIXED-ROUTE SERVICE AREA



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

Map I.17
Existing Transit Service Quality



Map I.18
Comparison of Existing Concentrations of Total Minority Population to Existing Transit Service Quality

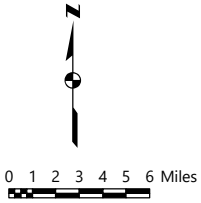
CENSUS BLOCKS WHEREIN THE PERCENTAGE OF MINORITY PEOPLE, INCLUDING HISPANIC PEOPLE, EXCEEDS THE REGIONAL AVERAGE OF 28.9 PERCENT BASED ON THE 2010 U.S. CENSUS

- 500 OR MORE MINORITY PEOPLE
- 200 TO 499 MINORITY PEOPLE
- 100 TO 199 MINORITY PEOPLE
- 25 TO 99 MINORITY PEOPLE
- 10 TO 24 MINORITY PEOPLE
- 1 TO 9 MINORITY PEOPLE
- * MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THESE LOCATIONS

Note: Areas in white are comprised of census blocks wherein the percentage of minority people, including Hispanic people, is less than or equal to the regional average of 28.9 percent.

TRANSIT SERVICE QUALITY (2017)

- HIGH-QUALITY TRANSIT SERVICE
- QUALITY TRANSIT SERVICE



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

Map I.19
Comparison of Existing Concentrations of Families in Poverty to Existing Transit Service Quality

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES IN POVERTY EXCEEDS THE REGIONAL AVERAGE OF 9.5 PERCENT BASED ON 2014-2018 U.S. CENSUS AMERICAN COMMUNITY SURVEY

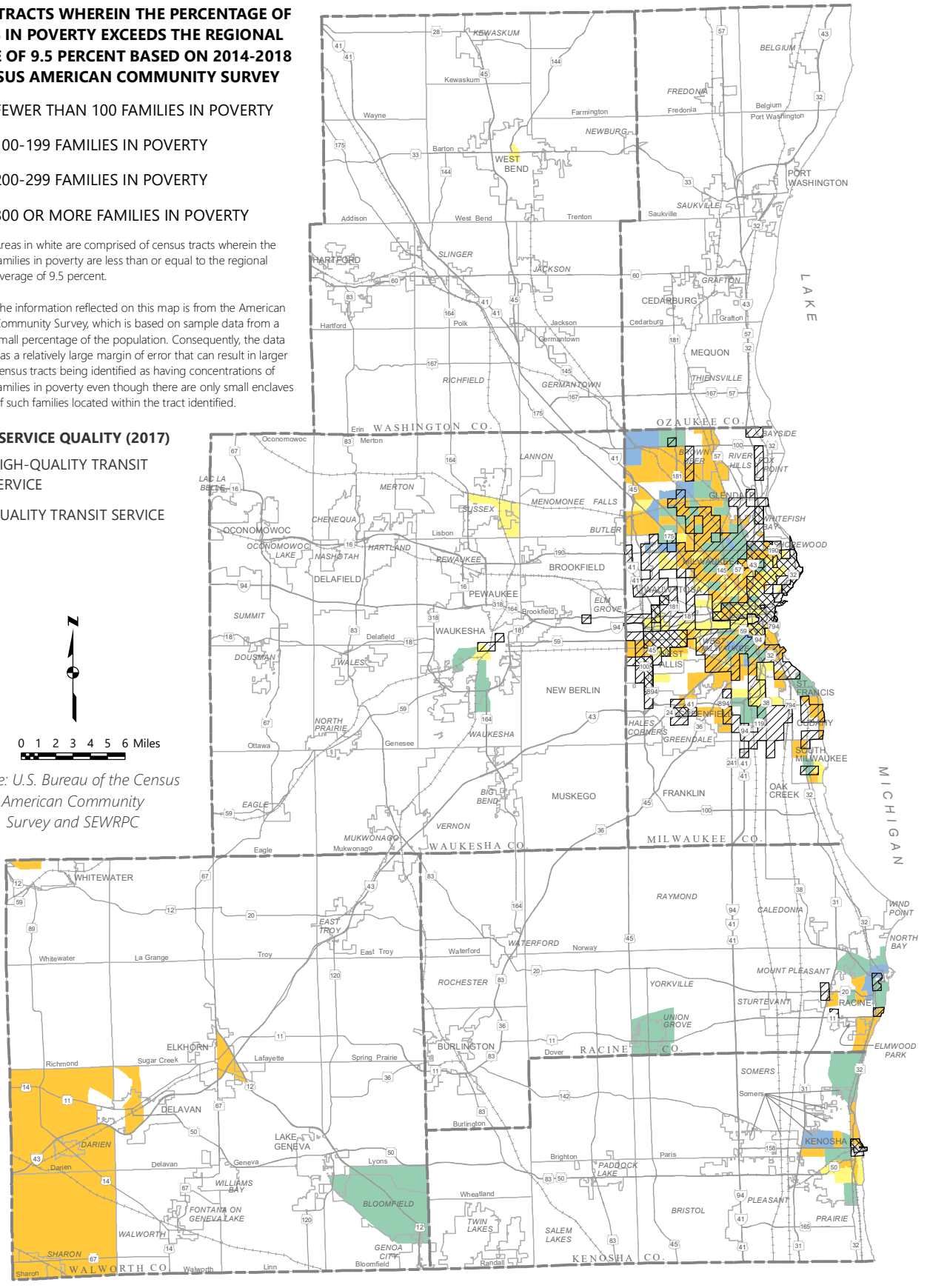
- FEWER THAN 100 FAMILIES IN POVERTY
- 100-199 FAMILIES IN POVERTY
- 200-299 FAMILIES IN POVERTY
- 300 OR MORE FAMILIES IN POVERTY

Note: Areas in white are comprised of census tracts wherein the families in poverty are less than or equal to the regional average of 9.5 percent.

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

TRANSIT SERVICE QUALITY (2017)

- HIGH-QUALITY TRANSIT SERVICE
- QUALITY TRANSIT SERVICE



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

Map I.20
Comparison of Concentrations of Families with Incomes Less Than Twice the Poverty Level to Existing Transit Service Quality

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES WITH INCOMES LESS THAN TWICE THE POVERTY LEVEL EXCEEDS THE REGIONAL AVERAGE OF 22.7 PERCENT BASED ON THE 2014-2018 U.S. CENSUS AMERICAN COMMUNITY SURVEY

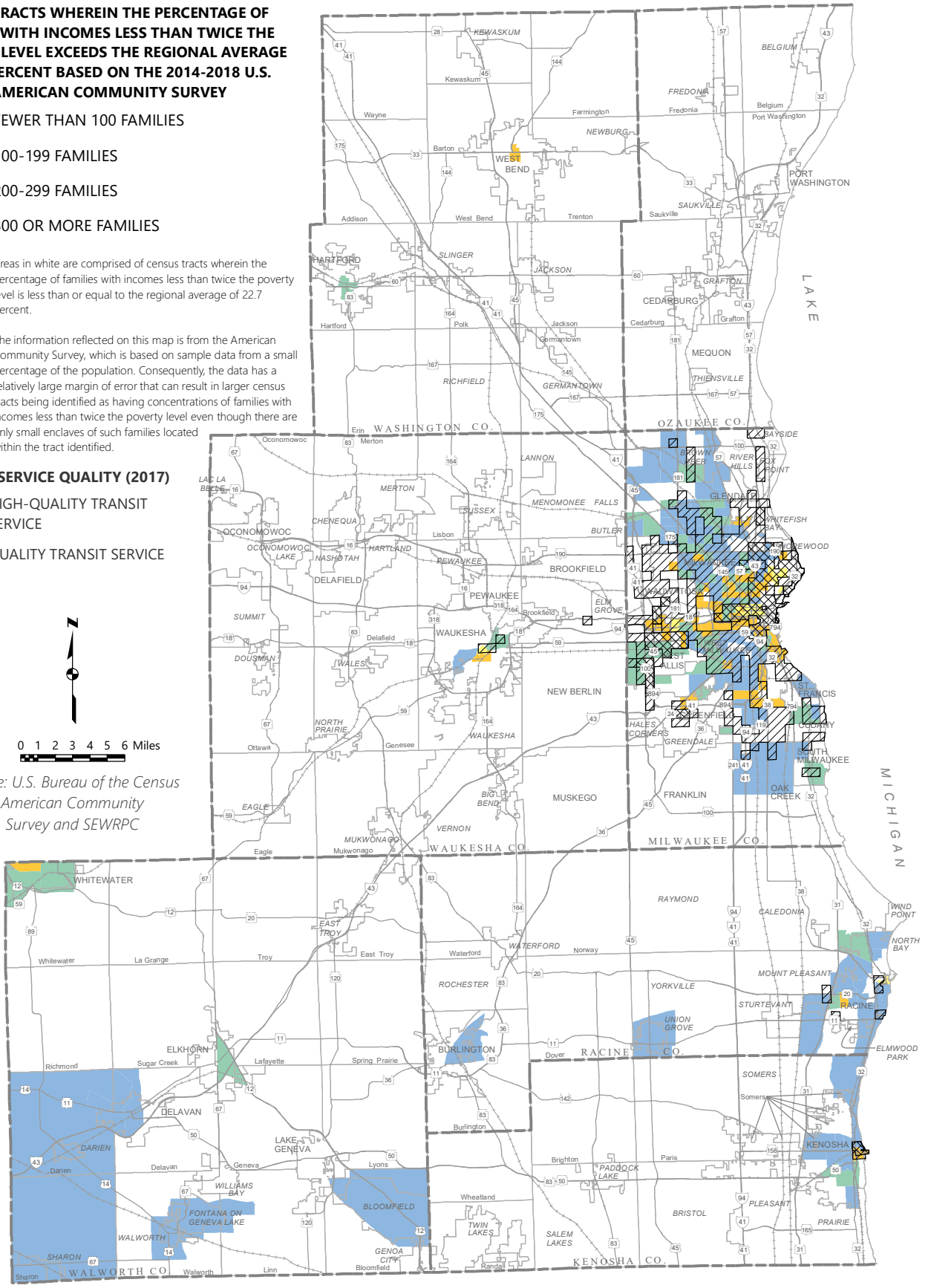
- FEWER THAN 100 FAMILIES
- 100-199 FAMILIES
- 200-299 FAMILIES
- 300 OR MORE FAMILIES

Note: Areas in white are comprised of census tracts wherein the percentage of families with incomes less than twice the poverty level is less than or equal to the regional average of 22.7 percent.

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

TRANSIT SERVICE QUALITY (2017)

- HIGH-QUALITY TRANSIT SERVICE
- QUALITY TRANSIT SERVICE



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

Map I.21
Comparison of Concentrations of People with Disabilities to Existing Transit Service Quality

CENSUS TRACTS WHEREIN THE PERCENTAGE OF PEOPLE WITH DISABILITIES EXCEEDS THE REGIONAL AVERAGE OF 11.8 PERCENT BASED ON THE 2014-2018 U.S. CENSUS AMERICAN COMMUNITY SURVEY

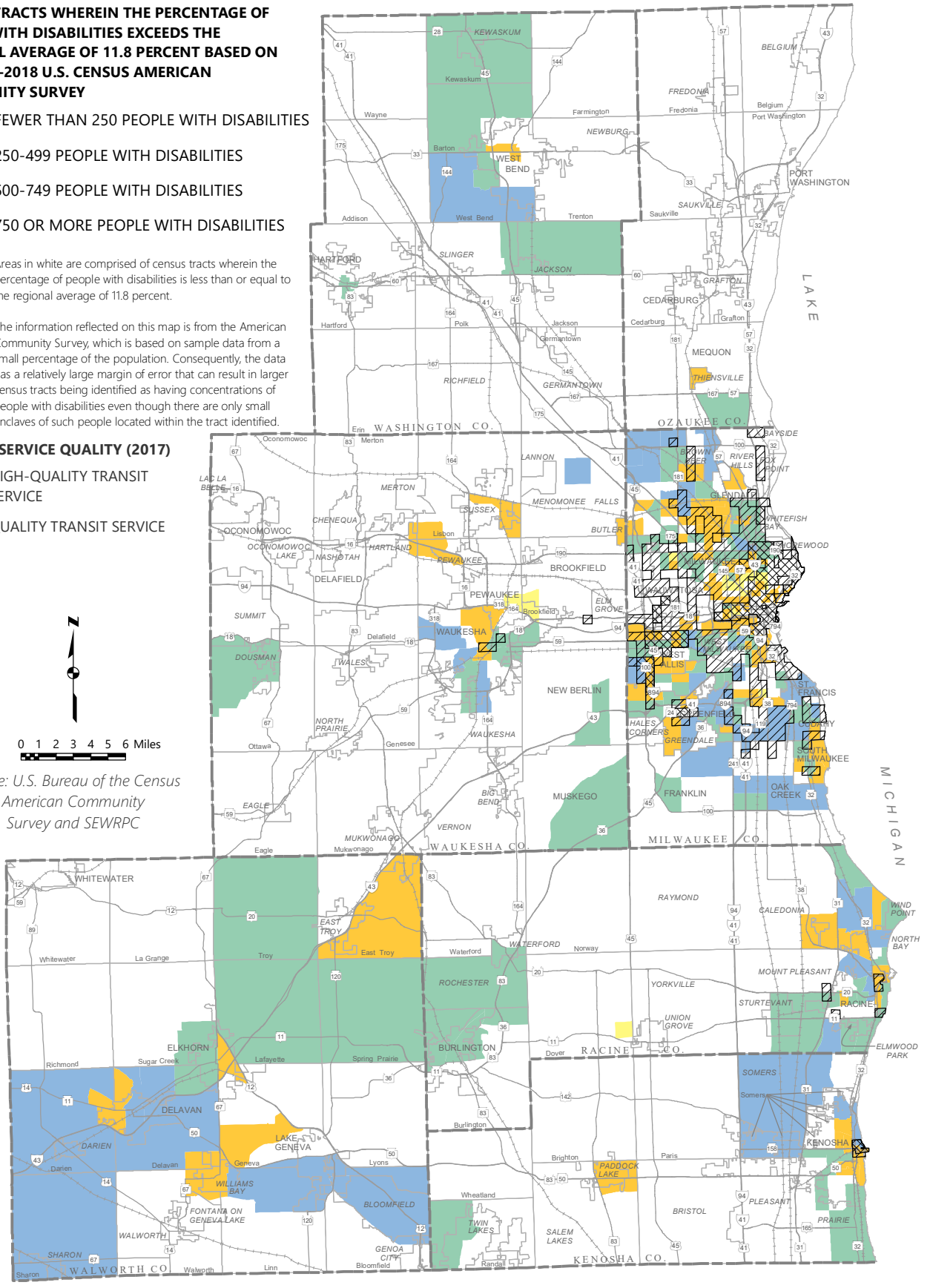
- FEWER THAN 250 PEOPLE WITH DISABILITIES
- 250-499 PEOPLE WITH DISABILITIES
- 500-749 PEOPLE WITH DISABILITIES
- 750 OR MORE PEOPLE WITH DISABILITIES

Note: Areas in white are comprised of census tracts wherein the percentage of people with disabilities is less than or equal to the regional average of 11.8 percent.

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

TRANSIT SERVICE QUALITY (2017)

- HIGH-QUALITY TRANSIT SERVICE
- QUALITY TRANSIT SERVICE



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

In addition, the programmed transit preservation projects are intended to maintain the level of transit accessibility. As previously indicated, the MCTS NEXT will largely maintain the existing level of accessibility of the MCTS services. However, it is expected that there will be some reductions of service in areas of lower ridership, generally on the fringes of the existing system. Map I.22 shows the number of jobs available within 30 minutes by transit under existing conditions. As shown in Table I.9, under current conditions about 4 percent of the existing minority population, 3 percent of families in poverty, 2 percent of families with less than twice the poverty level, and 2 percent of people with disabilities have access to at least 100,000 jobs. Table I.10 shows that about 9 percent of the existing minority population, 7 percent of families in poverty, 5 percent of families with less than twice the poverty level, and 5 percent of people with disabilities have access to at least 25,000 lower-wage jobs within 30 minutes by transit. Table I.11 shows the existing minority populations, low-income populations, and people with disabilities that would have reasonable access (within 30 minutes) by transit to various activity centers under existing conditions. Currently, reasonable access to activity centers ranges depending on the type of activity center within each population category. For example, about 7 percent of the minority population has reasonable access to a major park by transit, while about 81 percent of the minority population has reasonable access to grocery stores.

Evaluation of the Benefits and Impacts of Programmed Transit Improvement and Expansion Projects in the 2021-2024 TIP on Minority Populations, Low-Income Populations, and People with Disabilities

About 22 percent, or $58 million, of total transit expenditures programmed in 2021 are for transit system expansion, including the Milwaukee County bus rapid transit project, the City of Milwaukee streetcar project, and the City of Kenosha bus service expansion. In addition to transit expansion activities, the City of Kenosha project also includes improvement to some of the existing transit routes.

An evaluation was conducted of the effect—positive and negative—of these projects on existing minority populations, low-income populations, and people with disabilities within the Region. Maps I.23 through I.26 show the programmed transit improvement and transit expansion projects for the years 2021 through 2024 compared to areas of minority populations, low-income populations, and people with disabilities. The programmed transit system expansion projects includes the Milwaukee County bus rapid transit project, a City of Milwaukee streetcar project, and changes to several City of Kenosha Transit System routes. The streetcar project involves completion of the Lakefront extension of the City of Milwaukee streetcar system. It is located near, but not within, areas of concentrations of minority populations and low-income populations. The Lakefront extension streetcar project is funded with Federal Transportation Investment Generating Economic Recovery (TIGER) funds, and its operation will be funded with CMAQ funds flexed to transit use.

In 2020, Milwaukee County received confirmation of federal funding (FTA 5309 Small Starts) for the bus rapid transit project that will be predominately located along Wisconsin Avenue and Bluemound Road between downtown Milwaukee and the Regional Medical Center. This project will directly serve minority populations and low-income populations. Construction is expected to begin in 2021, with service beginning in 2022.

An expansion project affecting several City of Kenosha Transit System routes is being funded with CMAQ funds flexed to transit use. This project includes funding for the City's new Lakefront Trolley route; an expansion of Route 31 which serves major employers including Amazon, Gordon Foods, and Aurora; and route improvements to four routes (2, 4, 5, and 31), in the form of extended service hours. Service expansions and improvements under this project would directly serve minority populations and low-income populations.

Map I.22
Jobs Accessible Within 30 Minutes by Transit: Existing

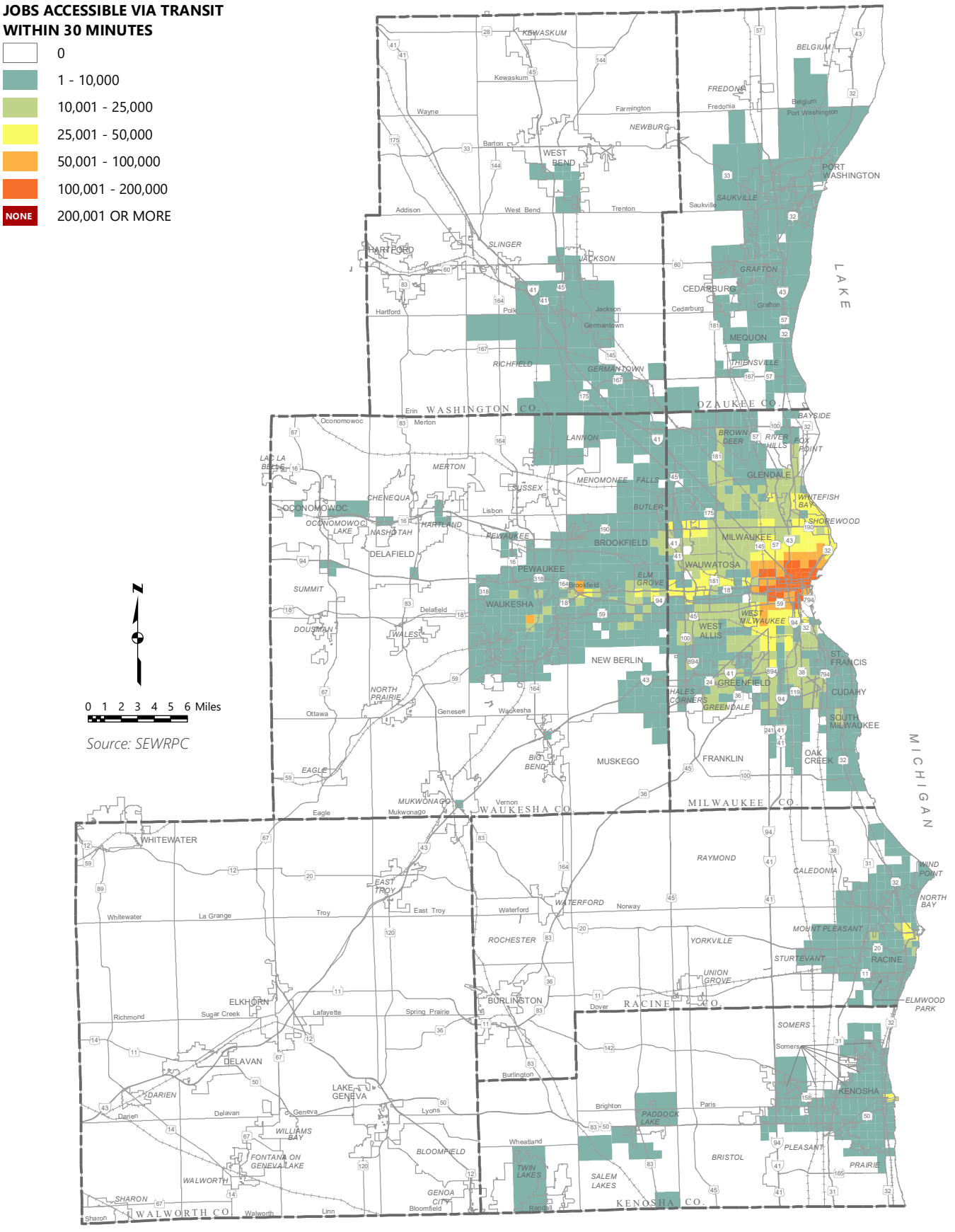


Table I.9
Access to Jobs Within 30 Minutes by Transit (2017)

Minority Population[a]						
100,000 or More Jobs		50,000 or More Jobs		10,000 or More Jobs		
People	Percent	People	Percent	People	Percent	**Total**
21,800	3.7	74,000	12.7	312,800	53.7	582,900

Families in Poverty[a]						
100,000 or More Jobs		50,000 or More Jobs		10,000 or More Jobs		
Families	Percent	Families	Percent	Families	Percent	**Total**
1,500	3.1	5,200	10.7	23,300	48.0	48,500

Families with Incomes Less Than Twice the Poverty Level[a]						
100,000 or More Jobs		50,000 or More Jobs		10,000 or More Jobs		
Families	Percent	Families	Percent	Families	Percent	**Total**
2,500	2.2	9,200	8.0	47,800	41.3	115,600

People with Disabilities[a]						
100,000 or More Jobs		50,000 or More Jobs		10,000 or More Jobs		
People	Percent	People	Percent	People	Percent	**Total**
5,500	2.3	14,700	6.2	75,300	31.7	237,700

[a] *Minority population is based on the 2010 U.S. Census and families in poverty, families with incomes less than twice the poverty level, and people with disabilities are based on the 2014-2018 American Community Survey.*

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

Table I.10
Access to Lower-Wage Jobs Within 30 Minutes by Transit (2017)

Minority Population[a]						
25,000 or More Jobs		10,000 or More Jobs		5,000 or More Jobs		
People	Percent	People	Percent	People	Percent	**Total**
49,900	8.6	165,800	28.4	282,700	48.5	582,900

Families in Poverty[a]						
25,000 or More Jobs		10,000 or More Jobs		5,000 or More Jobs		**Total**
Families	Percent	Families	Percent	Families	Percent	
3,600	7.4	12,500	25.8	21,000	43.3	48,500

Families with Incomes Less Than Twice the Poverty Level[a]						
25,000 or More Jobs		10,000 or More Jobs		5,000 or More Jobs		
Families	Percent	Families	Percent	Families	Percent	**Total**
6,100	5.3	23,600	20.4	42,800	37.0	115,600

People with Disabilities[a]						
25,000 or More Jobs		10,000 or More Jobs		5,000 or More Jobs		
People	Percent	People	Percent	People	Percent	**Total**
10,900	4.6	34,700	14.6	68,600	28.9	237,700

[a] *Minority population is based on the 2010 U.S. Census and families in poverty, families with incomes less than twice the poverty level, and people with disabilities are based on the 2014-2018 American Community Survey.*

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

Table I.11
Reasonable Access to Activity Centers by Transit[a] (2017)

Minority Population[b]			
Activity Center	**People**	**Percent**	**Total**
Retail Centers	108,300	18.6	582,900
Major Parks	41,600	7.1	582,900
Public Technical Colleges and Universities	141,900	24.3	582,900
Health Care Facilities	265,000	45.5	582,900
Grocery Stores	470,100	80.6	582,900
Milwaukee Mitchell International Airport	71,200	12.2	582,900
Milwaukee Regional Medical Center	128,800	22.1	582,900

Families in Poverty[b]			
Activity Center	**Families**	**Percent**	**Total**
Retail Centers	7,400	15.3	48,500
Major Parks	3,400	7.0	48,500
Public Technical Colleges and Universities	10,700	22.1	48,500
Health Care Facilities	21,300	43.9	48,500
Grocery Stores	35,500	73.2	48,500
Milwaukee Mitchell International Airport	5,500	11.3	48,500
Milwaukee Regional Medical Center	9,500	19.6	48,500

Families with Incomes Less Than Twice the Poverty Level[b]			
Activity Center	**Families**	**Percent**	**Total**
Retail Centers	16,100	13.9	115,600
Major Parks	7,100	6.1	115,600
Public Technical Colleges and Universities	23,200	20.1	115,600
Health Care Facilities	45,400	39.3	115,600
Grocery Stores	77,300	66.9	115,600
Milwaukee Mitchell International Airport	11,500	9.9	115,600
Milwaukee Regional Medical Center	20,100	17.4	115,600

People with Disabilities[b]			
Activity Center	**People**	**Percent**	**Total**
Retail Centers	37,000	15.6	237,700
Major Parks	17,800	7.5	237,700
Public Technical Colleges and Universities	41,300	17.4	237,700
Health Care Facilities	74,200	31.2	237,700
Grocery Stores	129,000	54.3	237,700
Milwaukee Mitchell International Airport	19,400	8.2	237,700
Milwaukee Regional Medical Center	37,600	15.8	237,700

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

[b] *Minority population is based on the 2010 U.S. Census and families in poverty, families with incomes less than twice the poverty level, and people with disabilities are based on the 2014-2018 American Community Survey.*

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

Map I.23
Comparison of Concentrations of Total Minority Population to Proposed Transit Improvement and Expansion Projects Programmed for the Years 2021 Through 2024

CENSUS BLOCKS WHEREIN THE PERCENTAGE OF MINORITY PEOPLE, INCLUDING HISPANIC PEOPLE, EXCEEDS THE REGIONAL AVERAGE OF 28.9 PERCENT BASED ON THE 2010 U.S. CENSUS

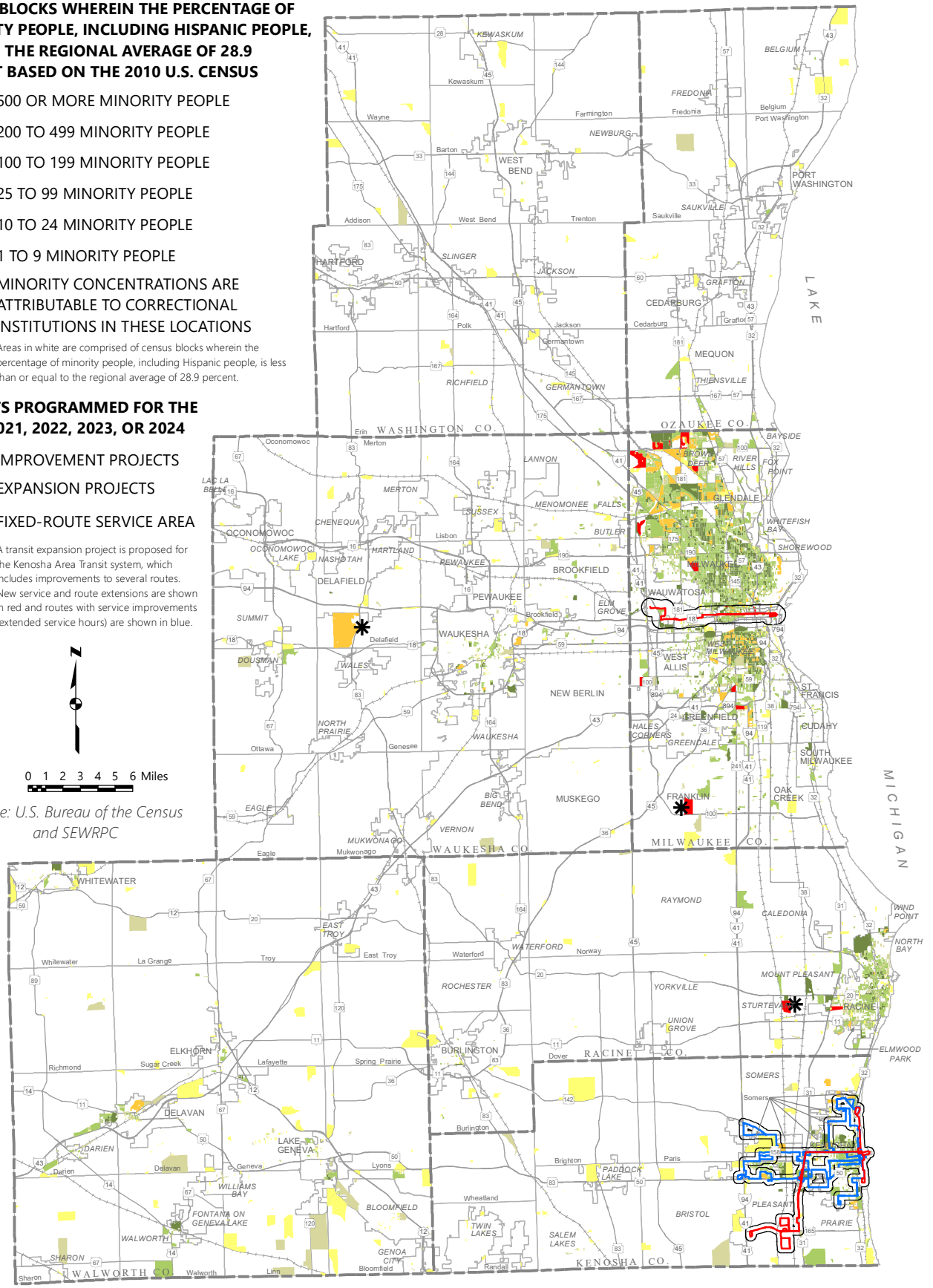
- 500 OR MORE MINORITY PEOPLE
- 200 TO 499 MINORITY PEOPLE
- 100 TO 199 MINORITY PEOPLE
- 25 TO 99 MINORITY PEOPLE
- 10 TO 24 MINORITY PEOPLE
- 1 TO 9 MINORITY PEOPLE
- * MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THESE LOCATIONS

Note: Areas in white are comprised of census blocks wherein the percentage of minority people, including Hispanic people, is less than or equal to the regional average of 28.9 percent.

PROJECTS PROGRAMMED FOR THE YEARS 2021, 2022, 2023, OR 2024

- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS
- FIXED-ROUTE SERVICE AREA

Note: A transit expansion project is proposed for the Kenosha Area Transit system, which includes improvements to several routes. New service and route extensions are shown in red and routes with service improvements (extended service hours) are shown in blue.



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

Map I.24
Comparison of Concentrations of Families in Poverty to Proposed Transit Improvement and Expansion Projects Programmed for the Years 2021 Through 2024

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES IN POVERTY EXCEEDS THE REGIONAL AVERAGE OF 9.5 PERCENT BASED ON 2014-2018 U.S. CENSUS AMERICAN COMMUNITY SURVEY

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

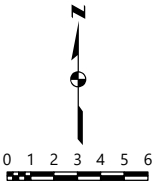
Note: Areas in white are comprised of census tracts wherein the families in poverty are less than or equal to the regional average of 9.5 percent.

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

PROJECTS PROGRAMMED FOR THE YEARS 2021, 2022, 2023, OR 2024

- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS
- FIXED-ROUTE TRANSIT SERVICE AREA

Note: A transit expansion project is proposed for the Kenosha Area Transit system, which includes improvements to several routes. New service and route extensions are shown in red and routes with service improvements (extended service hours) are shown in blue.



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

Map I.25
Comparison of Concentrations of Families with Incomes Less Than Twice the Poverty Level to Proposed Transit Improvement and Expansion Projects Programmed for the Years 2021 Through 2024

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES WITH INCOMES LESS THAN TWICE THE POVERTY LEVEL EXCEEDS THE REGIONAL AVERAGE OF 22.7 PERCENT BASED ON THE 2014-2018 U.S. CENSUS AMERICAN COMMUNITY SURVEY

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

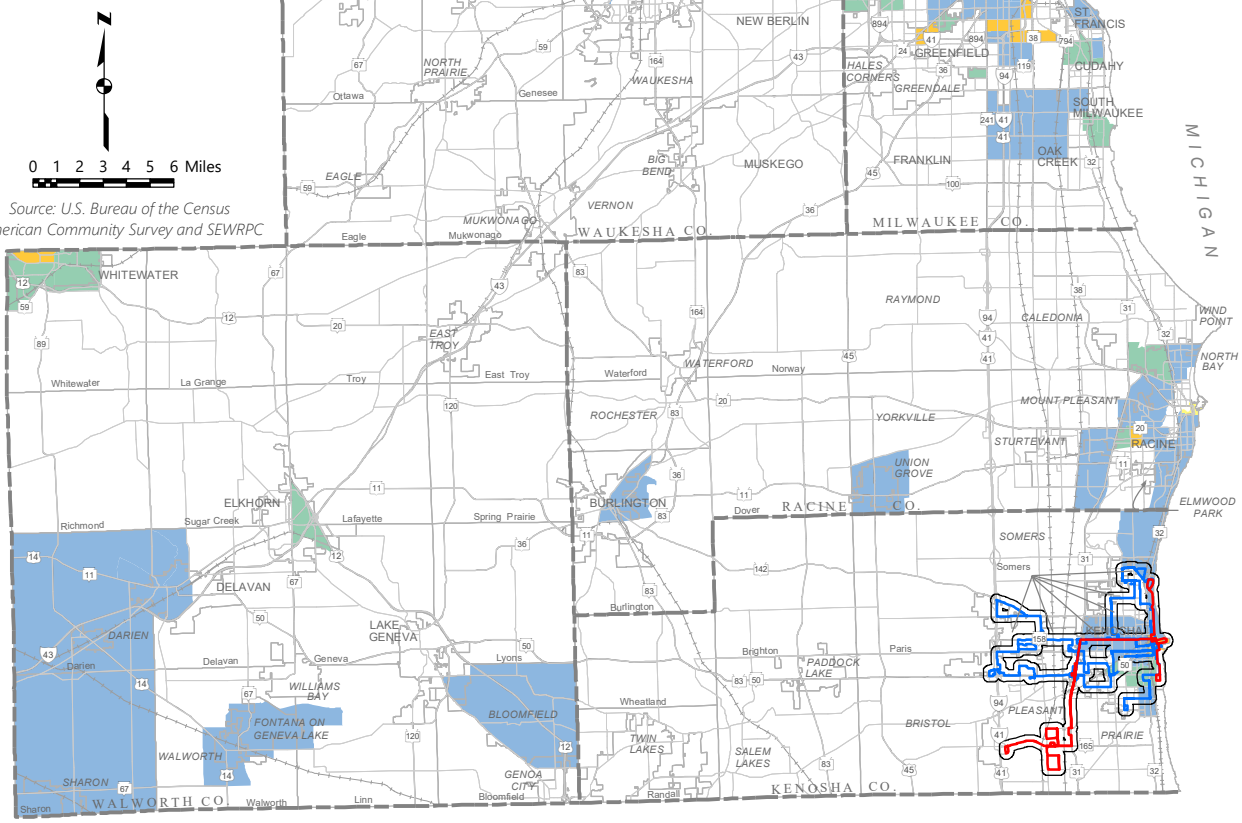
Note: Areas in white are comprised of census tracts wherein the percentage of families with incomes less than twice the poverty level is less than or equal to the regional average of 22.7 percent.

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

PROJECTS PROGRAMMED FOR THE YEARS 2021, 2022, 2023, OR 2024

- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS
- FIXED-ROUTE TRANSIT SERVICE AREA

Note: A transit expansion project is proposed for the Kenosha Area Transit system, which includes improvements to several routes. New service and route extensions are shown in red and routes with service improvements (extended service hours) are shown in blue.



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

Map I.26
Comparison of Concentrations of People with Disabilities to Proposed Transit Improvement and Expansion Projects Programmed for the Years 2021 Through 2024

CENSUS TRACTS WHEREIN THE PERCENTAGE OF PEOPLE WITH DISABILITIES EXCEEDS THE REGIONAL AVERAGE OF 11.8 PERCENT BASED ON 2014-2018 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 250 PEOPLE WITH DISABILITIES
- 250-499 PEOPLE WITH DISABILITIES
- 500-749 PEOPLE WITH DISABILITIES
- 750 OR MORE PEOPLE WITH DISABILITIES

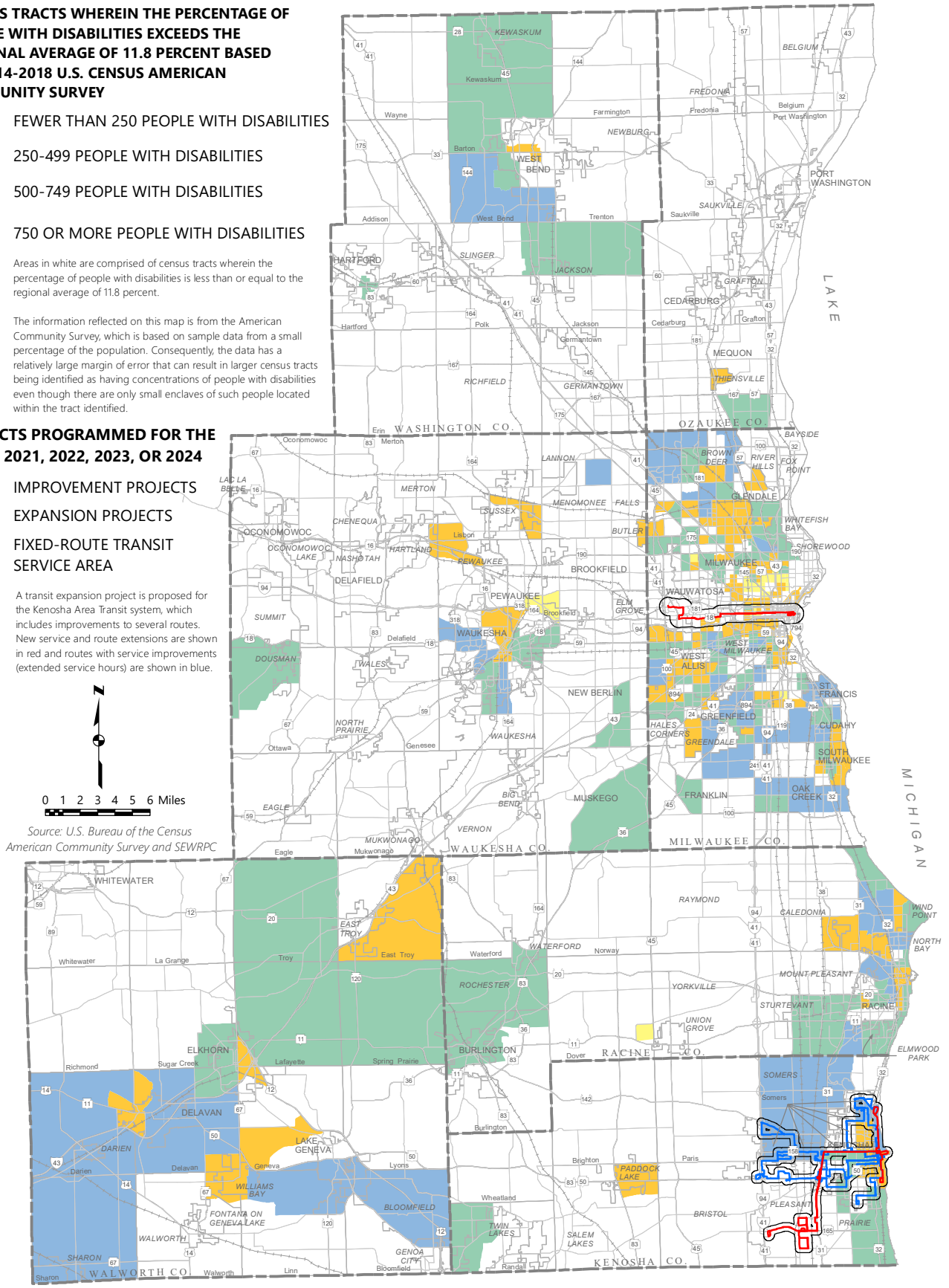
Note: Areas in white are comprised of census tracts wherein the percentage of people with disabilities is less than or equal to the regional average of 11.8 percent.

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

PROJECTS PROGRAMMED FOR THE YEARS 2021, 2022, 2023, OR 2024

- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS
- FIXED-ROUTE TRANSIT SERVICE AREA

Note: A transit expansion project is proposed for the Kenosha Area Transit system, which includes improvements to several routes. New service and route extensions are shown in red and routes with service improvements (extended service hours) are shown in blue.



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

Evaluation of the Benefits and Impacts of Programmed Highway Preservation Projects on Minority Populations and Low-Income Populations

About 51 percent, or $275 million, of the programmed highway expenditures for 2021 are for highway preservation (resurfacing and reconstruction to the same capacity).[2] As the dominant mode of travel for all population groups in Southeastern Wisconsin is the automobile, highway preservation projects would maintain the roadway quality, level of safety, and help to preserve the level of accessibility to jobs and other activities by automobile, likely benefiting a significant proportion of minority populations and low-income populations. With respect to the level of accessibility, the number of jobs accessible by automobile in 30 minutes or fewer under existing conditions is shown on Map I.27. Similarly, Table I.12 shows that about 70 percent of minority populations and 63 percent of low-income populations have access to at least 500,000 jobs within 30 minutes by automobile. Similarly, about 70 percent of minority populations and 63 percent of low-income populations have access to at least 200,000 lower-wage jobs by automobile, as shown in Table I.13. Furthermore, Table I.14 shows that nearly all of the existing minority population and families in poverty of the Region currently have reasonable access by automobile to the activity centers, with reasonable access defined as the ability to travel by automobile within 60 minutes to Milwaukee Mitchell International Airport and the Milwaukee Regional Medical Center and within 30 minutes to all other activities.

Comparing the highway preservation projects programmed in the 2021-2024 TIP to concentrations of minority populations and low-income populations, as shown on Maps I.28 through I.30, indicates that the benefits and impacts of programmed highway preservation projects are shared by all residents of the Region, including minority populations and low-income populations. Highway preservation projects are located in, and adjacent to, portions of Milwaukee County, Racine County, and Kenosha County that have concentrations of minority populations and low-income populations that exceed the regional averages.

Evaluation of the Benefits and Impacts of Programmed Highway Improvement Projects in the 2021-2024 TIP on Minority Populations and Low-Income Populations

About 49 percent, or $263 million, of the programmed highway expenditures in 2021 are for highway improvement projects, typically involving arterial reconstruction projects that include additional traffic lanes. About $259 million, or nearly all, of the programmed expenditures for highway improvement projects is programmed for reconstruction with additional traffic lanes of IH 43 between Silver Spring Drive and STH 60 in Milwaukee and Ozaukee Counties. The implementation of highway improvement projects typically occurs when an existing facility requires reconstruction, but also includes a widening with additional traffic lanes. The majority of the cost for these projects is for the reconstruction of the existing roadway, and the additional traffic lanes may only represent about 10 to 20 percent of the overall project cost. There are not any highway expansion projects programmed in the 2021-2024 TIP.

An evaluation was conducted to determine how programmed highway improvement projects in the TIP benefit and impact minority populations and low-income populations. Maps I.31 and I.32 show the percentage of automobile trips within each TAZ that would utilize the segments of surface arterials and freeway improvements programmed in the 2021-2024 TIP. These maps were compared to locations of current concentrations of minority populations and low-income populations. With respect to surface arterials, the areas that would have the greatest use of these proposed improved arterials are largely adjacent, or near, the proposed improved surface arterials. The proposed improved surface arterials are located outside of existing areas of high concentrations of minority populations and low-income populations. With respect to freeways, the segments of freeway proposed to be improved in 2021 through 2024 are largely not directly adjacent to areas with high concentrations of minority and low-income populations, but are expected to be utilized by automobile trips from those areas. As a result, it is expected that minority and low-income populations would be utilizing and experiencing benefit from the proposed improvements.

[2] *Similar programmed funding patterns exist for the full four years of the 2021-2024 TIP. About $1.75 billion, or 65.7 percent of the total $2.66 billion 2021-2024 programmed funding, is for highways. Of the total 2021-2024 programmed resources for highways, $1.08 billion, or 61.6 percent, is for highway preservation and $670.3 million, or 38.4 percent, is for highway improvement. There are not any highway expansion projects programmed in the 2021-2024 TIP. About $805.7 million, or 30.3 percent, of the 2021-2024 programmed funding is for transit. Of the total 2021-2024 programmed resources for transit, $735.5 million, or 91.3 percent, is for transit preservation, and $70.3 million, or 8.7 percent, is for transit expansion. There are not any transit improvements projects programmed in the 2021-2024 TIP.*

Map I.27
Jobs Accessible Within 30 Minutes by Automobile: Existing

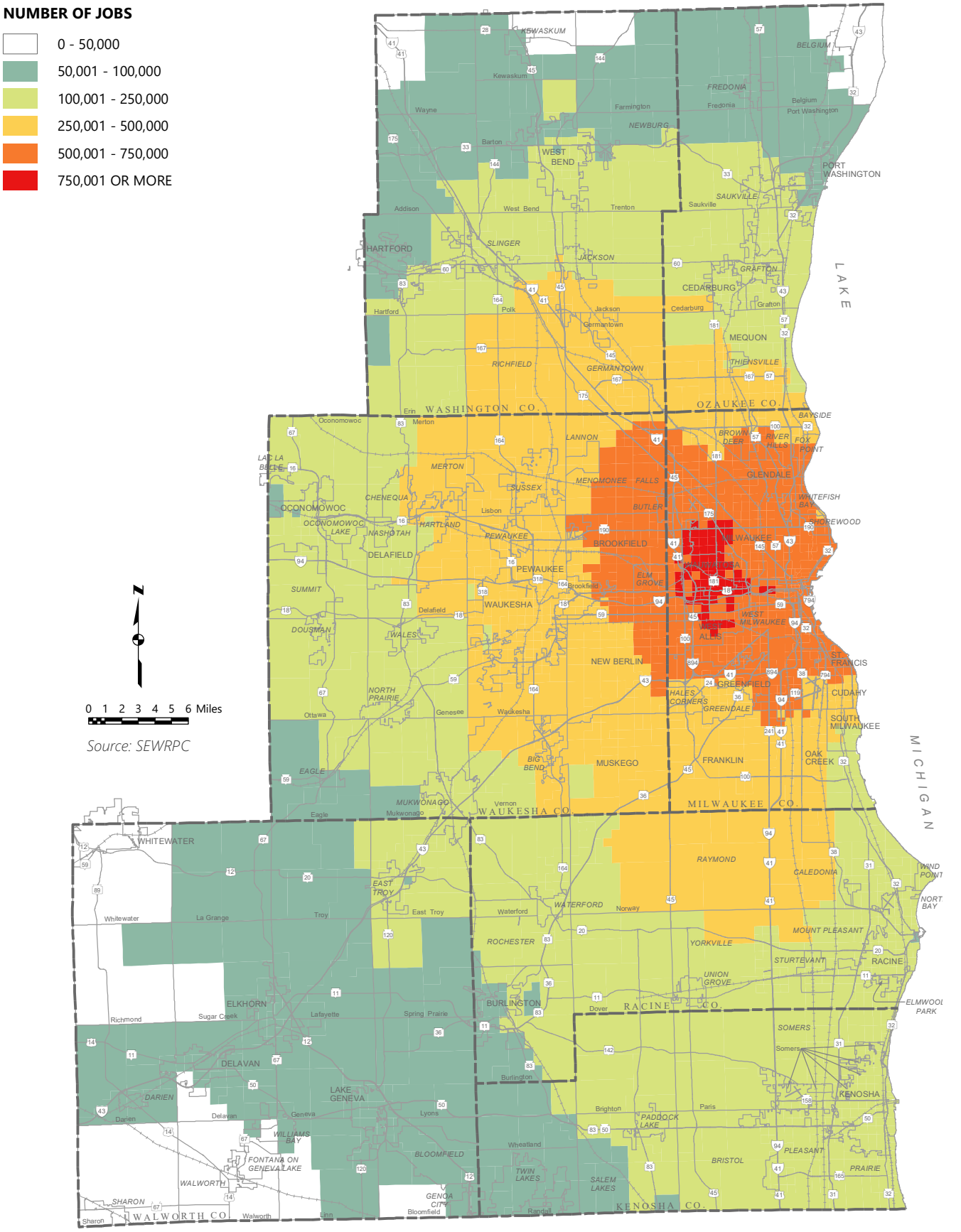


Table I.12
Access to Jobs Within 30 Minutes by Automobile

Minority and Non-Minority Population[a]							
	500,000 or More Jobs		250,000 or More Jobs		100,000 or More Jobs		
	People	Percent	People	Percent	People	Percent	**Total**
Minority Population	407,700	69.9	467,500	80.2	562,900	96.6	582,900
Non-Minority Population	454,700	31.6	824,700	57.4	1,266,900	88.1	1,437,500

Families in Poverty and Not in Poverty[a]							
	500,000 or More Jobs		250,000 or More Jobs		100,000 or More Jobs		
	Families	Percent	Families	Percent	Families	Percent	**Total**
Families in Poverty	30,500	62.9	35,400	73.0	45,700	94.2	48,500
Families Not in Poverty	164,800	35.8	277,400	60.2	411,800	89.4	460,600

[a] *Minority and non-minority population are based on the 2010 U.S. Census and families in poverty and families not in poverty are based on the 2014-2018 American Community Survey.*

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

Table I.13
Access to Lower-Wage Jobs Within 30 Minutes by Automobile

Minority and Non-Minority Population[a]							
	200,000 or More Jobs		100,000 or More Jobs		50,000 or More Jobs		
	People	Percent	People	Percent	People	Percent	**Total**
Minority Population	407,700	69.9	467,500	80.2	562,900	96.6	582,900
Non-Minority Population	455,600	31.7	833,800	58.0	1,207,200	84.0	1,437,500

Families in Poverty and Not in Poverty[a]							
	200,000 or More Jobs		100,000 or More Jobs		50,000 or More Jobs		
	Families	Percent	Families	Percent	Families	Percent	**Total**
Families in Poverty	30,500	62.9	35,400	73.0	45,700	94.2	48,500
Families Not in Poverty	165,800	36.0	280,100	60.8	395,000	85.8	460,600

[a] *Minority and non-minority population are based on the 2010 U.S. Census and families in poverty and families not in poverty are based on the 2014-2018 American Community Survey.*

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

Maps I.28 through I.30 show a comparison of the minority populations and low-income populations to the arterial street and highway system preservation and improvement projects programmed for years 2021 through 2024. This comparison indicates that there is a balance of programmed highway projects, located within and outside areas of minority populations and low-income populations. Specifically, preservation and improvement projects are located in portions of Milwaukee County, Racine County, and Kenosha County that have concentrations of minority populations and low-income populations that exceed the regional averages. The highway system preservation and improvement projects would be expected to maintain access to jobs for the portions of the area's minority populations and low-income populations with access to an automobile.

Evaluation of the Benefits and Impacts of Programmed Bicycle and Pedestrian Improvement and Expansion Projects in the 2021-2024 TIP on Minority Populations, Low-Income Populations, and People with Disabilities

Maps I.33 through I.36 show a comparison of the minority populations, low-income populations, and people with disabilities to the locations of bicycle and pedestrian facility projects programmed for the years 2021 through 2024. Reviewing the programmed projects indicates that the benefits and impacts of programmed bicycle and pedestrian improvement and expansion projects are shared by all residents of the Region, including populations including minority populations, low-income populations, and people with disabilities. Specifically, the bicycle and pedestrian preservation and improvement projects proposed within Milwaukee County and the bicycle and pedestrian expansion projects proposed within Racine County are

Table I.14
Reasonable Access to Activity Centers by Automobile[a]

Activity Center	Minority Population[b]		
	Portion with Reasonable Access		
	People	Percent	Total
Retail Centers	565,400	97.0	582,900
Major Parks	582,900	100.0	582,900
Public Technical Colleges and Universities	582,800	99.9	582,900
Health Care Facilities	581,800	99.8	582,900
Grocery Stores	582,900	100.0	582,900
Milwaukee Mitchell International Airport	571,500	98.0	582,900
Milwaukee Regional Medical Center	531,000	91.1	582,900

Activity Center	Families in Poverty[b]		
	Portion with Reasonable Access		
	Families	Percent	Total
Retail Centers	46,000	94.8	48,500
Major Parks	48,500	100.0	48,500
Public Technical Colleges and Universities	48,500	100.0	48,500
Health Care Facilities	48,300	99.6	48,500
Grocery Stores	48,500	100.0	48,500
Milwaukee Mitchell International Airport	46,600	96.1	48,500
Milwaukee Regional Medical Center	42,900	88.5	48,500

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

[b] *Minority population is based on the 2010 U.S. Census and families in poverty are based on the 2014-2018 American Community Survey.*

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

near or within areas with concentrations of minority populations and low-income populations that exceed regional averages. In addition, programmed highway and arterial projects could incorporate bicycle and pedestrian amenities as enhancements or adding new accommodations. Therefore, it can be expected that access to bicycle and pedestrian amenities will increase for minority populations, low-income populations, and people with disabilities.

Transportation-Related Air Pollution Impacts on Minority Populations and Low-Income Populations

Automobiles and trucks traveling on arterial streets and highways emit air pollutants that generally exist in higher concentrations in the atmosphere near the arterial streets and highways with the most traffic, such as the Region's freeways. The lower speeds and starting/stopping of vehicles associated with congested conditions increases the level of transportation air pollutant emissions. Individuals living in close proximity to the Region's freeways may be exposed to higher levels of transportation-related air pollutants.

Due in large part to past, current, and future Federal fuel and vehicle fuel economy standards and improved emissions controls, transportation-related air pollution emissions in the Region have been declining and are expected to continue to decline in the future. As stated in SEWRPC Planning Report No. 55 (2nd Edition), *VISION 2050:* A *Regional Land Use and Transportation Plan*, 2020, this decline is expected to continue in the future, even with the projected increase in vehicle-miles of travel. In addition, the percentages of total population located in proximity to the freeway system under the Fiscally Constrained Transportation System (FCTS) in VISION 2050 that are of minority populations or of low-income populations are generally similar (equal or within a few percentage points lower or higher) relative to the percentage of the total minority population and low-income population residing within each county.

Map I.28
Comparison of Concentrations of Total Minority Population to the Highway Preservation, Improvement, and Expansion Projects Programmed for the Years 2021 Through 2024

CENSUS BLOCKS WHEREIN THE PERCENTAGE OF MINORITY PEOPLE, INCLUDING HISPANIC PEOPLE, EXCEEDS THE REGIONAL AVERAGE OF 28.9 PERCENT BASED ON THE 2010 U.S. CENSUS

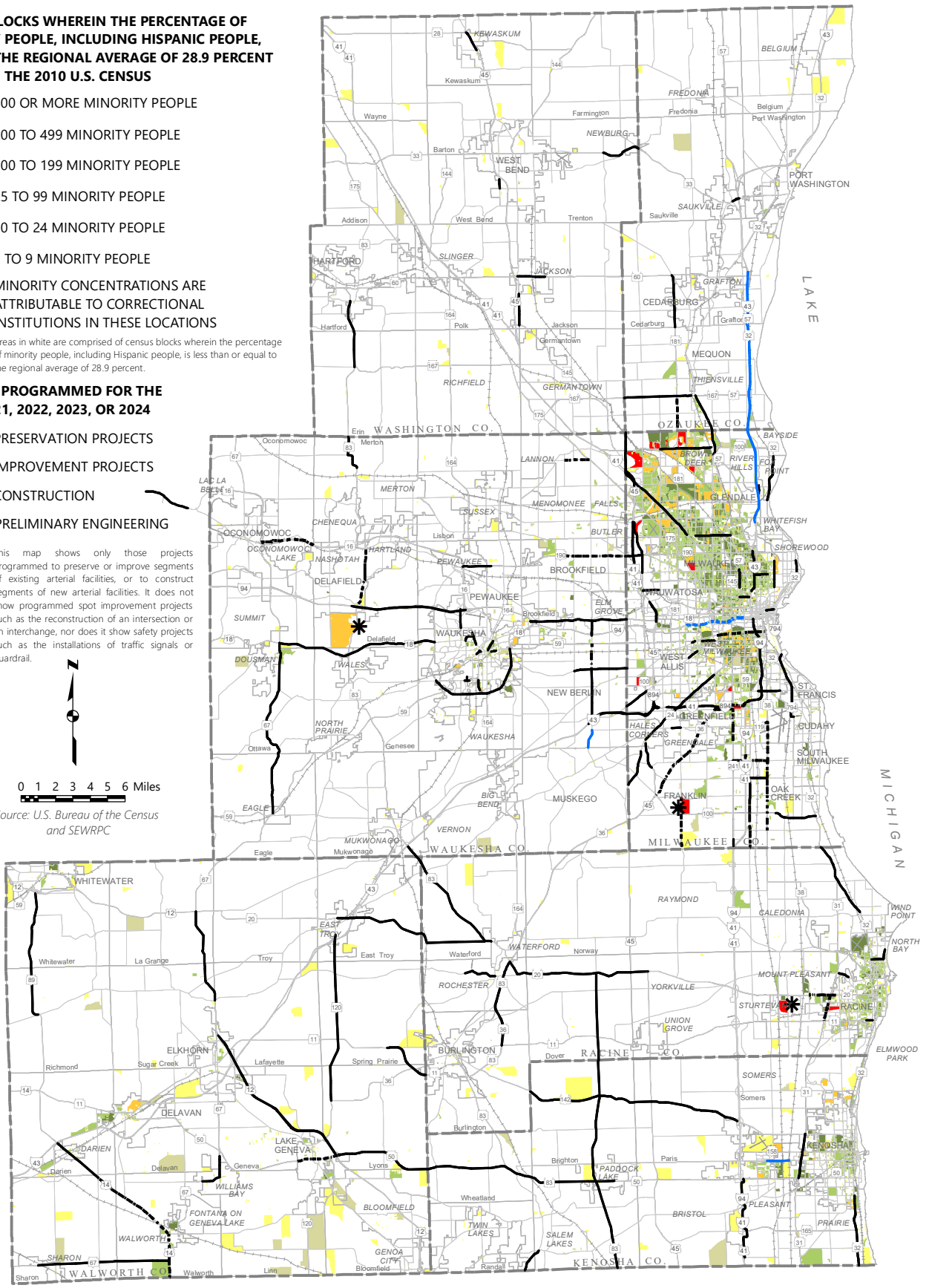
- 500 OR MORE MINORITY PEOPLE
- 200 TO 499 MINORITY PEOPLE
- 100 TO 199 MINORITY PEOPLE
- 25 TO 99 MINORITY PEOPLE
- 10 TO 24 MINORITY PEOPLE
- 1 TO 9 MINORITY PEOPLE
- * MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THESE LOCATIONS

Note: Areas in white are comprised of census blocks wherein the percentage of minority people, including Hispanic people, is less than or equal to the regional average of 28.9 percent.

PROJECTS PROGRAMMED FOR THE YEARS 2021, 2022, 2023, OR 2024

- PRESERVATION PROJECTS
- IMPROVEMENT PROJECTS
- CONSTRUCTION
- PRELIMINARY ENGINEERING

Note: This map shows only those projects programmed to preserve or improve segments of existing arterial facilities, or to construct segments of new arterial facilities. It does not show programmed spot improvement projects such as the reconstruction of an intersection or an interchange, nor does it show safety projects such as the installations of traffic signals or guardrail.



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

Map I.29
Comparison of Existing Concentrations of Families in Poverty to the Highway Preservation, Improvement, and Expansion Projects Programmed for the Years 2021 Through 2024

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES IN POVERTY EXCEEDS THE REGIONAL AVERAGE OF 9.5 PERCENT BASED ON 2014-2018 U.S. CENSUS AMERICAN COMMUNITY SURVEY

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

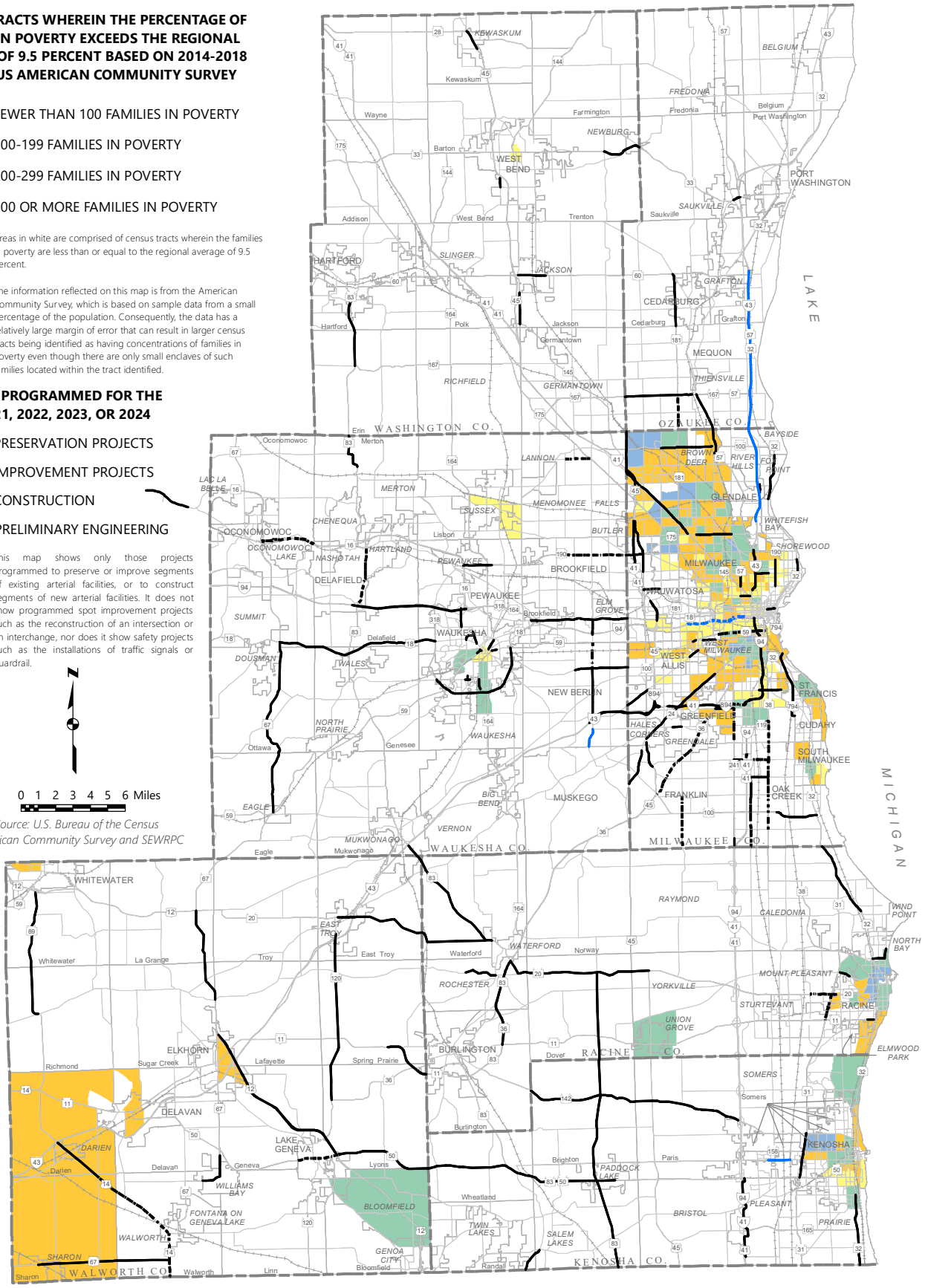
Note: Areas in white are comprised of census tracts wherein the families in poverty are less than or equal to the regional average of 9.5 percent.

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

PROJECTS PROGRAMMED FOR THE YEARS 2021, 2022, 2023, OR 2024

- PRESERVATION PROJECTS
- IMPROVEMENT PROJECTS
- CONSTRUCTION
- PRELIMINARY ENGINEERING

Note: This map shows only those projects programmed to preserve or improve segments of existing arterial facilities, or to construct segments of new arterial facilities. It does not show programmed spot improvement projects such as the reconstruction of an intersection or an interchange, nor does it show safety projects such as the installations of traffic signals or guardrail.



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

Map I.30
Comparison of Concentrations of Families with Incomes Less Than Twice the Poverty Level to the Highway Preservation, Improvement, and Expansion Projects Programmed for the Years 2021 Through 2024

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES WITH INCOMES LESS THAN TWICE THE POVERTY LEVEL EXCEEDS THE REGIONAL AVERAGE OF 22.7 PERCENT BASED ON THE 2014-2018 U.S. CENSUS AMERICAN COMMUNITY SURVEY

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

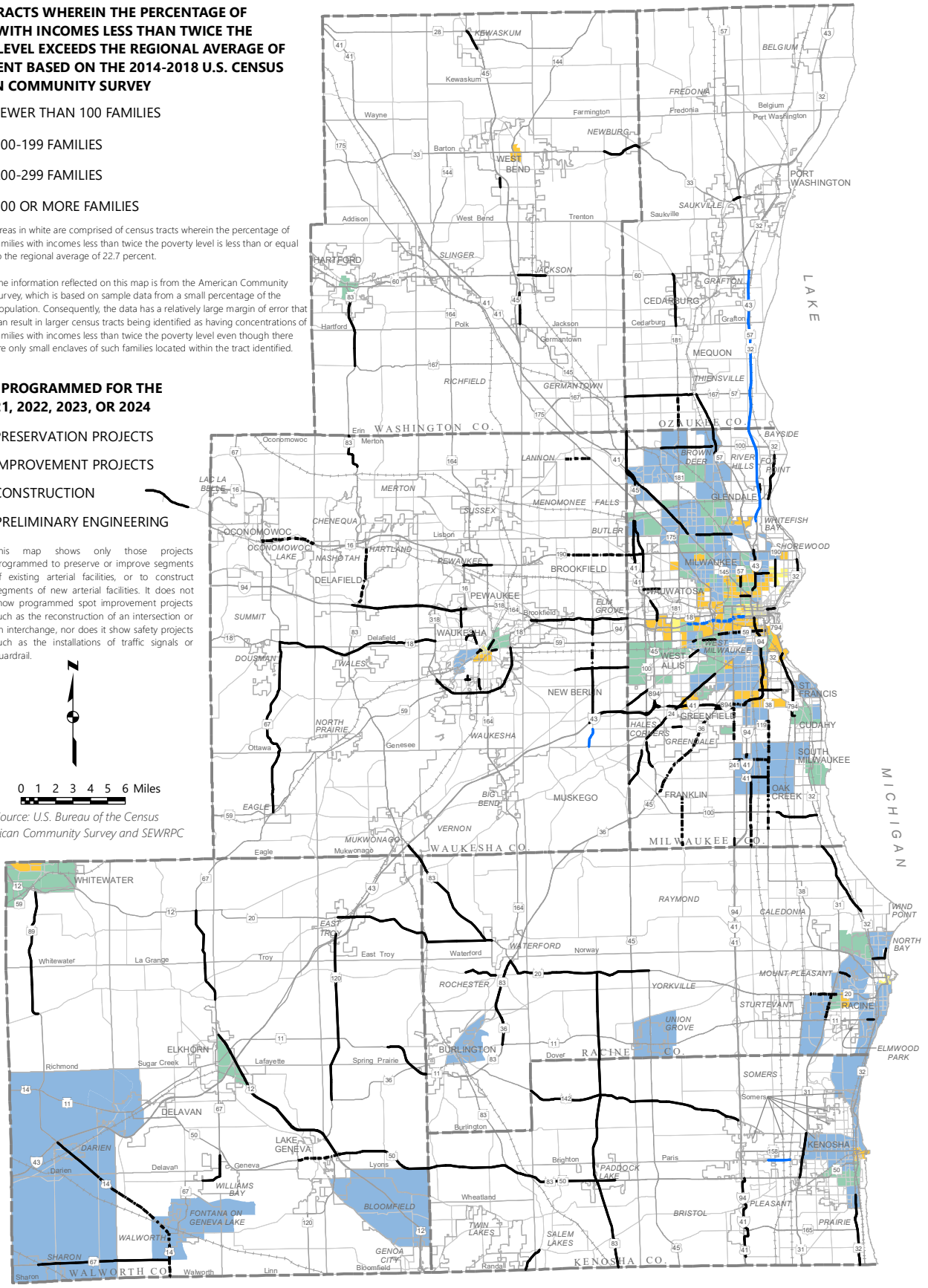
Note: Areas in white are comprised of census tracts wherein the percentage of families with incomes less than twice the poverty level is less than or equal to the regional average of 22.7 percent.

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

PROJECTS PROGRAMMED FOR THE YEARS 2021, 2022, 2023, OR 2024

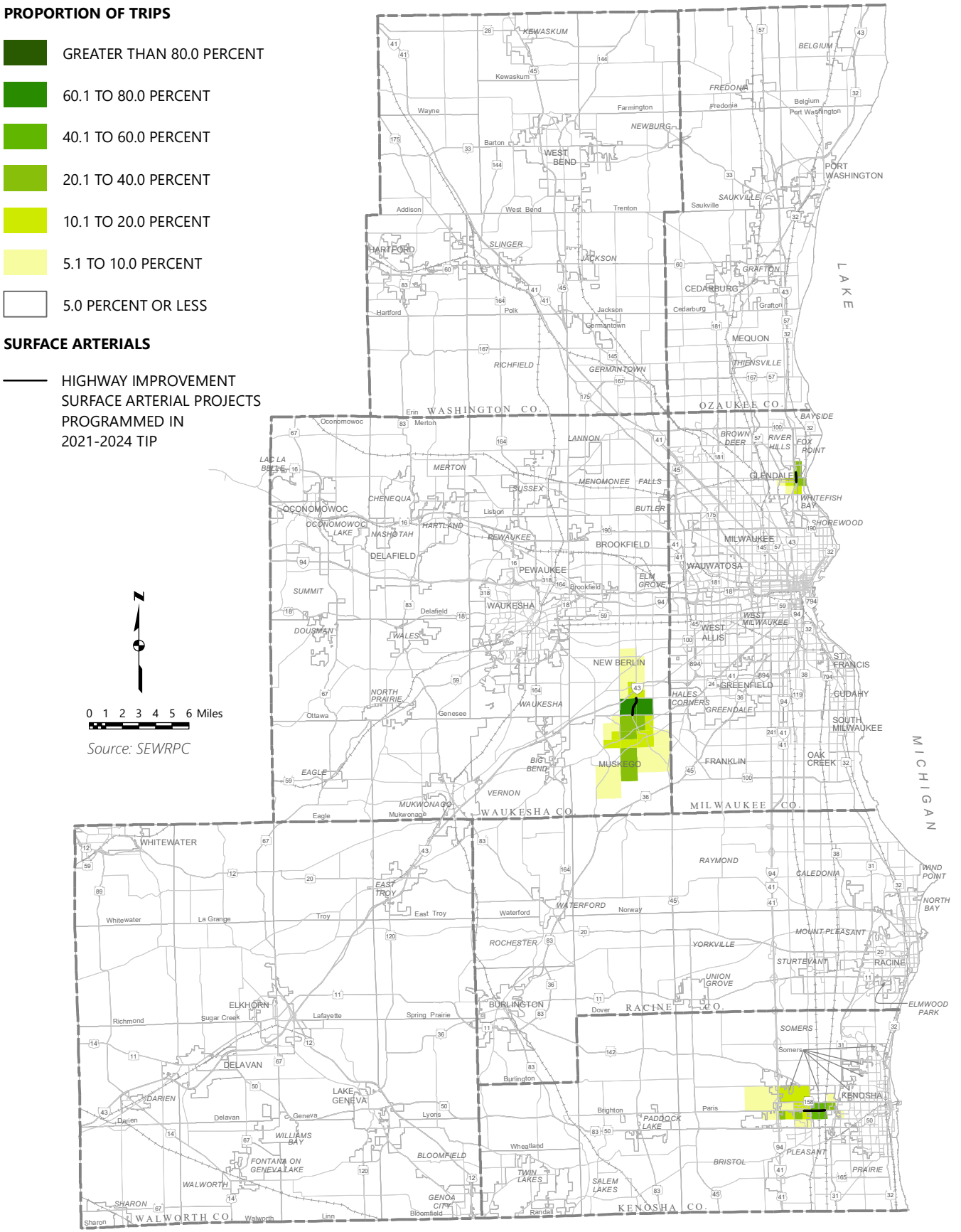
- PRESERVATION PROJECTS
- IMPROVEMENT PROJECTS
- CONSTRUCTION
- PRELIMINARY ENGINEERING

Note: This map shows only those projects programmed to preserve or improve segments of existing arterial facilities, or to construct segments of new arterial facilities. It does not show programmed spot improvement projects such as the reconstruction of an intersection or an interchange, nor does it show safety projects such as the installations of traffic signals or guardrail.

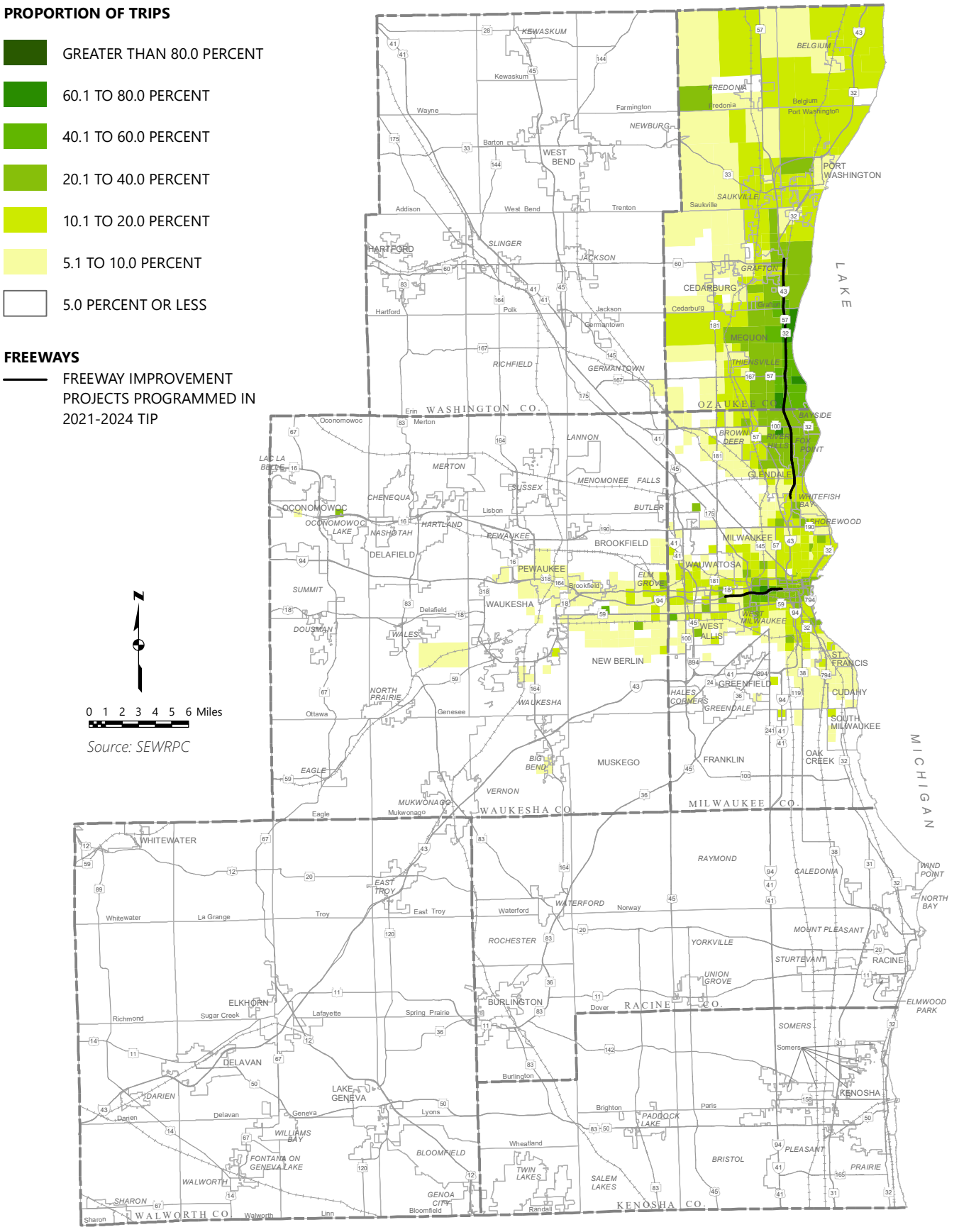


Source: U.S. Bureau of the Census American Community Survey and SEWRPC

Map I.31
Proportion of Automobile Trips Using the Programmed Highway Improvement or Expansion Surface Arterial Projects Within each Traffic Analysis Zone: 2021-2024 TIP



Map I.32
Proportion of Automobile Trips Using the Programmed Freeway Widening Projects Within each Traffic Analysis Zone: 2021-2024 TIP



Map I.33
Comparison of Concentrations of Total Minority Population to the Bicycle and Pedestrian Preservation, Improvement, and Expansion Projects Programmed for the Years 2021 Through 2024

CENSUS BLOCKS WHEREIN THE PERCENTAGE OF MINORITY PEOPLE, INCLUDING HISPANIC PEOPLE, EXCEEDS THE REGIONAL AVERAGE OF 28.9 PERCENT BASED ON THE 2010 U.S. CENSUS

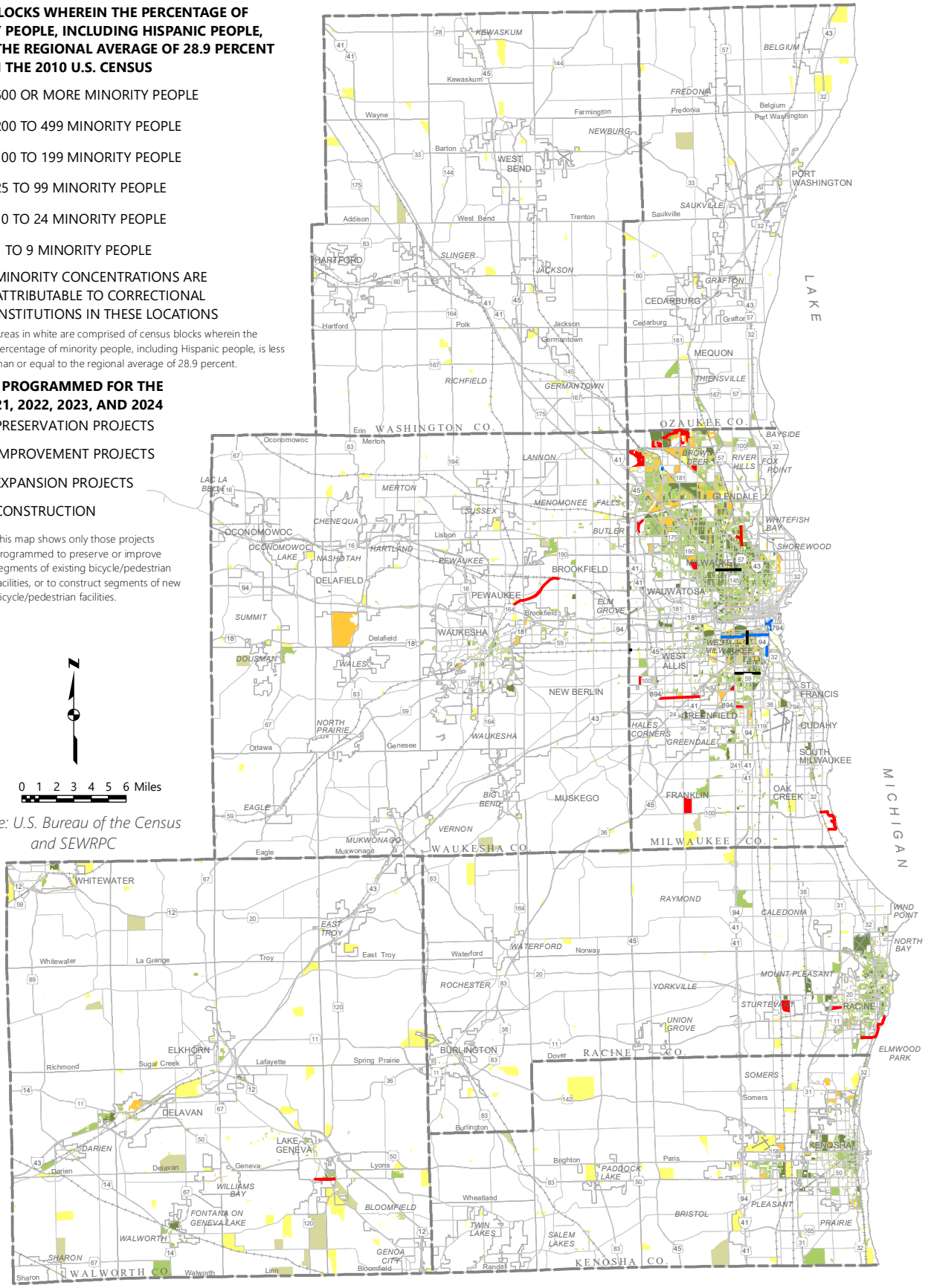
- 500 OR MORE MINORITY PEOPLE
- 200 TO 499 MINORITY PEOPLE
- 100 TO 199 MINORITY PEOPLE
- 25 TO 99 MINORITY PEOPLE
- 10 TO 24 MINORITY PEOPLE
- 1 TO 9 MINORITY PEOPLE
- * MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THESE LOCATIONS

Note: Areas in white are comprised of census blocks wherein the percentage of minority people, including Hispanic people, is less than or equal to the regional average of 28.9 percent.

PROJECTS PROGRAMMED FOR THE YEARS 2021, 2022, 2023, AND 2024

- PRESERVATION PROJECTS
- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS
- CONSTRUCTION

Note: This map shows only those projects programmed to preserve or improve segments of existing bicycle/pedestrian facilities, or to construct segments of new bicycle/pedestrian facilities.



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

Map I.34
Comparison of Concentrations of Families in Poverty to the Bicycle and Pedestrian Preservation, Improvement, and Expansion Projects Programmed for the Years 2021 Through 2024

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES IN POVERTY EXCEEDS THE REGIONAL AVERAGE OF 9.5 PERCENT BASED ON 2014-2018 U.S. CENSUS AMERICAN COMMUNITY SURVEY

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

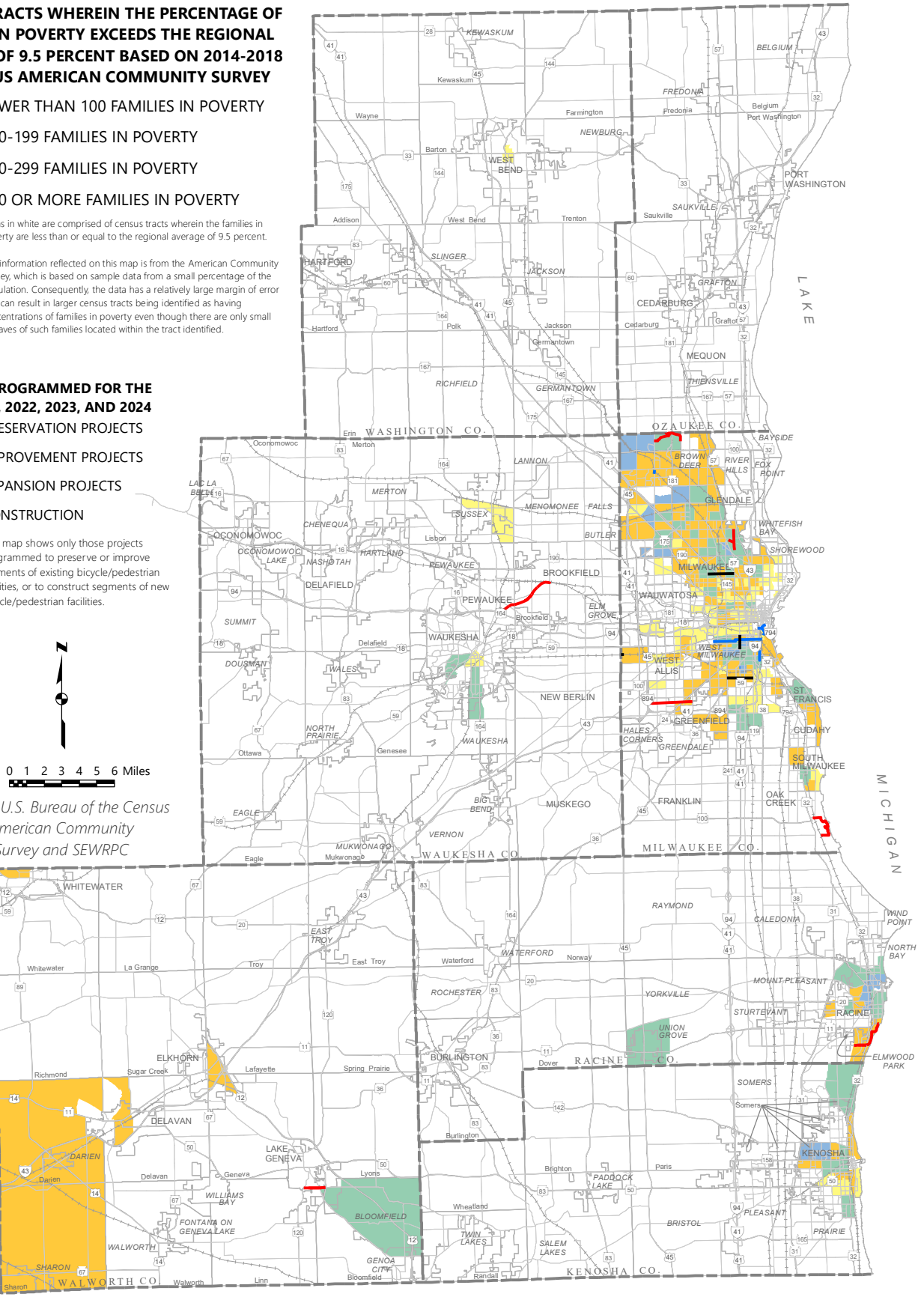
Note: Areas in white are comprised of census tracts wherein the families in poverty are less than or equal to the regional average of 9.5 percent.

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

PROJECTS PROGRAMMED FOR THE YEARS 2021, 2022, 2023, AND 2024

- PRESERVATION PROJECTS
- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS
- CONSTRUCTION

Note: This map shows only those projects programmed to preserve or improve segments of existing bicycle/pedestrian facilities, or to construct segments of new bicycle/pedestrian facilities.



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

Map I.35

Comparison of Concentrations of Families with Incomes Less Than Twice the Poverty Level to the Bicycle and Pedestrian Preservation, Improvement, and Expansion Projects Programmed for the Years 2021 Through 2024

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES WITH INCOMES LESS THAN TWICE THE POVERTY LEVEL EXCEEDS THE REGIONAL AVERAGE OF 22.7 PERCENT BASED ON THE 2014-2018 U.S. CENSUS AMERICAN COMMUNITY SURVEY

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

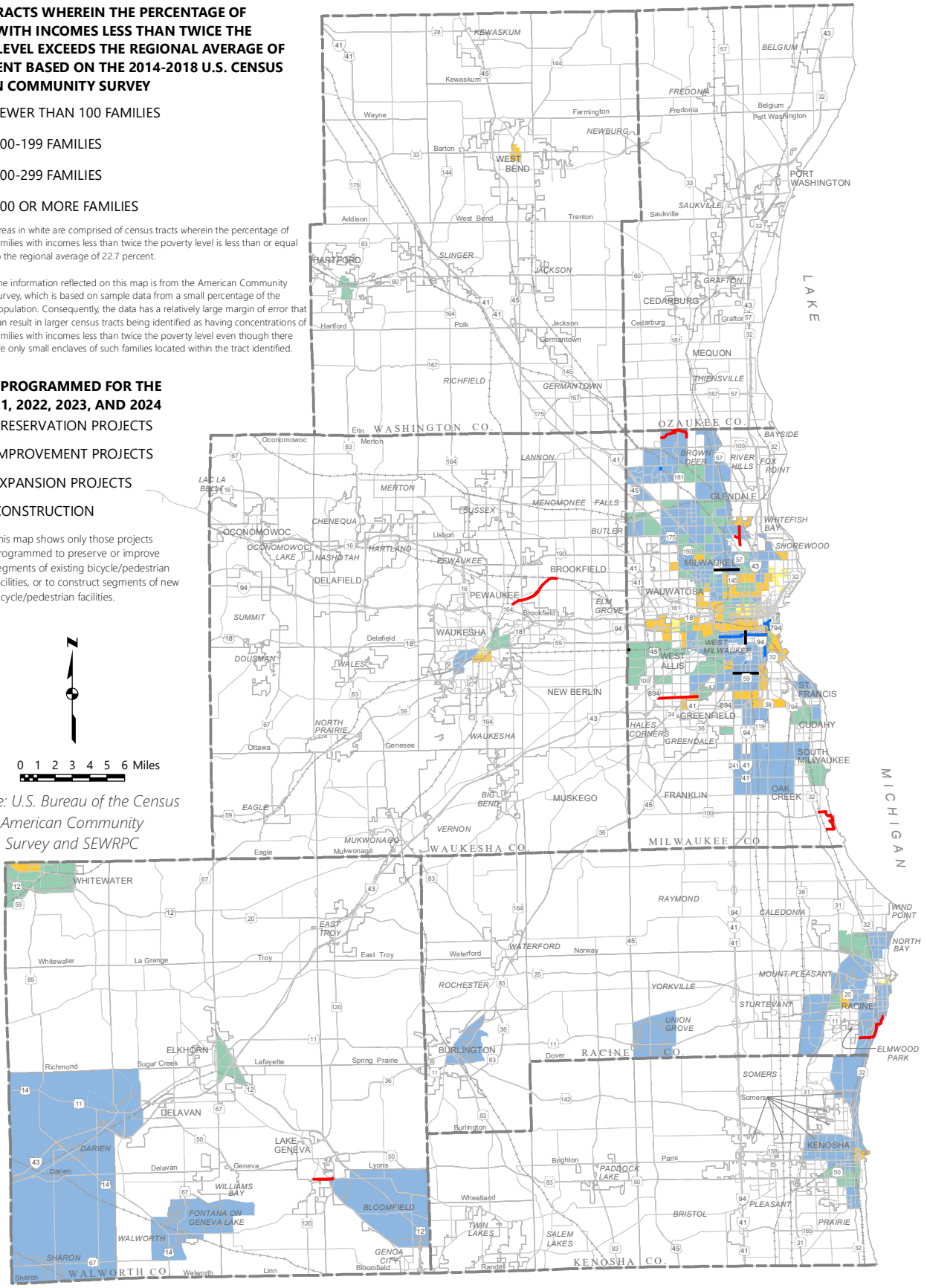
Note: Areas in white are comprised of census tracts wherein the percentage of families with incomes less than twice the poverty level is less than or equal to the regional average of 22.7 percent.

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

PROJECTS PROGRAMMED FOR THE YEARS 2021, 2022, 2023, AND 2024

- PRESERVATION PROJECTS
- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS
- CONSTRUCTION

Note: This map shows only those projects programmed to preserve or improve segments of existing bicycle/pedestrian facilities, or to construct segments of new bicycle/pedestrian facilities.



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

Map I.36
Comparison of Concentrations of People with Disabilities to the Bicycle and Pedestrian Preservation, Improvement, and Expansion Projects Programmed for the Years 2021 Through 2024

CENSUS TRACTS WHEREIN THE PERCENTAGE OF PEOPLE WITH DISABILITIES EXCEEDS THE REGIONAL AVERAGE OF 11.8 PERCENT BASED ON THE 2014-2018 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 250 PEOPLE WITH DISABILITIES
- 250-499 PEOPLE WITH DISABILITIES
- 500-749 PEOPLE WITH DISABILITIES
- 750 OR MORE PEOPLE WITH DISABILITIES

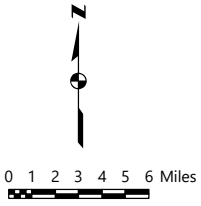
Note: Areas in white are comprised of census tracts wherein the percentage of people with disabilities is less than or equal to the regional average of 11.8 percent.

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

PROJECTS PROGRAMMED FOR THE YEARS 2021, 2022, 2023, AND 2024

- PRESERVATION PROJECTS
- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS
- CONSTRUCTION

Note: This map shows only those projects programmed to preserve or improve segments of existing bicycle/pedestrian facilities, or to construct segments of new bicycle/pedestrian facilities.



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

TRANSPORTATION PROJECT IMPLEMENTATION AND FUNDING STATUS

The year 2050 regional transportation plan—VISION 2050—was completed in 2016 and updated in 2020. As part of 2020 Review and Update of VISION 2050, plan implementation was reviewed. Although it is early in the 35 year outlook of the plan and implementation has been somewhat mixed, in general, implementation is lagging for the public transit portion of the plan, somewhat lagging for the arterial streets and highway portion of the plan, and relatively on track for the bicycle and pedestrian portion of the plan.

As anticipated based on the financial analyses prepared for VISION 2050, the Region has not experienced a significant transit expansion since the plan was initially adopted. Altogether, average weekday service increased slightly between 2014 and 2018, the most recent year for which data are available from the National Transit Database. While commuter bus hours have stayed consistent, revenue miles of commuter service decreased. Express bus service has also increased, although between 2018 and 2019, the Region has experienced reductions in transit service, particularly MCTS service. As service has declined, the Region has also experienced a reduction in ridership on local bus and commuter bus services since the adoption of VISION 2050, due to a variety of reasons. The Milwaukee County bus rapid transit route between downtown Milwaukee and the Regional Medical Center (which received FTA Small Starts funding) represents a first step in the implementation of the rapid transit network envisioned for the Region in VISION 2050.

As it relates to the bicycle and pedestrian portion of the plan, 79.2 additional miles of bicycle lanes and wide, paved shoulders have been implemented on the existing 3,300-mile arterial system, bringing the total of standard on-street bicycle accommodations up from 815 miles in 2015 to 894 miles in 2019. Off-street bicycle paths have continued to be expanded, with an addition of 11.4 additional miles since 2015. Similarly, 5.1 additional miles of buffered and protected bicycle lanes have been implemented since 2015.

Similar to the public transit portion of the plan, implementation of the arterial streets and highways portion of the plan has aligned with the financial analysis prepared for VISION 2050. Approximately eight miles, or 11 percent, of new arterial facilities and 51 miles, or 18 percent, of arterial facilities planned to be widened with additional traffic lanes have been constructed since VISION 2050 was adopted or are currently under construction in 2020. In addition, the expected preservation and maintenance activities have continued to largely align with the financial analysis prepared for VISION 2050.

Funding availability has affected implementation of both highway and transit projects. When expected revenues are insufficient, the implications for highways differ from transit as highway expenditures are largely capital expenditures and transit expenditures are largely operating expenditures. The effect on highways is a reduction in the amount of highways and surface arterials that can be reconstructed with additional lanes or can be newly constructed. The principal effect on transit is a lack of transit improvement and expansion, reductions in transit service, and passenger fare increases beyond the rate of inflation.

Transit operators in Southeastern Wisconsin are heavily dependent upon Federal and State operating funds, which typically represent about 70 to 80 percent of transit annual operating assistance. Under Federal law, the use of Federal transit funds for operating funding is limited, particularly in the Milwaukee urbanized area. Transit operators are, and have been, making maximum use of all available Federal Transit Administration (FTA) funds for operating funding. While some Federal highway funds may be flexed, or transferred, to public transit, these funds are principally limited to capital funding. Transit operators have used FHWA funds flexed to transit use for capital projects, including FHWA CMAQ funds, FHWA Surface Transportation Program – Milwaukee Urbanized Area funds, and FHWA ICE funds. (The only FHWA funds that may be used for transit operating funding are CMAQ funds, and they may only be used for new or improved transit service and are limited to the first three to five years of such transit service). Making Federal highway funds available for operating funding, as well as increasing the level of Federal operating funding available for public transit, is dependent upon the actions of the U.S. Congress and President. With regards to State transit funding, the State Legislature and Governor establish the level of State funding available for public transit, and also establish whether regional transit authorities and dedicated local funding are permitted. State legislation for dedicated local funding has been considered by the State Legislature and Governor as recently as 2010 but was not enacted. Neither the Regional Planning Commission nor local government elected officials, the latter being the current operators of public transit, are enabled to make more Federal and State funding available for the operation of transit systems in Southeastern Wisconsin. While local government elected officials establish the level of local funding

of public transit, as well as set the level of transit fares and establish improvement and expansion or reduction of transit service, their ability to replace Federal and State funds with local property taxes is limited by property tax levy caps established by the State.

APPENDIX J
SUMMARY OF RECORD OF PUBLIC INVOLVEMENT

BACKGROUND AND CONTEXT

This appendix constitutes the formal record of public involvement in the preparation and review of the 2021-2024 transportation improvement program (TIP). As part of the development of the TIP, local engineers, planners, and transit operators within the Region were contacted in an attempt to include all proposed State and local government transportation projects in the TIP. The TIP is reviewed by the Commission's Advisory Committees for Transportation System Planning and Programming for the Kenosha, Milwaukee, Racine, Round Lake Beach, and West Bend urbanized areas. These committees are comprised of local elected and appointed officials and agency representatives responsible for transportation system improvement, operation, and maintenance within each urbanized area and of representatives of Federal and State transportation and environmental protection agencies. The TIP is reviewed by the Commission for consistency with the regional transportation plan.

The public comment period on the draft TIP extended from November 4, 2020, through December 3, 2020. A virtual public meeting was held on the draft TIP on November 18, 2020, during the comment period. Formal announcement of the public meeting was provided through paid notices appearing in the *Milwaukee Journal Sentinel* on November 4, 2020, in the *Milwaukee Community Journal* on November 4, 2020, and in *El Conquistador* on November 5, 2020. Copies of these notices are included in Figure J.1 of this appendix. An email announcing the public meeting was sent to the Commission's email distribution list on November 13, 2020. A copy of the email is also included in Figure J.1 of this appendix.

Also, beginning on November 4, 2020, copies of the draft *Transportation Improvement Program for Southeastern Wisconsin: 2021-2024* were available from the Commission, were posted on the Commission's website, and were available for review at the Commission offices during normal business hours of 8:00 a.m. to 4:30 p.m., Monday through Friday. A summary description of the draft TIP, notice of the public meeting on the draft TIP, and opportunity to submit comments electronically were also available on the Commission's website. A copy of the webpage posted on the Commission's website for the draft TIP, along with the webpages summarizing the TIP development and approval process, are included in Figure J.1 of this appendix. Comments on the TIP could also be submitted by fax, electronically via email, or via the U.S. mail.

Additional outreach, including outreach to minority and low-income populations, included the Commission staff sending an email to members of the Commission's Environmental Justice Task Force (EJTF) describing the purpose of the TIP, informing them of the availability of the draft TIP and the public meeting, and inviting them to comment on the draft TIP either at the meeting or during the 30-day comment period. In addition, the Commission staff maintains a list of nearly 140 minority groups and low-income groups and organizations that are consulted regarding the most effective means and materials for interacting with their membership and/or populations, and that are informed of the Commission's public participation opportunities for its planning and programming activities, including the TIP. The Commission staff sent a letter to each of these groups and organizations briefly describing the purpose of the TIP, informing them of the availability of the draft TIP and the public information meeting, and inviting them to comment on the draft TIP. The Commission staff offered to meet with each group and organization to further explain the TIP and obtain their comments. Announcements of the availability of the draft TIP and of the public comment period and meeting on the draft TIP were sent via email to over 2,400 individuals who have signed up to receive electronic notices and newsletters.

Since the TIP is consistent with, and serves as a stage of implementation of, the regional transportation plan, most of the projects in the TIP receive public involvement and comment as part of the regional transportation planning process. Many projects in the TIP also receive public involvement and comment as part of a local annual or State biennial budget, capital improvement program or program of projects, and preliminary engineering and environmental process.

Figure J.2 provides a summary of, and attendance record for, the virtual public meeting. During the public comment period, four persons provided written comments electronically via the draft TIP website, and seven persons jointly provided written comments via a letter sent to Commission staff. Figure J.3 provides the written comments received on the draft TIP.

SUMMARY OF COMMENTS

Summaries of the Written Questions/Comments Provided Electronically on the Draft TIP

- One person provided comment that the draft TIP should include less spending on transit and more spending on highway preservation projects and off-system roads. One person commented that there should be more spending on public transit, particularly on transit expansion.

  Response: The TIP is a list of all transportation projects that State and local governments propose to implement in the next four years with Federal U.S. Department of Transportation funding. Therefore, the TIP is a reflection of the priorities of State and local governments in Southeastern Wisconsin. During the compilation of the TIP, each implementing agency submits its projects for inclusion, and they are then reviewed by Commission staff for consistency with the recommendations of the regional transportation plan.

  By State law, the Commission is an advisory regional planning agency, and cannot ensure funding for, or implementation of, any element of the regional transportation plan. The arterial streets and highways element of the regional transportation plan recommends maintaining the arterial street and highway system—including pavement, bridges, and all other infrastructure in the roadway right-of-way—in a state of good repair. This is done through routine maintenance, periodic rehabilitation, and reconstruction of roadways, bridges, and other highway infrastructure. The regional transportation plan recommends that the State and local governments implement sound roadway asset management practices to ensure effective use of limited transportation funding sources. The transit element of the regional transportation plan recommends significant improvement to, and expansion of, public transit in the Region, including eight rapid transit lines, four commuter rail lines, and significantly expanded local bus, express bus, commuter bus, and shared-ride taxi services.

  Funding for all projects included in the draft 2021-2024 TIP totals about $2.64 billion. Of the total 2021-2024 programmed resources, about $1.74 billion, or 66 percent, is for preserving, reconstructing, or adding additional capacity to the Region's arterial highway system. Most of these projects are funded with Federal and State funds. While there are some Federal and State funding available for nonarterial roadways, most of the local (neighborhood) roadways in the Region are not eligible for

such funding, or are only eligible under specific conditions (such as bridge projects or projects part of economic development). In addition, because most roadway projects using Federal funding must meet applicable Federal regulatory requirements, State and local governments typically use Federal funding for projects involving major arterial roadways such as State and county highways. Local governments typically do not use Federal funding for projects involving nonarterial roadways with lower amounts of traffic. Thus, since nonarterial projects are typically implemented without Federal funding, they are not required to be listed in the TIP.

With respect to transit, a substantial proportion of programmed expenditures in the draft TIP is for transit ($803 million, or 30 percent), most of which is programmed for maintaining the existing transit systems in the more urban or suburban portions of the Region. Maintaining a well-functioning transit system is important to the areas it serves in order to expand the traffic carrying capacity in the Region's heavily travelled corridors (helping to mitigate traffic congestion), to provide mobility access to the 1 in 10 household in the Region without access to a car, and to provide employers with access to a larger labor force.

Of the $803 million, about $70 million (or nine percent) is programmed in the draft TIP for transit expansion and improvement activities, including projects related to a bus rapid transit system in Milwaukee County, the new streetcar system in the City of Milwaukee, and expansion and improvement to the City of Kenosha's transit system. While these programmed expenditures are modest compared to the level of system expansion recommended in VISION 2050, such projects can further assist in traffic congestion mitigation, encourage economic development, reduce automobile dependence, and provide economic resilience, particularly in the corridors that they are located. Because transit operators are utilizing most of the available transit funding to maintain existing systems, future improvement and expansion requires action by the State and Federal governments to provide additional transit funds, or allow local governments the ability to generate additional funds on their own (which they are currently not allowed to do).

- One person inquired about projects relating to USH 12 north of the City of Elkhorn.

  Response: The draft TIP includes two projects along USH 12 north of the City of Elkhorn—resurfacing of USH 12 from STH 20 to STH 12/67 split and the replacement of the USH 12 bridge over Sugar Creek, and intersection improvements at USH 12 and CTH ES.

- One person indicated that businesses should fund transit services to complete the "last-mile" trip from bus stops to employment.

  Response: The TIP documents the transit projects programmed to be implemented by the Region's transit operators over the next four years. While the TIP does include projects related to job access programs that assist low-income individuals in accessing job opportunities (including van services) funded with State or Federal funds, it does not include (nor is it required to) such projects funded by area businesses. However, in July 2018, the Commission, in coordination with the Regional Transit Leadership Council, created the Workforce Mobility Team to assist businesses with connecting workers to jobs in Southeastern Wisconsin. The Team is staffed by the Commission and provides assistance to employers in the Region who experience challenges retaining and attracting workers as a result of those workers having limited or no commuting transportation options available. The goal of the Workforce Mobility Team is to increase residents' access to jobs and businesses' access to workers by coordinating workforce transportation efforts regionally and supporting the implementation of innovative solutions across the Region.

- One person inquired about how much funding on highway improvement projects is spent on Vision Zero and complete street policies.

  Response: The draft TIP includes about $45 million for standalone safety projects intended to reduce the number of fatalities and serious injuries at those locations, and about $19 million for standalone bicycle/pedestrian projects intended to provide a safer, more convenient means for such travel. While not the only purpose, both safety measures and bicycle/pedestrian accommodations are

typically incorporated as deemed appropriate though preliminary engineering in the about $890 million programmed for highway preservation and improvement projects on the surface arterials in the Region.

- One person commented that roundabouts should no longer be constructed in the Region based on driver confusion and frustration in navigating them.

  Response: The Commission does not make recommendations as to the specific types of traffic control that are needed for particular intersections in the Region. However, VISION 2050—the year 2050 regional land use and transportation plan—does recommend that alternative intersection types be considered to reduce the number of vehicle-to-vehicle conflicts. While Commission staff agree that roundabouts can be confusing for some motorists and that they are not necessary at every intersection, studies have found that a well-designed and well-located roundabout can reduce the number and severity of crashes at an intersection. These reductions are realized based on roundabouts having a quarter of the vehicle conflict points of traditional intersections. The draft TIP contains at least three projects involving the construction of a roundabout. The determination of whether a roundabout is appropriate for these and other locations is typically done as part of preliminary engineering that involves the analysis of the existing traffic control measures, the level of approaching traffic and turning movements at the intersection, historical crash data, and adjacent land uses.

- One person commented that there should be increased level of parking and security along the Region's trail systems.

  Response: Commission staff agree that such amenities would be beneficial to trails in southeastern Wisconsin. However, while such amenities may be eligible for Federal and State funding (and be included in the TIP), the level of parking and security along a particular trail route is the responsibility of the level of government—state, county, or local—that owns and maintains the trail.

- One person commented that there should be increased enforcement of traffic laws on the entire transportation system.

  Response: While Commission staff recognize the growing concerns regarding safety for roadway users, including reckless driving, vehicle speeds, and inattentive driving, the TIP is a listing of the transportation projects programmed by State and local governments over the next four years, and does not involve the level of enforcement of traffic laws on the transportation system.

Comments Received in a Letter from Ms. Karyn L. Rotker of the American Civil Liberties Union of Wisconsin, Dennis M Grzezinski, Fred Royal of the NAACP – Milwaukee Branch, Lester Williams of the Milwaukee Inner-City Congregations Allied for Hope (MICAH), Gregg May of the 1000 Friends of Wisconsin, Elizabeth Ward of the Sierra Club – Wisconsin Chapter, and Matt Casale of the Wisconsin Public Interest Research Group (WISPIRG) Foundation

- "[T]he 2021-2024 draft TIP acknowledges at page I-54 that implementation is lagging for the public transit portion of the VISION 2050 regional transportation plan, as service has continued to decline – and reduced service has led to reduced ridership. In that regard, it is noteworthy that 38% of the over $1.7 billion in expenditures proposed for highway projects in the TIP in the next 4 years is for "highway improvement projects," which typically include adding lanes, rather than for maintaining existing infrastructure, while less than 9% of the $800 million in expenditures on public transit is for expanding or improving service (and the bulk of that money is for the Milwaukee County BRT project, which should improve service, but does not expand the reach of the public transit system)."

  Response: Within the four years of the draft 2021-2024 TIP, about $1.74 billion is programmed for arterial highway projects, with about $1.07 billion programmed for highway preservation projects and $670 million programmed for highway improvement projects. Of the $670 million programmed for highway improvement projects, about $655 million (or about 98 percent) is programmed for two freeway reconstruction projects—the reconstruction with additional lanes of IH 43 between Silver Spring Drive and STH 60 and the reconstruction with additional lanes of IH 94 between 70th Street and 16th Street. About 80 to 90 percent of the programmed expenditures of both projects involve

the reconstruction and modernization of existing freeway segments originally constructed in the 1950's and 1960's that are approaching the end of their useful life. The remaining 10 to 20 percent of the programmed expenditures would be for the construction of the additional travel lanes.

- "We are particularly troubled by the inclusion of over $190 million in expenditures on the reconstruction/expansion of I-94 East-West during the next 4 years, with another $800 million to be spent in subsequent years. The serious shortcomings and deficiencies of that project, which caused it to be the subject of litigation during 2017 when it was previously made part of the state's transportation program, and was then withdrawn by the state, need to be corrected and mitigated. Moreover, the TIP prioritization criteria for consideration of the job/housing balance in a community, and the extent of existing transit service in a community, only apply to "expansion" projects, even though many if not most highway "improvement" projects also add lanes and/or increase the footprint of the project."

  Response: The Governor announced in July of this year that WisDOT would resume the East-West IH 94 project between 70th Street and 16th Street. As part of resuming the project, WisDOT is reassessing alternatives developed as part of the preliminary engineering and environmental impact assessment previously conducted for the project. Following the completion of the reassessment, WisDOT is intending to seek a new Record of Decision by the Federal Highway Administration (FHWA). The activities programmed for this project include preliminary engineering, right-of-way acquisition, and traffic mitigation activities that would be largely initiated regardless of the results of the completion of the reevaluation of the alternatives by WisDOT.

  With respect to TIP prioritization, criteria related to job/housing balance and the extent of transit service in communities is utilized by Commission staff in the evaluation of local and county projects for Federal Surface Transportation Block Grant Program – Milwaukee Urbanized Area (STP-M) funds and Federal Congestion Mitigation and Air-Quality Improvement Program (CMAQ) funds. For the evaluation of projects for STP-M funding, both highway improvement and highway expansion projects (as defined within the TIP) are evaluated with the criteria related to job/housing balance and the extent of transit service in the communities that the projects area located. In addition, all of the candidate highway projects are evaluated with a performance measure related to use that includes both the volume of vehicles and the number of transit users travelling within the project limits on an average weekday.

  With respect to evaluating other highway projects in the TIP, the State Legislature and Governor (through the budgeting process) and the Wisconsin Department of Transportation (WisDOT) are currently responsible for determining which projects utilize the STP funding available statewide for projects. For the funding that WisDOT is responsible for, the STP funding may be used statewide at their discretion on highway projects, including within Southeastern Wisconsin. Some Metropolitan Planning Organizations (MPOs) across the nation do prioritize all available STP funding. Such states generally provide a candidate list of projects and request the MPOs to provide their priorities to the state DOT for consideration, among other factors, in determining which projects are included in the statewide and MPO TIPs. The Commission, working with its TIP Advisory Committees, would certainly be willing to consider a similar priority listing of State projects within Southeastern Wisconsin for Federal and State funding if the State would identify a list of candidate projects on State highways within Southeastern Wisconsin, and request that the Commission provide a prioritized list of those projects. Other states, such as the States of Massachusetts and California, allocate portions of the STP funding, and other Federal or State highway funding they receive for projects statewide, directly to regions or MPOs for the selection of projects for use of such funds in their area. However, as the Wisconsin State budget is very prescriptive, the allocation of any Federal or State funds to the Southeastern Wisconsin Region would need to be approved by the State Legislature and Governor as part of the State biennial budget. The Commission, working with its TIP committees, would be willing to evaluate, prioritize, and recommend projects for any Federal or State funds that the State would directly allocate to the Region.

- "The ongoing coronavirus pandemic has altered patterns of working and living in Southeastern Wisconsin, as it has in the rest of the country. Employers and employees have experienced first-

hand the opportunities for many types of work to be done on-line either all or some of the time, and it is likely that significant changes from the 9 to 5, five day a week pattern of commuting to work will persist long beyond the end of the pandemic for many employees. Previously forecasted land-use and traffic projections are likely to need revision. Proceeding with plans for mega-highway expansions based on outdated projections would be unwise."

Response: The ongoing COVID-19 pandemic has affected the amount and temporal distribution of travel on the regional transportation system and will likely continue to do so over the next year. However, the long-term impacts and the scale of those impacts on travel on the regional transportation system are unknown at this time. The Commission staff expect that the effects of the pandemic will be continually monitored, as part of the Commission's system performance monitoring efforts. Any changes to the current VISION 2050 plan, along with the travel forecasts that are the basis of the plan, based on the results of that monitoring would be considered as part of either an interim plan update (in about 4 years) or a major plan update (in about 6 to 8 years), with the major plan update expected to include extending the horizon of the plan to 2060.

- "The TIP fails to acknowledge and highlight the reality that because of the long-trending decrease in the reach and service levels of public transit in the Region, an ever-increasing proportion of available employment opportunities in the Region are reachable only by car. Readers of the TIP are not likely to make the connection, of which SEWRPC is well aware, between the distressingly high levels of unemployment in Milwaukee's minority communities and the results of many years of underfunding of public transit. Nor does the TIP adequately or meaningfully address the need to mitigate the harm to communities of color when highway capacity increases while transit declines."

  Response: Providing sufficient funding to maintain the existing transit service and to expand and improve transit service over the next 30 years, as recommended in VISION 2050, is dependent on action by the State Legislature and Governor. If additional State funding for transit services or permission for local units of government and transit operators to generate funds on their own is not provided, it is unclear what mitigation may be appropriate, and it would be beyond the Commission's authority as the metropolitan planning organization to prescribe a mitigation strategy for the State. As described previously, the Commission is, by State law, an advisory agency, and as such does not have the authority to force implementing agencies to implement specific portions of or projects from the regional transportation plan rather than others.

- "SEWRPC's VISION 2050 transportation plan set forth quite clearly the essential need for the Region to dramatically expand public transit in order to sustain the region's economy, to improve the health and quality of life of its people, and to mitigate the adverse circumstances under which the Region's minority, low income and disabled populations are disproportionately living. The absence of that message from the TIP is distressing…"

  Response: VISION 2050—the year 2050 regional land use and transportation plan—recommends over a doubling in transit service in Southeastern Wisconsin by the year 2050, including expansion in commuter rail, rapid transit, and local services. However, under Federal transportation planning regulations, the Region's transportation plan can only include projects that can be funded with existing and reasonably expected revenues, given existing Federal and State restrictions on the use of those reasonably expected revenues for specific types of projects or services. Therefore, the portion of the transit recommendations of VISION 2050 that can be funded by these revenues is included in the Fiscally Constrained Transportation System (FCTS) for VISION 2050. Due to the funding gap between the VISION 2050 transit recommendations and the reasonably available revenues and consistent with the restrictions on the use of those revenues, transit service under the FCTS would be expected to decline in the Region over the next 30 years, with only a modest implementation of the transit expansion and improvement recommended under VISION 2050.

  As stated in the letter, the transportation equity analysis prepared for review and update of VISION 2050—completed in June 2020—states that the reduction in transit service and minimal provision of higher-quality transit service under the FCTS would result in less access to jobs, healthcare, education, and other daily needs than under VISION 2050, and in many cases less access via transit than exists

today. For the one in 10 households in the Region without access to an automobile, households that are more likely to be minority or low-income than their overall proportion of the Region's population, mobility and access to jobs and activities within the Region would be limited. The equity analysis further states that should the reasonably available and expected funding that dictates what portions of VISION 2050 are included in the FCTS remain unchanged, a disparate impact on the Region's minority populations, low-income populations, and people with disabilities is likely to occur under the FCTS.

Like the FCTS, the TIP can only include projects that can be funded with existing and reasonably expected revenues, given existing and reasonably expected restrictions on the use of those revenues for specific types of projects and services. However, the $803 million (or 30 percent of total expenditures) programmed over the four years of the draft TIP for transit projects are expected to be sufficient to essentially maintain the existing transit service, with some implementation of transit improvement and expansion projects. It is expected that transit operators will continue to work within the four years of the TIP to most efficiently operate their systems given current funding constraints, to avoid or minimize cuts in transit service. In fact, the Milwaukee County Transit System (MCTS) will be initiating MCTS NEXT in 2021, which will include increasing transit frequency in higher travelled corridors. These changes would be expected to benefit all transit users in Milwaukee County, particularly minority populations and low-income populations who utilize transit at a higher proportion than the remaining populations. Should declines in transit service occur during the four years of the TIP, they would likely consist of the reduction of service to the lowest used routes along the edges of the transit service area.

The draft TIP includes about $70 million in funding for transit system expansion, including the Milwaukee County bus rapid transit project, the City of Milwaukee streetcar project, and the City of Kenosha bus service expansion. In addition to transit expansion activities, the City of Kenosha project also includes improvement to some of the existing transit routes. The transit expansion and improvement projects that would collectively be expected to benefit the populations—including minority populations and low-income populations—that utilize or would utilize those services.

In addition to the comments provided within their letter, the seven signatories enclosed the comment letter submitted on the draft 2019-2022 TIP in 2018. Appendix J of the final 2019-2022 TIP document[1] includes the Commission staff responses to these comments.

[1] *The final 2019-2022 TIP can be accessed from the Commission's website using the following link: www.sewrpc.org/SEWRPCFiles/Transportation/Files/tip/19-22_TIP/19-22TIP_Web.pdf.*

Figure J.1
Notice of Public Meeting and Review Period

JOIN us at a VIRTUAL PUBLIC MEETING

You are invited to review and comment on the draft *Transportation Improvement Program for Southeastern Wisconsin: 2021-2024* (TIP). The TIP lists State and local public transit and roadway projects within Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha Counties proposed by State and local governments to use Federal Transit and Highway Administration funding over the next four years.

Copies of the draft TIP are available electronically at the Regional Planning Commission's website—**www.sewrpc.org/tip**—or from the Commission offices. Commission staff are available weekdays by appointment between 8:00 a.m. and 4:30 p.m. to meet with the public and to answer any questions concerning the TIP. Public comments are encouraged and invited.

Comments are being sought pertaining to the draft 2021-2024 TIP. Public comment can be provided by the following:

- **Virtual Public Meeting (Wednesday, November 18, 2020, 5:00 – 6:00 p.m.)**. This meeting will begin with a brief presentation by Commission staff on the draft TIP, followed by an opportunity for participants to ask questions and provide written or oral comment in real time. Presentation slides and a recording will be made available after the scheduled meeting if participants are unable to attend.

  Those interested in participating in the meeting will need to register in advance. More information on the virtual public meeting and on how to register can be found at **www.sewrpc.org/TIP**. Individuals without internet access can register by calling the Commission's office Monday-Friday between 8:00 a.m. and 4:30 p.m. at 262-953-3252.

- **Written Comments** – Comments may be provided via U.S. mail, email, or fax through **December 3, 2020**, to:

  Southeastern Wisconsin Regional Planning Commission
  P.O. Box 1607
  W239 N1812 Rockwood Drive
  Waukesha, Wisconsin 53187-1607
  Email: TIP@sewrpc.org
  Phone: 262-953-3252 | Fax: 262-547-1103

The public involvement activities and the length of public review and comment period described in this notice for the draft Transportation Improvement Program for Southeastern Wisconsin: 2021-2024 will satisfy the Federal Transit Administration public involvement requirements for the Program of projects prepared by the City of Harford, City of Kenosha, Kenosha County, Milwaukee County, City of Milwaukee, Ozaukee County, City of Racine, Walworth County, Washington County, Waukesha County, City of Waukesha, and City of West Bend.

Milwaukee Journal Sentinel
Wednesday, November 4, 2020

Figure J.1 (Continued)

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Milwaukee Community Journal
Wednesday, November 4, 2020

Figure J.1 (Continued)

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ÚNASE a nosotros en una REUNIÓN PÚBLICA VIRTUAL

Le invitamos a revisar y comentar sobre el borrador del Programa de Mejora del Transporte para el Sureste de Wisconsin: 2021-2024 (TIP). El TIP enumera los proyectos de carreteras y tránsito público estatales y locales dentro de los condados de Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington y Waukesha propuestos por los gobiernos estatales y locales para utilizar los fondos de la Administración Federal de Tránsito y Carreteras durante los próximos cuatro años.

Las copias del borrador del TIP están disponibles electrónicamente en el sitio web de la Comisión de Planificación Regional —**www.sewrpc.org/tip**— o en las oficinas de la Comisión. El personal de la comisión está disponible de lunes a viernes con cita previa entre las 8:00 a.m. y las 4:30 p.m. reunirse con el público y responder cualquier pregunta relacionada con el TIP. Se anima e invita a los comentarios públicos.

Se están buscando comentarios relacionados con el borrador del TIP 2021-2024. Los siguientes pueden proporcionar comentarios públicos:.

- **Reunión pública virtual (miércoles 18 de noviembre de 2020, 5:00 - 6:00 p.m.).** Esta reunión comenzará con una breve presentación del personal de la Comisión sobre el borrador del TIP, seguida de una oportunidad para que los participantes hagan preguntas y proporcionen comentarios escritos u orales en tiempo real. Las diapositivas de la presentación y una grabación estarán disponibles después de la reunión programada si los participantes no pueden asistir.

  Los interesados en participar en la reunión deberán registrarse con anticipación. Puede encontrar más información sobre la reunión pública virtual y sobre cómo registrarse en **www.sewrpc.org/TIP**. Las personas sin acceso a Internet pueden registrarse llamando a la oficina de la Comisión de lunes a viernes entre las 8:00 a.m. y las 4:30 p.m. al 262-953-3252.

- **Comentarios escritos:** los comentarios se pueden enviar por correo postal, correo electrónico o fax de los EE. UU. Hasta el **3 de diciembre de 2020** a:

Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
W239 N1812 Rockwood Drive
Waukesha, Wisconsin 53187-1607
Email: TIP@sewrpc.org
Phone: 262-953-3252 | Fax: 262-547-1103

Las actividades de participación pública y la duración del período de revisión y comentarios públicos descritos en este aviso para el borrador del Programa de mejora del transporte para el sureste de Wisconsin: 2021-2024 satisfarán los requisitos de participación pública de la Administración Federal de Tránsito para el Programa de proyectos preparado por la Ciudad de Harford. , Ciudad de Kenosha, Condado de Kenosha, Condado de Milwaukee, Ciudad de Milwaukee, Condado de Ozaukee, Ciudad de Racine, Condado de Walworth, Condado de Washington, Condado de Waukesha, Ciudad de Waukesha y Ciudad de West Bend.

El Conquistador
Thursday, November 5, 2020

Figure J.1 (Continued)

COMMENT ON THE DRAFT TIP NOW THROUGH DECEMBER 3

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

DRAFT 2021-2024 TRANSPORTATION IMPROVEMENT PROGRAM

The Commission has prepared a draft regional transportation improvement program (TIP) listing all arterial highway, public transit, and other transportation improvement projects proposed to be carried out by State and local governments over the next four years (2021-2024) in the seven-county Southeastern Wisconsin Region. The TIP indicates the transportation system improvement priorities of State and local governments in Southeastern Wisconsin by their programming of projects to be undertaken in each of the next four years. The draft 2021-2024 TIP contains 378 projects representing a total potential investment in transportation improvements and services of $2.64 billion over the next four years.

Total Funding in the First Year of the 2021-2024 TIP

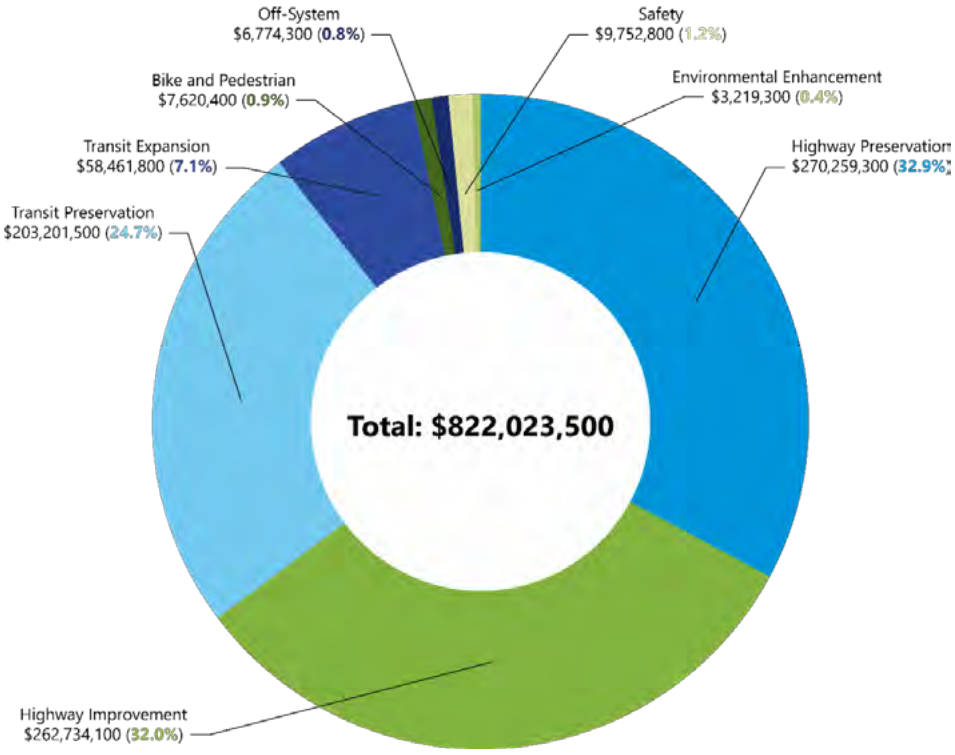


Figure J.1 (Continued)

HEAR MORE AND TELL US WHAT YOU THINK

The draft 2021-2024 TIP is available for review and comment through December 3, 2020. Comments can be provided during the virtual public informational meeting or by submitting written comments, as detailed below.

- **Virtual Public Informational Meeting** – A virtual public meeting on the draft 2021-2024 TIP will be held Wednesday, November 18, 2020, from 5:00 p.m. to 6:00 p.m. This meeting will begin with a brief presentation by Commission staff on the draft TIP, followed by an opportunity for participants to ask questions and provide comments in real time. Presentation slides and a recording will be made available after the meeting if participants are unable to attend.

Those interested in participating in the meeting will need to register in advance. Individuals without internet access can register by calling the Commission's office Monday-Friday between 8:00 am and 4:30 pm at 262-953-3252.

Click HERE to Register

- **Written Comments** – Comments may be provided through Thursday, December 3, 2020, via U.S. mail, fax, e-mail, or using the comment form through the TIP webpage. Please contact:

Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
W239 N1812 Rockwood Drive
Waukesha, Wisconsin 53187-1607
Phone: 262-262-953-3252 Fax: 262-547-1103
E-mail: TIP@sewrpc.org

To review the draft 2021-2024 TIP and provide comments, please visit sewrpc.org/tip or click on the link below:

Click Here to Review the Draft 2021-2024 TIP

Southeastern Wisconsin Regional Planning Commission | P.O. Box 1607, Waukesha, WI 53187-9961

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Figure J.1 (Continued)



Regional Transportation Improvement Program: 2019-2022

Regional Transportation Improvement Program: 2021-2024

TIP Review and Approval Process

VISION 2050 Amendment: Establishing targets for Federal transit and highway performance measures for incorporation into VISION 2050

VISION 2050 Federal Safety Performance Measure Targets

Regional Transportation Improvement Program: 2017-2020

2016 Certification Review

2012 Certification Review

Workforce Mobility Team

2020 Certification Review

Section 5310 Program

2035 Regional Transportation Plan

Regional Nonmotorized Count Program

Transit Development Plans

Traffic Engineering Study for the Intersection of S. 51st Street and W. Drexel Avenue

2014 Interim Review and Update of the Year 2035 Regional Transportation Plan

Jurisdictional Highway Plans

Public Participation in Regional Planning

Regional Transportation Operations Plan: 2012-2016

Congestion Management Process in Southeastern Wisconsin

STH 60 Northern Reliever Route Feasibility Study

Human Services Transportation

Regional Transportation Improvement Program: 2021-2024

The Commission has prepared a draft 2021-2024 regional transportation improvement program (TIP). The TIP is a listing of all arterial highway, public transit, and other transportation improvement projects proposed to be carried out by State and local governments over the next four years (2021-2024) in the seven county Southeastern Wisconsin Region. The TIP indicates the transportation system improvement priorities of State and local governments in Southeastern Wisconsin to be undertaken in each of the next four years. Transit, arterial highway, and other improvement projects proposed to be implemented in the next four years with Federal U.S. Department of Transportation funding should be included in this program.

Commission staff reviewed each project proposed to be listed in the TIP for consistency with the adopted year 2050 fiscally constrained transportation system (FCTS). The Commission staff also compared the total costs of the proposed projects in the TIP to estimates of available Federal, State, and local funding to ensure that available funding sources are adequate to implement the TIP. In addition, the Commission staff conducted an evaluation assessing the impact of the projects programmed in the TIP on minority populations and low-income populations—both positive and negative—and evaluating whether minority populations and low-income populations may be expected to receive a proportionate share of TIP benefits and not receive a disproportionate share of TIP negative impacts (Appendix I). An evaluation was also conducted of the contributions of the projects listed in the TIP toward achieving VISION 2050 performance goals and the established targets for the national performance measures (Appendix E).

The draft TIP along with public comment on the draft TIP will be reviewed by the Commission's Advisory Committees for Transportation System Planning and Programming for the Kenosha, Milwaukee, Racine, Round Lake Beach-McHenry-Grayslake, Illinois-Wisconsin, and West Bend urbanized areas. These committees are comprised of local elected and appointed officials and agency representatives responsible for transportation system improvement, operation, and maintenance within each urbanized area.

The project-by-project listing of the draft 2021-2024 TIP includes for each project a brief description; estimated costs; estimated levels of Federal, State, and local funding; and the State or local unit of government sponsor responsible for project implementation.

The draft 2021-2024 TIP contains 378 projects representing a total potential investment in transportation improvements and services of $2.64 billion over the next four years. Of this total, $1.48 billion, or about 56 percent, is proposed to be provided in Federal aids; $803 million, or about 30.4 percent, in State funds; and $357 million, or about 13.6 percent, in local funds. About 31.2 percent of the four-year draft 2021-2024 TIP proposed expenditures, or about $822 million, are programmed in 2021, the first year of the TIP (as shown in the figure below).

Distribution of Expenditures in 2021 of the 2021 Through 2024

Transportation Improvement Program by Project Category

Transportation Improvement Program Development and Approval

Transportation Improvement Program Development Process

Transportation Improvement Program Review and Approval Process

Program Materials

Draft Regional Transportation Improvement Program

Draft Air Quality Assessment Report

Related Materials

VISION 2050

Public Participation Plan

Obligated Projects

2019 FHWA Obligated Projects

2019 FTA Obligated Projects

2018 FHWA Obligated Projects

2018 FTA Obligated Projects

2017 FHWA Obligated Projects

2017 FTA Obligated Projects

2016 FHWA Obligated Projects

2016 FTA Obligated Projects

2015 FHWA Obligated Projects

2015 FTA Obligated Projects

2014 FHWA Obligated Projects

2014 FTA Obligated Projects

2013 FHWA Obligated Projects

2013 FTA Obligated Projects

2012 FHWA Obligated Projects

2012 FTA Obligated Projects

2011 FHWA Obligated Projects

2011 FTA Obligated Projects

Figure J.1 (Continued)

Coordination

Environmental Justice Task Force

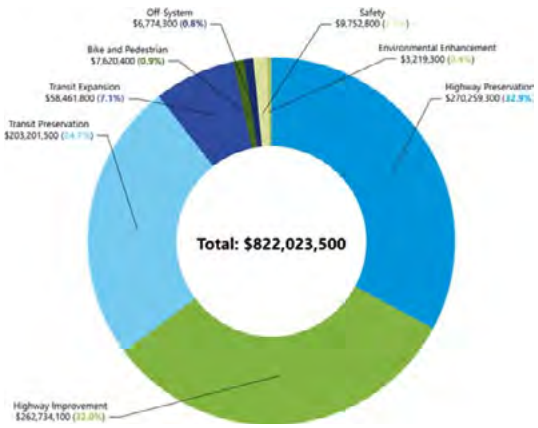
Regional Airport System Plan

Other Transportation Project Websites

Links and Document Downloads

MPO Designation, Geography, and Responsibilities

Lake Parkway Extension Study



- A proportion of financial resources programmed for 2021—about $473.5 million, or 57.6 percent—are to be devoted to the preservation of the existing transportation facilities and services—both highway and transit—in the Region. None of the projects included in the TIP involve routine highway operations and maintenance activities—snowplowing, ice control, grass cutting, and power for traffic control and street lighting.

- The expenditures for highway improvement (projects that include additional travel lanes when a road is being reconstructed) in 2021 are approximately $262.7 million, or 32 percent of total expenditures. (It should be noted that much of the cost of a highway improvement project is associated with the reconstruction of the existing highway facility. The cost of additional travel lanes provided may only represent 10 to 20 percent of the total costs of a highway improvement project.) No expenditures are programmed for highway expansion projects (projects that involve the design and construction of a brand-new roadway.)

- About $261.7 million, or 31.8 percent of total financial resources in 2021, is devoted to public transit projects. Public transit ridership respresents about two percent of all person-trips made on an average weekday in Southeastern Wisconsin. Of the total year 2021 programmed resources for public transit, $203.2 million, or 77.7 percent, is for preservation and $58.5 million, or 22.3 percent, is for service expansion. While there are no discrete transit improvement projects identified in 2021, one of the programmed transit expansion projects includes transit improvement activities.

Similar programmed funding patterns exist for the full four years of the draft 2021-2024 TIP.

To download a copy of the draft 2021-2024 TIP click here. The attendant conformity demonstration can be found here.

Public Comment Opportunities

The Commission is seeking public comment on the draft 2021-2024 TIP. Comment can be provided by one of two ways:

- **Virtual Public Informational Meeting** - A virtual public meeting on the draft 2021-2024 TIP will be held Wednesday, November 18, 2020, from 5:00 p.m. to 6:00 p.m. This meeting will begin with a brief presentation by Commission staff on the draft TIP, followed by an opportunity for participants to ask questions and provide written or oral comment in real time. Presentation slides and a recording will be made available after the scheduled meeting if participants are unable to attend.

Those interested in participating in the meeting will need to register in advance. Individuals without internet access can register by calling the Commission's office Monday-Friday between 8:00 am and 4:30 pm at 262-953-3252.

Click HERE to register

- **Written Comments –** Comments may be provided through Thursday, December 3, 2020, via U.S. mail, fax, e-mail, or using the comment

2010 FHWA Obligated Projects

2010 FTA Obligated Projects

2009 FHWA Obligated Projects

2009 FTA Obligated Projects

Committees

Advisory Committee on Transportation System Planning and Programming for the Kenosha Urbanized Area

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

Advisory Committee on Transportation System Planning and Programming for the Racine Urbanized Area

Advisory Committee on Transportation System Planning and Programming for the Round Lake Beach-McHenry-Grayslake, IL-WI Urbanized Area (Wisconsin Portion)

Advisory Committee on Transportation System Planning and Programming for the West Bend Urbanized Area

Figure J.1 (Continued)

form below. Please contact:

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Phone: 262-262-953-3252 Fax: 262-547-1103
E-mail: TIP@sewrpc.org

Comment on the Draft 2021-2024 TIP

You can use the box below to submit any comments you may have about the draft transportation improvement program (comments submitted through Thursday, December 3, 2020, will become part of the public record for the draft transportation improvement program).

Contact Information

Please provide the following information prior to submitting your request:

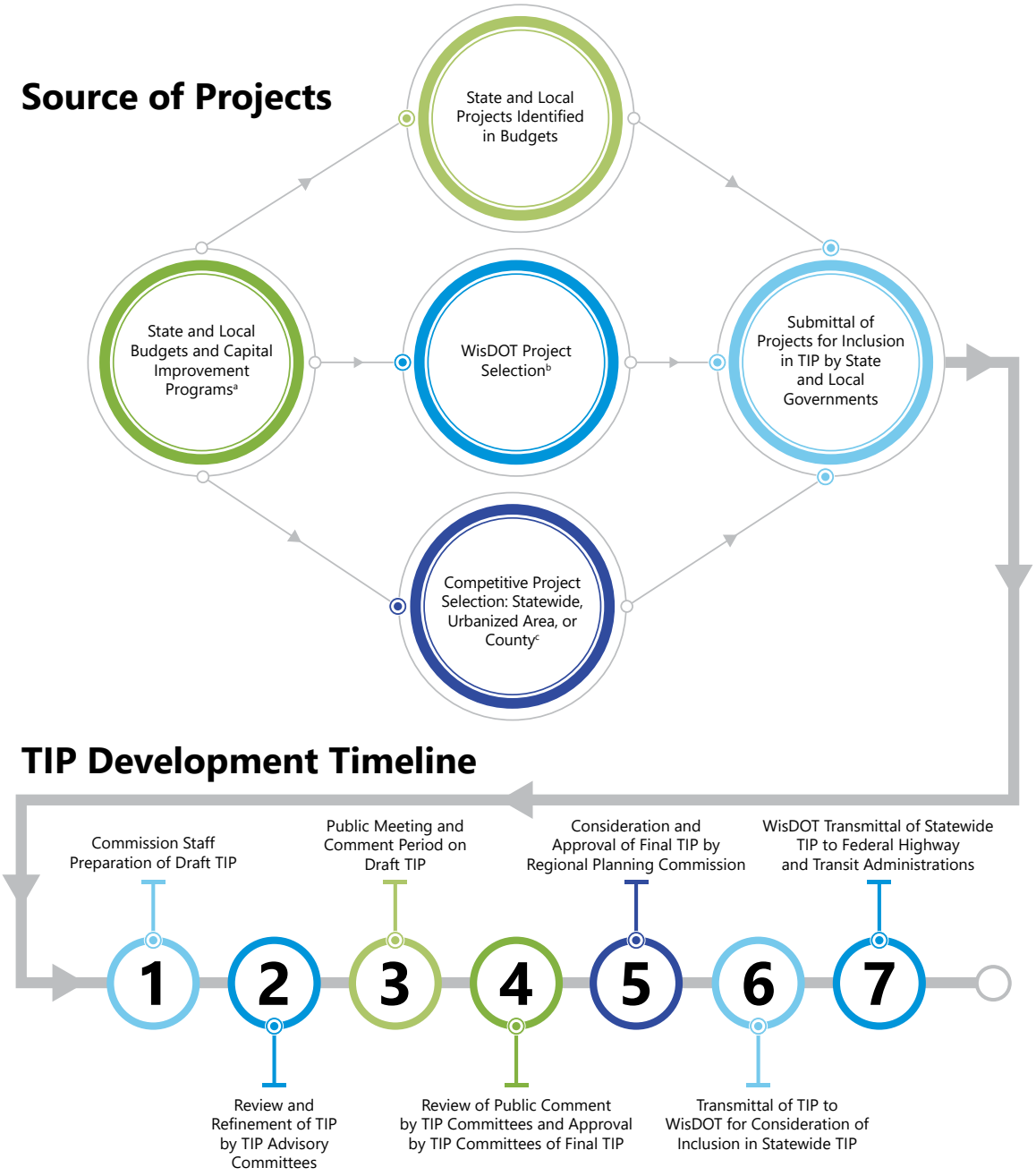
First Name:*
Last Name:*
Email Address:
Organization
Mailing Address:
City:*
State:*
Zip:

* Denotes a required field

Press the "Submit" button followed by the "Send" button when finished.

Submit

Figure J.1 (Continued)



[a] *State and local government budgets identify levels of funding for specific programs, and typically also identify specific projects. While the TIP covers a four year period, the State budget is only for a two year period and local budgets are for one year. Generally, the levels of funding provided in State and local budgets are anticipated to extend through the TIP four year time frame. State and local multi-year capital improvement programs also provide guidance on potential budgets and identify projects over the TIP four year period.*

[b] *For some categories of funding, such as Federal Highway Administration (FHWA) Surface Transportation Program - Other (STP-O) and National Highway Performance Program (NHPP) funding and State funding, WisDOT selects projects for funding in addition to those identified in the State budget.*

[c] *For some categories of funding, a competitive project selection process selects projects for funding, including at the State level for FHWA Transportation Alternatives Program and FHWA Safety funding, at the urbanized area level for STP-Urbanized Area funding, and at the county level for Bridge funding. The projects are typically selected for a multi-year period which extends to or beyond the TIP four year period. Listed below for each category of Federal transportation funding is the level at which project selection processes are conducted:*

Statewide
FHWA Highway Safety Improvement
FHWA Transportation Alternatives
FHWA Congestion Mitigation and Air Quality
FTA 5339 Bus and Bus Facilities Capital Funding
FTA 5310 Mobility for Seniors and People with Disabilities FTA 5307/5340 Transit Operating and Capital Funding for Urbanized Areas 50,000 - 200,000 Population (Funding Allocated to Transit Operators)
FTA 5311 Rural and Small Urban Operating and Capital Funding (Funding Allocated to Transit Operators)

Urbanized Area
FHWA Surface Transportation Program - Urbanized Area
FHWA Transportation Alternatives (Milwaukee Only)
FTA 5310 Mobility for Seniors and People with Disabilities (Only Milwaukee)
FTA 5339 Bus and Bus Facilities Capital Funding (Only Milwaukee)
FTA 5307/5340 Transit Capital and Capitalized Maintenance Funding (Milwaukee Only-Allocated to Transit Operators)

County
FHWA/State Bridge Replacement (WisDOT determines amount of funding available to each county)

Figure J.2
Public Meeting Summary and Attendance Record

THURSDAY, NOVEMBER 18, 2020

TRANSPORTATION IMPROVEMENT PROGRAM
FOR SOUTHEASTERN WISCONSIN: 2021-2024

Virtual Public Meeting
November 18, 2020
5:00-6:00 p.m.

The virtual public meeting began with a brief presentation at 5:00 pm by Commission staff on the draft *Transportation Improvement Program for Southeastern Wisconsin: 2021-2024*. Following the presentation, attendees got an opportunity to ask questions and provide written or oral comment in real time. A recording of the virtual public meeting can be found on the Commission's website at https://register.gotowebinar.com/recording/3555970548878508559.

ATTENDANCE RECORD

SEWRPC Staff	
Joseph Delmagori	Senior Transportation Planner
Christopher T. Hiebert	Chief Transportation Engineer
Ryan W. Hoel	Deputy Chief Transportation Engineer
Eric Lynde	Chief Special Projects Planner
Kevin Muhs	Executive Director
Xylia Rueda	Planner
Attendees	
Stephen Adams	Commercial Corridors Institute
Denise Anastasio	Trustee, Village of Mt. Pleasant
Brea Grace	Short Elliot Hendrickson, Inc.
Ray Grosch	Alderman, City of Pewaukee
Evan Gross	Federal Transit Adminsitaration
Dennis Grzezinski	Law Office of Dennis M Grzezinski
Maegan Jacob	Walworth County Public Health
John Katzka	citizen
Deb Martin	retired
Debra Schneider	Waukesha County Green Team, Inc.
Suzi Schoenhoft	New Beginnings APFV (formerly The Association for Prevention of Family Violence)
Peggy Steeno	City of Franklin
Andrew Struck	Ozaukee County Planning and Parks Department
Jeff Timm	Interested community member

Figure J.3
Comments Submitted via Email or Online Form During the Public Comment Period

From: tip@sewrpc.org
Sent: Friday, November 13, 2020
To: tip
Subject: Draft Regional Transportation Improvement Plan Comment Form

FirstName1:	David
LastName1:	Loken
Email:	xxxxxxxxxx
Organization1:	
MailingAddress1:	1914 N. Prospect Ave. #72
City1:	Milwaukee
State1:	WI
Zipcode1:	53202
comments:	Personally I feel that the level of transit spending, particularly transit expansion seems quite low relative to meet our actual needs, especially considering how overbuilt our highway network is. I'm also curious to know how much of the projected highway improvement spending would be intended for implementing Vision Zero/Complete Streets type policy?
ClientIP:	65.29.174.38
SessionID:	rci2ary15s5jslfm5rkbhvkx

See Current Results

From: David Swan
Sent: Tuesday, November 17, 2020
To: tip
Subject: Transportation Improvement

I feel businesses should be asked to provide Transportation for the " SO CALLED LAST MILE ".
This will make it easier for bus riders to get to their destination.
Dave Swan (chairman of Waukesha County's board of public works committee)

We value your feedback. Please visit the Customer Satisfaction Survey to tell us how we did.

From: tip@sewrpc.org
Sent: Tuesday, November 17, 2020
To: tip
Subject: Draft Regional Transportation Improvement Plan Comment Form

FirstName1:	Dan
LastName1:	Utter
Email:	xxxxxxxxxx
Organization1:	
MailingAddress1:	N7279 US HWY 12
City1:	Elkhorn
State1:	Wisconsin
Zipcode1:	53121
comments:	Any draft on that stretch of highway 12 north of elkhorn? This is whats up?
ClientIP:	184.61.208.149
SessionID:	ueam4nrpnlcvzlyxnyso0f44

See Current Results

Figure J.3 (Continued)

From: Charles Lapicola
Sent: Friday, November 20, 2020 2:09:48 PM (UTC+00:00) Monrovia, Reykjavik
To: tip
Subject: TIP

Hi I have just a few comments on the tip.

1)Why so much spending on transit. Public transit, at least as we know it appears to be dying. I rode the bus for several years and women would not ride the bus because of being accosted by men getting on the bus in north Milwaukee or the downtown area. Also all disturbances usually occurred from those same men. These were many times between the poor bus driver and those men. Until you solve those problems (plus disease transmission) people will not ride the bus or most public transportation. Cut back on transit a bunch.

2)Spend more on preservation of what we already have. I see too many bridges in need of maintenance before their ratings are reduced due to beam rust and loss of cross sectional area. We also need more inspection on projects for adherence to contract specifications. Too many projects are a waste of time and money because not enough work is done to really repair the problem. Like adding a lane on I-94 and then a few years later adding another lane or paving with blacktop when concrete is really needed for the heavy traffic.

3)Stop with the roundabouts, this causes a lot of road rage is confusing to some people. Others do whatever they want in the loop and expect others to stop for them. Again more bad results from what seems to be a good idea. Use the savings to fix more roads.

4)Do more on off system roads.

5)Have more trailheads with parking at various spots along a trail so people can walk segments of the trail that are shorter. Also use more cameras on trail systems to insure safety and compliance with the law (like loose dogs).

6)Need more enforcement on all systems. Many people are out of control, they want to do whatever and no one can tell them different. Like letting their dog loose. I have two dogs and always keep them on a leash in compliance with laws and because I love my dogs and don't want them hit on a road or harassing others.

-Chuck Lapicola

Figure J.3 (Continued)

December 3, 2020

Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
W239 N1812 Rockwood Drive
Waukesha, Wisconsin 53187-1607

Transmitted electronically only: TIP@sewrpc.org

RE: Comments Regarding 2021-2024 Transportation Improvement Program

Dear SEWRPC:

The undersigned individuals and organizations are all based in, represent members in, or work extensively in the Milwaukee metropolitan region, and have long been concerned with and involved in ensuring racial and environmental justice and promoting the public interest. We submit these comments regarding SEWRPC's proposed Transportation Improvement Program for 2019-2022. The TIP is likely to exacerbate, rather than ameliorate, disparities in the region, and does not adequately mitigate the disparate impact on communities of color. Transit system improvement and expansion necessary to ameliorate these disparities has lagged far behind highway improvement and expansion for many years, and this TIP continues that trend.

As an entity that receives federal funding, SEWRPC is subject to Title VI of the Civil Rights Act. This law precludes federally funded agencies from administering their programs in a manner that has a discriminatory effect, as well as from taking intentionally discriminatory actions. See, e.g., 49 C.F.R. §21.5. The "desired outcome" is providing "[f]air distribution of the beneficial and adverse effects of the proposed action." FHWA, "Guidance on Environmental Justice and NEPA" ("EJ/NEPA") (Dec. 16, 2011). "To the extent that plans and programs include proposed improvements with disproportionate beneficial impacts or reflect decision processes that exclude certain groups, the long-term agenda for transportation improvements may be inappropriately biased. This could lead to project implementation that is inconsistent with nondiscrimination requirements." FHWA, "Title VI: Non-Discrimination in the Federal-Aid Highway Program" at 7-3 (emphasis added).

We submitted extensive comments in November 2018 regarding the draft 2019-2022 TIP, and we believe that those comments remain largely applicable to the draft TIP prepared for the next 4 years. For that reason, we are submitting a copy of those earlier comments and hereby incorporate them into these comments, as if we had repeated them here.

Our previous comments regarding the imbalance between huge expenditures on highway expansion projects and small expenditures devoted to expanding or improving public transit service remain quite relevant. Indeed, the 2021-2024 draft TIP acknowledges at page I-54 that implementation is lagging for the public transit portion of the VISION 2050 regional transportation plan, as service has continued to decline – and reduced service has led to reduced

ridership. In that regard, it is noteworthy that 38% of the over $1.7 billion in expenditures proposed for highway projects in the TIP in the next 4 years is for "highway improvement projects," which typically include adding lanes, rather than for maintaining existing infrastructure, while less than 9% of the $800 million in expenditures on public transit is for expanding or improving service[1] (and the bulk of that money is for the Milwaukee County BRT project, which should improve service, but does not expand the reach of the public transit system).We are particularly troubled by the inclusion of over $190 million in expenditures on the reconstruction/expansion of I-94 East-West during the next 4 years, with another $800 million to be spent in subsequent years. The serious shortcomings and deficiencies of that project, which caused it to be the subject of litigation during 2017 when it was previously made part of the state's transportation program, and was then withdrawn by the state, need to be corrected and mitigated. Moreover, the TIP prioritization criteria for consideration of the job/housing balance in a community, and the extent of existing transit service in a community, only apply to "expansion" projects, even though many if not most highway "improvement" projects also add lanes and/or increase the footprint of the project.[2]

The ongoing coronavirus pandemic has altered patterns of working and living in Southeastern Wisconsin, as it has in the rest of the country. Employers and employees have experienced first-hand the opportunities for many types of work to be done on-line either all or some of the time, and it is likely that significant changes from the 9 to 5, five day a week pattern of commuting to work will persist long beyond the end of the pandemic for many employees. Previously forecasted land-use and traffic projections are likely to need revision. Proceeding with plans for mega-highway expansions based on outdated projections would be unwise.[3]

The TIP does acknowledge, on the final page of Appendix I, "Assessment of the Benefits and Impacts of the Transportation Improvement Program on Minority Populations and Low-Income Populations in Southeastern Wisconsin," that levels of funding for public transit in the Region are the responsibility of Congress, the Wisconsin Legislature, and the Governor. That Appendix notes and recites well-worn data regarding the relative transit dependence of minority, low-income, and disabled populations in the Region, predominantly but not exclusively in Milwaukee County. It also states that minority populations in Milwaukee County use the automobile for 80 to 89 % of their travel to and from work. The TIP fails to acknowledge and highlight the reality that because of the long-trending decrease in the reach and service levels of public transit in the Region, an ever-increasing proportion of available employment opportunities in the Region are reachable only by car.[4] Readers of the TIP are not likely to make the

---

[1] See TIP Figure E-1.

[2] TIP, App. G.

[3] There were already many other reasons to question forecasts of ever-increasing traffic demand, even prior to the pandemic. See "The Future Isn't What It Used To Be: Changing Trends And Their Implications For Transport Planning," Todd Litman, Victoria Transport Policy Institute, August 24, 2015. Copy attached.

[4] To the contrary, the report includes statistics about the number of jobs purportedly accessible within 30 minutes by vehicle, for minority populations. Table I.13. That, however, does not appear to incorporate the fact that a large and disproportionate number of persons of color – especially Black

connection, of which SEWRPC is well aware, between the distressingly high levels of unemployment in Milwaukee's minority communities and the results of many years of underfunding of public transit. Nor does the TIP adequately or meaningfully address the need to mitigate the harm to communities of color when highway capacity increases while transit declines.

SEWRPC's VISION 2050 transportation plan set forth quite clearly the essential need for the Region to dramatically expand public transit in order to sustain the region's economy, to improve the health and quality of life of its people, and to mitigate the adverse circumstances under which the Region's minority, low income and disabled populations are disproportionately living. The absence of that message from the TIP is distressing, as is the little, if any apparent progress that has occurred in implementing improvements to the TIP prioritization process to encourage implementation of SEWRPC's recommendations regarding affordable/workforce housing transit oriented development, and infill development which we suggested in our comments two years ago.

Submitted by:

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/s/
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President
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and Latinx residents – lack cars, driver's licenses, or both. Thus it clearly overstates any purported benefits to those populations.

Figure J.3 (Continued)

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/s/
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Enc: November 29, 2018 Comments on 2019-2022 TIP
"The Future Isn't What It Used To Be: Changing Trends And Their Implications For Transport Planning,"
(a copy of the enclosed article can be found on the Commission's website at www.sewrpc.org/tip/comment/vtpi-future-article)

Figure J.3 (Continued)

November 29, 2018

Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
W239 N1812 Rockwood Drive
Waukesha, Wisconsin 53187-1607

Transmitted electronically only: TIP@sewrpc.org

RE: Comments Regarding 2019-2022 Transportation Improvement Program

Dear SEWRPC:

The undersigned individuals and organizations are all based in, represent members in, or work extensively in the Milwaukee metropolitan region, and have long been concerned with and involved in ensuring racial and environmental justice and promoting the public interest. We submit these comments regarding SEWRPC's proposed Transportation Improvement Program for 2019-2022. The TIP is likely to exacerbate, rather than ameliorate, disparities in the region, and does not adequately mitigate the disparate impact on communities of color. Transit system improvement and expansion necessary to ameliorate these disparities has lagged far behind highway improvement and expansion for many years, and this TIP continues that trend.

As an entity that receives federal funding, SEWRPC is subject to Title VI of the Civil Rights Act. This law precludes federally funded agencies from administering their programs in a manner that has a discriminatory effect, as well as from taking intentionally discriminatory actions. See, e.g., 49 C.F.R. §21.5. The "desired outcome" is providing "[f]air distribution of the beneficial and adverse effects of the proposed action." FHWA, "Guidance on Environmental Justice and NEPA" ("EJ/NEPA") (Dec. 16, 2011). "To the extent that plans and programs include proposed improvements with disproportionate beneficial impacts or reflect decision processes that exclude certain groups, the long-term agenda for transportation improvements may be inappropriately biased. This could lead to project implementation that is inconsistent with nondiscrimination requirements." FHWA, "Title VI: Non-Discrimination in the Federal-Aid Highway Program" at 7-3 (emphasis added).

I. The TIP Must Acknowledge Disparate Impact.

There is no question that persons of color are far more likely than white persons to be transit dependent in the region. *See, e.g.,* Draft Equity Analysis of Transportation Component of the Second Amendment to Vision 2050 ("Equity Analysis") (SEWRPC, Oct. 26, 2018) at 107-108. There is also no question that SEWRPC projects a reduction of transit service. [CITE] Thus the TIP must address the Title VI and environmental justice impacts of *reducing* transit service, and must do so openly and in a manner that does not attempt to obscure the *racial*, as well as income, dynamics of this issue. It must not and cannot try to avoid or hide the fact that a reduction in transit services will have a *disproportionate* adverse effect on communities of color

– and thus would have a racially discriminatory effect.[1] *See also*, "Regional Housing Plan for Southeastern Wisconsin: 2035" (SEWRPC, 2013) ("Housing Plan") at 932 (socioeconomic (environmental justice) analysis "found a need for regionwide cooperation on effective workforce development, access to educational opportunities, *and an effective transit system to fully address the problems caused by the concentration and isolation of environmental justice populations. The analysis determined that full implementation of the public transit element of the year 2035 regional transportation system plan,* as recommended by the regional housing plan, *should be a priority.*) (emphases added).). As SEWRPC is well aware, that recommendation – for full implementation of the public transit element of the 2035 plan – was honored largely in the breach.[2]

As SEWRPC is also aware, in addition to evaluating the effects of transit itself, there must be, *inter alia*, Title VI and environmental justice analyses to compare the relative benefits and burdens imposed on communities of color and persons with disabilities in the context of the differing treatment of, and funding for, highway and transit. *See, e.g., MICAH v. Gottlieb*, 944 F.Supp.2d 656, 669 (E.D.WI 2013) (requiring evaluation of harms that might occur if highways are expanded while transit languishes). In that context the TIP must evaluate not only relative access to jobs, health care, education, and other facilities by transit versus by automobile at peak hours, but also relative access during second and third shift and weekend hours, and do so with specific attention to the differing or disproportionate benefits and burdens for white non-Hispanics and African-Americans and Latinos, and for persons with and without disabilities. And it must do so while evaluating whether or not "offsetting" benefits – such as transit – are being provided to the most affected communities. Again, if the case is that whites will *disproportionately* benefit because the plan allows more highway improvement and expansion than transit improvement and expansion – especially given the reduced baseline from which transit is starting - then it also needs to say so without trying to make excuses or hide the reality of the situation.

II. The TIP Fails to Adequately or Properly Analyze Access.

The racial disparities are almost certainly even greater than the analyses discuss. For example, the TIP appears to overstate the number of jobs that will be accessible to communities of color and persons with disabilities by road as well as by transit.

---

[1] There would likely be similar adverse effects on people with disabilities.

[2] Indeed, the TIP makes clear just how bleak the *existing* transit situation is: "As shown in Table I.9, under current conditions about 3 percent of the existing minority population, 3 percent of families in poverty, 2 percent of families with less than twice the poverty level, and 2 percent of people with disabilities have access to at least 100,000 jobs [by transit]. Table I.10 shows that about 12 percent of the existing minority population, 12 percent of families in poverty, 8 percent of families with less than twice the poverty level, and 6 percent of people with disabilities have access to lower-wage jobs within 30 minutes by transit [although the narrative omits the fact that at best only 25,000 lower-wage jobs are so accessible]. Table I.11 shows [that]…. about 8 percent of the minority population has reasonable access to a major park by transit, while about 80 percent of the minority population has reasonable access to grocery stores." Id. at I-29. The narrative omits to mention that only 27% of persons of color and 19% of persons with disabilities have reasonable access to technical colleges or universities. *Id*. at Table I.11.

With respect to the issue of job access by highway, *see, e.g.,* TIP at I-48, whether or not the roads themselves will make a certain number of jobs theoretically accessible, the fact that Black and Latinx residents are far less likely than whites to have cars and/or drivers' licenses means that far fewer persons of color than whites will have *actual* access to those jobs, and the same is likely true for persons with disabilities. Thus persons of color and persons with disabilities will not receive a *proportionate* share of any benefits of highway improvement or expansion.

In addition, the TIP continues to assert that most persons of color commute by car. *Id*. at I-1. But that assertion fails to acknowledge that given the significant lack of job access by transit in the region *of course* most persons with jobs commute by car – because if they do not have cars, they are far less likely to be able to get to work at all, a barrier reflected in significant racially disparate joblessness rates.[3] Similar issues likely apply in the context of access to non-employment activities: people use vehicles to access school, health care, shopping, and so on, because they lack adequate or any transit access.

With respect to the analysis of job access by transit, the TIP appears to be measuring the number of jobs accessible from downtown Milwaukee – which is not where most persons of color or persons with disabilities live. *Contrast*, Maps I-7 and I-10 with Map I-22. Instead, a meaningful analysis of whether and to what extent persons of color will have access to jobs by transit must use a reasonable baseline of, for example, the north side and near south side of Milwaukee. Moreover, it is unclear whether this analysis takes into account the extent to which transit quality – *e.g*., limited or non-existent night or weekend service – affects access to employment. And the TIP does not measure at all job access (or any other kind of access) for communities of color *outside* Milwaukee, despite data showing that in every county in the region other than Ozaukee County, persons of color are more likely to live in zero-vehicle households than are white persons. Equity Analysis at Table C-11.

Finally, not every form of transit will provide meaningful access to the communities that need it most. For example, a significant percentage of the transit expansion in Milwaukee is for the streetcar, which – whatever its benefits as a form of transit – does not appear likely to provide significant access to communities of color. Thus, the TIP should not evaluate all transit as being of benefit to these communities.

III. The TIP Must Meaningfully Evaluate Health Effects.

The TIP also contradicts itself – on one hand claiming that persons of color who live near interstate highways will benefit from expansion, *id*. at I-48, while also admitting that "Individuals living in close proximity to the Region's freeways may be exposed to higher levels of transportation-related air pollutants." Id. at I-54. Therefore, any claim of a benefit to persons living near highways therefore would appear to be offset by such exposure. Moreover, the TIP fails to meaningfully analyze the well-documented health effects of living close to highways (such as the likelihood of increased asthma) or evaluate whether persons of color and persons

[3] This problematic analysis has been raised with SEWRPC for more than a decade – yet it continues to routinely appear in SEWRPC documents.

with disabilities already bear and/or are likely to bear a disproportionate share of the burden of such effects.

IV. The TIP Should Include Mitigation Measures.

Moreover, the TIP must "[m]inimize and/or mitigate unavoidable impacts by identifying concerns early in the planning phase *and providing offsetting initiatives and enhancement measures* to benefit affected communities and neighborhoods." *An Overview of Transportation and Environmental Justice* (FHWA & FTA, May 2000) (emphasis added).

As SEWRPC is aware, Title VI, and principles of Environmental Justice, require that recipients of federal funding – including the state of Wisconsin – "avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations." https://www.fhwa.dot.gov/Environment/environmental_justice/ej_at_dot/; see also, 23 C.F.R. § 450.336(a)(3) (requiring metropolitan planning organizations to certify compliance with Title VI of the Civil Rights Act, including the regulations at 49 C.F.R. Pt. 21, which prohibit actions that have a discriminatory effect). The TIP can and must explicitly reaffirm this obligation to mitigate, and make clear that a funding improvement is necessary as a mitigation measure, to avoid racially disparate impacts and disparate impacts on the basis of disability.[4] One such measure should be flexing a larger percentage of Surface Transportation Program funds for transit projects.

V. Use TIP Prioritization Process as a Form of Mitigation.

While deficiencies in transit funding are, in part, attributable to other government bodies, SEWRPC can and should amend and improve the TIP prioritization process in order to make it meaningfully able to benefit communities of color and persons with disabilities. In particular, criteria should be improved to give greater priority to projects that have a job/housing balance and that provide transit, and to apply those criteria to all counties subject to the TIP.

As it stands now, the TIP prioritization process applies only to projects under the jurisdiction of the Milwaukee TIP Committee, and then only to the very small number of "capacity expansion" projects. *Id*. at G-4. Thus, SEWRPC does not apply these criteria at all to the far more extensive number of road resurfacing/reconditioning and reconstruction to the same capacity projects. That failure may also *exacerbate* racial disparities, by facilitating road improvements in suburban and exurban sprawl areas.[5]

Further, even in expansion projects, the number of points given to projects in communities with a job/housing balance and transit is tiny, so small as to likely be meaningless

[4] Moreover, improving and expanding transit will not only benefit underserved communities, it is consistent with federal law. Under 23 C.F.R. § 450.332 (e), "In nonattainment and maintenance areas [which includes much of this region], priority shall be given to the timely implementation of TCMs [Transportation Control Measures] contained in the applicable SIP…." Under federal law, public transportation is, of course, such a measure. 42 U.S.C. § 7408(f)(1)(A)(i).

[5] The TIP also must analyze this process to ascertain the extent of the disparate impact.

except perhaps on the very margins. While capacity expansion projects can receive up to 100 points, there are only a paltry 10 bonus points provided for projects in the prioritized communities. It is unclear from the TIP whether any of those bonus points actually made a difference in project selection, but the number of points does appear to be so small as to likely have little or no effect. And if that is the case, the TIP procedures will exacerbate racial disparities by allowing expansion into the (disproportionately white) communities that *fail* to provide a job/housing balance and transit access.

Submitted by:

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Figure J.3 (Continued)

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