

A detailed map of Southeastern Wisconsin, including parts of Racine, Waukesha, and Milwaukee counties. The map shows a network of roads, highways, and water bodies. A vertical orange shaded region highlights a specific area for transportation improvements, stretching from the Waukesha area down towards the Racine area. The text 'A TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN: 2004-2006' is overlaid in large, bold, black capital letters across the center of the map.

# A TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN: 2004-2006

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**A TRANSPORTATION IMPROVEMENT PROGRAM FOR  
SOUTHEASTERN WISCONSIN: 2004-2006**

Prepared by the

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## **RESOLUTION NO. 2003-16**

### **RESOLUTION OF THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION ENDORSING THE URBAN TRANSPORTATION PLANNING PROCESS IN SOUTHEASTERN WISCONSIN, THE ADOPTED YEAR 2025 REGIONAL TRANSPORTATION PLAN, AND THE 2004-2006 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, and Wisconsin portion of the Round Lake Beach urbanized areas, such rules and regulations being found in the *Federal Register*, dated Thursday, October 28, 1993; and

WHEREAS, the Southeastern Wisconsin Regional Planning Commission has been designated a metropolitan grant review clearinghouse with respect to the entire seven-county Southeastern Wisconsin Region, pursuant to Gubernatorial Executive Order No. 29 (hereinafter referred to as GEO-29); 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; 2004-2006*; and

WHEREAS, the subject program identifies transportation improvements recommended for advancement during the period 2004-2006, provides for a staging of improvements over the period 2004-2006 consistent with the regional transportation system plan, includes estimates of costs and revenues for the period 2004-2006, and relates the improvements recommended in the program to the adopted transportation plan for the Region; and

WHEREAS, the transportation improvement program and the regional transportation system plan have been found to conform to the existing State of Wisconsin implementation plan for the achievement of national air quality standards, as required by the Federal Clean Air Act Amendments of 1990; and

WHEREAS, more specifically, separate air quality analyses were undertaken with respect to the six-county Milwaukee severe nonattainment area and the Walworth County maintenance area, with the result that the transportation system plans and programs for each of these two areas have been individually

determined to conform to the existing State of Wisconsin implementation plan for the achievement of national air quality standards, as required by the Federal Clean Air Act Amendments of 1990; and

WHEREAS, the transportation improvement program was taken to public hearing on November 12, 2003, and the comments received are documented in Appendix H of the aforereferenced document;

NOW, THEREFORE, BE IT RESOLVED:

FIRST: That in accordance with 23 CFR 450.334, 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 requirements of:

1. 23 U.S.C. 134 and 49 U.S.C. 5303-5306;
2. Sections 174 and 176 (c) and (d) of the Clean Air Act as amended (42 U.S.C. 7504, 7506 (c) and (d)).
3. Title VI of the Civil Rights Act of 1964 and Title VI assurance executed by the State of Wisconsin under 23 U.S.C. 140 and 29 U.S.C. 794;
4. Section 1101 of the Transportation Equity Act for the 21st Century (Pub. L. 105-178) regarding the involvement of disadvantaged business enterprises in the FHWA and the FTA funded planning projects (Sec. 105 (f), Pub. L. 97-424, 96 Stat. 2100, 49 CFR part 23); and
5. The provisions of the Americans with Disabilities Act of 1990 (42 U.S.C. 12101 et seq.) and U.S. DOT regulations "Transportation for Individuals with Disabilities" (49 CFR Parts 27, 37, and 38).

SECOND: That the year 2025 regional transportation plan duly adopted by the Commission and the continuing planning process carried out by the Commission to amend, revise, and extend that plan is hereby reaffirmed and certified as meeting the requirements of applicable Federal laws, regulations, and specifically the requirements cited in the Code of Federal Regulations (23 CFR 450.334 (c)).

THIRD: That the document entitled, *A Transportation Improvement Program for Southeastern Wisconsin: 2004-2006*, be, and hereby is, endorsed as the transportation improvement program for the seven-county Southeastern Wisconsin Region.

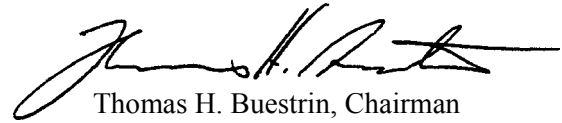
FOURTH: That, in order to obviate the need to reconsider the transportation improvement program in the event that the air quality conformity findings for the new regional transportation system plan and the TIP lapse, a revised program of projects would then be comprised of the projects identified in Appendix A of the aforereferenced document identified as "Exempt," 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).

FIFTH: That endorsement of the transportation improvement program shall constitute GEO-29 Clearinghouse approval except for those projects where GEO-29 review is pending, as indicated in the tables included in Appendix A of the aforereferenced document.

SIXTH: That a true, correct, and exact copy of this resolution and the document entitled, *A Transportation Improvement Program for Southeastern Wisconsin: 2004-2006*, shall be forthwith transmitted through the Secretary of the Wisconsin Department of Transportation to the Governor, the

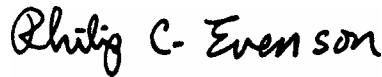
Federal Transit Administration, the Federal Highway Administration, and the Wisconsin Department of Administration as the State GEO-29 Clearinghouse.

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 3rd day of December 2003, the vote being Ayes 16, Nays 0.



Thomas H. Buestrin, Chairman

ATTEST:



Philip C. Evenson, Deputy Secretary

# **A TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN: 2004-2006**

## **INTRODUCTION**

This transportation improvement program (TIP) is the twenty-second 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 three years (2004-2006) in the seven county Southeastern Wisconsin Region.

The TIP was developed under the guidance of the Southeastern Wisconsin Regional Planning Commission's Advisory Committees for Transportation System Planning and Programming in the Kenosha, Milwaukee, and Racine urbanized areas, and in close cooperation with municipal, county, and state transportation implementation agencies. The rosters of these committees are listed in Appendix E of this report. The TIP contains 709 projects within the Region for the three-year programming period of 2004 through 2006. The TIP represents a total potential investment in transportation improvements and services of \$2.32 billion. Of this total, \$1.09 billion, or about 47 percent, is proposed to be provided in federal aids; \$929 million, or about 40 percent, in state funds; and \$294 million, or about 13 percent, in local monies.

The first two years of the three-year program are significant because a transportation system improvement project in the Region may be eligible for federal funding in 2004 only if it is included in these first two years of the TIP. Proposed expenditures in the first year of the TIP--2004 --total \$690 million.

The key elements of this TIP document are:

1. A project-by-project listing of the transportation improvement projects constituting the 2004-2006 transportation improvement program, including identification of the projects programmed for each of the three years of the TIP: 2004, 2005, and 2006. (Appendix A).

2. A list of the status of projects contained in the previous 2002-2004 TIP including an identification of projects which were completed or dropped from the TIP (Appendix B).
3. An assessment of conformity of the 2004-2006 transportation improvement program with the Wisconsin State Implementation Plan for air quality. (Appendix C).
4. An assessment of the ability of available funding to implement the 2004-2006 transportation improvement program (Appendix D).
5. A list of the membership of the Advisory Committees on Transportation System Planning and Programming (Appendix E).
6. A tabular description of projected 2004 operations of the five transit operators in the Region and a description of the financial capacity of the five transit operators in the Region (Appendix F).
7. An assessment of the impacts of the regional transportation improvement program on minority and low-income populations in southeastern Wisconsin (Appendix G).
8. A summary of the public comment received on the draft 2004-2006 transportation improvement program (Appendix H).

Federal regulations require that transit and arterial highway improvement projects within the seven county Southeastern Wisconsin Region be included in this transportation improvement program if these projects are to be eligible for capital or operating federal funding. The program should also include non-federally funded transit and arterial highway projects within the Region. Sufficient information should be given to identify each project; show estimated total costs and the estimated amounts of federal, state, and local funds proposed to be obligated during the program period against those costs; designate the proposed type of federal funds to be used by the project; and identify the state and local agencies responsible for carrying out each project. Federal regulations also require that the transportation improvement program be determined to be consistent with the adopted regional transportation system plan and be approved by the Regional Planning Commission as the metropolitan planning organization for the three 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.

The transportation improvement program by definition indicates the transportation improvement priorities of State and local governments by their program of projects for implementation in each of the three years of the program. The transportation improvement program represents a stage of implementation of the regional transportation system plan. The TIP includes a demonstration that available funding sources are adequate to implement the TIP by comparing total TIP costs and revenues for the program period.

## **ADVISORY COMMITTEE, TECHNICAL STAFF, AND PUBLIC INVOLVEMENT IN TIP PREPARATION**

To assist in, and guide, the preparation of the transportation improvement program, the Regional Planning Commission has established advisory committees in each of the three urbanized areas of the Region. These committees are generally constituted on a one person-one vote basis in each urbanized area and are made up of local elected officials and agency representatives responsible for transportation system improvement, operation, and maintenance within each urbanized area. The committees are charged with the responsibility of reviewing and approving the transportation improvement program as it is prepared annually for submission to the Commission and then to the state and federal governments. Rosters of the three advisory committees are set forth in Appendix E.

The technical effort required to develop this transportation improvement program was provided by an interagency staff team composed of representatives of the Wisconsin Department of Transportation, District 2; the Milwaukee County Department of Public Works; the Milwaukee County Transit System; the City of Milwaukee; and the Regional Planning Commission. This staff team was directly involved in preparing the transportation improvement program and contacted all local engineers, planners, and transit operators within the Region in an attempt 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 were included in the TIP.

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 plan. Also, each project as proposed by State or local government likely has had, or will have, public involvement as part of the preparation of preliminary engineering, environmental assessment, annual government budget, or capital improvement program. A public meeting was held on the TIP, and the formal record of that meeting and comments on the TIP is set forth in Appendix G. The Wisconsin Department of Transportation relies on the public involvement attendant to the TIP to satisfy Federal Transit Administration (FTA) program and planning requirements related to the FTA Section 5307 and Section 5309 funding programs.



## **THE TRANSPORTATION IMPROVEMENT PROGRAM AND REGIONAL TRANSPORTATION PLANNING**

Since 1961, the Regional Planning Commission has carried on the transportation system planning necessary to guide transportation improvement programming within the Region. The adopted regional transportation system plan for the year 2020 is documented in SEWRPC Planning Report No. 46, *A Regional Transportation System Plan for Southeastern Wisconsin: 2020*, and as well in SEWRPC Planning Report No. 45, *A Regional Land Use Plan for Southeastern Wisconsin: 2020*, and a SEWRPC document *Amendment to the Regional Bicycle and Pedestrian Facilities System Plan For Southeastern Wisconsin: 2020*. The regional land use and transportation plans were reviewed, reaffirmed, and extended to the design year 2025, as documented in SEWRPC Memorandum Report No. 157, *Review and Reaffirmation of Year 2020 Regional Land Use and Transportation Plans and Extension of Plan Design Year to 2025*.

The long-range transportation plan element for the highway system recommends those arterial facilities which require preservation, those arterial facilities for which improvement is recommended, and those new arterial facilities which are proposed as system expansion. The long-range plan element for transit recommends those transit facilities and services which should be preserved, those transit facilities and services which are recommended to be improved, and those new transit facility and service extensions which are recommended to be transit system expansion. The long-range plan element for transportation systems management recommends demand management actions to reduce traffic demand and traffic management actions to increase the capacity of the existing transportation system at low cost and disruption.

### **THE TRANSPORTATION IMPROVEMENT PROGRAM: 2004-2006**

The total funds required to implement the projects contained within the first year--2004--of the TIP are \$690,014,600; and, federal funding sources would supply \$385,981,900; state sources, \$194,790,800; and local sources, the remaining \$109,241,900 (see Table 1). A more detailed program cost summary by federal aid program, area, and project category is presented 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; 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

Table 1

**COST SUMMARY OF PROJECTS WITHIN THE FIRST THREE YEARS  
OF 2004-2006 TRANSPORTATION IMPROVEMENT PROGRAM**

Milwaukee Area	2004	2005	2006
Milwaukee County			
Federal	\$224,264,300	\$209,105,200	\$249,129,300
State	\$109,454,400	\$160,289,000	\$473,256,600
Local	\$71,770,000	\$53,864,300	\$55,585,300
Total	\$405,488,700	\$423,258,500	\$777,971,200
Ozaukee County			
Federal	\$15,072,400	\$10,056,200	\$8,999,700
State	\$4,506,700	\$2,667,300	\$1,790,300
Local	\$1,571,800	\$1,766,900	\$2,497,700
Total	\$21,150,900	\$14,490,400	\$13,287,700
Washington County			
Federal	\$14,145,100	\$5,142,600	\$22,241,100
State	\$4,985,200	\$2,938,100	\$10,029,600
Local	\$1,472,800	\$931,900	\$2,605,300
Total	\$20,603,100	\$9,012,600	\$34,876,000
Waukesha County			
Federal	\$40,746,500	\$37,194,900	\$70,789,100
State	\$27,800,400	\$23,321,300	\$17,395,200
Local	\$22,125,700	\$17,292,000	\$29,188,400
Total	\$90,672,600	\$77,808,200	\$117,372,700
Milwaukee Area – Subtotal			
Federal	\$294,228,300	\$261,498,900	\$351,159,200
State	\$146,746,700	\$189,215,700	\$502,471,700
Local	\$96,940,300	\$73,855,100	\$89,876,700
Total	\$537,915,300	\$524,569,700	\$943,507,600
Kenosha, Racine, Walworth Area	2004	2005	2006
Kenosha County			
Federal	\$25,176,800	\$15,865,900	\$20,168,500
State	\$10,041,000	\$1,011,700	\$2,381,800
Local	\$5,213,600	\$4,648,700	\$3,804,000
Total	\$40,431,400	\$21,526,300	\$26,354,300
Racine County			
Federal	\$34,331,500	\$19,635,000	\$16,573,600
State	\$12,121,400	\$8,825,000	\$25,608,200
Local	\$6,520,000	\$6,361,000	\$5,349,100
Total	\$52,972,900	\$34,821,000	\$47,530,900
Walworth County			
Federal	\$32,245,300	\$21,547,600	\$1,984,400
State	\$25,881,700	\$3,447,300	\$955,900
Local	\$568,000	\$781,500	\$195,200
Total	\$58,695,000	\$25,776,400	\$3,135,500
Kenosha, Racine, Walworth Area - Subtotal			
Federal	\$91,753,600	\$57,048,500	\$38,726,500
State	\$48,044,100	\$13,284,000	\$28,945,900
Local	\$12,301,600	\$11,791,200	\$9,348,300
Total	\$152,099,300	\$82,123,700	\$77,020,700
Region Total	2004	2005	2006
Federal	\$385,981,900	\$318,547,400	\$389,885,700
State	\$194,790,800	\$202,499,700	\$531,417,600
Local	\$109,241,900	\$85,646,300	\$99,225,000
Total	\$690,014,600	\$606,693,400	\$1,020,528,300

Source: SEWRPC.

Table 2

**COST SUMMARY OF PROJECTS IN FIRST YEAR OF THE TRANSPORTATION  
IMPROVEMENT PROGRAM—2004—BY FEDERAL AID PROGRAM AND AREA**

FTA Program	Milwaukee Area <sup>a</sup>	Kenosha, Racine, and Walworth Area <sup>b</sup>	Total
Section 3037	\$496,500	\$75,000	\$571,500
Section 5307	\$37,240,600	\$14,415,700	\$51,656,300
Section 5309	\$8,792,800	\$11,958,800	\$20,751,600
Section 5310	\$836,000	\$826,700	\$1,662,700
Section 5311	\$4,119,200	\$134,800	\$4,254,000
Subtotal FTA	\$51,485,100	\$27,411,000	\$78,896,100
FHWA Program	Milwaukee Area	Kenosha, Racine, and Walworth Area	Total
Other FHWA Funds	\$799,000	\$50,000	\$849,000
NHS	\$54,167,000	\$711,800	\$54,878,800
IH-M	\$7,770,000	\$32,150,000	\$39,920,000
Bridge	\$22,145,700	\$3,586,800	\$25,732,500
STP-E	\$5,278,300	\$3,125,100	\$8,403,400
STP-M	\$58,091,400	\$0	\$58,091,400
STP-O	\$81,254,900	\$45,405,900	\$126,660,800
STP-S	\$8,144,800	\$744,100	\$8,888,900
CMAQ	\$42,090,100	\$6,825,900	\$48,916,000
Subtotal FHWA	\$304,014,200	\$92,599,600	\$396,613,800
Total <sup>c</sup>	\$537,915,300	\$151,099,300	\$690,014,600

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

Source: SEWRPC.

<sup>a</sup> Includes Milwaukee, Ozaukee, Washington, and Waukesha Counties.

<sup>b</sup> Includes Kenosha, Racine, and Walworth Counties.

<sup>c</sup> Approximately \$39,925,000 from a combination of Federal funding sources are programmed in the Milwaukee Transportation Management Area.

**Table 3**

**COST SUMMARY OF FHWA-FUNDED PROJECTS IN THE FIRST YEAR OF THE  
TRANSPORTATION IMPROVEMENT PROGRAM—2004**

Project Category		Congestion Mitigation / Air Quality	Interstate Highway Maintenance	National Highway System	Interstate Highway Completion / Substitution
Highway System Preservation	F	\$0	\$33,193,800	41,531,800	\$16,382,000
	L	0	5,199,200	10,383,000	2,891,000
	T	0	38,393,000	51,914,800	19,273,000
Highway System Improvement	F	0	341,600	1,955,200	0
	L	0	85,400	1,008,800	0
	T	0	427,000	2,964,000	0
Highway System Expansion	F	0	0	0	0
	L	0	0	0	0
	T	0	0	0	0
Transit System Preservation	F	1,488,800	0	0	0
	L	372,200	0	0	0
	T	1,861,000	0	0	0
Transit System Improvement	F	7,711,400	0	0	0
	L	1,927,800	0	0	0
	T	9,639,200	0	0	0
Transit System Expansion	F	2,251,500	0	0	2,550,000
	L	562,900	0	0	450,000
	T	2,814,400	0	0	3,000,000
Off-System	F	0	0	0	0
	L	0	0	0	0
	T	0	0	0	0
Safety	F	0	0	0	0
	L	0	0	0	0
	T	0	0	0	0
Environmental Enhancement	F	27,664,000	880,000	0	1,700,000
	L	6,913,200	220,000	0	300,000
	T	34,577,200	1,100,000	0	2,000,000
Total	F	\$39,135,100	\$34,415,400	\$43,487,000	\$20,632,000
	L	9,780,900	5,504,600	11,391,800	3,641,000
	T	\$48,916,000	\$39,920,000	\$54,878,800	\$24,273,000

Code: F = Federal; L = Local; T = Total

Note: Local match includes State funding.

Table 3 (continued)

**COST SUMMARY OF FHWA-FUNDED PROJECTS IN THE FIRST YEAR OF THE  
TRANSPORTATION IMPROVEMENT PROGRAM—2004**

Project Category		Surface Transportation Program					Other FHWA Funds	Total
		Bridge	Milwaukee	Other	Safety	Transportation Enhancement		
Highway System Preservation	F	\$15,929,400	\$31,474,500	\$78,198,400	\$0	\$0	\$740,000	\$217,469,300
	L	4,083,700	8,687,800	28,077,400	0	0	10,000	59,336,900
	T	20,013,100	40,162,300	106,275,800	0	0	750,000	276,806,200
Highway System Improvement	F	0	11,666,300	13,282,100	0	0	0	27,245,200
	L	0	5,694,600	5,930,500	0	0	0	12,719,300
	T	0	17,360,900	19,212,600	0	0	0	39,964,500
Highway System Expansion	F	0	0	0	0	0	0	0
	L	0	0	0	0	0	0	0
	T	0	0	0	0	0	0	0
Transit System Preservation	F	0	70,000	660,000	0	0	83,000	2,301,800
	L	0	17,500	165,000	0	0	16,000	570,700
	T	0	87,500	825,000	0	0	99,000	2,872,500
Transit System Improvement	F	0	0	0	0	1,502,000	0	9,213,400
	L	0	0	0	0	375,500	0	2,303,300
	T	0	0	0	0	1,877,500	0	11,516,700
Transit System Expansion	F	0	0	0	0	0	2,550,000	4,801,500
	L	0	0	0	0	0	450,000	1,012,900
	T	0	0	0	0	0	3,000,000	5,814,400
Off-System	F	4,174,200	0	121,900	54,000	0	0	4,350,100
	L	1,477,600	0	30,500	6,000	0	0	1,514,100
	T	5,651,800	0	152,400	60,000	0	0	5,864,200
Safety	F	54,100	90,200	0	6,414,800	0	0	6,559,100
	L	13,500	13,800	0	2,153,100	0	0	2,180,400
	T	67,600	104,000	0	8,567,900	0	0	8,739,500
Environmental Enhancement	F	0	296,400	156,000	234,900	5,209,700	0	36,141,000
	L	0	80,300	39,000	26,100	1,316,200	0	8,894,800
	T	0	376,700	195,000	261,000	6,525,900	0	45,035,800
Total	F	\$20,157,700	\$43,597,400	\$92,418,400	\$6,703,700	\$6,711,700	\$823,000	\$308,081,400
	L	5,574,800	14,494,000	34,242,400	2,185,200	1,691,700	476,000	88,532,400
	T	\$25,732,500	\$58,901,400	\$126,660,800	\$8,888,900	\$8,403,400	\$849,000	\$396,613,800

Code: F = Federal; L = Local; T = Total

Note: Local match includes State funding.

Source: SEWRPC.

**Table 4**

**COST SUMMARY OF FTA-FUNDED PROJECTS IN THE FIRST YEAR OF THE  
TRANSPORTATION IMPROVEMENT PROGRAM—2004**

Project Category		Section 10	Section 3037	Section 5307	Section 5309	Section 5310	Section 5311	Total
Transit System Preservation	F	\$0	\$211,900	\$33,297,000	\$9,735,000	\$1,109,200	\$1,436,400	\$45,789,500
	L	0	174,200	16,771,800	2,433,800	553,500	2,777,600	22,710,900
	T	0	386,100	50,068,800	12,168,800	1,662,700	4,214,000	68,500,400
Transit System Improvement	F	0	0	1,270,000	6,386,300	0	0	7,656,300
	L	0	0	317,500	1,596,500	0	0	1,914,000
	T	0	0	1,587,500	7,982,800	0	0	9,570,300
Transit System Expansion	F	0	92,700	0	0	0	32,000	124,700
	L	0	92,700	0	600,000	0	8,000	700,700
	T	0	185,400	0	600,000	0	40,000	825,400
Total	F	\$0	\$304,600	\$34,567,000	\$16,121,300	\$1,109,200	\$1,468,400	\$53,570,500
	L	0	266,900	17,089,300	4,630,300	553,500	2,785,600	25,325,600
	T	\$0	\$571,500	\$51,656,300	\$20,751,600	\$1,662,700	\$4,254,000	\$78,896,100

Code: F = Federal; L = Local; T = Total

Note: Local match includes State funding.

Source: SEWRPC.

implementing agency and, for each implementing agency, in nine categories: highway system preservation, highway system improvement, highway system expansion, transit system preservation, transit system improvement, transit system expansion, highway safety, environmental enhancement, and off-system highway:

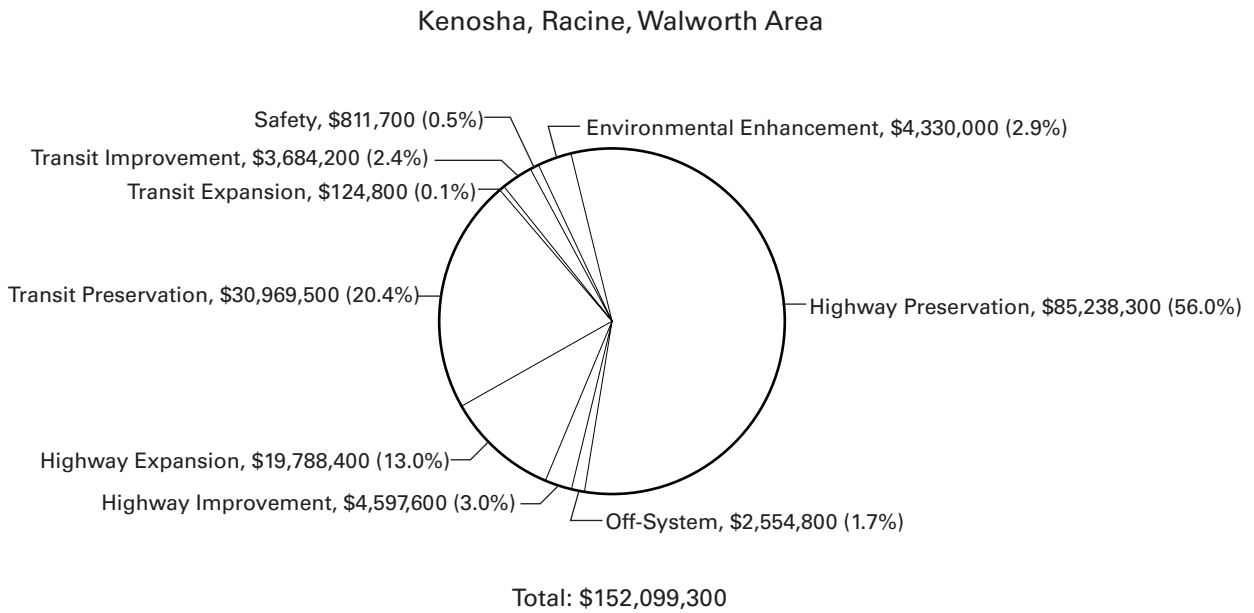
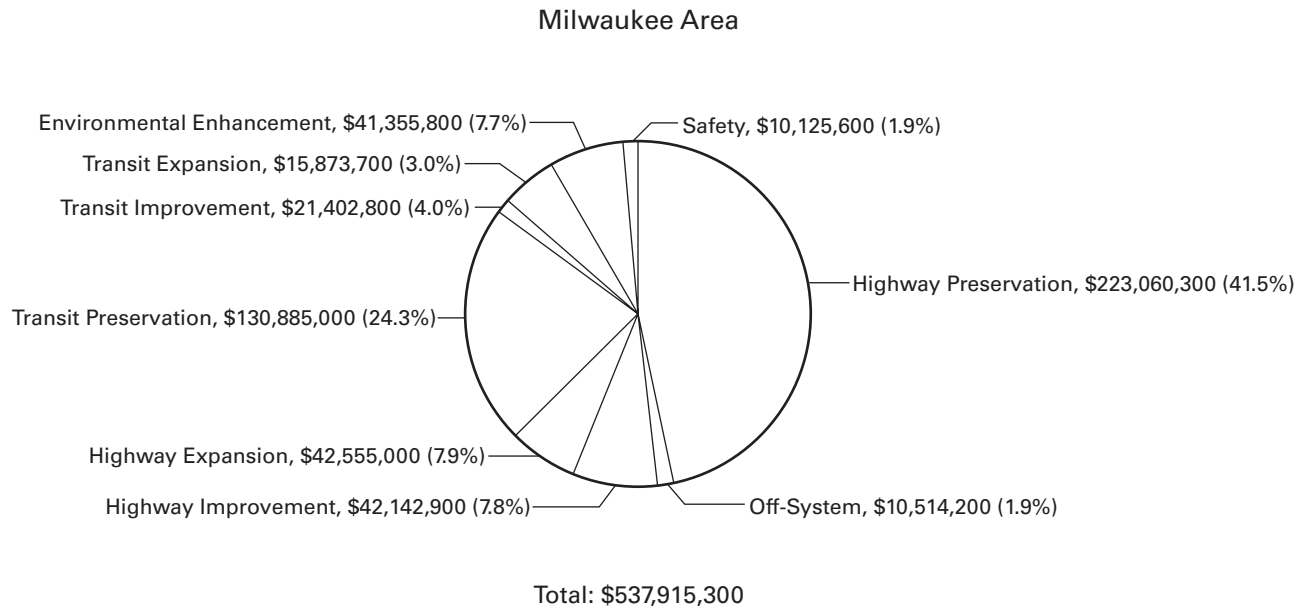
- Highway Preservation: Projects which result in little or no increase in the traffic-carrying capacity of the existing federal aid system, but which are necessary to maintain existing capacity and structural adequacy of the arterial facility for which the project is proposed.
- Highway Improvement: Projects which significantly increase the capacity of the existing arterial highway system, typically through the addition of traffic lanes.
- Highway Expansion: Projects which significantly increase the capacity of the arterial highway system through development of new arterial streets or highways.
- Transit Preservation: Projects which are necessary to maintain the current quality and level of service on the existing transit system.
- Transit Improvement: Projects which improve the quality and level of service on the existing transit system.
- Transit Expansion: Projects which either expand the existing transit system or create new transit systems or subsystems.
- 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 which, while materially reducing air, noise, or visual pollution, do not significantly affect highway system operation or capacity.
- Highway Off-System: Projects on streets or highways which are not on the arterial street and highway system and are candidates for special federal funding.

Figure 1 graphically presents the proposed expenditures in the first year of the TIP--2004--by each of the nine 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



Figure 1

**DISTRIBUTION OF EXPENDITURES IN 2004 OF THE  
2004-2006 TRANSPORTATION IMPROVEMENT PROGRAM BY PROJECT CATEGORY**



including Kenosha, Racine, and Walworth Counties. Certain expenditure patterns are apparent from an examination of Figure 1. These include the following:

- A significant proportion of financial resources are to be devoted to the preservation of the existing transportation facilities and services--about 68 percent in the Region. This allocation of resources is especially notable when it is considered that virtually none of the funding for routine highway maintenance activities--snowplowing, ice control, grass cutting, power for street lighting, and litter pickup--is included in the TIP.
- The expenditure of funds for highway expansion is about \$62.3 million, or about 9.0 percent of total programmed expenditures in the Region. The expenditures for highway improvement are approximately \$46.7 million, or 6.8 percent of total expenditures. This compares to the \$308.3 million programmed for expenditures on highway preservation, or about 44.7 percent of total programmed expenditures.
- A significant proportion of total financial resources is devoted to public transit projects, which account for about 29.4 percent of the programmed resources. Of the total programmed resources for public transit, 79.8 percent is for preservation, and 12.3 percent and 7.9 percent for service improvement and service expansion, respectively.

## **STATUS OF PROJECTS IDENTIFIED WITHIN ANNUAL ELEMENT OF THE 2002-2004 TRANSPORTATION IMPROVEMENT PROGRAM**

Appendix B of the transportation improvement program reports on the status of projects contained within the 2002 through 2004 transportation improvement program. Projects will either have been completed; contained within this 2004 through 2006 transportation improvement program as part of the established sequence of project development (especially complex multi-stage projects); postponed from the 2002 through 2004 transportation improvement program and contained in the 2004 through 2006 transportation improvement program; or dropped from consideration or postponed beyond the time period covered by the 2004 through 2006 transportation improvement program.

## **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 2004 through 2006 by State and local governments within southeastern Wisconsin. All projects have been determined to be in conformance with the adopted regional transportation system plan.

\* \* \*

## APPENDICES

## 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

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 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, 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)

BRF	Bridge Replacement Funds
CMAQ	Congestion Mitigation and Air Quality Improvement Funds
COMB	Combination of FHWA and FTA Funds
FAI(4R)	Federal Aid Interstate Funds
FTA 3037	FTA Section 3037 Funds--Job Access and Reverse Commute
FTA 5303	FTA Section 5303 Funds--Metropolitan Planning Program
FTA 5309	FTA Section 5309 Funds--Capital Program
FTA 5307	FTA Section 5307 Funds--Urban Formula Program
FTA 5310	FTA Section 5310 Funds--Elderly and Persons with Disabilities Program
FTA 5311	FTA Section 5311 Funds--Nonurban Area Formula Program
FTA 5313/5314	FTA Section 5313/5314 Funds--State Planning and Research Program
GCM	Gary, Chicago, Milwaukee Corridor Intelligent Transportation System Funds
IH-C/S	Interstate Highway - Completion or Substitution Funds
IH-M	Interstate Highway - Maintenance Funds
LRIP	Local Road Improvement Program
NHS	National Highway System Funds
OTHER FED	Federal funding programs not sponsored by FHWA or FTA (Economic Development Funds and Urban Development Action Grants are examples)
OTHER FHWA	FHWA funding program other than those listed (includes certain limited demonstration funds)
SIB	State Investment Bank Funds
STP-E	Surface Transportation Program - Enhancement Funds
STP-M	Surface Transportation Program - Milwaukee Urbanized Area Funds
STP-O	Surface Transportation Program - Other Funds (Rural, other urban and urbanized areas, discretionary)
STP-S	Surface Transportation Program - Safety Funds
TEA	Transportation Economic Assistance

### Project No.

1	Project number for project in 2002-2004 TIP
(1)	2000-2002 TIP project number for project contained in 2000-2002 TIP

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
EE	Environmental Enhancement
HS	Highway Safety
OH	Off Arterial Highway System

G29 Approval Review of a project under Gubernatorial Executive Order No. 29, which replaces the previous A-95 review process.

P Review of the project could not be conducted at this time due to a lack of complete information, and the approval is pending a more detailed project description.

A Review of the project has been completed, and the project is approved.

Cost

PE	Preliminary engineering
ROW	Right-of-way
CONST	Construction
OTHER	Purchase and/or installation of equipment

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.

Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
STATE OF WISCONSIN	1  (32)	TECHNICAL & PLANNING SUPPORT FOR INTELLIGENT TRANSPORTATION SYSTEM DEVELOPMENT	HP	PE	700.0	700.0	0.0	1,400.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	700.0	700.0	0.0	1,400.0		
				OTHER	0.0	0.0	0.0	0.0	GCM						
				TOTAL	700.0	700.0	0.0	1,400.0	TOTAL	700.0	700.0	0.0	1,400.0		
	2  (41)	TRAFFIC OPERATIONS CENTER; MONITOR OPERATION AND MAINTENANCE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	220.0	298.5	298.5	817.0		
				CONST	0.0	0.0	0.0	0.0	FED	880.0	1,194.0	1,194.0	3,268.0		
				OTHER	1,100.0	1,492.5	1,492.5	4,085.0	STP-O						
				TOTAL	1,100.0	1,492.5	1,492.5	4,085.0	TOTAL	1,100.0	1,492.5	1,492.5	4,085.0		
	3  (45)	SUPPORT OF THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION TRANSPORTATION PLANNING PROGRAM	HP	PE	0.0	0.0	0.0	0.0	LOCAL	125.0	125.0	125.0	375.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	500.0	500.0	500.0	1,500.0		
				OTHER	625.0	625.0	625.0	1,875.0	STP-M						
				TOTAL	625.0	625.0	625.0	1,875.0	TOTAL	625.0	625.0	625.0	1,875.0		
	4  (46)	CONTINUATION OF THE REGIONAL TRANSPORTATION PLANNING PROGRAM CONDUCTED BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION	HP	PE	0.0	0.0	0.0	0.0	LOCAL	237.5	237.5	237.5	712.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	237.5	237.5	237.5	712.5		
				CONST	0.0	0.0	0.0	0.0	FED	1,900.0	1,900.0	1,900.0	5,700.0		
				OTHER	2,375.0	2,375.0	2,375.0	7,125.0	COMB						
				TOTAL	2,375.0	2,375.0	2,375.0	7,125.0	TOTAL	2,375.0	2,375.0	2,375.0	7,125.0		
	5	FUNDING FOR DIGITAL ORTHOPHOTOGRAPHY TO BE CONDUCTED BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION IN 2005	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	60.0	0.0	60.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	60.0	0.0	60.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	480.0	0.0	480.0		
				OTHER	0.0	600.0	0.0	600.0	STP-M						
				TOTAL	0.0	600.0	0.0	600.0	TOTAL	0.0	600.0	0.0	600.0		
	6  (43)	STAFFING OF A POSITION TO ACT AS FACILITATOR, LIASION, & TRAINER IN JOINT WISDOT/ MILW COUNTY SHERIFF IMPLEMENTATION OF FREEWAY TRAFFIC MGNT SYSTEM	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	75.0	75.0	0.0	150.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	75.0	75.0	0.0	150.0							
				TOTAL	75.0	75.0	0.0	150.0	TOTAL	75.0	75.0	0.0	150.0		
	7  (49)	SPECIAL TRAFFIC OPERATIONS ACTIVITIES; SIGN BRIDGES, ELECTRIC AND SIGNING MAINTENANCE IN DISTRICT 2	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,000.0	1,000.0	1,000.0	3,000.0		
				CONST	1,000.0	1,000.0	1,000.0	3,000.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	1,000.0	1,000.0	1,000.0	3,000.0	TOTAL	1,000.0	1,000.0	1,000.0	3,000.0		
	8  (35)	INSPECTION OF VARIOUS BRIDGES IN MILWAUKEE, WAUKESHA, KENOSHA, RACINE, WALWORTH, AND WASHINGTON COUNTIES	HP	PE	1,000.0	1,000.0	1,000.0	3,000.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	200.0	200.0	200.0	600.0		
				CONST	0.0	0.0	0.0	0.0	FED	800.0	800.0	800.0	2,400.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,000.0	1,000.0	1,000.0	3,000.0	TOTAL	1,000.0	1,000.0	1,000.0	3,000.0		
	9  (637)	SIGNAL INSTALLATION AND TURN LANE IMPROVEMENTS AT SELECTED INTERSECTIONS WITHIN SOUTHEASTERN WISCONSIN	HP	PE	100.0	100.0	100.0	300.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	220.0	220.0	220.0	660.0		
				CONST	1,000.0	1,000.0	1,000.0	3,000.0	FED	880.0	880.0	880.0	2,640.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,100.0	1,100.0	1,100.0	3,300.0	TOTAL	1,100.0	1,100.0	1,100.0	3,300.0		
	10  (39)	REPLACEMENT AND REPAIR OF SIGNALS AND SIGN BRIDGES WITHIN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	250.0	250.0	250.0	750.0		
				CONST	250.0	250.0	250.0	750.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	250.0	250.0	250.0	750.0	TOTAL	250.0	250.0	250.0	750.0		

Source: SEWRPC.

Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
STATE OF WISCONSIN	11  (30)	PAVEMENT MARKING FOR VARIOUS USH AND STH IN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,905.5	1,905.5	1,905.5	5,716.5		
				CONST	1,905.5	1,905.5	1,905.5	5,716.5	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	1,905.5	1,905.5	1,905.5	5,716.5	TOTAL	1,905.5	1,905.5	1,905.5	5,716.5		
	12  (51)	ROUT AND SEAL VARIOUS FREEWAY ASPHALT SURFACES WITHIN DISTRICT 2 REGION	HP	PE	25.0	25.0	25.0	75.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	72.5	72.5	72.5	217.5		
				CONST	700.0	700.0	700.0	2,100.0	FED	652.5	652.5	652.5	1,957.5		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	725.0	725.0	725.0	2,175.0	TOTAL	725.0	725.0	725.0	2,175.0		
	13  (34)	BRIDGE REHABILITATION AT VARIOUS LOCATIONS ON THE INTERSTATE HIGHWAY SYSTEM WITHIN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	552.0	1,042.0	1,694.0		
				CONST	1,000.0	2,760.0	5,210.0	8,970.0	FED	900.0	2,208.0	4,168.0	7,276.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	1,000.0	2,760.0	5,210.0	8,970.0	TOTAL	1,000.0	2,760.0	5,210.0	8,970.0		
	14  (28)	BRIDGE MAINTENANCE PAINTING PROJECTS AT VARIOUS LOCATIONS ON THE INTERSTATE SYSTEM WITHIN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	200.0	200.0	200.0	600.0		
				CONST	200.0	200.0	200.0	600.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	200.0	200.0	200.0	600.0	TOTAL	200.0	200.0	200.0	600.0		
	15  (37)	MAINTENANCE PROJECTS--REPAIR--AT VARIOUS LOCATIONS ON THE INTERSTATE HIGHWAY SYSTEM WITHIN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,000.0	1,000.0	1,000.0	3,000.0		
				CONST	1,000.0	1,000.0	1,000.0	3,000.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	1,000.0	1,000.0	1,000.0	3,000.0	TOTAL	1,000.0	1,000.0	1,000.0	3,000.0		
	16  (33)	BRIDGE REHABILITATION AT VARIOUS LOCATIONS ON THE STATE TRUNK HIGHWAY SYSTEM WITHIN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	300.0	0.0	0.0	300.0		
				CONST	1,500.0	0.0	0.0	1,500.0	FED	1,200.0	0.0	0.0	1,200.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	1,500.0	0.0	0.0	1,500.0	TOTAL	1,500.0	0.0	0.0	1,500.0		
	17  (31)	BRIDGE MAINTENANCE PAINTING PROJECTS AT VARIOUS LOCATIONS ON THE STATE TRUNK HIGHWAY SYSTEM WITHIN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	200.0	200.0	200.0	600.0		
				CONST	200.0	200.0	200.0	600.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	200.0	200.0	200.0	600.0	TOTAL	200.0	200.0	200.0	600.0		
	18  (38)	MAINTENANCE PROJECTS--REPAIR--AT VARIOUS LOCATIONS ON THE STATE TRUNK HIGHWAY SYSTEM IN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	500.0	500.0	500.0	1,500.0		
				CONST	500.0	500.0	500.0	1,500.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	500.0	500.0	500.0	1,500.0	TOTAL	500.0	500.0	500.0	1,500.0		
	19  (36)	LIGHTING REHABILITATION AT VARIOUS LOCATIONS ON THE STATE TRUNK HIGHWAY SYSTEM IN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	100.0	100.0	300.0		
				CONST	500.0	500.0	500.0	1,500.0	FED	400.0	400.0	400.0	1,200.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	500.0	500.0	500.0	1,500.0	TOTAL	500.0	500.0	500.0	1,500.0		
	20	PRELIMINARY ENGINEERING FOR THE REHABILITATION OF STATE TRUNK HIGHWAYS IN DISTRICT 2	HP	PE	100.0	100.0	100.0	300.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	20.0	20.0	20.0	60.0		
				CONST	0.0	0.0	0.0	0.0	FED	80.0	80.0	80.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	100.0	100.0	100.0	300.0	TOTAL	100.0	100.0	100.0	300.0		

Source: SEWRPC.



Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
STATE OF WISCONSIN	21 (641)	MAINTENANCE OF TRAFFIC DETECTING LOOPS AND ELECTRICAL SYSTEMS ON STATE TRUNK HIGHWAYS IN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	50.0	50.0	50.0	150.0		
				CONST	50.0	50.0	50.0	150.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	50.0	50.0	50.0	150.0	TOTAL	50.0	50.0	50.0	150.0		
	22 (40)	INSTALLATION OF TRAFFIC SIGNALS AND RECONFIGURE INTERSECTIONS ON SELECTED STATE TRUNK HIGHWAYS IN SOUTHEASTERN WISCONSIN	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	500.0	500.0	500.0	1,500.0		
				CONST	500.0	500.0	500.0	1,500.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	500.0	500.0	500.0	1,500.0	TOTAL	500.0	500.0	500.0	1,500.0		
	23 (55)	REPLACEMENT OF IH-43 BRIDGE OVER THE MILWAUKEE RIVER IN THE CITY OF MILWAUKEE (B-40-0969)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	336.7	0.0	0.0	336.7		
				CONST	2,518.0	0.0	0.0	2,518.0	FED	2,181.3	0.0	0.0	2,181.3		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	2,518.0	0.0	0.0	2,518.0	TOTAL	2,518.0	0.0	0.0	2,518.0		
	24	REPLACEMENT OF UP RAILWAY BRIDGE ON IH-43 NORTH OF BENDER RD	HP	PE	0.0	0.0	200.0	200.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	40.0	40.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	160.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	200.0	200.0	TOTAL	0.0	0.0	200.0	200.0		
	25 (56)	RECONFIGURATION AND RECONSTRUCTION OF THE MARQUETTE INTERCHANGE AND APPROACHES ON IH-94, IH-43, AND IH-794 IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	9,726.6	88,226.3	393,272.0	491,224.9		
				CONST	11,843.0	173,702.6	479,290.0	664,835.6	FED	38,906.4	88,226.3	98,318.0	225,450.7		
				OTHER	36,790.0	2,750.0	12,300.0	51,840.0	NHS						
				TOTAL	48,633.0	176,452.6	491,590.0	716,675.6	TOTAL	48,633.0	176,452.6	491,590.0	716,675.6		
	26	MAINTENANCE PAINTING OF THE HOAN BRIDGE IN THE CITY OF MILWAUKEE (2.56 MILES)	HP	PE	0.0	0.0	100.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	20.0	20.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	80.0	80.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	100.0	100.0	TOTAL	0.0	0.0	100.0	100.0		
	27 (58)	RESURFACING OF IH-894 FROM THE BELTON OVERPASS TO THE MITCHELL INTERCHANGE IN THE CITY OF MILWAUKEE (8.59 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	4,700.0	0.0	0.0	4,700.0		
				CONST	22,500.0	0.0	0.0	22,500.0	FED	18,800.0	0.0	0.0	18,800.0		
				OTHER	1,000.0	0.0	0.0	1,000.0	STP-O						
				TOTAL	23,500.0	0.0	0.0	23,500.0	TOTAL	23,500.0	0.0	0.0	23,500.0		
	28 (63)	RECONDITIONING OF USH 18 (E STATE ST) FROM N EDISON ST TO PROSPECT AVE IN THE CITY OF MILWAUKEE (0.70 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	21.9	21.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	86.9	86.9		
				CONST	0.0	0.0	544.0	544.0	FED	0.0	0.0	435.2	435.2		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	544.0	544.0	TOTAL	0.0	0.0	544.0	544.0		
	29 (61)	RECONDITIONING OF USH 18 (W STATE ST) FROM OLD WORLD 3RD ST TO 12TH ST IN THE CITY OF MILWAUKEE (1.07 MILES)	HP	PE	55.0	0.0	0.0	55.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	13.0	250.3	0.0	263.3		
				CONST	0.0	1,200.0	0.0	1,200.0	FED	42.0	1,001.2	0.0	1,043.2		
				OTHER	0.0	51.5	0.0	51.5	STP-M						
				TOTAL	55.0	1,251.5	0.0	1,306.5	TOTAL	55.0	1,251.5	0.0	1,306.5		
	30 (60)	RECONDITIONING OF USH 18 (W STATE ST) FROM N 66TH ST TO N STORY PARKWAY IN THE CITY OF MILWAUKEE (1.10 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	540.8	0.0	0.0	540.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	623.2	0.0	0.0	623.2		
				CONST	3,605.0	0.0	0.0	3,605.0	FED	2,492.6	0.0	0.0	2,492.6		
				OTHER	51.6	0.0	0.0	51.6	STP-M						
				TOTAL	3,656.6	0.0	0.0	3,656.6	TOTAL	3,656.6	0.0	0.0	3,656.6		

Source: SEWRPC.

Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
STATE OF WISCONSIN	31  (62)	REHABILITATION OF USH 18 (W STATE ST) BRIDGE OVER THE MILWAUKEE RIVER IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	655.8	0.0	0.0	655.8		
				CONST	3,279.0	0.0	0.0	3,279.0	FED	2,623.2	0.0	0.0	2,623.2		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	3,279.0	0.0	0.0	3,279.0	TOTAL	3,279.0	0.0	0.0	3,279.0		
	32	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF USH 18 (W BLUEMOUND RD) FROM N GLENVIEW AVE TO N 66TH ST IN THE CITY OF MILWAUKEE (1.13 MILES)	HP	PE	0.0	300.0	0.0	300.0	LOCAL	0.0	75.0	0.0	75.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	225.0	0.0	225.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	300.0	0.0	300.0	TOTAL	0.0	300.0	0.0	300.0		
	33  (65)	RESURFACING OF USH 41 FROM OKLAHOMA AVE TO LINCOLN AVE AND FOREST HOME AVE FROM 31ST ST TO 27TH ST IN THE CITY OF MILWAUKEE (1.30 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	310.0	0.0	0.0	310.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	298.0	0.0	0.0	298.0		
				CONST	3,000.0	0.0	0.0	3,000.0	FED	2,392.0	0.0	0.0	2,392.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	3,000.0	0.0	0.0	3,000.0	TOTAL	3,000.0	0.0	0.0	3,000.0		
	34  (66)	RESURFACING OF W FOREST HOME AVE (STH 24) FROM 42ND ST TO 35TH ST IN THE CITY OF MILWAUKEE (0.60 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	92.2	0.0	92.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	30.8	0.0	30.8		
				CONST	0.0	615.0	0.0	615.0	FED	0.0	492.0	0.0	492.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	615.0	0.0	615.0	TOTAL	0.0	615.0	0.0	615.0		
	35  (87)	RESURFACING OF STH 32 FROM SOUTH COUNTY LINE TO FOREST HILL AVE IN THE CITY OF OAK CREEK (3.65 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	233.0	0.0	233.0		
				CONST	0.0	1,165.0	0.0	1,165.0	FED	0.0	932.0	0.0	932.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	1,165.0	0.0	1,165.0	TOTAL	0.0	1,165.0	0.0	1,165.0		
	36  (67)	REPLACEMENT OF CP RAILWAY BRIDGE OVER S KINNICKINNIC AVE IN THE CITY OF MILWAUKEE (STH 32)	HP	PE	0.0	500.0	0.0	500.0	LOCAL	0.0	100.0	0.0	100.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	400.0	0.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	500.0	0.0	500.0	TOTAL	0.0	500.0	0.0	500.0		
	37	REPLACEMENT OF CP RAILWAY BRIDGE OVER 1ST ST IN THE CITY OF MILWAUKEE (STH 32)	HP	PE	0.0	0.0	3,000.0	3,000.0	LOCAL	0.0	0.0	600.0	600.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	2,400.0	2,400.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	3,000.0	3,000.0	TOTAL	0.0	0.0	3,000.0	3,000.0		
	38	REHABILITATION OF N FARWELL AVE (STH 32) BRIDGE OVER THE OAK LEAF TRAIL IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	62.0	0.0	0.0	62.0		
				CONST	310.0	0.0	0.0	310.0	FED	248.0	0.0	0.0	248.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	310.0	0.0	0.0	310.0	TOTAL	310.0	0.0	0.0	310.0		
	39  (68)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 32 FROM E DEAN RD TO THE UP RAILWAY BRIDGE IN THE CITY OF MILWAUKEE (0.80 MILES)	HP	PE	150.0	0.0	0.0	150.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	87.0	0.0	87.0	STATE	30.0	87.0	460.0	577.0		
				CONST	0.0	0.0	2,300.0	2,300.0	FED	120.0	0.0	1,840.0	1,960.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	150.0	87.0	2,300.0	2,537.0	TOTAL	150.0	87.0	2,300.0	2,537.0		
	40	PAVEMENT REPLACEMENT OF LOOMIS RD (STH 36) FROM S 51ST ST TO W FARDALE AVE IN THE CITY OF MILWAUKEE (2.0 MILES)	HP	PE	0.0	0.0	800.0	800.0	LOCAL	0.0	0.0	200.0	200.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	600.0	600.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	800.0	800.0	TOTAL	0.0	0.0	800.0	800.0		

Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
STATE OF WISCONSIN	41  (70)	RECONDITIONING OF STH 38 FROM S CHASE AVE TO W MAPLE ST (2.40 MILES)	HP	PE	200.0	0.0	0.0	200.0	LOCAL	50.0	215.0	0.0	265.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	150.0	71.7	0.0	221.7		
				CONST	0.0	1,433.2	0.0	1,433.2	FED	0.0	1,146.5	0.0	1,146.5		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	200.0	1,433.2	0.0	1,633.2	TOTAL	200.0	1,433.2	0.0	1,633.2		
	42  (74)	RECONDITIONING OF STH 59 FROM I-894 TO S 92ND ST IN THE CITY OF WEST ALLIS (0.50 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	139.2	0.0	139.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	100.8	0.0	100.8		
				CONST	0.0	1,200.0	0.0	1,200.0	FED	0.0	960.0	0.0	960.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	1,200.0	0.0	1,200.0	TOTAL	0.0	1,200.0	0.0	1,200.0		
	43	REPLACEMENT OF BROWN DEER RD BRIDGE OVER IH-43	HP	PE	0.0	0.0	200.0	200.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	40.0	40.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	160.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	0.0	0.0	200.0	200.0	TOTAL	0.0	0.0	200.0	200.0		
	44	REHABILITATION OF THE BROWN DEER RD (STH 100) BRIDGE OVER THE UP RAILWAY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	700.0	0.0	0.0	700.0		
				CONST	700.0	0.0	0.0	700.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	700.0	0.0	0.0	700.0	TOTAL	700.0	0.0	0.0	700.0		
	45  (855)	RESURFACING OF THE AIRPORT SPUR (STH 119) FROM IH-94 TO HOWELL AVE IN THE CITY OF MILWAUKEE (1.89 MILES)	HP	PE	0.0	0.0	100.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	20.0	20.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	80.0	80.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	100.0	100.0	TOTAL	0.0	0.0	100.0	100.0		
	46  (75)	REMOVAL OF THE PARK EAST FWY (STH 145) WEST OF JEFFERSON ST AND CONSTRUCT NEW TERMINUS WEST OF MILWAUKEE RIVER IN THE CITY OF MILWAUKEE (0.50 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	1,930.5	0.0	0.0	1,930.5	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	960.5	0.0	0.0	960.5		
				CONST	19,273.0	0.0	0.0	19,273.0	FED	16,382.0	0.0	0.0	16,382.0		
				OTHER	0.0	0.0	0.0	0.0	IH-C/S						
				TOTAL	19,273.0	0.0	0.0	19,273.0	TOTAL	19,273.0	0.0	0.0	19,273.0		
	47  (77)	RECONDITIONING OF STH 181 (N 76TH ST) FROM W FLORIST AVE TO THE NORTH COUNTY LINE IN THE CITY OF MILWAUKEE (4.54 MILES)	HP	PE	3,500.0	0.0	0.0	3,500.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	700.0	0.0	3,684.0	4,384.0		
				CONST	0.0	0.0	18,420.0	18,420.0	FED	2,800.0	0.0	14,736.0	17,536.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	3,500.0	0.0	18,420.0	21,920.0	TOTAL	3,500.0	0.0	18,420.0	21,920.0		
	48	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 190 FROM N 60TH ST TO N 35TH ST (1.50 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	416.0	0.0	416.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	104.0	0.0	104.0		
				CONST	0.0	2,600.0	0.0	2,600.0	FED	0.0	2,080.0	0.0	2,080.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	2,600.0	0.0	2,600.0	TOTAL	0.0	2,600.0	0.0	2,600.0		
	49	REPLACEMENT OF S 27TH ST (STH 241) BRIDGE OVER THE BRANCH OF THE OAK CREEK	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	150.0	0.0	0.0	150.0		
				CONST	150.0	0.0	0.0	150.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	150.0	0.0	0.0	150.0	TOTAL	150.0	0.0	0.0	150.0		
	50  (81)	RECONDITIONING OF N PORT WASHINGTON RD FROM W HAMPTON AVE TO W DAPHNE RD (2.40 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	360.0	0.0	0.0	360.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	556.4	0.0	0.0	556.4		
				CONST	3,142.0	0.0	0.0	3,142.0	FED	2,225.6	0.0	0.0	2,225.6		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	3,142.0	0.0	0.0	3,142.0	TOTAL	3,142.0	0.0	0.0	3,142.0		

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**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
STATE OF WISCONSIN	51	REPLACEMENT OF GOOD HOPE ROAD BRIDGE OVER IH-43	HP	PE	0.0	0.0	200.0	200.0	LOCAL	0.0	0.0	0.0	0.0	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	40.0	40.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	160.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	0.0	0.0	200.0	200.0	TOTAL	0.0	0.0	200.0	200.0		
	52	REPLACEMENT OF GREEN TREE BRIDGE OVER IH-43	HP	PE	0.0	0.0	200.0	200.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	40.0	40.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	160.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	200.0	200.0	TOTAL	0.0	0.0	200.0	200.0		
	53	REPLACEMENT OF BRIDGE DECKS OF N 25TH ST AND N 26TH ST/ST PAUL AVE OVER IH-94	HP	PE	500.0	0.0	0.0	500.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	600.0	0.0	700.0		
				CONST	0.0	3,000.0	0.0	3,000.0	FED	400.0	2,400.0	0.0	2,800.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	500.0	3,000.0	0.0	3,500.0	TOTAL	500.0	3,000.0	0.0	3,500.0		
	54 (86)	ACQUIRE HARDSHIP ROW FOR RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF IH-43 FROM BENDER RD TO DEAN RD (2.79 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	427.0	0.0	0.0	427.0	STATE	85.4	0.0	0.0	85.4		
				CONST	0.0	0.0	0.0	0.0	FED	341.6	0.0	0.0	341.6		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	427.0	0.0	0.0	427.0	TOTAL	427.0	0.0	0.0	427.0		
	55 (89)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 100 FROM HOWELL AVE (STH 38) TO STH 32 IN THE CITY OF OAK CREEK (2.75 MILES)	HI	PE	77.0	0.0	0.0	77.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	520.0	0.0	0.0	520.0	STATE	535.4	0.0	1,540.0	2,075.4		
				CONST	0.0	0.0	7,701.0	7,701.0	FED	61.6	0.0	6,161.0	6,222.6		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	597.0	0.0	7,701.0	8,298.0	TOTAL	597.0	0.0	7,701.0	8,298.0		
	56 (90)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF RYAN RD (STH 100) FROM STH 36 TO USH 41 IN THE CITY OF FRANKLIN (5.0 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	2,067.0	0.0	0.0	2,067.0	STATE	413.4	0.0	2,190.0	2,603.4		
				CONST	0.0	0.0	10,950.0	10,950.0	FED	1,653.6	0.0	8,760.0	10,413.6		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	2,067.0	0.0	10,950.0	13,017.0	TOTAL	2,067.0	0.0	10,950.0	13,017.0		
	57 (80)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF LAYTON AVE FROM THE WEST COUNTY LINE TO STH 100 IN THE CITY OF GREENFIELD (1.0 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	500.0	0.0	500.0		
				CONST	0.0	2,500.0	0.0	2,500.0	FED	0.0	2,000.0	0.0	2,000.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	2,500.0	0.0	2,500.0	TOTAL	0.0	2,500.0	0.0	2,500.0		
	58 (91)	CONSTRUCTION OF THE PENNSYLVANIA AVE CONNECTOR TO THE LAKE PKWY (STH 794) IN THE CITY OF CUDAHY (0.50 MILES)	HE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	8,455.0	0.0	0.0	8,455.0		
				CONST	8,455.0	0.0	0.0	8,455.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	8,455.0	0.0	0.0	8,455.0	TOTAL	8,455.0	0.0	0.0	8,455.0		
	59 (100)	IMPLEMENTATION OF THE PARK AND RIDE SYSTEM PLAN; STAFFING COSTS	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	17.5	0.0	0.0	17.5		
				CONST	0.0	0.0	0.0	0.0	FED	70.0	0.0	0.0	70.0		
				OTHER	87.5	0.0	0.0	87.5	STP-M						
				TOTAL	87.5	0.0	0.0	87.5	TOTAL	87.5	0.0	0.0	87.5		
	60 (110)	TRAIN CONTROL SIGNAL UPGRADES AT 4 LOCATIONS ON CP RAILWAY MAINLINE SOUTH OF MILWAUKEE TO SUPPORT IMPROVED INTERCITY RAIL SERVICE	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	125.0	0.0	125.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	500.0	0.0	500.0		
				OTHER	0.0	625.0	0.0	625.0	OTHER FE						
				TOTAL	0.0	625.0	0.0	625.0	TOTAL	0.0	625.0	0.0	625.0		

Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
STATE OF WISCONSIN	61 (92)	JOB ACCESS SEC 3037 TRANSIT PROJECT 2000- UWM INTERNET TRIP PLANNER AND EMPLOYMENT WEB SITE DESIGN	TP	PE	0.0	0.0	0.0	0.0	LOCAL	94.0	0.0	0.0	94.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	61.5	0.0	0.0	61.5		
				CONST	0.0	0.0	0.0	0.0	FED	155.6	0.0	0.0	155.6		
				OTHER	311.1	0.0	0.0	311.1	FTA 3037						
				TOTAL	311.1	0.0	0.0	311.1	TOTAL	311.1	0.0	0.0	311.1		
	62	INTERACTIVE INTERNET RIDESHARE PROJECT 2004-2005 IN DISTRICT 2 (GCM FFY 1995 ISTE A EARMARK FUNDS)	TP	PE	99.0	0.0	0.0	99.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	16.0	0.0	0.0	16.0		
				CONST	0.0	0.0	0.0	0.0	FED	83.0	0.0	0.0	83.0		
				OTHER	0.0	0.0	0.0	0.0	GCM						
				TOTAL	99.0	0.0	0.0	99.0	TOTAL	99.0	0.0	0.0	99.0		
	63 (102)	CONTINUATION AND IMPROVED OPERATION OF THE "HIAWATHA" INTERCITY FROM MILWAUKEE TO CHICAGO (PENDING)	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	814.3	1,143.2	1,247.5	3,205.0		
				CONST	0.0	0.0	0.0	0.0	FED	3,257.0	4,572.6	5,029.9	12,859.5		
				OTHER	4,071.3	5,715.8	6,277.4	16,064.5	CMAQ						
				TOTAL	4,071.3	5,715.8	6,277.4	16,064.5	TOTAL	4,071.3	5,715.8	6,277.4	16,064.5		
	64	AMTRAK HIAWATHA SERVICE ADVERTISING PROGRAM	TI	PE	0.0	0.0	0.0	0.0	LOCAL	50.0	50.0	50.0	150.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	200.0	200.0	200.0	600.0		
				OTHER	250.0	250.0	250.0	750.0	CMAQ						
				TOTAL	250.0	250.0	250.0	750.0	TOTAL	250.0	250.0	250.0	750.0		
	65	REHABILITATION OF TRAINSHED AND PLATFORMS OF THE MILWAUKEE INTERMODAL PASSENGER STATION (AMTRAK STATION) AND STREETSCAPE IMPROVEMENTS TO 5TH ST	TI	PE	361.2	0.0	0.0	361.2	LOCAL	72.2	23.0	496.1	591.3	A	EXEMPT
				ROW	0.0	115.0	0.0	115.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	2,417.6	2,417.6	FED	289.0	92.0	1,984.3	2,365.3		
				OTHER	0.0	0.0	62.8	62.8	CMAQ						
				TOTAL	361.2	115.0	2,480.4	2,956.6	TOTAL	361.2	115.0	2,480.4	2,956.6		
	66 <sup>a</sup> (103)	PRELIMINARY ENGINEERING OF COMMUTER PASSENGER TRAIN SERVICE IN THE MILWAUKEE-RACINE-KENOSHA CORRIDOR	TI	PE	4,000.0	0.0	0.0	4,000.0	LOCAL	400.0	0.0	0.0	400.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	400.0	0.0	0.0	400.0		
				CONST	0.0	0.0	0.0	0.0	FED	3,200.0	0.0	0.0	3,200.0		
				OTHER	0.0	0.0	0.0	0.0	OTHER FE						
				TOTAL	4,000.0	0.0	0.0	4,000.0	TOTAL	4,000.0	0.0	0.0	4,000.0		
	67 (107)	PRELIMINARY ENGINEERING FOR POSSIBLE EXTENSION OF INTERCITY RAIL SERVICE FROM MILWAUKEE TO MADISON	TE	PE	2,200.0	0.0	0.0	2,200.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	2,200.0	0.0	0.0	2,200.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	2,200.0	0.0	0.0	2,200.0	TOTAL	2,200.0	0.0	0.0	2,200.0		
	68 (106)	CONSTRUCTION OF AN INTERMODAL TRAIN STATION AT GENERAL MITCHELL INTERNATIONAL AIRPORT	TE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	6,500.0	0.0	0.0	6,500.0	FED	6,500.0	0.0	0.0	6,500.0		
				OTHER	0.0	0.0	0.0	0.0	OTHER FE						
				TOTAL	6,500.0	0.0	0.0	6,500.0	TOTAL	6,500.0	0.0	0.0	6,500.0		
	69 (111)	REDEVELOPMENT OF THE DOWNTOWN MILWAUKEE INTERMODAL STATION	TE	PE	600.0	0.0	0.0	600.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	600.0	0.0	0.0	600.0		
				CONST	0.0	4,500.0	0.0	4,500.0	FED	0.0	4,500.0	0.0	4,500.0		
				OTHER	0.0	0.0	0.0	0.0	FTA 5309						
				TOTAL	600.0	4,500.0	0.0	5,100.0	TOTAL	600.0	4,500.0	0.0	5,100.0		
	70 <sup>b</sup> (105)	CONSTRUCTION OF THREE COMMUTER PARK AND RIDE LOTS FROM THE GROUP 'A' SET	TE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	263.0	0.0	0.0	263.0		
				CONST	1,315.0	0.0	0.0	1,315.0	FED	1,052.0	0.0	0.0	1,052.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	1,315.0	0.0	0.0	1,315.0	TOTAL	1,315.0	0.0	0.0	1,315.0		

Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
STATE OF WISCONSIN	71 <sup>c</sup>  (733)	CONSTRUCTION OF THREE COMMUTER PARK AND RIDE LOTS FROM THE GROUP 'B' SET	TE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	178.0	0.0	0.0	178.0		
				CONST	890.0	0.0	0.0	890.0	FED	712.0	0.0	0.0	712.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	890.0	0.0	0.0	890.0	TOTAL	890.0	0.0	0.0	890.0		
	72	GRADE CROSSING IMPROVEMENTS ORDERED BY THE OFFICE OF THE COMMISSIONER OF RAILROADS	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	125.0	125.0	125.0	375.0		
				CONST	0.0	0.0	0.0	0.0	FED	375.0	375.0	375.0	1,125.0		
				OTHER	500.0	500.0	500.0	1,500.0	STP-S						
				TOTAL	500.0	500.0	500.0	1,500.0	TOTAL	500.0	500.0	500.0	1,500.0		
	73  (115)	RAILROAD CROSSING PROTECTION PROJECTS ORDERED BY THE TRANSPORTATION COMMISSION IN THE SOUTHEASTERN WISCONSIN COUNTIES	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	200.0	200.0	200.0	600.0		
				OTHER	200.0	200.0	200.0	600.0	STP-S						
				TOTAL	200.0	200.0	200.0	600.0	TOTAL	200.0	200.0	200.0	600.0		
	74	HSR CORRIDOR RAIL CROSSING IMPROVEMENTS	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	200.0	200.0	400.0		
				OTHER	0.0	200.0	200.0	400.0	STP-S						
				TOTAL	0.0	200.0	200.0	400.0	TOTAL	0.0	200.0	200.0	400.0		
	75	ELIMINATION OF RAILROAD CROSSINGS AT VARIOUS LOCATIONS IN SOUTHEASTERN WISCONSIN	HS	PE	0.0	0.0	0.0	0.0	LOCAL	10.0	10.0	10.0	30.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	100.0	100.0	100.0	300.0	FED	90.0	90.0	90.0	270.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	100.0	100.0	100.0	300.0	TOTAL	100.0	100.0	100.0	300.0		
	76  (114)	CONSTRUCTION OF VARIOUS SMALL HAZARD ELIMINATION MEASURES IN DISTRICT 2	HS	PE	0.0	0.0	0.0	0.0	LOCAL	5.0	5.0	5.0	15.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	50.0	50.0	50.0	150.0	FED	45.0	45.0	45.0	135.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	50.0	50.0	50.0	150.0	TOTAL	50.0	50.0	50.0	150.0		
	77  (126)	IMPLEMENTATION OF FREEWAY SAFETY PATROLS	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	950.0	950.0	950.0	2,850.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	950.0	950.0	950.0	2,850.0							
				TOTAL	950.0	950.0	950.0	2,850.0	TOTAL	950.0	950.0	950.0	2,850.0		
	78  (121)	CONSTRUCTION OF FREEWAY CRASH INVESTIGATION SITES	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	322.8	0.0	0.0	322.8		
				CONST	322.8	0.0	0.0	322.8	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	322.8	0.0	0.0	322.8	TOTAL	322.8	0.0	0.0	322.8		
	79  (116)	IMPROVEMENT AND MODERNIZATION OF LIGHTING SYSTEMS ON VARIOUS INTERSTATE HIGHWAYS IN SOUTHEASTERN WISCONSIN	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	75.0	75.0	75.0	225.0		
				CONST	750.0	750.0	750.0	2,250.0	FED	675.0	675.0	675.0	2,025.0		
				OTHER	0.0	0.0	0.0	0.0	COMB						
				TOTAL	750.0	750.0	750.0	2,250.0	TOTAL	750.0	750.0	750.0	2,250.0		
	80  (113)	IMPROVEMENT OF HAZARDOUS LOCATIONS ALONG THE STH SYSTEM IN DISTRICT 2	HS	PE	20.0	20.0	20.0	60.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	27.0	27.0	27.0	81.0		
				CONST	250.0	250.0	250.0	750.0	FED	243.0	243.0	243.0	729.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	270.0	270.0	270.0	810.0	TOTAL	270.0	270.0	270.0	810.0		

Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
STATE OF WISCONSIN	81  (112)	SAFETY IMPROVEMENTS ALONG GREENFIELD AVE (STH 59) FROM 116TH ST TO 101ST ST IN CITY OF WEST ALLIS (1.0 MILES)	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	825.0	0.0	0.0	825.0		
				CONST	1,500.0	0.0	0.0	1,500.0	FED	675.0	0.0	0.0	675.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	1,500.0	0.0	0.0	1,500.0	TOTAL	1,500.0	0.0	0.0	1,500.0		
	82  (136)	WETLAND MITIGATION BANKING SITES FOR VARIOUS HIGHWAYS IN SOUTHEASTERN WISCONSIN	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	200.0	100.0	100.0	400.0		
				CONST	200.0	100.0	100.0	400.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	200.0	100.0	100.0	400.0	TOTAL	200.0	100.0	100.0	400.0		
	83  (129)	ENHANCED MOTOR VEHICLE INSPECTION AND MAINTENANCE PROGRAM	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	713.7	0.0	0.0	713.7		
				CONST	0.0	0.0	0.0	0.0	FED	2,854.8	0.0	0.0	2,854.8		
				OTHER	3,568.5	0.0	0.0	3,568.5	CMAQ						
				TOTAL	3,568.5	0.0	0.0	3,568.5	TOTAL	3,568.5	0.0	0.0	3,568.5		
	84  (125)	EXPANSION OF THE LOCAL GOVERNMENT ALTERNATIVE FUEL VEHICLE FACILITATION AND MONITORING PROGRAM BY UW-MILWAUKEE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	250.0	0.0	0.0	250.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	1,000.0	0.0	0.0	1,000.0		
				OTHER	1,250.0	0.0	0.0	1,250.0	CMAQ						
				TOTAL	1,250.0	0.0	0.0	1,250.0	TOTAL	1,250.0	0.0	0.0	1,250.0		
	85  (117)	PURCHASE AND INSTALLATION OF UPGRADED DYNAMOMETERS FOR EMISSION INSPECTION FACILITIES	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	88.0	0.0	0.0	88.0		
				CONST	0.0	0.0	0.0	0.0	FED	352.0	0.0	0.0	352.0		
				OTHER	440.0	0.0	0.0	440.0	CMAQ						
				TOTAL	440.0	0.0	0.0	440.0	TOTAL	440.0	0.0	0.0	440.0		
	86  (128)	WISCONSIN PARTNERS FOR CLEAN AIR TECHNICAL ASSISTANCE AND OUTREACH	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	51.3	60.0	0.0	111.3		
				CONST	0.0	0.0	0.0	0.0	FED	205.4	240.0	0.0	445.4		
				OTHER	256.7	300.0	0.0	556.7	CMAQ						
				TOTAL	256.7	300.0	0.0	556.7	TOTAL	256.7	300.0	0.0	556.7		
	87  (130)	CONTINUATION OF THE SOUTHEASTERN WISCONSIN RIDESHARE RIDE MATCHING SERVICE AND MARKETING	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	49.0	49.0	15.0	113.0		
				CONST	0.0	0.0	0.0	0.0	FED	196.0	196.0	60.0	452.0		
				OTHER	245.0	245.0	75.0	565.0	STP-M						
				TOTAL	245.0	245.0	75.0	565.0	TOTAL	245.0	245.0	75.0	565.0		
	88  (131)	ESTABLISHMENT OF AN EMERGENCY RIDE HOME PROGRAM FOR RIDESHARE PROGRAM PARTICIPANTS IN SOUTHEASTERN WISCONSIN	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	3.0	3.0	3.0	9.0		
				CONST	0.0	0.0	0.0	0.0	FED	12.0	12.0	12.0	36.0		
				OTHER	15.0	15.0	15.0	45.0	STP-M						
				TOTAL	15.0	15.0	15.0	45.0	TOTAL	15.0	15.0	15.0	45.0		
	89  (132)	DESIGN AND CONSTRUCTION OF NOISE BARRIERS ON INTERSTATE HIGHWAYS IN SOUTHEASTERN WISCONSIN	EE	PE	100.0	100.0	100.0	300.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	220.0	220.0	220.0	660.0		
				CONST	1,000.0	1,000.0	1,000.0	3,000.0	FED	880.0	880.0	880.0	2,640.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	1,100.0	1,100.0	1,100.0	3,300.0	TOTAL	1,100.0	1,100.0	1,100.0	3,300.0		
	90  (134)	LANDSCAPING OF NOISE BARRIERS ON VARIOUS INTERSTATE HIGHWAYS IN SOUTHEASTERN WISCONSIN	EE	PE	25.0	0.0	0.0	25.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	15.0	12.5	12.5	40.0		
				CONST	125.0	125.0	125.0	375.0	FED	135.0	112.5	112.5	360.0		
				OTHER	0.0	0.0	0.0	0.0	COMB						
				TOTAL	150.0	125.0	125.0	400.0	TOTAL	150.0	125.0	125.0	400.0		



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2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
STATE OF WISCONSIN	91 (124)	COMPREHENSIVE STUDY OF EXISTING AND FUTURE PARK AND RIDE FACILITY NEEDS AND ADMINISTRATION OF VARIOUS SPOT IMPROVEMENTS IN DISTRICT 2	EE	PE	50.0	0.0	0.0	50.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	15.0	0.0	0.0	15.0		
				CONST	0.0	0.0	0.0	0.0	FED	35.0	0.0	0.0	35.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	92 (137)	IMPROVEMENT OF SIGNAGE, BUS SHELTERS, LIGHTING, AND OTHER USER AMENITIES AT VARIOUS PARK AND RIDE LOTS IN SOUTHEASTERN WISCONSIN	EE	PE	9.8	9.8	9.8	29.4	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	13.3	13.3	13.3	39.9		
				CONST	56.9	56.9	56.9	170.7	FED	53.4	53.4	53.4	160.2		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	66.7	66.7	66.7	200.1	TOTAL	66.7	66.7	66.7	200.1		
	93 (122)	SPOT SAFETY IMPROVEMENTS OF VARIOUS BIKEWAYS ON STATE HIGHWAYS AND CONNECTING HIGHWAYS IN SOUTHEASTERN WISCONSIN	EE	PE	15.0	15.0	15.0	45.0	LOCAL	30.0	30.0	30.0	90.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	135.0	135.0	135.0	405.0	FED	120.0	120.0	120.0	360.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	150.0	150.0	150.0	450.0	TOTAL	150.0	150.0	150.0	450.0		
	94 (138)	DESIGN AND CONSTRUCTION OF BAYVIEW BIKEWAY FROM RUSSELL AVE TO MICHIGAN ST IN THE CITY OF MILWAUKEE	EE	PE	250.0	0.0	0.0	250.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	50.0	185.8	0.0	235.8		
				CONST	0.0	929.0	0.0	929.0	FED	200.0	743.2	0.0	943.2		
				OTHER	0.0	0.0	0.0	0.0	COMB						
				TOTAL	250.0	929.0	0.0	1,179.0	TOTAL	250.0	929.0	0.0	1,179.0		
	95 (118)	CONSTRUCTION OF LAKESHORE WALKWAY FROM HENRY MAIER FESTIVAL PARK TO LAKESHORE PARK IN THE CITY OF MILWAUKEE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	300.0	0.0	0.0	300.0		
				CONST	2,000.0	0.0	0.0	2,000.0	FED	1,700.0	0.0	0.0	1,700.0		
				OTHER	0.0	0.0	0.0	0.0	IH-C/S						
				TOTAL	2,000.0	0.0	0.0	2,000.0	TOTAL	2,000.0	0.0	0.0	2,000.0		
	96 (123)	CONSTRUCTION OF SIDEWALKS ALONG VARIOUS EXISTING STATE TRUNK CONNECTING HIGHWAYS IN SOUTHEASTERN WISCONSIN	EE	PE	12.0	19.0	19.0	50.0	LOCAL	24.0	38.0	38.0	100.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	108.0	171.0	171.0	450.0	FED	96.0	152.0	152.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	120.0	190.0	190.0	500.0	TOTAL	120.0	190.0	190.0	500.0		
WISCONSIN DNR	97	RETROFIT DIESEL EMISSION CONTROL DEVICES IN SCHOOL BUSES IN SEVERE OZONE NON-ATTAINMENT AREAS	EE	PE	0.0	0.0	0.0	0.0	LOCAL	101.0	93.5	5.3	199.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	404.0	374.0	21.0	799.0		
				OTHER	505.0	467.5	26.3	998.8	CMAQ						
				TOTAL	505.0	467.5	26.3	998.8	TOTAL	505.0	467.5	26.3	998.8		
	98 (140)	ONBOARD VAPOR RECOVERY ENHANCEMENT PROJECT 1 WRENCHES AND OUTREACH CAMPAIGN FY 2004	EE	PE	0.0	0.0	0.0	0.0	LOCAL	20.0	0.0	0.0	20.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	80.0	0.0	0.0	80.0		
				OTHER	100.0	0.0	0.0	100.0	CMAQ						
				TOTAL	100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0		
	99 (142)	COMMUTER CHOICES ADD UP TO CLEANER AIR-MASS MEDIA PUBLIC INFO CAMPAIGN EDUCATE YOUTH AGES 14-24 AND EVALUATE PROJECT	EE	PE	0.0	0.0	0.0	0.0	LOCAL	75.0	75.0	75.0	225.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	299.9	299.9	299.9	899.7		
				OTHER	374.9	374.9	374.9	1,124.7	CMAQ						
				TOTAL	374.9	374.9	374.9	1,124.7	TOTAL	374.9	374.9	374.9	1,124.7		
	100 (139)	CONDUCT OF INSPECTION OF STAGE 2 FUEL VAPOR RECOVERY SYSTEMS	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	13.0	13.0	0.0	26.0		
				CONST	0.0	0.0	0.0	0.0	FED	52.0	52.0	0.0	104.0		
				OTHER	65.0	65.0	0.0	130.0	CMAQ						
				TOTAL	65.0	65.0	0.0	130.0	TOTAL	65.0	65.0	0.0	130.0		

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2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
WISCONSIN DNR	101  (141)	CONSTRUCTION OF THE HANK AARON STATE TRAIL 6TH ST BIKE RAMP	EE	PE	106.0	45.1	0.0	151.1	LOCAL	21.2	176.7	0.0	197.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	838.2	0.0	838.2	FED	84.8	706.6	0.0	791.4		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	106.0	883.3	0.0	989.3	TOTAL	106.0	883.3	0.0	989.3		
MILWAUKEE COUNTY	102  (143)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	103  (144)	IMPLEMENT AN INTER- JURISDICTIONAL TRAFFIC COMMUNICATIONS SYSTEM CONNECTING COUNTY AND STATE SIGNALIZED INTERSECTION SYSTEMS IN MILWAUKEE COUNTY	HP	PE	24.2	83.0	0.0	107.2	LOCAL	4.8	185.4	0.0	190.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	603.7	0.0	603.7	FED	19.4	741.6	0.0	761.0		
				OTHER	0.0	240.3	0.0	240.3	CMAQ						
				TOTAL	24.2	927.0	0.0	951.2	TOTAL	24.2	927.0	0.0	951.2		
	104  (144)	REHABILITATION OF W SILVER SPRING DR BRIDGE OVER THE LITTLE MENOMONEE RIVER (B-40- 0162)	HP	PE	0.0	0.0	122.0	122.0	LOCAL	0.0	0.0	24.4	24.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	97.6	97.6		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	122.0	122.0	TOTAL	0.0	0.0	122.0	122.0		
	105  (145)	REHABILITATION OF W SILVER SPRING DR BRIDGE OVER THE LITTLE MENOMONEE RIVER (B-40- 0247)	HP	PE	0.0	0.0	122.0	122.0	LOCAL	0.0	0.0	24.4	24.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	97.6	97.6		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	122.0	122.0	TOTAL	0.0	0.0	122.0	122.0		
	106  (146)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF W SILVER SPRING DR FROM N 69TH ST TO N 90TH ST (1.5 MILES)	HP	PE	0.0	257.1	0.0	257.1	LOCAL	0.0	51.4	488.6	540.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	2,442.9	2,442.9	FED	0.0	205.7	1,954.3	2,160.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	257.1	2,442.9	2,700.0	TOTAL	0.0	257.1	2,442.9	2,700.0		
	107  (147)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF W SILVER SPRING DR FROM N 90TH ST TO N 124TH ST (2.0 MILES)	HP	PE	0.0	342.9	0.0	342.9	LOCAL	0.0	68.6	651.4	720.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	3,257.1	3,257.1	FED	0.0	274.3	2,605.7	2,880.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	342.9	3,257.1	3,600.0	TOTAL	0.0	342.9	3,257.1	3,600.0		
	108  (148)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF N 107TH ST FROM W BROWN DEER RD TO NORTH COUNTY LINE (1.0 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	160.0	0.0	160.0	A	EXEMPT
				ROW	0.0	150.0	0.0	150.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	650.0	0.0	650.0	FED	0.0	640.0	0.0	640.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	800.0	0.0	800.0	TOTAL	0.0	800.0	0.0	800.0		
	109  (162)	RECONSTRUCTION WITH AUXILIARY TRAFFIC LANES OF S 92ND ST FROM W FOREST HOME AVE TO W HOWARD AVE IN THE CITY OF GREENFIELD (1.50 MILES)	HP	PE	0.0	630.0	0.0	630.0	LOCAL	0.0	186.0	980.0	1,166.0	P	EXEMPT
				ROW	0.0	300.0	0.0	300.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	4,900.0	4,900.0	FED	0.0	744.0	3,920.0	4,664.0		
				OTHER	0.0	0.0	0.0	0.0	LRIP						
				TOTAL	0.0	930.0	4,900.0	5,830.0	TOTAL	0.0	930.0	4,900.0	5,830.0		
	110  (163)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF W MILL RD FROM N 43RD ST TO N TEUTONIA AVE (0.75 MILES)	HP	PE	525.0	0.0	0.0	525.0	LOCAL	105.0	0.0	0.0	105.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	420.0	0.0	0.0	420.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	525.0	0.0	0.0	525.0	TOTAL	525.0	0.0	0.0	525.0		

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2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
MILWAUKEE COUNTY	111	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF W MILL RD FROM N 91ST ST TO HWY 45 (1.50 MILES)	HP	PE	0.0	431.5	0.0	431.5	LOCAL	0.0	86.3	442.0	528.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	2,210.0	2,210.0	FED	0.0	345.2	1,768.0	2,113.2		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	431.5	2,210.0	2,641.5	TOTAL	0.0	431.5	2,210.0	2,641.5		
	112  (148)	REPLACEMENT OF W BELOIT RD BRIDGE OVER THE ROOT RIVER (P- 40-0727)	HP	PE	185.0	0.0	0.0	185.0	LOCAL	279.0	0.0	0.0	279.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,210.0	0.0	0.0	1,210.0	FED	1,116.0	0.0	0.0	1,116.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	1,395.0	0.0	0.0	1,395.0	TOTAL	1,395.0	0.0	0.0	1,395.0		
	113  (149)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF BELOIT RD FROM S 102ND TO S 108TH ST IN THE CITY OF GREENFIELD (0.80 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	570.0	0.0	0.0	570.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	2,850.0	0.0	0.0	2,850.0	FED	2,280.0	0.0	0.0	2,280.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	2,850.0	0.0	0.0	2,850.0	TOTAL	2,850.0	0.0	0.0	2,850.0		
	114  (150)	REPLACEMENT OF S 76TH ST BRIDGE (B-40-0934) OVER RYAN CREEK (0.11 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	170.0	0.0	170.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	850.0	0.0	850.0	FED	0.0	680.0	0.0	680.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	850.0	0.0	850.0	TOTAL	0.0	850.0	0.0	850.0		
	115  (151)	REHABILITATION OF S 76TH ST BRIDGE OVER W FOREST HOME AVE (B-40-0164)	HP	PE	457.0	0.0	0.0	457.0	LOCAL	91.4	0.0	0.0	91.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	365.6	0.0	0.0	365.6		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	457.0	0.0	0.0	457.0	TOTAL	457.0	0.0	0.0	457.0		
	116  (152)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF S 76TH ST FROM NORTH CITY LIMITS TO W OKLAHOMA AVE (1.50 MILES)	HP	PE	0.0	240.0	0.0	240.0	LOCAL	0.0	48.0	1,069.3	1,117.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	518.2	518.2		
				CONST	0.0	0.0	1,587.5	1,587.5	FED	0.0	192.0	0.0	192.0		
				OTHER	0.0	0.0	0.0	0.0	LRIP						
				TOTAL	0.0	240.0	1,587.5	1,827.5	TOTAL	0.0	240.0	1,587.5	1,827.5		
	117	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF S 13TH ST (CTH V) FROM SOUTH MILWAUKEE COUNTY LINE TO RYAN RD (2.0 MILES)	HP	PE	0.0	0.0	800.0	800.0	LOCAL	0.0	0.0	160.0	160.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	640.0	640.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	800.0	800.0	TOTAL	0.0	0.0	800.0	800.0		
	118	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF S 13TH ST (CTH V) FROM RYAN RD TO W RAWSON AVE (3.0 MILES)	HP	PE	0.0	0.0	1,200.0	1,200.0	LOCAL	0.0	0.0	240.0	240.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	960.0	960.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	1,200.0	1,200.0	TOTAL	0.0	0.0	1,200.0	1,200.0		
	119  (153)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF S 13TH ST (CTH V) FROM W RAWSON AVE TO W COLLEGE AVE IN OAK CREEK AND MILWAUKEE (1.0 MILES)	HP	PE	639.1	0.0	0.0	639.1	LOCAL	127.8	120.0	852.2	1,100.0	A	EXEMPT
				ROW	0.0	600.0	0.0	600.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	4,260.9	4,260.9	FED	511.3	480.0	3,408.7	4,400.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	639.1	600.0	4,260.9	5,500.0	TOTAL	639.1	600.0	4,260.9	5,500.0		
	120	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF W LAYTON AVE FROM S 27TH ST TO W LOOMIS RD (1.20 MILES)	HP	PE	690.0	0.0	0.0	690.0	LOCAL	138.0	0.0	0.0	138.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	552.0	0.0	0.0	552.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	690.0	0.0	0.0	690.0	TOTAL	690.0	0.0	0.0	690.0		

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**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
MILWAUKEE COUNTY	121  (154)	RESURFACING OF LAYTON AVE FROM S 81ST ST TO S 76TH ST AND S 76TH ST FROM GRANGE AVE TO COLD SPRING RD AND OVERLAY S 76TH ST BRIDGE (2.16 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	1,350.9	2,099.4	0.0	3,450.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,824.9	300.0	0.0	2,124.9		
				CONST	3,175.8	2,399.4	0.0	5,575.2	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	LRIP						
				TOTAL	3,175.8	2,399.4	0.0	5,575.2	TOTAL	3,175.8	2,399.4	0.0	5,575.2		
	122	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF N PORT WASHINGTON RD FROM W GOOD HOPE RD TO W BERGEN RD (1.75 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	767.0	0.0	0.0	767.0	P	EXEMPT
				ROW	598.7	0.0	0.0	598.7	STATE	0.0	0.0	0.0	0.0		
				CONST	3,236.1	0.0	0.0	3,236.1	FED	3,067.8	0.0	0.0	3,067.8		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	3,834.8	0.0	0.0	3,834.8	TOTAL	3,834.8	0.0	0.0	3,834.8		
	123  (155)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF N PORT WASHINGTON RD FROM W BERGEN RD TO W LARAMIE (1.0 MILES)	HP	PE	590.0	0.0	0.0	590.0	LOCAL	707.3	0.0	0.0	707.3	A	EXEMPT
				ROW	658.0	0.0	0.0	658.0	STATE	0.0	0.0	0.0	0.0		
				CONST	2,288.5	0.0	0.0	2,288.5	FED	2,829.2	0.0	0.0	2,829.2		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	3,536.5	0.0	0.0	3,536.5	TOTAL	3,536.5	0.0	0.0	3,536.5		
	124	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF W RAWSON AVE FROM ASH ST TO S 6TH ST (1.82 MILES)	HP	PE	382.2	0.0	0.0	382.2	LOCAL	76.4	589.7	0.0	666.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	2,948.4	0.0	2,948.4	FED	305.8	2,358.7	0.0	2,664.5		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	382.2	2,948.4	0.0	3,330.6	TOTAL	382.2	2,948.4	0.0	3,330.6		
	125  (851)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF W RAWSON AVE FROM 6TH ST TO S 27TH ST (1.50 MILES)	HP	PE	0.0	247.8	0.0	247.8	LOCAL	0.0	49.6	382.3	431.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,911.6	1,911.6	FED	0.0	198.2	1,529.3	1,727.5		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	247.8	1,911.6	2,159.4	TOTAL	0.0	247.8	1,911.6	2,159.4		
	126	REHABILITATION OF W RAWSON AVE FROM S 6TH ST TO S 27TH ST (2.0 MILES)	HP	PE	247.8	0.0	0.0	247.8	LOCAL	49.6	382.3	0.0	431.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,911.6	0.0	1,911.6	FED	198.2	1,529.3	0.0	1,727.5		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	247.8	1,911.6	0.0	2,159.4	TOTAL	247.8	1,911.6	0.0	2,159.4		
	127	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF W HAMPTON AVE FROM N 92ND ST TO N 108TH ST (1.0 MILES)	HP	PE	0.0	0.0	580.0	580.0	LOCAL	0.0	0.0	116.0	116.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	464.0	464.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	580.0	580.0	TOTAL	0.0	0.0	580.0	580.0		
	128  (156)	REPLACEMENT OF W HAMPTON AVE BRIDGE OVER THE MENOMONEE RIVER (B-40-0342)	HP	PE	0.0	145.0	0.0	145.0	LOCAL	0.0	272.0	0.0	272.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,215.0	0.0	1,215.0	FED	0.0	1,088.0	0.0	1,088.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	1,360.0	0.0	1,360.0	TOTAL	0.0	1,360.0	0.0	1,360.0		
	129  (157)	REPLACEMENT OF W HAMPTON AVE BRIDGE OVER THE MENOMONEE RIVER (B-40-0343)	HP	PE	145.0	0.0	0.0	145.0	LOCAL	272.0	0.0	0.0	272.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,215.0	0.0	0.0	1,215.0	FED	1,088.0	0.0	0.0	1,088.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	1,360.0	0.0	0.0	1,360.0	TOTAL	1,360.0	0.0	0.0	1,360.0		
	130  (158)	REPLACEMENT OF W HAMPTON AVE BRIDGE OVER THE UP RAILWAY (B-40-0382)	HP	PE	0.0	148.6	0.0	148.6	LOCAL	0.0	353.2	0.0	353.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,565.0	0.0	1,565.0	FED	0.0	1,412.9	0.0	1,412.9		
				OTHER	0.0	52.5	0.0	52.5	BRF						
				TOTAL	0.0	1,766.1	0.0	1,766.1	TOTAL	0.0	1,766.1	0.0	1,766.1		

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**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
MILWAUKEE COUNTY	131  (159)	REPLACEMENT OF W HAMPTON AVE BRIDGE OVER THE UP RAILWAY (B-40-0383)	HP	PE	148.6	0.0	0.0	148.6	LOCAL	342.7	10.5	0.0	353.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,565.0	0.0	0.0	1,565.0	FED	1,370.9	42.0	0.0	1,412.9		
				OTHER	0.0	52.5	0.0	52.5	BRF						
				TOTAL	1,713.6	52.5	0.0	1,766.1	TOTAL	1,713.6	52.5	0.0	1,766.1		
	132	REPLACEMENT OF W OKLAHOMA AVE BRIDGE OVER HONEY CREEK	HP	PE	187.0	0.0	0.0	187.0	LOCAL	37.4	204.4	0.0	241.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,022.0	0.0	1,022.0	FED	149.6	817.6	0.0	967.2		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	187.0	1,022.0	0.0	1,209.0	TOTAL	187.0	1,022.0	0.0	1,209.0		
	133	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF W OKLAHOMA AVE BETWEEN S 72ND ST AND S 108TH ST (2.25 MILES)	HP	PE	0.0	0.0	350.0	350.0	LOCAL	0.0	0.0	70.0	70.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	280.0	280.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	350.0	350.0	TOTAL	0.0	0.0	350.0	350.0		
	134  (160)	REPLACEMENT OF W FOREST HOME AVE BRIDGE OVER A BRANCH OF THE ROOT RIVER (B-40- 0030)	HP	PE	165.0	0.0	0.0	165.0	LOCAL	41.2	170.0	0.0	211.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	850.0	0.0	850.0	FED	123.8	680.0	0.0	803.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	165.0	850.0	0.0	1,015.0	TOTAL	165.0	850.0	0.0	1,015.0		
	135  (161)	RESURFACING OF W GOOD HOPE RD FROM N 107TH ST TO N PORT WASHINGTON RD (6.50 MILES)	HP	PE	0.0	247.0	0.0	247.0	LOCAL	450.0	123.5	1,430.0	2,003.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	123.5	0.0	123.5		
				CONST	2,250.0	0.0	7,150.0	9,400.0	FED	1,800.0	0.0	5,720.0	7,520.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	2,250.0	247.0	7,150.0	9,647.0	TOTAL	2,250.0	247.0	7,150.0	9,647.0		
	136  (163)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF S 76TH ST (CTH U) FROM PUETZ RD TO IMPERIAL DR IN THE CITY OF FRANKLIN (1.55 MILES)	HI	PE	500.0	0.0	0.0	500.0	LOCAL	100.0	150.0	1,230.0	1,480.0	A	NON- EXEMPT
				ROW	0.0	750.0	0.0	750.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	6,150.0	6,150.0	FED	400.0	600.0	4,920.0	5,920.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	500.0	750.0	6,150.0	7,400.0	TOTAL	500.0	750.0	6,150.0	7,400.0		
	137	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF N PORT WASHINGTON RD (CTH W) BETWEEN W DAPHNE ST TO W GOOD HOPE ROAD (0.70 MILES)	HI	PE	0.0	0.0	350.0	350.0	LOCAL	0.0	0.0	70.0	70.0	A	NON- EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	280.0	280.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	350.0	350.0	TOTAL	0.0	0.0	350.0	350.0		
	138  (164)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF E COLLEGE AVE FROM S HOWELL AVE TO S PENNSYLVANIA AVE INCL THE BRIDGE OVER THE UP RAILWAY (1.3 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	100.0	0.0	1,220.0	1,320.0	A	NON- EXEMPT
				ROW	500.0	0.0	0.0	500.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	6,100.0	6,100.0	FED	400.0	0.0	4,880.0	5,280.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	500.0	0.0	6,100.0	6,600.0	TOTAL	500.0	0.0	6,100.0	6,600.0		
	139	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF W COLLEGE AVE FROM S 13TH ST TO LOOMIS RD (NO ADD'L LANES FROM S 13TH ST TO 27TH ST) (3.25 MILES)	HI	PE	0.0	1,300.0	0.0	1,300.0	LOCAL	0.0	260.0	0.0	260.0	A	NON- EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	1,040.0	0.0	1,040.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	1,300.0	0.0	1,300.0	TOTAL	0.0	1,300.0	0.0	1,300.0		
	140  (180)	OPERATING ASSISTANCE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	21,000.0	21,000.0	21,000.0	63,000.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	59,000.0	59,000.0	59,000.0	177,000.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	80,000.0	80,000.0	80,000.0	240,000.0							
				TOTAL	80,000.0	80,000.0	80,000.0	240,000.0	TOTAL	80,000.0	80,000.0	80,000.0	240,000.0		

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2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
MILWAUKEE COUNTY	141	ELDERLY/DISABLED TRANSPORTATION SEC 5310 CAPITAL ASSISTANCE PROGRAM MILWAUKEE CO AND/OR VARIOUS MILWAUKEE COUNTY PRIVATE, NON-PROFIT ORGANIZATIONS	TP	PE	0.0	0.0	0.0	0.0	LOCAL	100.0	103.0	106.1	309.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	400.0	412.0	424.4	1,236.4		
				OTHER	500.0	515.0	530.5	1,545.5	FTA 5310						
				TOTAL	500.0	515.0	530.5	1,545.5	TOTAL	500.0	515.0	530.5	1,545.5		
	142	CAPITAL COST OF CONTRACTING FOR PARATRANSIT OPERATIONS FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	400.0	400.0	400.0	1,200.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	1,600.0	1,600.0	1,600.0	4,800.0		
				OTHER	2,000.0	2,000.0	2,000.0	6,000.0	FTA 5307						
				TOTAL	2,000.0	2,000.0	2,000.0	6,000.0	TOTAL	2,000.0	2,000.0	2,000.0	6,000.0		
(165)	143	CAPITALIZATION OF TRANSIT VEHICLE MAINTENANCE ACTIVITIES	TP	PE	0.0	0.0	0.0	0.0	LOCAL	3,700.0	3,700.0	3,700.0	11,100.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	14,800.0	14,800.0	14,800.0	44,400.0		
				OTHER	18,500.0	18,500.0	18,500.0	55,500.0	FTA 5307						
				TOTAL	18,500.0	18,500.0	18,500.0	55,500.0	TOTAL	18,500.0	18,500.0	18,500.0	55,500.0		
(172)	144	DISADVANTAGED BUSINESS ENTERPRISE DEVELOPMENT CAPACITY BUILDING PROGRAM (WI-90-X340)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	60.0	0.0	0.0	60.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	240.0	0.0	0.0	240.0		
				OTHER	300.0	0.0	0.0	300.0	FTA 5307						
				TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		
	145	CONTINUATION OF THE DONATED BUS SHELTER PROGRAM FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE	0.0	30.0	0.0	30.0	LOCAL	0.0	60.0	0.0	60.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	240.0	0.0	240.0		
				OTHER	0.0	270.0	0.0	270.0	FTA 5307						
				TOTAL	0.0	300.0	0.0	300.0	TOTAL	0.0	300.0	0.0	300.0		
	146	PURCHASE OF A COMPUTER SYSTEM UPGRADE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	20.0	20.0	0.0	40.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	80.0	80.0	0.0	160.0		
				OTHER	100.0	100.0	0.0	200.0	FTA 5307						
				TOTAL	100.0	100.0	0.0	200.0	TOTAL	100.0	100.0	0.0	200.0		
	147	PURCHASE OF A RADIO/AUTOMATED VEHICLE LOCATION SYSTEM UPGRADE FOR MILWAUKEE COUNTY TRANSIT SYSTEM BUSES	TP	PE	0.0	500.0	0.0	500.0	LOCAL	0.0	500.0	200.0	700.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	2,000.0	800.0	2,800.0		
				OTHER	0.0	2,000.0	1,000.0	3,000.0	FTA 5307						
				TOTAL	0.0	2,500.0	1,000.0	3,500.0	TOTAL	0.0	2,500.0	1,000.0	3,500.0		
(166)	148	PURCHASE AND INSTALL SCHEDULING/RUN CUTTING SOFTWARE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM (WI-90-X362)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	240.0	0.0	0.0	240.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	960.0	0.0	0.0	960.0		
				OTHER	1,200.0	0.0	0.0	1,200.0	FTA 5307						
				TOTAL	1,200.0	0.0	0.0	1,200.0	TOTAL	1,200.0	0.0	0.0	1,200.0		
	149	REPLACEMENT OF AIR CONDITIONING SYSTEM AT THE MILWAUKEE COUNTY TRANSIT ADMINISTRATION BUILDING	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	60.0	0.0	60.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	240.0	0.0	240.0		
				OTHER	0.0	300.0	0.0	300.0	FTA 5307						
				TOTAL	0.0	300.0	0.0	300.0	TOTAL	0.0	300.0	0.0	300.0		
(171)	150	PURCHASE OF MISCELLANEOUS SUPPORT SERVICE AND MAINTENANCE EQUIPMENT FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	180.0	100.0	100.0	380.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	720.0	400.0	400.0	1,520.0		
				OTHER	900.0	500.0	500.0	1,900.0	FTA 5307						
				TOTAL	900.0	500.0	500.0	1,900.0	TOTAL	900.0	500.0	500.0	1,900.0		

Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**  
**2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
MILWAUKEE COUNTY	151  (174)	PURCHASE OF REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM (60% SEC 5309, 40% SEC 5307)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	1,680.0	1,680.0	1,680.0	5,040.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	6,720.0	6,720.0	6,720.0	20,160.0		
				OTHER	8,400.0	8,400.0	8,400.0	25,200.0	COMB						
				TOTAL	8,400.0	8,400.0	8,400.0	25,200.0	TOTAL	8,400.0	8,400.0	8,400.0	25,200.0		
	152  (173)	TRANSIT VEHICLE TIRE LEASING SERVICES	TP	PE	0.0	0.0	0.0	0.0	LOCAL	84.0	88.0	92.0	264.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	336.0	352.0	368.0	1,056.0		
				OTHER	420.0	440.0	460.0	1,320.0	FTA 5307						
				TOTAL	420.0	440.0	460.0	1,320.0	TOTAL	420.0	440.0	460.0	1,320.0		
	153	REPLACEMENT OF FAREBOXES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	500.0	500.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	2,000.0	2,000.0		
				OTHER	0.0	0.0	2,500.0	2,500.0	FTA 5307						
				TOTAL	0.0	0.0	2,500.0	2,500.0	TOTAL	0.0	0.0	2,500.0	2,500.0		
	154	PURCHASE OF REPLACEMENT BUS STOP SIGNS SYSTEM-WIDE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	45.0	100.0	145.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	180.0	400.0	580.0		
				OTHER	0.0	225.0	500.0	725.0	FTA 5307						
				TOTAL	0.0	225.0	500.0	725.0	TOTAL	0.0	225.0	500.0	725.0		
	155	REPLACEMENT OF FUELING SYSTEMS AT THE MILWAUKEE COUNTY TRANSIT SYSTEM OPERATING GARAGES	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	120.0	0.0	120.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	480.0	0.0	480.0		
				OTHER	0.0	600.0	0.0	600.0	FTA 5307						
				TOTAL	0.0	600.0	0.0	600.0	TOTAL	0.0	600.0	0.0	600.0		
	156  (178)	PURCHASE OF REPLACEMENT BUS HOISTS FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM GARAGES (WI-90-X362)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	200.0	0.0	0.0	200.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	800.0	0.0	0.0	800.0		
				OTHER	1,000.0	0.0	0.0	1,000.0	FTA 5307						
				TOTAL	1,000.0	0.0	0.0	1,000.0	TOTAL	1,000.0	0.0	0.0	1,000.0		
	157  (175)	RENOVATIONS/REPAIRS AT THE FIEBRANTZ OPERATING GARAGE (WI-90-X381)	TP	PE	150.0	0.0	0.0	150.0	LOCAL	300.0	0.0	0.0	300.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,350.0	0.0	0.0	1,350.0	FED	1,200.0	0.0	0.0	1,200.0		
				OTHER	0.0	0.0	0.0	0.0	FTA 5307						
				TOTAL	1,500.0	0.0	0.0	1,500.0	TOTAL	1,500.0	0.0	0.0	1,500.0		
	158  (176)	RENOVATIONS/REPAIRS AT THE FOND DU LAC OPERATING GARAGE	TP	PE	50.0	0.0	0.0	50.0	LOCAL	150.0	0.0	0.0	150.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	700.0	0.0	0.0	700.0	FED	600.0	0.0	0.0	600.0		
				OTHER	0.0	0.0	0.0	0.0	FTA 5307						
				TOTAL	750.0	0.0	0.0	750.0	TOTAL	750.0	0.0	0.0	750.0		
	159  (177)	RENOVATIONS/REPAIRS AT THE KINNICKINNIC OPERATING GARAGE	TP	PE	100.0	0.0	0.0	100.0	LOCAL	200.0	0.0	0.0	200.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	900.0	0.0	0.0	900.0	FED	800.0	0.0	0.0	800.0		
				OTHER	0.0	0.0	0.0	0.0	FTA 5307						
				TOTAL	1,000.0	0.0	0.0	1,000.0	TOTAL	1,000.0	0.0	0.0	1,000.0		
	160  (179)	PARKING LOT IMPROVEMENTS AT THE SUMMERFEST STAGING AREA (WI-90-X362)	TP	PE	30.0	0.0	0.0	30.0	LOCAL	60.0	0.0	0.0	60.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	270.0	0.0	0.0	270.0	FED	240.0	0.0	0.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	FTA 5307						
				TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		

Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
MILWAUKEE COUNTY	161  (183)	TRANSIT SERVICE WITHIN MILWAUKEE COUNTY TO AND FROM UW-MILWAUKEE	TI	PE	0.0	0.0	0.0	0.0	LOCAL	60.0	60.0	60.0	180.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	240.0	240.0	240.0	720.0		
				OTHER	300.0	300.0	300.0	900.0	CMAQ						
				TOTAL	300.0	300.0	300.0	900.0	TOTAL	300.0	300.0	300.0	900.0		
	163	SOUTHEASTERN WISCONSIN TRANSIT MARKETING PARTNERSHIP TO IMPROVE PUBLIC AWARENESS AND RIDERSHIP OF PUBLIC TRANSPORTATION SERVICES	TI	PE	0.0	0.0	0.0	0.0	LOCAL	555.0	555.0	0.0	1,110.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	2,220.0	2,220.0	0.0	4,440.0		
				OTHER	2,775.0	2,775.0	0.0	5,550.0	CMAQ						
				TOTAL	2,775.0	2,775.0	0.0	5,550.0	TOTAL	2,775.0	2,775.0	0.0	5,550.0		
	162  (186)	SUPPORT OF SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION TRANSIT PLANNING PROGRAM FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TI	PE	0.0	0.0	0.0	0.0	LOCAL	18.7	18.7	18.7	56.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	18.8	18.8	18.8	56.4		
				CONST	0.0	0.0	0.0	0.0	FED	150.0	150.0	150.0	450.0		
				OTHER	187.5	187.5	187.5	562.5	FTA 5307						
				TOTAL	187.5	187.5	187.5	562.5	TOTAL	187.5	187.5	187.5	562.5		
	164  (188)	PURCHASE OF MOBILE DATA TERMINALS FOR PARATRANSIT VEHICLES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM (WI-90- X362)	TI	PE	0.0	0.0	0.0	0.0	LOCAL	200.0	0.0	0.0	200.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	800.0	0.0	0.0	800.0		
				OTHER	1,000.0	0.0	0.0	1,000.0	FTA 5307						
				TOTAL	1,000.0	0.0	0.0	1,000.0	TOTAL	1,000.0	0.0	0.0	1,000.0		
	165  (185)	TRANSIT PLANNING MILWAUKEE COUNTY SHORT RANGE PLANNING AND PROGRAMMING STUDIES	TI	PE	0.0	0.0	0.0	0.0	LOCAL	80.0	80.0	80.0	240.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	320.0	320.0	320.0	960.0		
				OTHER	400.0	400.0	400.0	1,200.0	FTA 5307						
				TOTAL	400.0	400.0	400.0	1,200.0	TOTAL	400.0	400.0	400.0	1,200.0		
	166 <sup>d</sup>  (191)	MILWAUKEE DOWNTOWN TRANSIT CONNECTOR LOCALLY PREFERRED ALTERNATIVE: CONTINUED PLANNING; EIS IN 2004 AND PE IN 2005	TE	PE	0.0	3,000.0	0.0	3,000.0	LOCAL	450.0	450.0	0.0	900.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	2,550.0	2,550.0	0.0	5,100.0		
				OTHER	3,000.0	0.0	0.0	3,000.0	IH-C/S						
				TOTAL	3,000.0	3,000.0	0.0	6,000.0	TOTAL	3,000.0	3,000.0	0.0	6,000.0		
	167  (194)	REPLACEMENT OF W COLLEGE AVE BRIDGE OVER THE ROOT RIVER (P- 40-0562)	OH	PE	0.0	0.0	111.0	111.0	LOCAL	0.0	0.0	22.2	22.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	88.8	88.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	0.0	111.0	111.0	TOTAL	0.0	0.0	111.0	111.0		
	168  (197)	REPLACEMENT OF BRIDGE ON HONEY CREEK PARKWAY OVER HONEY CREEK (P-40-0779)	OH	PE	123.0	0.0	0.0	123.0	LOCAL	24.6	134.0	0.0	158.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	670.0	0.0	670.0	FED	98.4	536.0	0.0	634.4		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	123.0	670.0	0.0	793.0	TOTAL	123.0	670.0	0.0	793.0		
	169  (192)	REPLACEMENT OF BRIDGE ON HONEY CREEK PARKWAY OVER HONEY CREEK (P-40-0780)	OH	PE	123.0	0.0	0.0	123.0	LOCAL	24.6	0.0	134.0	158.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	670.0	670.0	FED	98.4	0.0	536.0	634.4		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	123.0	0.0	670.0	793.0	TOTAL	123.0	0.0	670.0	793.0		
	170  (196)	REPLACEMENT OF JACKSON PARK DR BRIDGE OVER N BRANCH OF THE KINNICKINNIC RIVER (P-40-0568)	OH	PE	126.0	0.0	0.0	126.0	LOCAL	25.2	138.0	0.0	163.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	690.0	0.0	690.0	FED	100.8	552.0	0.0	652.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	126.0	690.0	0.0	816.0	TOTAL	126.0	690.0	0.0	816.0		



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2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
MILWAUKEE COUNTY	171  (193)	REPLACEMENT OF BRIDGE ON MILWAUKEE RIVER PARKWAY OVER THE NORTH FORK OF THE MILWAUKEE RIVER (B-40-0646)	OH	PE	266.0	0.0	0.0	266.0	LOCAL	53.2	290.6	0.0	343.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,453.0	0.0	1,453.0	FED	212.8	1,162.4	0.0	1,375.2		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	266.0	1,453.0	0.0	1,719.0	TOTAL	266.0	1,453.0	0.0	1,719.0		
	172  (198)	REPLACEMENT OF MILWAUKEE RIVER PARKWAY BRIDGE OVER THE MILWAUKEE RIVER (B-40-0647)	OH	PE	163.0	0.0	0.0	163.0	LOCAL	32.6	290.7	0.0	323.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,453.6	0.0	1,453.6	FED	130.4	1,162.9	0.0	1,293.3		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	163.0	1,453.6	0.0	1,616.6	TOTAL	163.0	1,453.6	0.0	1,616.6		
	173  (199)	REPLACEMENT OF OAK CREEK PARKWAY BRIDGE IN THE CITY OF SOUTH MILWAUKEE (P-40-0741)	OH	PE	189.6	0.0	0.0	189.6	LOCAL	37.9	181.2	0.0	219.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	906.0	0.0	906.0	FED	151.7	724.8	0.0	876.5		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	189.6	906.0	0.0	1,095.6	TOTAL	189.6	906.0	0.0	1,095.6		
	174  (195)	REPLACEMENT OF WHITNALL PARK DR BRIDGE OVER A BRANCH OF THE ROOT RIVER (P-40-0721)	OH	PE	110.0	0.0	0.0	110.0	LOCAL	22.0	93.6	0.0	115.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	468.0	0.0	468.0	FED	88.0	374.4	0.0	462.4		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	110.0	468.0	0.0	578.0	TOTAL	110.0	468.0	0.0	578.0		
	175	INCREASE THE LENGTH OF THE LEFT TURN LANES FOR BOTH EAST- AND WESTBOUND OF W GOOD HOPE AND 91ST ST BY 100 FEET	HS	PE	0.0	45.0	0.0	45.0	LOCAL	0.0	21.5	0.0	21.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	170.0	0.0	170.0	FED	0.0	193.5	0.0	193.5		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	215.0	0.0	215.0	TOTAL	0.0	215.0	0.0	215.0		
	176	TRAFFIC SAFETY IMPROVEMENTS ALONG THE COUNTY TRUNK HIGHWAY SYSTEM AT VARIOUS LOCATIONS (WARNING AND REGULATORY SIGNS) (87.0 MILES)	HS	PE	0.0	60.0	30.0	90.0	LOCAL	0.0	132.0	33.0	165.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	600.0	300.0	900.0	FED	0.0	528.0	297.0	825.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	660.0	330.0	990.0	TOTAL	0.0	660.0	330.0	990.0		
	177  (203)	UPGRADE SIGNAL EQUIPMENT, SIGNAGE, AND IMPROVE TRAFFIC SIGNAL TIMING USING COMPUTER MODEL ON W SILVER SPRING DR N 91ST ST TO N 124TH ST (2.0 MILES)	HS	PE	0.0	100.0	0.0	100.0	LOCAL	0.0	58.8	0.0	58.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	194.0	0.0	194.0	FED	0.0	235.2	0.0	235.2		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	294.0	0.0	294.0	TOTAL	0.0	294.0	0.0	294.0		
	178  (206)	UPGRADE TRAFFIC SIGNALS AND IMPROVE SIGNAL TIMING USING COMPUTER SIMULATION ON W BRADLEY RD, N TEUTONIA AVE AND N 43RD ST (0.25 MILES)	HS	PE	10.0	0.0	0.0	10.0	LOCAL	2.5	0.0	0.0	2.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	22.5	0.0	0.0	22.5		
				OTHER	15.0	0.0	0.0	15.0	STP-S						
				TOTAL	25.0	0.0	0.0	25.0	TOTAL	25.0	0.0	0.0	25.0		
	179	TRAFFIC SAFETY IMPROVEMENTS ON W MILL RD FROM USH 45 TO GREEN BAY RD (6.25 MILES)	HS	PE	0.0	0.0	57.0	57.0	LOCAL	0.0	0.0	21.2	21.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	155.0	155.0	FED	0.0	0.0	190.8	190.8		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	0.0	212.0	212.0	TOTAL	0.0	0.0	212.0	212.0		
	180  (208)	IMPROVEMENT OF SIGNAL TIMING USING COMPUTER SIMULATION ON S 76TH ST FROM MORGAN AVE TO GRANGE AVE (3.0 MILES)	HS	PE	0.0	60.0	0.0	60.0	LOCAL	0.0	20.0	0.0	20.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	180.0	0.0	180.0		
				OTHER	0.0	140.0	0.0	140.0	STP-S						
				TOTAL	0.0	200.0	0.0	200.0	TOTAL	0.0	200.0	0.0	200.0		

Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
MILWAUKEE COUNTY	181	NEW SIGNAL INTERCONNECT AND IMPLEMENT OPTIMIZED TRAFFIC SIGNAL TIMINGS ON S 76TH ST FROM PARKVIEW RD TO OKLAHOMA AVE (3.5 MILES)	HS	PE	0.0	142.8	0.0	142.8	LOCAL	0.0	82.4	0.0	82.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	681.0	0.0	681.0	FED	0.0	741.4	0.0	741.4		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	823.8	0.0	823.8	TOTAL	0.0	823.8	0.0	823.8		
	182 (204)	INSTALL NEW SIGNAL INTERCONNECT AND IMPROVE SIGNAL TIMING USING COMPUTER SIMULATION ON W LAYTON AVE FROM S 27TH ST TO 92ND ST (4.0 MILES)	HS	PE	0.0	80.0	0.0	80.0	LOCAL	0.0	50.6	0.0	50.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	455.0	0.0	455.0		
				OTHER	0.0	425.6	0.0	425.6	STP-S						
				TOTAL	0.0	505.6	0.0	505.6	TOTAL	0.0	505.6	0.0	505.6		
	183 (213)	IMPROVEMENT OF SIGNAL TIMING USING COMPUTER SIMULATION ON PORT WASHINGTON RD FROM GREEN TREE RD TO DEAN RD (1.50 MILES)	HS	PE	0.0	25.0	0.0	25.0	LOCAL	0.0	5.5	0.0	5.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	49.5	0.0	49.5		
				OTHER	0.0	30.0	0.0	30.0	STP-S						
				TOTAL	0.0	55.0	0.0	55.0	TOTAL	0.0	55.0	0.0	55.0		
	184 (215)	TRAFFIC SAFETY IMPROVEMENTS AT THE INTERSECTION OF N PORT WASHINGTON RD AND BROWN DEER RD (0.31 MILES)	HS	PE	0.0	36.0	0.0	36.0	LOCAL	0.0	36.4	0.0	36.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	328.0	0.0	328.0	FED	0.0	327.6	0.0	327.6		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	364.0	0.0	364.0	TOTAL	0.0	364.0	0.0	364.0		
	185	SAFETY IMPROVEMENTS ON W HAMPTON AVE FROM 60TH ST TO 124TH ST (4.0 MILES)	HS	PE	0.0	89.0	0.0	89.0	LOCAL	0.0	8.9	33.0	41.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	330.0	330.0	FED	0.0	80.1	297.0	377.1		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	89.0	330.0	419.0	TOTAL	0.0	89.0	330.0	419.0		
	186 (201)	UPGRADE TRAFFIC SIGNALS AT W OKLAHOMA AVE AND W BELOIT RD AND S 92ND ST (0.50 MILES)	HS	PE	0.0	70.0	0.0	70.0	LOCAL	0.0	60.4	0.0	60.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	241.4	0.0	241.4		
				OTHER	0.0	231.8	0.0	231.8	STP-S						
				TOTAL	0.0	301.8	0.0	301.8	TOTAL	0.0	301.8	0.0	301.8		
	187 (216)	IMPROVEMENT OF SIGNAL TIMING USING COMPUTER SIMULATION ON W GOOD HOPE RD FROM TEUTONIA AVE TO N 99TH ST (5.0 MILES)	HS	PE	0.0	50.0	0.0	50.0	LOCAL	0.0	12.0	0.0	12.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	108.0	0.0	108.0		
				OTHER	0.0	70.0	0.0	70.0	STP-S						
				TOTAL	0.0	120.0	0.0	120.0	TOTAL	0.0	120.0	0.0	120.0		
	188 (202)	UPGRADE TRAFFIC SIGNALS AND IMPROVE TRAFFIC SIGNAL TIMING USING COMPUTER MODEL ON W COLLEGE AVE EAST OF S 27TH ST TO S 13TH ST (2.0 MILES)	HS	PE	0.0	60.0	0.0	60.0	LOCAL	0.0	18.3	0.0	18.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	164.9	0.0	164.9		
				OTHER	0.0	123.2	0.0	123.2	STP-S						
				TOTAL	0.0	183.2	0.0	183.2	TOTAL	0.0	183.2	0.0	183.2		
	190 (220)	TRANSIT MARKETING PROGRAM SPONSORED BY A CONSORTIUM OF PUBLIC TRANSIT OPERATORS	EE	PE	0.0	0.0	0.0	0.0	LOCAL	432.0	432.0	0.0	864.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	1,728.0	1,728.0	0.0	3,456.0		
				OTHER	2,160.0	2,160.0	0.0	4,320.0	CMAQ						
				TOTAL	2,160.0	2,160.0	0.0	4,320.0	TOTAL	2,160.0	2,160.0	0.0	4,320.0		
	189	CONSTRUCTION OF A COMPRESSED NATURAL GAS (CNG) FUELING FACILITY ADJACENT TO GENERAL MITCHELL AIRPORT	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	97.4	97.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	487.0	487.0	FED	0.0	0.0	389.6	389.6		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	0.0	487.0	487.0	TOTAL	0.0	0.0	487.0	487.0		

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2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
MILWAUKEE COUNTY	191  (222)	REPLACEMENT OF BRADY ST PEDESTRIAN BRIDGE ON THE EAST SIDE OF THE CITY OF MILWAUKEE	EE	PE	99.0	0.0	0.0	99.0	LOCAL	19.8	202.0	0.0	221.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	981.7	0.0	981.7	FED	79.2	807.8	0.0	887.0		
				OTHER	0.0	28.1	0.0	28.1	CMAQ						
				TOTAL	99.0	1,009.8	0.0	1,108.8	TOTAL	99.0	1,009.8	0.0	1,108.8		
	192	REHABILITATION OF THE NORTH POINT LIGHTHOUSE AND KEEPERS QUARTERS IN HISTORIC LAKE PARK IN THE CITY OF MILWAUKEE	EE	PE	0.0	196.0	0.0	196.0	LOCAL	0.0	39.2	206.8	246.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	156.8	827.2	984.0		
				OTHER	0.0	0.0	1,034.0	1,034.0	STP-E						
				TOTAL	0.0	196.0	1,034.0	1,230.0	TOTAL	0.0	196.0	1,034.0	1,230.0		
	193	CONSTRUCTION OF THE BEERLINE BIKEWAY FROM NORTH AVE TO LOCUST ST (4200 FEET)	EE	PE	86.0	0.0	0.0	86.0	LOCAL	17.2	62.8	0.0	80.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	314.0	0.0	314.0	FED	68.8	251.2	0.0	320.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	86.0	314.0	0.0	400.0	TOTAL	86.0	314.0	0.0	400.0		
	194	CONSTRUCTION OF THE OAK LEAF TRAIL FROM ESTABROOK PARK TO THE VILLAGE OF BROWN DEER - UP RAILWAY/WEPCO CORRIDOR (6.20 MILES)	EE	PE	0.0	0.0	625.0	625.0	LOCAL	0.0	0.0	500.0	500.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,875.0	1,875.0	FED	0.0	0.0	2,000.0	2,000.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	0.0	2,500.0	2,500.0	TOTAL	0.0	0.0	2,500.0	2,500.0		
	195  (229)	DESIGN AND CONSTRUCTION OF THE FORESTRY YARD SEGMENT OF THE HOYT BICYCLE AND PEDESTRIAN PATH (0.20 MILES)	EE	PE	3.4	0.0	0.0	3.4	LOCAL	16.5	0.0	0.0	16.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	79.1	0.0	0.0	79.1	FED	66.0	0.0	0.0	66.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	82.5	0.0	0.0	82.5	TOTAL	82.5	0.0	0.0	82.5		
	196  (230)	CONSTRUCTION OF A GRADE SEPARATION BETWEEN THE FORMER NORTH SHORE RAILWAY BICYCLE PATH AND RYAN RD IN THE CITY OF OAK CREEK	EE	PE	47.0	0.0	0.0	47.0	LOCAL	18.8	0.0	90.4	109.2	A	EXEMPT
				ROW	47.0	0.0	0.0	47.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	452.0	452.0	FED	75.2	0.0	361.6	436.8		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	94.0	0.0	452.0	546.0	TOTAL	94.0	0.0	452.0	546.0		
	197  (231)	CONSTRUCTION OF THE FORMER NORTH SHORE RAILWAY RIGHT-OF- WAY BIKE PATH FROM MARSHALL AVE NEAR HOWELL AVE TO 3200 FEET EAST OF COUNTY LINE RD (5.0 MILES)	EE	PE	45.8	180.2	0.0	226.0	LOCAL	46.0	180.0	0.0	226.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	183.2	720.8	0.0	904.0	FED	183.0	721.0	0.0	904.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	229.0	901.0	0.0	1,130.0	TOTAL	229.0	901.0	0.0	1,130.0		
	198  (234)	CONSTRUCTION OF THE NORTHWEST BIKEWAY FROM W GOOD HOPE RD TO N 124TH ST (1.20 MILES)	EE	PE	0.0	0.0	34.0	34.0	LOCAL	0.0	0.0	45.0	45.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	191.0	191.0	FED	0.0	0.0	180.0	180.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	0.0	225.0	225.0	TOTAL	0.0	0.0	225.0	225.0		
	199  (235)	CONSTRUCTION OF THE NORTHWEST BIKEWAY FROM W MILL RD TO W GOOD HOPE RD (1.33 MILES)	EE	PE	0.0	0.0	30.0	30.0	LOCAL	0.0	0.0	50.8	50.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	224.0	224.0	FED	0.0	0.0	203.2	203.2		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	0.0	254.0	254.0	TOTAL	0.0	0.0	254.0	254.0		
	200	CONSTRUCTION OF THE OAK LEAF TRAIL; KOHL PARK CONNECTOR (6.25 MILES)	EE	PE	225.0	0.0	0.0	225.0	LOCAL	180.0	0.0	0.0	180.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	675.0	0.0	0.0	675.0	FED	720.0	0.0	0.0	720.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	900.0	0.0	0.0	900.0	TOTAL	900.0	0.0	0.0	900.0		

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2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
MILWAUKEE COUNTY	201	CONSTRUCTION OF THE OAK LEAF TRAIL (ROOT RIVER) FROM 27TH ST TO OAKWOOD RD (3.98 MILES)	EE	PE	0.0	0.0	125.0	125.0	LOCAL	0.0	0.0	100.0	100.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	375.0	375.0	FED	0.0	0.0	400.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	0.0	500.0	500.0	TOTAL	0.0	0.0	500.0	500.0		
	202	CONSTRUCTION OF THE OAK LEAF TRAIL; BENDER PARK CONNECTOR (5.5 MILES)	EE	PE	0.0	250.0	0.0	250.0	LOCAL	0.0	200.0	0.0	200.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	750.0	0.0	750.0	FED	0.0	800.0	0.0	800.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	1,000.0	0.0	1,000.0	TOTAL	0.0	1,000.0	0.0	1,000.0		
	203 (228)	DESIGN AND CONSTRUCTION OF A PED/BIKE PATH FROM FROEMMING PARK TO THE SPORTS COMPLEX AND FROM THE SPORTS COMPLEX TO STH 100 IN MILWAUKEE CO (0.75 MILE)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	18.0	18.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	90.0	90.0	FED	0.0	0.0	72.0	72.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	0.0	90.0	90.0	TOTAL	0.0	0.0	90.0	90.0		
	204 (236)	CONSTRUCTION OF THE OAK LEAF TRAIL FROM LOOMIS RD TO DREXEL AVE (2.27 MILES)	EE	PE	206.3	0.0	0.0	206.3	LOCAL	41.3	160.0	0.0	201.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	800.0	0.0	800.0	FED	165.0	640.0	0.0	805.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	206.3	800.0	0.0	1,006.3	TOTAL	206.3	800.0	0.0	1,006.3		
	205 (227)	CONSTRUCTION OF THE OAK LEAF TRAIL ALONG THE LAKEFRONT BETWEEN HOWARD AVE AND LUNHAM AVE IN THE CITY OF ST FRANCIS (1.50 MILES)	EE	PE	0.0	52.0	0.0	52.0	LOCAL	0.0	10.4	49.5	59.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	247.5	247.5	FED	0.0	41.6	198.0	239.6		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	52.0	247.5	299.5	TOTAL	0.0	52.0	247.5	299.5		
	206 (226)	CONSTRUCTION OF THE OAK LEAF TRAIL FROM SOUTH SHORE PARK TO BAYVIEW PARK (1.00 MILES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	26.4	0.0	26.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	132.0	0.0	132.0	FED	0.0	105.6	0.0	105.6		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	132.0	0.0	132.0	TOTAL	0.0	132.0	0.0	132.0		
	207	CONSTRUCTION OF THE OAK LEAF TRAIL (ROOT RIVER) FROM HOWELL AVE TO 27TH ST (2.0 MILES)	EE	PE	0.0	75.0	0.0	75.0	LOCAL	0.0	60.0	0.0	60.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	225.0	0.0	225.0	FED	0.0	240.0	0.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	300.0	0.0	300.0	TOTAL	0.0	300.0	0.0	300.0		
	208 (225)	CONSTRUCTION OF THE OAK LEAF TRAIL FROM THE INTERSECTION OF PROSPECT AVE AND BRADY ST TO LINCOLN MEMORIAL DR IN THE CITY OF MILWAUKEE (0.10 MILES)	EE	PE	66.3	0.0	0.0	66.3	LOCAL	66.3	0.0	0.0	66.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	265.0	0.0	0.0	265.0	FED	265.0	0.0	0.0	265.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	331.3	0.0	0.0	331.3	TOTAL	331.3	0.0	0.0	331.3		
	209 (223)	RECONSTRUCTION OF THE EXISTING OAK LEAF TRAIL; ESTABROOK PARK SEGMENT FROM CAPITOL DR TO HAMPTON AVE (2.40 MILES)	EE	PE	279.5	0.0	0.0	279.5	LOCAL	55.9	146.6	0.0	202.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	733.0	0.0	733.0	FED	223.6	586.4	0.0	810.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	279.5	733.0	0.0	1,012.5	TOTAL	279.5	733.0	0.0	1,012.5		
BROWN DEER (VILLAGE)	210	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF N 60TH ST FROM BRADLEY RD TO W BROWN DEER RD IN THE VILLAGE OF BROWN DEER (1.0 MILES)	HP	PE	250.0	0.0	0.0	250.0	LOCAL	51.0	316.3	0.0	367.3	A	EXEMPT
				ROW	5.0	0.0	0.0	5.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,581.3	0.0	1,581.3	FED	204.0	1,265.0	0.0	1,469.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	255.0	1,581.3	0.0	1,836.3	TOTAL	255.0	1,581.3	0.0	1,836.3		

Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
CUDAHY (CITY)	211  (240)	ACQUISITION OF ALTERNATIVE-FUEL (CNG) MUNICIPAL VEHICLES FOR THE CITY OF CUDAHY	EE	PE	0.0	0.0	0.0	0.0	LOCAL	49.0	0.0	0.0	49.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	196.0	0.0	0.0	196.0		
				OTHER	245.0	0.0	0.0	245.0	CMAQ						
				TOTAL	245.0	0.0	0.0	245.0	TOTAL	245.0	0.0	0.0	245.0		
FOX POINT (VILLAGE)	212  (241)	REPLACEMENT OF DEAN RD BRIDGE OVER INDIAN CREEK IN THE VILLAGE OF FOX POINT (P-40-0702)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	36.9	0.0	0.0	36.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	184.4	0.0	0.0	184.4	FED	147.5	0.0	0.0	147.5		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	184.4	0.0	0.0	184.4	TOTAL	184.4	0.0	0.0	184.4		
	213  (242)	REHABILITATION OF N POINT DR BRIDGE OVER INDIAN CREEK IN THE VILLAGE OF FOX POINT (P-40-0707)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	36.9	0.0	0.0	36.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	184.4	0.0	0.0	184.4	FED	147.5	0.0	0.0	147.5		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	184.4	0.0	0.0	184.4	TOTAL	184.4	0.0	0.0	184.4		
	214  (243)	REPLACEMENT OF REGENT RD BRIDGE OVER INDIAN CREEK IN THE VILLAGE OF FOX POINT (P-40-0703)	OH	PE	184.4	0.0	0.0	184.4	LOCAL	36.9	0.0	0.0	36.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	147.5	0.0	0.0	147.5		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	184.4	0.0	0.0	184.4	TOTAL	184.4	0.0	0.0	184.4		
	215  (244)	CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATH FROM 7600 TO 8700 N PORT WASHINGTON RD IN THE VILLAGE OF FOX POINT (1.54 MILES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	35.6	130.3	0.0	165.9	A	EXEMPT
				ROW	178.0	0.0	0.0	178.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	232.3	0.0	232.3	FED	142.4	102.0	0.0	244.4		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	178.0	232.3	0.0	410.3	TOTAL	178.0	232.3	0.0	410.3		
GLENDALE (CITY)	216	CONSTRUCTION OF A 10 FOOT WIDE BICYCLE/PEDESTRIAN PATH FROM THE COMMUNITY CENTER/RECREATION COMPLEX TO CRESTWOOD NEIGHBORHOOD (2.0 MILES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	46.1	0.0	0.0	46.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	184.6	0.0	0.0	184.6		
				OTHER	230.7	0.0	0.0	230.7	CMAQ						
				TOTAL	230.7	0.0	0.0	230.7	TOTAL	230.7	0.0	0.0	230.7		
GREENDALE (VILLAGE)	217  (248)	CONSTRUCTION OF APROXIMATELY 1200 FEET OF SIDEWALK ALONG THE EAST SIDE OF LOOMIS RD (STH 36) FROM RAMSEY AVE NORTHEAST IN THE VILLAGE OF GREENDALE	EE	PE	20.0	0.0	0.0	20.0	LOCAL	4.0	11.0	0.0	15.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	55.0	0.0	55.0	FED	16.0	44.0	0.0	60.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	20.0	55.0	0.0	75.0	TOTAL	20.0	55.0	0.0	75.0		
HALES CORNERS (VILLAGE)	218  (250)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF W GRANGE AVE FROM NEW BERLIN RD TO 108TH ST IN THE VILLAGE OF HALES CORNERS (1.0 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	267.2	0.0	0.0	267.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,246.5	0.0	0.0	1,246.5	FED	979.3	0.0	0.0	979.3		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	1,246.5	0.0	0.0	1,246.5	TOTAL	1,246.5	0.0	0.0	1,246.5		
MILWAUKEE (CITY)	219  (257)	RECONSTRUCTION AND RESURFACING AT VARIOUS LOCATIONS ON THE FEDERAL-AID HIGHWAY SYSTEM IN THE CITY OF MILWAUKEE (1.2 MILES)	HP	PE	95.0	75.0	125.0	295.0	LOCAL	535.0	350.0	600.0	1,485.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	440.0	275.0	475.0	1,190.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	535.0	350.0	600.0	1,485.0	TOTAL	535.0	350.0	600.0	1,485.0		
	220  (252)	INSTALLATION OR MODIFICATION OF TRAFFIC SIGNALS AT IMPROVED STREET INTERSECTIONS IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	244.9	244.9	253.4	743.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	244.9	244.9	253.4	743.2	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	244.9	244.9	253.4	743.2	TOTAL	244.9	244.9	253.4	743.2		

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2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
MILWAUKEE (CITY)	221  (256)	INSTALLATION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	168.9	84.5	84.5	337.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	168.9	84.5	84.5	337.9	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	168.9	84.5	84.5	337.9	TOTAL	168.9	84.5	84.5	337.9		
	222  (254)	INTERCONNECTION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	16.9	16.9	16.9	50.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	16.9	16.9	16.9	50.7	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	16.9	16.9	16.9	50.7	TOTAL	16.9	16.9	16.9	50.7		
	223  (255)	TRAFFIC SIGNAL UPGRADES AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	219.6	228.0	228.0	675.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	219.6	228.0	228.0	675.6	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	219.6	228.0	228.0	675.6	TOTAL	219.6	228.0	228.0	675.6		
	224  (253)	INSTALLATION OF TRAFFIC SIGNING AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	372.0	380.0	388.0	1,140.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	372.0	380.0	388.0	1,140.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	372.0	380.0	388.0	1,140.0	TOTAL	372.0	380.0	388.0	1,140.0		
	225  (268)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF W GREENFIELD AVE FROM S 1ST ST TO S 16TH ST IN THE CITY OF MILWAUKEE (1.10 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	467.4	467.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	2,277.0	2,277.0	FED	0.0	0.0	1,869.6	1,869.6		
				OTHER	0.0	0.0	60.0	60.0	STP-M						
				TOTAL	0.0	0.0	2,337.0	2,337.0	TOTAL	0.0	0.0	2,337.0	2,337.0		
	226  (291)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF N TEUTONIA AVE FROM W RUBY AVE TO W VILLARD AVE IN THE CITY OF MILWAUKEE (0.94 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	591.0	0.0	0.0	591.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	2,500.0	0.0	0.0	2,500.0	FED	2,364.0	0.0	0.0	2,364.0		
				OTHER	455.0	0.0	0.0	455.0	STP-M						
				TOTAL	2,955.0	0.0	0.0	2,955.0	TOTAL	2,955.0	0.0	0.0	2,955.0		
	227  (289)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF THE TEUTONIA AVE BRIDGE OVER THE UNION PACIFIC RR IN THE CITY OF MILWAUKEE (B-40-0035)	HP	PE	443.8	0.0	0.0	443.8	LOCAL	88.8	567.1	0.0	655.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	2,835.6	0.0	2,835.6	FED	355.0	2,268.5	0.0	2,623.5		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	443.8	2,835.6	0.0	3,279.4	TOTAL	443.8	2,835.6	0.0	3,279.4		
	228  (288)	RENOVATION AND CATHODIC PROTECTION OF THE N TEUTONIA AVE/W SILVER SPRING DR BRIDGE IN THE CITY OF MILWAUKEE (0.01 MILES)	HP	PE	0.0	50.3	0.0	50.3	LOCAL	0.0	10.1	64.3	74.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	321.4	321.4	FED	0.0	40.2	257.1	297.3		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	50.3	321.4	371.7	TOTAL	0.0	50.3	321.4	371.7		
	229  (287)	RESURFACING OF W SILVER SPRING DR FROM N 27TH ST TO N 68TH ST IN THE CITY OF MILWAUKEE (2.5 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	857.6	0.0	857.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	4,046.0	0.0	4,046.0	FED	0.0	3,430.4	0.0	3,430.4		
				OTHER	0.0	242.0	0.0	242.0	STP-M						
				TOTAL	0.0	4,288.0	0.0	4,288.0	TOTAL	0.0	4,288.0	0.0	4,288.0		
	230  (285)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF THE W MILL RD BRIDGE OVER THE MENOMONEE RIVER IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	137.4	0.0	0.0	137.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	687.0	0.0	0.0	687.0	FED	549.6	0.0	0.0	549.6		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	687.0	0.0	0.0	687.0	TOTAL	687.0	0.0	0.0	687.0		

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2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
MILWAUKEE (CITY)	231  (259)	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE W BRADLEY RD STRUCTURE OVER LITTLE MENOMONEE RIVER INCL APPROACHES IN THE CITY OF MILWAUKEE (0.15 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	129.8	0.0	0.0	129.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	648.9	0.0	0.0	648.9	FED	519.1	0.0	0.0	519.1		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	648.9	0.0	0.0	648.9	TOTAL	648.9	0.0	0.0	648.9		
	232  (262)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF W CENTER ST FROM N 76TH ST TO N 92ND ST IN THE CITY OF MILWAUKEE (1.0 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	390.4	0.0	0.0	390.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,907.0	0.0	0.0	1,907.0	FED	1,561.6	0.0	0.0	1,561.6		
				OTHER	45.0	0.0	0.0	45.0	STP-M						
				TOTAL	1,952.0	0.0	0.0	1,952.0	TOTAL	1,952.0	0.0	0.0	1,952.0		
	233  (264)	RENOVATION OF W CHERRY ST (LOC RD) BRIDGE BASCULE BRIDGE/MILWAUKEE RIVER BRIDGE IN THE CITY OF MILWAUKEE (P-40- 0864)	HP	PE	175.2	0.0	0.0	175.2	LOCAL	35.0	223.9	0.0	258.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,119.6	0.0	1,119.6	FED	140.2	895.7	0.0	1,035.9		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	175.2	1,119.6	0.0	1,294.8	TOTAL	175.2	1,119.6	0.0	1,294.8		
	234  (265)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF S CLEMENT AVE FROM E HOWARD AVE TO S WHITNALL AVE IN MILWAUKEE COUNTY (0.51 MILES)	HP	PE	121.2	0.0	0.0	121.2	LOCAL	24.2	0.0	197.3	221.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	936.7	936.7	FED	97.0	0.0	789.4	886.4		
				OTHER	0.0	0.0	50.0	50.0	STP-M						
				TOTAL	121.2	0.0	986.7	1,107.9	TOTAL	121.2	0.0	986.7	1,107.9		
	235  (266)	RESURFACING OF W EDGERTON AVE FROM S 20TH ST TO S 13TH ST IN THE CITY OF MILWAUKEE (0.49 MILES)	HP	PE	60.0	0.0	0.0	60.0	LOCAL	12.0	0.0	79.8	91.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	384.0	384.0	FED	48.0	0.0	319.2	367.2		
				OTHER	0.0	0.0	15.0	15.0	STP-M						
				TOTAL	60.0	0.0	399.0	459.0	TOTAL	60.0	0.0	399.0	459.0		
	236  (267)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF W FOND DU LAC AVE FROM N 107TH ST TO N 91ST ST IN THE CITY OF MILWAUKEE (1.44 MILES)	HP	PE	0.0	0.0	600.0	600.0	LOCAL	0.0	0.0	120.0	120.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	480.0	480.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	600.0	600.0	TOTAL	0.0	0.0	600.0	600.0		
	237  (270)	REHABILITATION OF N HAWLEY RD VIADUCT FROM W VALLEY FORGE DR TO W RODER CIRCLE IN THE CITY OF MILWAUKEE (0.22 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	363.0	0.0	363.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,814.9	0.0	1,814.9	FED	0.0	1,451.9	0.0	1,451.9		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	1,814.9	0.0	1,814.9	TOTAL	0.0	1,814.9	0.0	1,814.9		
	238  (269)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF N HAWLEY RD FROM THE HAWLEY RD VIADUCT TO W VLIET ST IN THE CITY OF MILWAUKEE (0.35 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	218.0	0.0	218.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,040.2	0.0	1,040.2	FED	0.0	872.2	0.0	872.2		
				OTHER	0.0	50.0	0.0	50.0	STP-M						
				TOTAL	0.0	1,090.2	0.0	1,090.2	TOTAL	0.0	1,090.2	0.0	1,090.2		
	239  (271)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF THE N HAWLEY RD BRIDGE OVER THE MENOMONEE RIVER IN THE CITY OF MILWAUKEE (0.20 MILES)	HP	PE	92.2	0.0	0.0	92.2	LOCAL	136.3	0.0	0.0	136.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	589.2	0.0	0.0	589.2	FED	545.1	0.0	0.0	545.1		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	681.4	0.0	0.0	681.4	TOTAL	681.4	0.0	0.0	681.4		
	240  (272)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF THE W HIGHLAND BLVD VIADUCT OVER CP RR ROW IN THE CITY OF MILWAUKEE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	416.2	0.0	0.0	416.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	2,081.0	0.0	0.0	2,081.0	FED	1,664.8	0.0	0.0	1,664.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	2,081.0	0.0	0.0	2,081.0	TOTAL	2,081.0	0.0	0.0	2,081.0		

Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
MILWAUKEE (CITY)	241  (275)	RENOVATION AND DECK REPLACEMENT OF THE N HUMBOLDT AVE/COMMERCE ST BRIDGE IN THE CITY OF MILWAUKEE	HP	PE	31.6	0.0	0.0	31.6	LOCAL	6.3	40.4	0.0	46.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	201.9	0.0	201.9	FED	25.3	161.5	0.0	186.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	31.6	201.9	0.0	233.5	TOTAL	31.6	201.9	0.0	233.5		
	242  (276)	RENOVATION AND DECK REPLACEMENT OF THE N HUMBOLDT AVE BRIDGE OVER MILWAUKEE RIVER IN THE CITY OF MILWAUKEE	HP	PE	101.2	0.0	0.0	101.2	LOCAL	20.2	129.4	0.0	149.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	646.9	0.0	646.9	FED	81.0	517.5	0.0	598.5		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	101.2	646.9	0.0	748.1	TOTAL	101.2	646.9	0.0	748.1		
	243	REHABILITATION OF W JUNEAU AVE BRIDGE OVER THE MILWAUKEE RIVER IN THE CITY OF MILWAUKEE	HP	PE	230.2	0.0	0.0	230.2	LOCAL	46.0	294.1	0.0	340.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,470.6	0.0	1,470.6	FED	184.2	1,176.5	0.0	1,360.7		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	230.2	1,470.6	0.0	1,700.8	TOTAL	230.2	1,470.6	0.0	1,700.8		
	244  (279)	RENOVATION OF THE W KILBOURN AVE/MILWAUKEE RIVER BRIDGE IN THE CITY OF MILWAUKEE	HP	PE	232.3	0.0	0.0	232.3	LOCAL	46.5	296.8	0.0	343.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,484.2	0.0	1,484.2	FED	185.8	1,187.4	0.0	1,373.2		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	232.3	1,484.2	0.0	1,716.5	TOTAL	232.3	1,484.2	0.0	1,716.5		
	245  (283)	RESURFACING OF E LINCOLN AVE FROM S 1ST ST TO S KINNICKINNIE AVE IN THE CITY OF MILWAUKEE (0.36 MILES)	HP	PE	0.0	50.0	0.0	50.0	LOCAL	0.0	10.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	40.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	50.0	0.0	50.0	TOTAL	0.0	50.0	0.0	50.0		
	246  (280)	RESURFACING OF E LINCOLN AVE FROM S LINCOLN MEMORIAL DR TO E BAY ST (EXCLUDING STRUCTURE) IN THE CITY OF MILWAUKEE (0.32 MILES)	HP	PE	120.0	0.0	0.0	120.0	LOCAL	24.0	0.0	88.0	112.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	440.0	440.0	FED	96.0	0.0	352.0	448.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	120.0	0.0	440.0	560.0	TOTAL	120.0	0.0	440.0	560.0		
	247  (284)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF W LISBON AVE FROM N 40TH ST TO CP RAILWAY IN THE CITY OF MILWAUKEE (0.62 MILES)	HP	PE	120.0	0.0	0.0	120.0	LOCAL	24.0	0.0	160.0	184.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	750.0	750.0	FED	96.0	0.0	640.0	736.0		
				OTHER	0.0	0.0	50.0	50.0	STP-M						
				TOTAL	120.0	0.0	800.0	920.0	TOTAL	120.0	0.0	800.0	920.0		
	248  (281)	RESURFACING OF W LOCUST ST FROM N DR MARTIN LUTHER KING DR TO N 15TH ST IN THE CITY OF MILWAUKEE (0.83 MILES)	HP	PE	0.0	0.0	172.0	172.0	LOCAL	0.0	0.0	34.4	34.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	137.6	137.6		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	172.0	172.0	TOTAL	0.0	0.0	172.0	172.0		
	249	REHABILITATION OF E PLEASANT ST LIFT BRIDGE OVER MILWAUKEE RIVER IN THE CITY OF MILWAUKEE	HP	PE	171.3	0.0	0.0	171.3	LOCAL	34.3	218.9	0.0	253.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,094.7	0.0	1,094.7	FED	137.0	875.8	0.0	1,012.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	171.3	1,094.7	0.0	1,266.0	TOTAL	171.3	1,094.7	0.0	1,266.0		
	250  (309)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF N SWAN RD FROM W BROWN DEER RD TO W COUNTY LINE RD IN THE CITY OF MILWAUKEE (1.0 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	405.0	405.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	2,000.0	2,000.0	FED	0.0	0.0	1,620.0	1,620.0		
				OTHER	0.0	0.0	25.0	25.0	STP-M						
				TOTAL	0.0	0.0	2,025.0	2,025.0	TOTAL	0.0	0.0	2,025.0	2,025.0		



Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
MILWAUKEE (CITY)	251  (292)	RESURFACING OF W VILLARD AVE FROM N GREEN BAY AVE TO N TEUTONIA AVE IN THE CITY OF MILWAUKEE (0.90 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	224.8	224.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,109.0	1,109.0	FED	0.0	0.0	899.2	899.2		
				OTHER	0.0	0.0	15.0	15.0	STP-M						
				TOTAL	0.0	0.0	1,124.0	1,124.0	TOTAL	0.0	0.0	1,124.0	1,124.0		
	252  (293)	RESURFACING OF W WASHINGTON BLVD FROM N 47TH ST TO N 60TH ST IN THE CITY OF MILWAUKEE (0.77 MILES)	HP	PE	120.0	0.0	0.0	120.0	LOCAL	58.6	0.0	390.4	449.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	800.0	800.0	FED	61.4	0.0	409.6	471.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	120.0	0.0	800.0	920.0	TOTAL	120.0	0.0	800.0	920.0		
	253  (294)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF W WISCONSIN AVE FROM A POINT EAST OF N 89TH ST TO N 95TH ST IN THE CITY OF MILWAUKEE (0.55 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	179.2	0.0	0.0	179.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	850.0	0.0	0.0	850.0	FED	716.8	0.0	0.0	716.8		
				OTHER	46.0	0.0	0.0	46.0	STP-M						
				TOTAL	896.0	0.0	0.0	896.0	TOTAL	896.0	0.0	0.0	896.0		
	254  (296)	RESURFACING OF S 1ST ST FROM S KINNICKINNIC AVE TO E LINCOLN AVE IN THE CITY OF MILWAUKEE (0.70 MILES)	HP	PE	0.0	200.0	0.0	200.0	LOCAL	0.0	40.0	250.0	290.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,200.0	1,200.0	FED	0.0	160.0	1,000.0	1,160.0		
				OTHER	0.0	0.0	50.0	50.0	STP-M						
				TOTAL	0.0	200.0	1,250.0	1,450.0	TOTAL	0.0	200.0	1,250.0	1,450.0		
	255	REHABILITATION OF S 1ST ST BRIDGE OVER THE KINNICKINNIC RIVER IN THE CITY OF MILWAUKEE	HP	PE	151.3	0.0	0.0	151.3	LOCAL	30.3	193.3	0.0	223.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	966.4	0.0	966.4	FED	121.0	773.1	0.0	894.1		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	151.3	966.4	0.0	1,117.7	TOTAL	151.3	966.4	0.0	1,117.7		
	256  (297)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF S 2ND ST FROM W NATIONAL AVE TO THE MENOMONEE RIVER IN THE CITY OF MILWAUKEE (0.63 MILES)	HP	PE	273.4	0.0	0.0	273.4	LOCAL	54.7	311.8	0.0	366.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,519.0	0.0	1,519.0	FED	218.7	1,247.2	0.0	1,465.9		
				OTHER	0.0	40.0	0.0	40.0	STP-M						
				TOTAL	273.4	1,559.0	0.0	1,832.4	TOTAL	273.4	1,559.0	0.0	1,832.4		
	257  (298)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF S 6TH ST FROM W OHIO AVE TO W HAYES AVE IN THE CITY OF MILWAUKEE (1.30 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	255.6	0.0	0.0	255.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,241.0	0.0	0.0	1,241.0	FED	1,022.4	0.0	0.0	1,022.4		
				OTHER	37.0	0.0	0.0	37.0	STP-M						
				TOTAL	1,278.0	0.0	0.0	1,278.0	TOTAL	1,278.0	0.0	0.0	1,278.0		
	258  (299)	RESURFACING OF S 11TH ST FROM W WIND LAKE AVE TO W NATIONAL AVE IN THE CITY OF MILWAUKEE (1.13 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	304.6	304.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,455.0	1,455.0	FED	0.0	0.0	1,218.4	1,218.4		
				OTHER	0.0	0.0	68.0	68.0	STP-M						
				TOTAL	0.0	0.0	1,523.0	1,523.0	TOTAL	0.0	0.0	1,523.0	1,523.0		
	259	RESURFACING OF N 12TH ST FROM W WELLS ST TO W HIGHLAND AVE IN THE CITY OF MILWAUKEE (0.29 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	57.5	0.0	0.0	57.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	287.5	0.0	0.0	287.5	FED	230.0	0.0	0.0	230.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	287.5	0.0	0.0	287.5	TOTAL	287.5	0.0	0.0	287.5		
	260  (303)	RESURFACING OF S 20TH ST FROM W LAYTON AVE TO W GRANGE AVE IN THE CITY OF MILWAUKEE (1.0 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	140.8	140.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	654.0	654.0	FED	0.0	0.0	563.2	563.2		
				OTHER	0.0	0.0	50.0	50.0	STP-M						
				TOTAL	0.0	0.0	704.0	704.0	TOTAL	0.0	0.0	704.0	704.0		

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**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
MILWAUKEE (CITY)	261  (305)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF S 35TH ST FROM W MORGAN AVE TO W LAKEFIELD DR IN THE CITY OF MILWAUKEE (0.41 MILES)	HP	PE	125.0	0.0	0.0	125.0	LOCAL	25.0	0.0	167.4	192.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	812.0	812.0	FED	100.0	0.0	669.6	769.6		
				OTHER	0.0	0.0	25.0	25.0	STP-M						
				TOTAL	125.0	0.0	837.0	962.0	TOTAL	125.0	0.0	837.0	962.0		
	262  (304)	RENOVATION OF THE N 35TH ST BRIDGE OVER LINCOLN CREEK IN THE CITY OF MILWAUKEE (0.06 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	47.0	0.0	0.0	47.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	234.8	0.0	0.0	234.8	FED	187.8	0.0	0.0	187.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	234.8	0.0	0.0	234.8	TOTAL	234.8	0.0	0.0	234.8		
	263  (306)	RESURFACING OF S 60TH ST FROM W WATERFORD AVE TO W FOREST HOME AVE IN THE CITY OF MILWAUKEE (0.46 MILES)	HP	PE	0.0	100.0	0.0	100.0	LOCAL	0.0	20.0	0.0	20.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	80.0	0.0	80.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	100.0	0.0	100.0	TOTAL	0.0	100.0	0.0	100.0		
	264  (308)	RESURFACING OF N 91ST ST FROM W FLAGG AVE TO W MILL RD IN THE CITY OF MILWAUKEE (0.66 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	201.9	201.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,009.7	1,009.7	FED	0.0	0.0	807.8	807.8		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	1,009.7	1,009.7	TOTAL	0.0	0.0	1,009.7	1,009.7		
	265  (310)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF N 124TH ST FROM W FAIRY CHASM TO W BROWN DEER RD IN THE CITY OF MILWAUKEE (0.57 MILES)	HP	PE	0.0	0.0	75.0	75.0	LOCAL	0.0	0.0	15.0	15.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	60.0	60.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	75.0	75.0	TOTAL	0.0	0.0	75.0	75.0		
	266 <sup>e</sup>  (313)	RECONSTRUCTION AND EXPANSION OF W CANAL ST FROM MILLER PARK TO N 6TH ST IN THE CITY OF MILWAUKEE (2.77 MILES)	HE	PE	0.0	0.0	0.0	0.0	LOCAL	10,000.0	0.0	0.0	10,000.0	A	NON- EXEMPT
				ROW	200.0	0.0	0.0	200.0	STATE	2,500.0	0.0	0.0	2,500.0		
				CONST	16,955.0	0.0	0.0	16,955.0	FED	5,000.0	0.0	0.0	5,000.0		
				OTHER	345.0	0.0	0.0	345.0	COMB						
				TOTAL	17,500.0	0.0	0.0	17,500.0	TOTAL	17,500.0	0.0	0.0	17,500.0		
	267  (314)	DESIGN AND INSTALLATION OF EXPRESS BUS ROUTE TRAFFIC SIGNAL PRE-EMPTION EQUIPMENT IN THE CITY OF MILWAUKEE	TI	PE	7.5	7.5	0.0	15.0	LOCAL	15.0	15.0	0.0	30.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	67.5	67.5	0.0	135.0	FED	60.0	60.0	0.0	120.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	75.0	75.0	0.0	150.0	TOTAL	75.0	75.0	0.0	150.0		
	268  (315)	RECONSTRUCTION AND RESURFACING AT VARIOUS LOCATIONS ON CITY STREETS OFF THE FEDERAL-AID SYSTEM IN THE CITY OF MILWAUKEE (4.0 MILES)	OH	PE	1,350.0	1,800.0	1,350.0	4,500.0	LOCAL	4,500.0	6,200.0	4,500.0	15,200.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	3,150.0	4,400.0	3,150.0	10,700.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	4,500.0	6,200.0	4,500.0	15,200.0	TOTAL	4,500.0	6,200.0	4,500.0	15,200.0		
	269  (258)	LOCAL STREET IMPROVEMENTS AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	OH	PE	0.0	0.0	0.0	0.0	LOCAL	1,102.4	0.0	1,102.4	2,204.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,102.4	0.0	1,102.4	2,204.8		
				CONST	2,204.8	0.0	2,204.8	4,409.6	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	LRIP						
				TOTAL	2,204.8	0.0	2,204.8	4,409.6	TOTAL	2,204.8	0.0	2,204.8	4,409.6		
	270  (316)	REHABILITATION OF W GLENDALE AVE BRIDGE OVER THE LINCOLN CREEK IN THE CITY OF MILWAUKEE	OH	PE	14.8	0.0	0.0	14.8	LOCAL	3.0	19.0	0.0	22.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	94.8	0.0	94.8	FED	11.8	75.8	0.0	87.6		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	14.8	94.8	0.0	109.6	TOTAL	14.8	94.8	0.0	109.6		

Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
MILWAUKEE (CITY)	271  (317)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF THE N GRANVILLE RD BRIDGE OVER THE LITTLE MENOMONEE RIVER IN THE CITY OF MILWAUKEE (0.06 MILES)	OH	PE	57.1	0.0	0.0	57.1	LOCAL	11.4	72.9	0.0	84.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	364.6	0.0	364.6	FED	45.7	291.7	0.0	337.4		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	57.1	364.6	0.0	421.7	TOTAL	57.1	364.6	0.0	421.7		
	272  (318)	REHABILITATION OF S 29TH ST BRIDGE OVER KINNICKINNIC RIVER IN THE CITY OF MILWAUKEE (P-40- 0630)	OH	PE	0.0	91.7	0.0	91.7	LOCAL	0.0	18.3	117.2	135.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	586.1	586.1	FED	0.0	73.4	468.9	542.3		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	0.0	91.7	586.1	677.8	TOTAL	0.0	91.7	586.1	677.8		
	273  (319)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF THE S 29TH ST BRIDGE OVER THE UP RAILWAY IN THE CITY OF MILWAUKEE	OH	PE	127.0	0.0	0.0	127.0	LOCAL	25.4	162.3	0.0	187.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	811.6	0.0	811.6	FED	101.6	649.3	0.0	750.9		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	127.0	811.6	0.0	938.6	TOTAL	127.0	811.6	0.0	938.6		
	274  (321)	INSTALLATION OF TRAFFIC SIGNAL MAST ARMS AT 5 LOCATIONS TO IMPROVE SIGNAL VISIBILITY & SAFETY IN THE CITY OF MILWAUKEE	HS	PE	5.9	0.0	0.0	5.9	LOCAL	4.2	0.0	0.0	4.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	35.8	0.0	0.0	35.8	FED	37.5	0.0	0.0	37.5		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	41.7	0.0	0.0	41.7	TOTAL	41.7	0.0	0.0	41.7		
	275  (323)	SPOT TRAFFIC SIGNAL IMPROVEMENTS AT VARIOUS HIGH HAZARD LOCATIONS IN THE CITY OF MILWAUKEE	HS	PE	20.3	20.3	20.3	60.9	LOCAL	22.3	22.3	22.3	66.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	202.7	202.7	202.7	608.1	FED	200.7	200.7	200.7	602.1		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	223.0	223.0	223.0	669.0	TOTAL	223.0	223.0	223.0	669.0		
	276	RECONSTRUCTION OF THE INTERSECTION OF W SILVER SPRING DR AND N TEUTONIA AVE IN THE CITY OF MILWAUKEE	HS	PE	0.0	100.0	0.0	100.0	LOCAL	0.0	10.0	75.0	85.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	750.0	750.0	FED	0.0	90.0	675.0	765.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	100.0	750.0	850.0	TOTAL	0.0	100.0	750.0	850.0		
	277	INSTALLATION OF SEMI-ACTIVATED SIGNAL CONTROL AT THE W HAMPTON AVE/W GRANTOSA DR INTERSECTION TO IMPROVE SAFETY IN THE CITY OF MILWAUKEE	HS	PE	0.0	0.0	0.0	0.0	LOCAL	1.8	0.0	0.0	1.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	18.2	0.0	0.0	18.2	FED	16.4	0.0	0.0	16.4		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	18.2	0.0	0.0	18.2	TOTAL	18.2	0.0	0.0	18.2		
	278  (324)	ADD LEFT TURN LANES AND SIGNAL MAST ARMS AT THE S CESAR CHAVEZ DR AND W MITCHELL ST INTERSECTION IN THE CITY OF MILWAUKEE	HS	PE	0.0	0.0	0.0	0.0	LOCAL	1.2	0.0	0.0	1.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	12.1	0.0	0.0	12.1	FED	10.9	0.0	0.0	10.9		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	12.1	0.0	0.0	12.1	TOTAL	12.1	0.0	0.0	12.1		
	279	SAFETY IMPROVEMENTS AT S CESAR CHAVEZ DR FROM NATIONAL AVE TO GREENFIELD AVE IN THE CITY OF MILWAUKEE (0.50 MILES)	HS	PE	0.0	34.0	34.0	68.0	LOCAL	0.0	26.3	26.3	52.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	228.6	228.6	457.2	FED	0.0	236.3	236.3	472.6		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	262.6	262.6	525.2	TOTAL	0.0	262.6	262.6	525.2		
	280  (325)	CONSTRUCT MINI ROUND-ABOUTS AT THE KILBOURN AVENUE INTERSECTIONS WITH 16TH & 17TH STREETS IN THE CITY OF MILWAUKEE	HS	PE	12.0	0.0	0.0	12.0	LOCAL	1.2	8.8	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	88.0	0.0	88.0	FED	10.8	79.2	0.0	90.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	12.0	88.0	0.0	100.0	TOTAL	12.0	88.0	0.0	100.0		

Table A-1

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2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
MILWAUKEE (CITY)	281	REALIGN ROADWAY SEGMENT ON E NORTH AVE FROM N BOOTH ST TO N BREMEN ST IN THE CITY OF MILWAUKEE (0.20 MILES)	HS	PE	0.0	75.0	0.0	75.0	LOCAL	0.0	12.5	40.0	52.5	A	EXEMPT
				ROW	0.0	50.0	0.0	50.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	400.0	400.0	FED	0.0	112.5	360.0	472.5		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	125.0	400.0	525.0	TOTAL	0.0	125.0	400.0	525.0		
(322)	282	PEDESTRIAN SAFETY IMPROVEMENTS FOR THE FACILITIES: WISCONSIN AVE, CENTER ST, CESAR CHAVEZ DR, BURLEIGH ST, 27TH ST, AND 35TH ST IN THE CITY OF MILWAUKEE	HS	PE	0.0	0.0	0.0	0.0	LOCAL	20.2	20.2	40.5	80.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	202.4	202.4	404.8	809.6	FED	182.2	182.2	364.3	728.7		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	202.4	202.4	404.8	809.6	TOTAL	202.4	202.4	404.8	809.6		
(327)	283	ADD LEFT TURN LANES AND SIGNAL MAST ARMS AT THE INTERSECTION OF 70TH & MAIN ST TO IMPROVE SAFETY IN THE CITY OF MILWAUKEE	HS	PE	0.0	0.0	0.0	0.0	LOCAL	1.0	0.0	0.0	1.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	4.8	0.0	0.0	4.8	FED	3.8	0.0	0.0	3.8		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	4.8	0.0	0.0	4.8	TOTAL	4.8	0.0	0.0	4.8		
	284	UPDATE OF THE CITY OF MILWAUKEE BICYCLE PLAN	EE	PE	75.0	0.0	0.0	75.0	LOCAL	15.0	0.0	0.0	15.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	60.0	0.0	0.0	60.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	75.0	0.0	0.0	75.0	TOTAL	75.0	0.0	0.0	75.0		
(334)	285	UPDATE AND DISTRIBUTE CITY OF MILWAUKEE BICYCLE ROUTE MAPS	EE	PE	0.0	0.0	0.0	0.0	LOCAL	2.0	0.0	0.0	2.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	8.0	0.0	0.0	8.0		
				OTHER	10.0	0.0	0.0	10.0	STP-E						
				TOTAL	10.0	0.0	0.0	10.0	TOTAL	10.0	0.0	0.0	10.0		
(333)	286	CONDUCT OF AN OFF-STREET BICYCLE STUDY TO IDENTIFY AND PRIORITIZE TRAVEL CORRIDORS IN THE CITY OF MILWAUKEE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	10.0	5.0	0.0	15.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	20.0	0.0	60.0		
				OTHER	50.0	25.0	0.0	75.0	STP-E						
				TOTAL	50.0	25.0	0.0	75.0	TOTAL	50.0	25.0	0.0	75.0		
(335)	287	EVALUATION, SELECTION, DESIGNATION AND SPOT IMPROVEMENT OF BICYCLE ROUTES ON EXISTING STREETS IN THE CITY OF MILWAUKEE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	40.0	0.0	0.0	40.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	200.0	0.0	0.0	200.0	FED	160.0	0.0	0.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		
	288	CONSTRUCTION OF THE BEERLINE BIKE/RECREATIONAL CORRIDOR FROM E CHAMBERS ST TO E HOLTON AVE IN THE CITY OF MILWAUKEE (0.56 MILES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	125.2	0.0	0.0	125.2	A	EXEMPT
				ROW	456.0	0.0	0.0	456.0	STATE	0.0	0.0	0.0	0.0		
				CONST	170.0	0.0	0.0	170.0	FED	500.8	0.0	0.0	500.8		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	626.0	0.0	0.0	626.0	TOTAL	626.0	0.0	0.0	626.0		
(339)	289	DESIGN AND CONSTRUCTION OF HANK AARON BIKE TRAIL FROM MILLER PARK TO EMMER LANE IN THE CITY OF MILWAUKEE (2.20 MILES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	311.0	0.0	0.0	311.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,555.0	0.0	0.0	1,555.0	FED	1,244.0	0.0	0.0	1,244.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	1,555.0	0.0	0.0	1,555.0	TOTAL	1,555.0	0.0	0.0	1,555.0		
(340)	290	CONSTRUCTION OF A BICYCLE TRAIL ALONG THE FORMER UP RR ROW FROM 6TH AND ROSENDALE TO E WASHINGTON AVE IN THE CITY OF MILWAUKEE (2.20 MILES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	100.0	0.0	0.0	100.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	500.0	0.0	0.0	500.0	FED	400.0	0.0	0.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	500.0	0.0	0.0	500.0	TOTAL	500.0	0.0	0.0	500.0		

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2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
MILWAUKEE (CITY)	291  (341)	DESIGN AND CONSTRUCTION OF HANK AARON BIKE TRAIL FROM MILLER PARK TO DOYNE PARK IN THE CITY OF MILWAUKEE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	126.0	0.0	0.0	126.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	630.0	0.0	0.0	630.0	FED	504.0	0.0	0.0	504.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	630.0	0.0	0.0	630.0	TOTAL	630.0	0.0	0.0	630.0		
	292  (362)	CONSTRUCTION OF THE MARSUPIAL BICYCLE/PEDESTRIAN BRIDGE AT THE N HOLTON ST VIADUCT FROM N COMMERCE ST TO N WATER ST	EE	PE	0.0	0.0	0.0	0.0	LOCAL	566.8	0.0	0.0	566.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	2,834.0	0.0	0.0	2,834.0	FED	2,267.2	0.0	0.0	2,267.2		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	2,834.0	0.0	0.0	2,834.0	TOTAL	2,834.0	0.0	0.0	2,834.0		
	293  (336)	INSTALLATION OF BICYCLE PARKING FACILITIES AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	20.0	20.0	10.0	50.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	100.0	100.0	50.0	250.0	FED	80.0	80.0	40.0	200.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	100.0	100.0	50.0	250.0	TOTAL	100.0	100.0	50.0	250.0		
	294	BICYCLE LANE IMPROVEMENTS, LANDSCAPING, AND LIGHTING ALONG HOLTON ST FROM RESERVOIR ST TO THE CENTER ST COMMERCIAL DISTRICT (0.80 MILES)	EE	PE	82.5	0.0	0.0	82.5	LOCAL	16.5	142.8	0.0	159.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	714.0	0.0	714.0	FED	66.0	571.2	0.0	637.2		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	82.5	714.0	0.0	796.5	TOTAL	82.5	714.0	0.0	796.5		
	295	UWM BICYCLE LOAN PROGRAM: PROVIDE 75 TO 100 BICYCLES TO UWM STUDENTS AND STAFF	EE	PE	0.0	0.0	0.0	0.0	LOCAL	1.7	1.7	1.7	5.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	6.8	6.8	6.8	20.4		
				OTHER	8.5	8.5	8.5	25.5	CMAQ						
				TOTAL	8.5	8.5	8.5	25.5	TOTAL	8.5	8.5	8.5	25.5		
	296  (364)	ENHANCE E/W WISCONSIN AVE & N WATER ST ALONG PEDESTRIAN CORRIDOR: STREETSCAPE, LIGHTING, & LANDSCAPE STAGE II	EE	PE	0.0	0.0	0.0	0.0	LOCAL	637.5	0.0	0.0	637.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	3,187.5	0.0	0.0	3,187.5	FED	2,550.0	0.0	0.0	2,550.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	3,187.5	0.0	0.0	3,187.5	TOTAL	3,187.5	0.0	0.0	3,187.5		
	297  (367)	ENHANCE E/W WISCONSIN AVE, N WATER STREET, AND W KILBOURN AVE ALONG PEDESTRIAN CORRIDOR STREETSCAPE, LIGHTING, & LANDSCAPE: STAGE IV	EE	PE	0.0	0.0	440.0	440.0	LOCAL	0.0	0.0	500.0	500.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	2,060.0	2,060.0	FED	0.0	0.0	2,000.0	2,000.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	0.0	2,500.0	2,500.0	TOTAL	0.0	0.0	2,500.0	2,500.0		
	298  (365)	ENHANCE E/W WISCONSIN AVE & N WATER ST ALONG PEDESTRIAN CORRIDOR: STREETSCAPE, LIGHTING, & LANDSCAPE STAGE III	EE	PE	0.0	0.0	0.0	0.0	LOCAL	637.5	0.0	0.0	637.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	3,187.5	0.0	0.0	3,187.5	FED	2,550.0	0.0	0.0	2,550.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	3,187.5	0.0	0.0	3,187.5	TOTAL	3,187.5	0.0	0.0	3,187.5		
	299	SIDEWALK, LANDSCAPING, AND LIGHTING IMPROVEMENTS ON GREENFIELD AVE (STH 59) FROM 16TH ST TO 27TH ST IN THE CITY OF MILWAUKEE	EE	PE	332.5	332.5	332.5	997.5	LOCAL	500.0	500.0	500.0	1,500.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	2,167.5	2,167.5	2,167.5	6,502.5	FED	2,000.0	2,000.0	2,000.0	6,000.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	2,500.0	2,500.0	2,500.0	7,500.0	TOTAL	2,500.0	2,500.0	2,500.0	7,500.0		
	300  (342)	DESIGN AND CONSTRUCTION OF WALKWAY ENHANCEMENTS ALONG WISCONSIN AVE AND WATER ST IN THE MILWAUKEE CBD: PHASE 1	EE	PE	0.0	0.0	0.0	0.0	LOCAL	459.5	0.0	0.0	459.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,615.1	0.0	0.0	1,615.1	FED	1,838.1	0.0	0.0	1,838.1		
				OTHER	682.5	0.0	0.0	682.5	CMAQ						
				TOTAL	2,297.6	0.0	0.0	2,297.6	TOTAL	2,297.6	0.0	0.0	2,297.6		

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2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
MILWAUKEE (CITY)	301  (343)	LANDSCAPING ALONG IH-94 EAST ON-RAMP AT MINERAL AND 9TH ST AND BETWEEN MINERAL ST AND WASHINGTON ST IN THE CITY OF MILWAUKEE (0.10 MILES)	EE	PE	12.8	0.0	0.0	12.8	LOCAL	15.0	0.0	0.0	15.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	62.3	0.0	0.0	62.3	FED	60.1	0.0	0.0	60.1		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	75.1	0.0	0.0	75.1	TOTAL	75.1	0.0	0.0	75.1		
	302  (354)	LANDSCAPING OF FOND DU LAC AVE (STH 145) FROM 19TH ST TO 36TH STREET IN THE CITY OF MILWAUKEE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	90.0	0.0	0.0	90.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	450.0	0.0	0.0	450.0	FED	360.0	0.0	0.0	360.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	450.0	0.0	0.0	450.0	TOTAL	450.0	0.0	0.0	450.0		
	303  (344)	INSTALLATION OF TRAFFIC SIGNAL INTERCONNECT CABLE ON VARIOUS ARTERIAL STREETS IN CITY OF MILWAUKEE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	85.6	0.0	0.0	85.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	428.0	0.0	0.0	428.0	FED	342.4	0.0	0.0	342.4		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	428.0	0.0	0.0	428.0	TOTAL	428.0	0.0	0.0	428.0		
	304  (345)	INSTALLATION OF HARD WIRE INTERCONNECT CABLE TO PROVIDE SIGNAL COORDINATION	EE	PE	5.0	0.0	0.0	5.0	LOCAL	41.0	0.0	0.0	41.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	200.0	0.0	0.0	200.0	FED	164.0	0.0	0.0	164.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	205.0	0.0	0.0	205.0	TOTAL	205.0	0.0	0.0	205.0		
	305  (346)	COMPUTER OPTIMIZATION OF TRAFFIC SIGNAL OPERATION IN THE MILWAUKEE CENTRAL BUSINESS DISTRICT	EE	PE	26.5	0.0	0.0	26.5	LOCAL	5.3	0.0	0.0	5.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	21.2	0.0	0.0	21.2		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	26.5	0.0	0.0	26.5	TOTAL	26.5	0.0	0.0	26.5		
	306  (348)	INSTALLATION OF A COMPUTER-CONTROLLED SYSTEM INTEGRATING 21 TRAFFIC SIGNALS ON THE SOUTH SIDE OF THE CITY OF MILWAUKEE	EE	PE	127.3	0.0	0.0	127.3	LOCAL	25.5	59.4	0.0	84.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	297.0	0.0	297.0	FED	101.8	237.6	0.0	339.4		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	127.3	297.0	0.0	424.3	TOTAL	127.3	297.0	0.0	424.3		
	307  (349)	COMPUTER OPTIMIZATION OF 83 SIGNAL SYSTEMS ON SOUTH SIDE OF THE CITY OF MILWAUKEE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	20.0	0.0	0.0	20.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	100.0	0.0	0.0	100.0	FED	80.0	0.0	0.0	80.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0		
	308  (350)	DEVELOPMENT AND INSTALLATION OF OPTIMIZED TRAFFIC SIGNAL OPERATION FOR SPECIAL EVENTS AT THE FESTIVAL GROUNDS IN THE CITY OF MILWAUKEE	EE	PE	67.0	0.0	0.0	67.0	LOCAL	13.4	24.2	0.0	37.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	121.0	0.0	121.0	FED	53.6	96.8	0.0	150.4		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	67.0	121.0	0.0	188.0	TOTAL	67.0	121.0	0.0	188.0		
	309  (353)	INSTALLATION OF HISTORICAL STREET LIGHTING & OTHER STREETScape IMPROVEMENTS ALONG W NATIONAL AVE FROM S 12TH ST TO S 1ST ST & PORTIONS OF S 5TH ST & S 6TH ST (1.43 MILES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	130.0	0.0	0.0	130.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	650.0	0.0	0.0	650.0	FED	520.0	0.0	0.0	520.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	650.0	0.0	0.0	650.0	TOTAL	650.0	0.0	0.0	650.0		
	310  (358)	IMPROVEMENT OF TRAFFIC SIGNAL VISIBILITY AT THE INTERSECTION OF W CAPITOL DR AND W TEUTONIA AVE IN THE CITY OF MILWAUKEE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.8	0.0	0.0	0.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	8.0	0.0	0.0	8.0	FED	7.2	0.0	0.0	7.2		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	8.0	0.0	0.0	8.0	TOTAL	8.0	0.0	0.0	8.0		

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2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
MILWAUKEE (CITY)	311  (359)	IMPROVEMENT OF TRAFFIC SIGNALS AT INTERSECTION OF W CAPITOL DR, W FOND DU LAC AVE, AND N 51ST ST IN THE CITY OF MILWAUKEE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	8.0	2.4	1.8	12.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	80.0	24.0	18.0	122.0	FED	72.0	21.6	16.2	109.8		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	80.0	24.0	18.0	122.0	TOTAL	80.0	24.0	18.0	122.0		
	312  (357)	COORDINATION OF TRAFFIC SIGNALS ALONG W CAPITOL DR AND W FOND DU LAC AVE IN THE CITY OF MILWAUKEE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	7.3	9.6	6.9	23.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	73.0	96.0	69.0	238.0	FED	65.7	86.4	62.1	214.2		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	73.0	96.0	69.0	238.0	TOTAL	73.0	96.0	69.0	238.0		
	313  (356)	IMPROVEMENT OF TRAFFIC SIGNAL VISIBILITY AT INTERSECTION OF N 76TH ST AND W CAPITOL DR IN THE CITY OF MILWAUKEE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	1.0	0.0	0.0	1.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	10.0	0.0	0.0	10.0	FED	9.0	0.0	0.0	9.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	10.0	0.0	0.0	10.0	TOTAL	10.0	0.0	0.0	10.0		
	314  (360)	IMPROVEMENT OF TRAFFIC SIGNAL VISIBILITY AT INTERSECTION OF W HAMPTON AVE AND N SHERMAN BLVD IN THE CITY OF MILWAUKEE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	3.7	0.0	0.0	3.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	37.0	0.0	0.0	37.0	FED	33.3	0.0	0.0	33.3		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	37.0	0.0	0.0	37.0	TOTAL	37.0	0.0	0.0	37.0		
	315  (347)	COMPUTER OPTIMIZATION AND SIGNAL EQUIPMENT UPGRADE OF 25 SIGNAL SYSTEM ON APPLETON AVE AND LISBON AVE IN THE CITY OF MILWAUKEE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	20.6	0.0	0.0	20.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	103.0	0.0	0.0	103.0	FED	82.4	0.0	0.0	82.4		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	103.0	0.0	0.0	103.0	TOTAL	103.0	0.0	0.0	103.0		
	316  (361)	PEDESTRIAN AND TRAFFIC SIGNAL ENHANCEMENTS ON S CESAR CHAVEZ DR IN THE CITY OF MILWAUKEE (0.50 MILES)	EE	PE	34.0	34.0	0.0	68.0	LOCAL	3.4	30.0	26.6	60.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	266.0	266.0	532.0	FED	30.6	270.0	239.4	540.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	34.0	300.0	266.0	600.0	TOTAL	34.0	300.0	266.0	600.0		
	317  (366)	IMPROVEMENT OF TRAFFIC SIGNAL VISIBILITY AT THE INTERSECTION OF N 27TH ST AND W WISCONSIN AVE IN THE CITY OF MILWAUKEE	EE	PE	0.0	0.0	0.0	0.0	LOCAL	1.9	0.0	0.0	1.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	19.0	0.0	0.0	19.0	FED	17.1	0.0	0.0	17.1		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	19.0	0.0	0.0	19.0	TOTAL	19.0	0.0	0.0	19.0		
	318  (351)	SUMMERFEST PARKING MANAGEMENT SYSTEM IN THE CITY OF MILWAUKEE	EE	PE	290.0	0.0	0.0	290.0	LOCAL	300.0	0.0	0.0	300.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,210.0	0.0	0.0	1,210.0	FED	1,200.0	0.0	0.0	1,200.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	1,500.0	0.0	0.0	1,500.0	TOTAL	1,500.0	0.0	0.0	1,500.0		
	319  (329)	INSTALLATION OF GUIDE SIGNS TO DIRECT MOTORISTS TO PARKING	EE	PE	15.0	0.0	0.0	15.0	LOCAL	17.0	0.0	0.0	17.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	70.0	0.0	0.0	70.0	FED	68.0	0.0	0.0	68.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	85.0	0.0	0.0	85.0	TOTAL	85.0	0.0	0.0	85.0		
OAK CREEK (CITY)	320  (368)	RECONDITIONING OF PENNSYLVANIA AVE FROM RYAN RD TO PUETZ RD IN THE CITY OF OAK CREEK (1.0 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	340.6	0.0	0.0	340.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,703.0	0.0	0.0	1,703.0	FED	1,362.4	0.0	0.0	1,362.4		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	1,703.0	0.0	0.0	1,703.0	TOTAL	1,703.0	0.0	0.0	1,703.0		

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2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
RIVER HILLS (VILLAGE)	321	REHABILITATION OF BRIDGE OVER INDIAN CREEK IN THE VILLAGE OF RIVER HILLS (P-40-538)	HP	PE	66.0	0.0	0.0	66.0	LOCAL	13.2	27.6	0.0	40.8	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	138.0	0.0	138.0	FED	52.8	110.4	0.0	163.2		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	66.0	138.0	0.0	204.0	TOTAL	66.0	138.0	0.0	204.0		
ST FRANCIS (CITY)	322 (371)	CLOSING OF THE NORWICH AVENUE/UNION PACIFIC RR CROSSING IN THE CITY OF ST FRANCIS (0.10 MILES)	HS	PE	0.0	0.0	0.0	0.0	LOCAL	7.0	0.0	0.0	7.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	70.0	0.0	0.0	70.0	FED	63.0	0.0	0.0	63.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	70.0	0.0	0.0	70.0	TOTAL	70.0	0.0	0.0	70.0		
SHOREWOOD (VILLAGE)	323 (372)	RECONSTRUCTION OF OAK LEAF TRAIL BRIDGE OVER CAPITOL DRIVE IN THE VILLAGE OF SHOREWOOD	EE	PE	0.0	0.0	0.0	0.0	LOCAL	24.4	0.0	0.0	24.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	97.5	0.0	0.0	97.5		
				OTHER	121.9	0.0	0.0	121.9	STP-E						
				TOTAL	121.9	0.0	0.0	121.9	TOTAL	121.9	0.0	0.0	121.9		
	324	IMPROVE ACCESS TO THE OAK LEAF TRAIL BRIDGE OVER CAPITOL DR IN THE VILLAGE OF SHOREWOOD	EE	PE	21.8	0.0	0.0	21.8	LOCAL	4.4	21.4	0.0	25.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	107.0	0.0	107.0	FED	17.4	85.6	0.0	103.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	21.8	107.0	0.0	128.8	TOTAL	21.8	107.0	0.0	128.8		
WAUWATOSA (CITY)	325	REHABILITATION OF WAUWATOSA AVE FROM STATE ST TO HARWOOD AVE IN THE CITY OF WAUWATOSA (0.16 MILES)	HP	PE	0.0	0.0	9.0	9.0	LOCAL	0.0	0.0	60.0	60.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	51.0	51.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	60.0	60.0	TOTAL	0.0	0.0	60.0	60.0		
	326	REHABILITATION OF WAUWATOSA AVE FROM HARWOOD AVE TO MILWAUKEE AVE IN THE CITY OF WAUWATOSA (0.24 MILES)	HP	PE	0.0	0.0	8.3	8.3	LOCAL	0.0	0.0	55.0	55.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	46.7	46.7	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	55.0	55.0	TOTAL	0.0	0.0	55.0	55.0		
	327 (376)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF N 124TH ST FROM HAMPTON AVE TO RUBY AVE IN THE CITY OF WAUWATOSA (0.45 MILE)	HI	PE	255.0	0.0	0.0	255.0	LOCAL	2,755.0	0.0	0.0	2,755.0	A	NON- EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	2,500.0	0.0	0.0	2,500.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	2,755.0	0.0	0.0	2,755.0	TOTAL	2,755.0	0.0	0.0	2,755.0		
	328 (378)	DESIGN AND CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATH ALONG MENOMONEE RIVER FROM HART PARK TO 63RD ST IN THE CITY OF WAUWATOSA (0.70 MILES)	EE	PE	20.0	0.0	0.0	20.0	LOCAL	4.0	1.0	105.0	110.0	A	EXEMPT
				ROW	0.0	5.0	0.0	5.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	525.0	525.0	FED	16.0	4.0	420.0	440.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	20.0	5.0	525.0	550.0	TOTAL	20.0	5.0	525.0	550.0		
WEST ALLIS (CITY)	329 (379)	RESURFACING OF S 76TH ST FROM CLEVELAND AVE TO OKLAHOMA AVE IN THE CITY OF WEST ALLIS (0.59 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	465.0	465.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	465.0	465.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	465.0	465.0	TOTAL	0.0	0.0	465.0	465.0		
	330 (380)	RESURFACING OF W LINCOLN AVE FROM S 96TH ST TO S 108TH ST IN THE CITY OF WEST ALLIS (0.76 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	640.0	0.0	640.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	640.0	0.0	640.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	640.0	0.0	640.0	TOTAL	0.0	640.0	0.0	640.0		



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2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
WEST ALLIS (CITY)	331	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF W NATIONAL AVE FROM S 70TH ST TO 62ND ST IN THE CITY OF WEST ALLIS (0.57 MILES)	HP	PE	0.0	261.3	0.0	261.3	LOCAL	0.0	75.3	290.3	365.6	A	EXEMPT
				ROW	0.0	115.0	0.0	115.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,451.3	1,451.3	FED	0.0	301.0	1,161.0	1,462.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	376.3	1,451.3	1,827.6	TOTAL	0.0	376.3	1,451.3	1,827.6		
	332	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF W NATIONAL AVE FROM S 92ND ST TO 85TH ST IN THE CITY OF WEST ALLIS (0.75 MILES)	HP	PE	0.0	219.9	0.0	219.9	LOCAL	0.0	113.0	244.3	357.3	A	EXEMPT
				ROW	0.0	345.0	0.0	345.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,221.3	1,221.3	FED	0.0	451.9	977.0	1,428.9		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	564.9	1,221.3	1,786.2	TOTAL	0.0	564.9	1,221.3	1,786.2		
	333	RESURFACING OF W NATIONAL AVE FROM W WOLLMER RD TO S 124TH ST IN THE CITY OF WEST ALLIS (0.53 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	420.0	420.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	420.0	420.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	420.0	420.0	TOTAL	0.0	0.0	420.0	420.0		
	334	REPLACEMENT OF W NATIONAL AVE BRIDGE OVER THE ROOT RIVER (B-40-390) (FUNDING FROM MMSD AND CITY OF WEST ALLIS)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	1,531.0	0.0	0.0	1,531.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,531.0	0.0	0.0	1,531.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	1,531.0	0.0	0.0	1,531.0	TOTAL	1,531.0	0.0	0.0	1,531.0		
(381)	335	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF S 60TH ST FROM W LINCOLN AVE TO NORTH CITY LIMITS AND W GREENFIELD AVE FROM S 62ND ST TO S 60TH ST (1.57 MILES)	HP	PE	621.3	0.0	0.0	621.3	LOCAL	124.3	10.0	800.0	934.3	A	EXEMPT
				ROW	0.0	50.0	0.0	50.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	4,000.0	4,000.0	FED	497.0	40.0	3,200.0	3,737.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	621.3	50.0	4,000.0	4,671.3	TOTAL	621.3	50.0	4,000.0	4,671.3		
	336	RESURFACING OF S 70TH ST FROM W WASHINGTON ST TO W GREENFIELD AVE IN THE CITY OF WEST ALLIS (0.25 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	200.0	0.0	0.0	200.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	200.0	0.0	0.0	200.0							
				TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		
	337	RECONSTRUCTION OF THE INTERSECTION OF W NATIONAL AVE, W OKLAHOMA AVE, AND ROOT RIVER PARKWAY AND INSTALLATION OF NEW TRAFFIC SIGNALS	HS	PE	156.0	0.0	0.0	156.0	LOCAL	444.0	0.0	0.0	444.0	A	EXEMPT
				ROW	100.0	0.0	0.0	100.0	STATE	0.0	0.0	0.0	0.0		
				CONST	863.0	0.0	0.0	863.0	FED	675.0	0.0	0.0	675.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	1,119.0	0.0	0.0	1,119.0	TOTAL	1,119.0	0.0	0.0	1,119.0		
WHITEFISH BAY (VILLAGE)	338	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF SILVER SPRING DR FROM LYDELL AVE TO MARLBOROUGH DR/LAKE DR IN THE VILLAGE OF WHITEFISH BAY (0.50 MILES)	HP	PE	414.0	0.0	0.0	414.0	LOCAL	82.8	16.6	510.6	610.0	A	EXEMPT
				ROW	0.0	82.8	0.0	82.8	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	2,273.0	2,273.0	FED	331.2	66.2	2,042.4	2,439.8		
				OTHER	0.0	0.0	280.0	280.0	STP-M						
				TOTAL	414.0	82.8	2,553.0	3,049.8	TOTAL	414.0	82.8	2,553.0	3,049.8		

Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- OZAUKEE COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
STATE OF WISCONSIN	339  (386)	RECONDITIONING OF IH-43 FROM STH 32 TO THE NORTH COUNTY LINE IN OZAUKEE COUNTY (17.53 MILES)	HP	PE	2,000.0	0.0	0.0	2,000.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	400.0	0.0	0.0	400.0		
				CONST	0.0	0.0	0.0	0.0	FED	1,600.0	0.0	0.0	1,600.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	2,000.0	0.0	0.0	2,000.0	TOTAL	2,000.0	0.0	0.0	2,000.0		
	340  (387)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 32 FROM IH-43 TO CTH CC IN OZAUKEE COUNTY (2.50 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,900.0	0.0	0.0	1,900.0		
				CONST	9,500.0	0.0	0.0	9,500.0	FED	7,600.0	0.0	0.0	7,600.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	9,500.0	0.0	0.0	9,500.0	TOTAL	9,500.0	0.0	0.0	9,500.0		
	341  (388)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 32 FROM GRAND AVE TO IH-43 (1.63 MILES)	HP	PE	0.0	600.0	0.0	600.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	120.0	0.0	120.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	480.0	0.0	480.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	600.0	0.0	600.0	TOTAL	0.0	600.0	0.0	600.0		
	342  (389)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 33 FROM S MILL ST (CTH O) TO RIVERSIDE DR (CTH W) IN THE VILLAGE OF SAUKVILLE (0.26 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	P	EXEMPT
				ROW	500.0	0.0	0.0	500.0	STATE	100.0	620.0	0.0	720.0		
				CONST	0.0	3,100.0	0.0	3,100.0	FED	400.0	2,480.0	0.0	2,880.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	500.0	3,100.0	0.0	3,600.0	TOTAL	500.0	3,100.0	0.0	3,600.0		
	343  (391)	RESURFACING OF STH 167 FROM STH 57 TO IH-43 IN THE CITY OF MEQUON (3.0 MILES)	HP	PE	210.0	0.0	0.0	210.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	42.0	420.0	0.0	462.0		
				CONST	0.0	2,100.0	0.0	2,100.0	FED	168.0	1,680.0	0.0	1,848.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	210.0	2,100.0	0.0	2,310.0	TOTAL	210.0	2,100.0	0.0	2,310.0		
	344  (393)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 33 FROM MARKET ST TO TOWER DR IN OZAUKEE COUNTY (1.50 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	1,418.8	1,418.8	A	NON- EXEMPT
				ROW	515.0	0.0	0.0	515.0	STATE	515.0	0.0	232.1	747.1		
				CONST	0.0	0.0	8,254.0	8,254.0	FED	0.0	0.0	6,603.1	6,603.1		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	515.0	0.0	8,254.0	8,769.0	TOTAL	515.0	0.0	8,254.0	8,769.0		
	345  (395)	JOB ACCESS SEC 3037 TRANSIT PROJECT- OZAUKEE COUNTY EXPRESS TRANSIT SERVICE EXPANSION FOR WESTERN OZAUKEE COUNTY	TE	PE	0.0	0.0	0.0	0.0	LOCAL	18.5	0.0	0.0	18.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	74.2	0.0	0.0	74.2		
				CONST	0.0	0.0	0.0	0.0	FED	92.7	0.0	0.0	92.7		
				OTHER	185.4	0.0	0.0	185.4	FTA 3037						
				TOTAL	185.4	0.0	0.0	185.4	TOTAL	185.4	0.0	0.0	185.4		
OZAUKEE COUNTY	346  (398)	PRELIMINARY ENGINEERING FOR VARIOUS PROJECTS IN OZAUKEE COUNTY	HP	PE	50.0	50.0	50.0	150.0	LOCAL	10.0	10.0	10.0	30.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	40.0	40.0	120.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	50.0	50.0	50.0	150.0	TOTAL	50.0	50.0	50.0	150.0		
	347  (397)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN OZAUKEE COUNTY	HP	PE	50.0	50.0	50.0	150.0	LOCAL	10.0	10.0	10.0	30.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	40.0	40.0	120.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	50.0	50.0	50.0	150.0	TOTAL	50.0	50.0	50.0	150.0		
	348  (852)	RECONSTRUCTION OF SHEBOYGAN RD (CTH I) FROM CEDAR SAUK RD TO 0.25 MILE NORTH OF STH 33 (2.25 MILES)	HP	PE	26.4	0.0	0.0	26.4	LOCAL	5.3	0.0	0.0	5.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	21.1	0.0	0.0	21.1		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	26.4	0.0	0.0	26.4	TOTAL	26.4	0.0	0.0	26.4		

Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- OZAUKEE COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
OZAUKEE COUNTY	349  (400)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF PORT WASHINGTON RD (CTH W) FROM MEQUON RD (STH 167) TO GLEN OAKS LN IN THE CITY OF MEQUON (1.0 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	160.4	852.0	0.0	1,012.4	A	NON- EXEMPT
				ROW	802.0	0.0	0.0	802.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	4,260.0	0.0	4,260.0	FED	641.6	3,408.0	0.0	4,049.6		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	802.0	4,260.0	0.0	5,062.0	TOTAL	802.0	4,260.0	0.0	5,062.0		
	350  (401)	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND- RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE	TP	PE	0.0	0.0	0.0	0.0	LOCAL	4.5	4.6	4.7	13.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	21.8	22.2	22.7	66.7		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	26.3	26.8	27.4	80.5							
				TOTAL	26.3	26.8	27.4	80.5	TOTAL	26.3	26.8	27.4	80.5		
	351	ELDERLY/DISABLED TRANSPORTATION SEC 5310 CAPITAL ASSISTANCE PROGRAM OZAUKEE CO AND/OR VARIOUS OZAUKEE CO PRIVATE, NON-PROFIT ORGANIZATIONS	TP	PE	0.0	0.0	0.0	0.0	LOCAL	19.0	19.6	20.0	58.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	76.0	78.4	80.0	234.4		
				OTHER	95.0	98.0	100.0	293.0	FTA 5310						
				TOTAL	95.0	98.0	100.0	293.0	TOTAL	95.0	98.0	100.0	293.0		
	352  (402)	OPERATING ASSISTANCE FOR OZAUKEE COUNTY EXPRESS (SEC 85.20 & SEC 5311)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	421.3	434.8	448.6	1,304.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	842.7	869.5	897.3	2,609.5		
				CONST	0.0	0.0	0.0	0.0	FED	421.3	434.8	448.6	1,304.7		
				OTHER	1,685.3	1,739.1	1,794.5	5,218.9	FTA 5311						
				TOTAL	1,685.3	1,739.1	1,794.5	5,218.9	TOTAL	1,685.3	1,739.1	1,794.5	5,218.9		
	353	CAPITAL NEEDS FOR OZAUKEE COUNTY SHARED RIDE TAXI - 8 SEDANS, 10 ADA VANS, 1 MINI BUS 2004-2006 (SEC 85.20 & 5311)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	43.3	54.9	35.8	134.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	173.1	219.6	143.0	535.7		
				OTHER	216.4	274.5	178.8	669.7	FTA 5311						
				TOTAL	216.4	274.5	178.8	669.7	TOTAL	216.4	274.5	178.8	669.7		
	354	PURCHASE OF REPLACEMENT VEHICLES FOR THE OZAUKEE COUNTY SHARED RIDE TAXI PROGRAM; 3 VEH 2004, 4 VEH 2005, 5 VEH 2006	TP	PE	0.0	0.0	0.0	0.0	LOCAL	27.0	26.2	38.6	91.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	108.0	104.8	154.4	367.2		
				OTHER	135.0	131.0	193.0	459.0	FTA 5307						
				TOTAL	135.0	131.0	193.0	459.0	TOTAL	135.0	131.0	193.0	459.0		
	355	PURCHASE OF REPAIR PARTS FOR CONTINUED MAINTENANCE OF THE BUS FLEET FOR THE OZAUKEE COUNTY TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	8.0	0.0	8.0	16.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	32.0	0.0	32.0	64.0		
				OTHER	40.0	0.0	40.0	80.0	FTA 5307						
				TOTAL	40.0	0.0	40.0	80.0	TOTAL	40.0	0.0	40.0	80.0		
	356  (403)	OPERATION OF SHARED RIDE TAXI PROGRAM IN URBANIZED PORTION OF OZAUKEE COUNTY	TE	PE	0.0	0.0	0.0	0.0	LOCAL	133.0	139.0	145.3	417.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	525.7	546.1	567.2	1,639.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	658.7	685.1	712.5	2,056.3							
				TOTAL	658.7	685.1	712.5	2,056.3	TOTAL	658.7	685.1	712.5	2,056.3		
	357  (405)	CAPITAL NEEDS FOR OZAUKEE COUNTY NON URBANIZED EXPRESS BUS- SPARE PARTS (SEC 85.20 AND 5311)	TE	PE	0.0	0.0	0.0	0.0	LOCAL	8.0	0.0	0.0	8.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	32.0	0.0	0.0	32.0		
				OTHER	40.0	0.0	0.0	40.0	FTA 5311						
				TOTAL	40.0	0.0	0.0	40.0	TOTAL	40.0	0.0	0.0	40.0		
	358	EXPANSION OF UWM UBUS CONNECTOR SHUTTLE SERVICE BETWEEN THE SAUKVILLE PARK/RIDE LOT AND THE BROWN DEER PARK/RIDE LOT	TE	PE	0.0	0.0	0.0	0.0	LOCAL	16.0	9.4	0.0	25.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	64.0	37.6	0.0	101.6		
				OTHER	80.0	47.0	0.0	127.0	CMAQ						
				TOTAL	80.0	47.0	0.0	127.0	TOTAL	80.0	47.0	0.0	127.0		

Source: SEWRPC.

Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- OZAUKEE COUNTY**  
**2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
OZAUKEE COUNTY	359  (407)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN OZAUKEE COUNTY	HS	PE	25.0	25.0	25.0	75.0	LOCAL	2.5	2.5	2.5	7.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	22.5	22.5	22.5	67.5		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	25.0	25.0	25.0	75.0	TOTAL	25.0	25.0	25.0	75.0		
	360  (409)	PRELIMINARY ENGINEERING FOR VARIOUS BICYCLE/PEDESTRIAN PROJECTS	EE	PE	10.0	10.0	10.0	30.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	10.0	10.0	10.0	30.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	10.0	10.0	10.0	30.0	TOTAL	10.0	10.0	10.0	30.0		
	361	IMPROVEMENT OF THE INTER- URBAN BICYCLE/PEDESTRIAN TRAIL BETWEEN TERMINAL RD AND RIDGEWOOD RD, AND BRIDGE CONSTRUCTION OVER IH 43 IN THE TOWN OF GRAFTON (2.15 MILES)	EE	PE	137.5	0.0	0.0	137.5	LOCAL	27.5	20.2	200.2	247.9	A	EXEMPT
				ROW	0.0	12.0	0.0	12.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	89.0	1,001.0	1,090.0	FED	110.0	80.8	800.8	991.6		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	137.5	101.0	1,001.0	1,239.5	TOTAL	137.5	101.0	1,001.0	1,239.5		
CEDARBURG (TOWN)	362  (413)	RECONSTRUCTION OF CEDAR CREEK RD BRIDGE 0.70 MILES WEST OF CTH I IN THE TOWN OF CEDARBURG (P-45-0037)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	58.2	0.0	0.0	58.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	291.0	0.0	0.0	291.0	FED	232.8	0.0	0.0	232.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	291.0	0.0	0.0	291.0	TOTAL	291.0	0.0	0.0	291.0		
GRAFTON (TOWN)	363	REALIGNMENT OF INTERSECTION OF CTH T AND CTH W TO WIDEN AND ACCOMMODATE DESIGNATED TURN LANES IN THE TOWN OF GRAFTON	HS	PE	90.0	0.0	0.0	90.0	LOCAL	107.8	0.0	0.0	107.8	A	EXEMPT
				ROW	398.1	0.0	0.0	398.1	STATE	0.0	0.0	0.0	0.0		
				CONST	590.0	0.0	0.0	590.0	FED	970.3	0.0	0.0	970.3		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	1,078.1	0.0	0.0	1,078.1	TOTAL	1,078.1	0.0	0.0	1,078.1		
MEQUON (CITY)	364  (419)	RESURFACING OF PIONEER RD (CTH C) FROM GREEN BAY RD TO KLUG LN IN THE CITY OF MEQUON (1.40 MILES)	HP	PE	107.6	0.0	0.0	107.6	LOCAL	21.5	20.4	140.1	182.0	A	EXEMPT
				ROW	0.0	102.0	0.0	102.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	700.5	700.5	FED	86.1	81.6	560.4	728.1		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	107.6	102.0	700.5	910.1	TOTAL	107.6	102.0	700.5	910.1		
	365  (422)	RECONDITIONING OF WAUSAUKEE RD FROM COUNTY LINE RD TO MEQUON RD ON THE MEQUON/GERMANTOWN BORDER (2.0 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	2.8	91.6	0.0	94.4	A	EXEMPT
				ROW	13.9	0.0	0.0	13.9	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	458.0	0.0	458.0	FED	11.1	366.4	0.0	377.5		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	13.9	458.0	0.0	471.9	TOTAL	13.9	458.0	0.0	471.9		
	366  (420)	RECONDITIONING OF GRANVILLE RD FROM COUNTY LINE RD TO MEQUON RD IN THE CITY OF MEQUON (2.0 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	198.7	0.0	0.0	198.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	993.4	0.0	0.0	993.4	FED	794.7	0.0	0.0	794.7		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	993.4	0.0	0.0	993.4	TOTAL	993.4	0.0	0.0	993.4		
	367  (421)	REPLACEMENT OF GRANVILLE RD BRIDGE OVER LITTLE MENOMONEE CREEK IN THE CITY OF MEQUON (P- 45-0712)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	37.1	0.0	0.0	37.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	185.4	0.0	0.0	185.4	FED	148.3	0.0	0.0	148.3		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	185.4	0.0	0.0	185.4	TOTAL	185.4	0.0	0.0	185.4		
	368	TRAFFIC SIGNALS ON THE IH-43 OFF RAMP AT CTH C IN THE CITY OF MEQUON	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	20.0	0.0	0.0	20.0		
				CONST	200.0	0.0	0.0	200.0	FED	180.0	0.0	0.0	180.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		

Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- OZAUKEE COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
MEQUON (CITY)	369  (423)	CONSTRUCTION OF PEDESTRIAN PATHS LINKING NEIGHBORHOODS IN THE CITY OF MEQUON	EE	PE	23.9	0.0	0.0	23.9	LOCAL	47.4	0.0	0.0	47.4	A	EXEMPT
				ROW	11.3	0.0	0.0	11.3	STATE	0.0	0.0	0.0	0.0		
				CONST	132.7	0.0	0.0	132.7	FED	189.6	0.0	0.0	189.6		
				OTHER	69.1	0.0	0.0	69.1	CMAQ						
				TOTAL	237.0	0.0	0.0	237.0	TOTAL	237.0	0.0	0.0	237.0		
	370	CONSTRUCTION OF THE DONGES BAY RD BICYCLE LANE FROM WAUWATOSA RD WEST TO LEMKE PARK IN THE CITY OF MEQUON (1.60 MILES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	65.7	0.0	0.0	65.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	328.3	0.0	0.0	328.3	FED	262.6	0.0	0.0	262.6		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	328.3	0.0	0.0	328.3	TOTAL	328.3	0.0	0.0	328.3		
	371  (425)	CONSTRUCTION OF 4-FOOT BICYCLE LANES ON BOTH SIDES OF HIGHLAND RD FROM THE WEPKO TRAIL TO RIVER RD AND MAPLE CREST LN TO LAKE SHORE DR (2.10 MILES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	58.1	0.0	0.0	58.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	290.6	0.0	0.0	290.6	FED	232.5	0.0	0.0	232.5		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	290.6	0.0	0.0	290.6	TOTAL	290.6	0.0	0.0	290.6		
	372	CONSTRUCTION OF 4-FOOT PAVED SHOULDERS ON BOTH SIDES OF ZEDLER LN AND KATHERINE LN BETWEEN IH-43 AND LAKE SHORE DR IN THE CITY OF MEQUON (1.0 MILES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	32.9	0.0	0.0	32.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	164.6	0.0	0.0	164.6	FED	131.7	0.0	0.0	131.7		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	164.6	0.0	0.0	164.6	TOTAL	164.6	0.0	0.0	164.6		
PORT WASHINGTON (CITY)	373	CAPITAL NEEDS FOR THE CITY OF PORT WASHINGTON TRANSIT SYSTEM (SEC 85.20 & 5311)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	17.0	0.0	17.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	68.0	0.0	68.0		
				OTHER	0.0	85.0	0.0	85.0	FTA 5311						
				TOTAL	0.0	85.0	0.0	85.0	TOTAL	0.0	85.0	0.0	85.0		
	374  (426)	OPERATING ASSISTANCE FOR THE CITY OF PORT WASHINGTON SHARED-RIDE TAXI SYSTEM (SEC 85.20 & 5311)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	13.9	14.7	15.1	43.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	65.3	69.5	71.0	205.8		
				CONST	0.0	0.0	0.0	0.0	FED	59.8	63.7	64.9	188.4		
				OTHER	139.0	147.9	151.0	437.9	FTA 5311						
				TOTAL	139.0	147.9	151.0	437.9	TOTAL	139.0	147.9	151.0	437.9		
SAUKVILLE (TOWN)	375	RELOCATION OF CTH I APPROXIMATELY 200 FEET EAST OF THE CURRENT STH 33 INTERSECTION IN THE TOWN OF SAUKVILLE	HS	PE	19.0	0.0	0.0	19.0	LOCAL	13.4	40.0	0.0	53.4	A	EXEMPT
				ROW	115.0	0.0	0.0	115.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	400.0	0.0	400.0	FED	120.6	360.0	0.0	480.6		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	134.0	400.0	0.0	534.0	TOTAL	134.0	400.0	0.0	534.0		

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**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WASHINGTON COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
STATE OF WISCONSIN	376  (429)	RECONSTRUCTION AND RECONFIGURATION OF THE USH 41 AND STH 144 INTERCHANGE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	961.0	961.0		
				CONST	0.0	0.0	4,800.0	4,800.0	FED	0.0	0.0	3,839.0	3,839.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	4,800.0	4,800.0	TOTAL	0.0	0.0	4,800.0	4,800.0		
	377  (430)	MODERNIZATION OF THE USH 41 AND STH 60 INTERCHANGE	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	587.0	0.0	0.0	587.0	STATE	587.0	0.0	0.0	587.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	587.0	0.0	0.0	587.0	TOTAL	587.0	0.0	0.0	587.0		
	378  (431)	RESURFACING OF STH 28 FROM USH 45 TO STH 144 (5.82 MILES)	HP	PE	100.0	0.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	20.0	0.0	0.0	20.0		
				CONST	0.0	0.0	0.0	0.0	FED	80.0	0.0	0.0	80.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0		
	379  (434)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 33 FROM 4000 FEET EAST OF OAK RD TO THE OZAUKEE COUNTY LINE (3.40 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	P	EXEMPT
				ROW	0.0	115.0	0.0	115.0	STATE	0.0	115.0	220.0	335.0		
				CONST	0.0	0.0	1,100.0	1,100.0	FED	0.0	0.0	880.0	880.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	115.0	1,100.0	1,215.0	TOTAL	0.0	115.0	1,100.0	1,215.0		
	380  (432)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 33 FROM STH 175 TO THE EAST BRANCH OF THE ROCK RIVER (2.09 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	636.4	636.4		
				CONST	0.0	0.0	3,182.0	3,182.0	FED	0.0	0.0	2,545.6	2,545.6		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	3,182.0	3,182.0	TOTAL	0.0	0.0	3,182.0	3,182.0		
	381  (433)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 33 FROM THE MILWAUKEE RIVER TO WISCONSIN ST IN THE CITY OF WEST BEND (0.10 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	115.0	0.0	0.0	115.0	STATE	115.0	0.0	355.4	470.4		
				CONST	0.0	0.0	1,777.0	1,777.0	FED	0.0	0.0	1,421.6	1,421.6		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	115.0	0.0	1,777.0	1,892.0	TOTAL	115.0	0.0	1,777.0	1,892.0		
	382  (436)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 60 FROM MAIN ST TO POND RD IN THE CITY OF HARTFORD (0.70 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	377.2	377.2		
				CONST	0.0	0.0	1,886.0	1,886.0	FED	0.0	0.0	1,508.8	1,508.8		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	1,886.0	1,886.0	TOTAL	0.0	0.0	1,886.0	1,886.0		
	383  (438)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 83 FROM MAIN ST TO WILSON ST IN THE CITY OF HARTFORD (0.80 MILES)	HP	PE	300.0	0.0	0.0	300.0	LOCAL	75.0	0.0	0.0	75.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	225.0	0.0	293.0	518.0		
				CONST	0.0	0.0	1,465.0	1,465.0	FED	0.0	0.0	1,172.0	1,172.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	300.0	0.0	1,465.0	1,765.0	TOTAL	300.0	0.0	1,465.0	1,765.0		
	384  (439)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 144 FROM TENNE'S DR TO USH 41 IN THE VILLAGE OF SLINGER (1.63 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	426.0	426.0	A	EXEMPT
				ROW	618.0	0.0	0.0	618.0	STATE	618.0	0.0	0.0	618.0		
				CONST	0.0	0.0	2,130.3	2,130.3	FED	0.0	0.0	1,704.3	1,704.3		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	618.0	0.0	2,130.3	2,748.3	TOTAL	618.0	0.0	2,130.3	2,748.3		
	385  (440)	RECONDITIONING OF STH 144 FROM THE CITY OF WEST BEND TO THE SHEBOYGAN COUNTY LINE (8.44 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	420.0	0.0	0.0	420.0		
				CONST	2,100.0	0.0	0.0	2,100.0	FED	1,680.0	0.0	0.0	1,680.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	2,100.0	0.0	0.0	2,100.0	TOTAL	2,100.0	0.0	0.0	2,100.0		

Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WASHINGTON COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
STATE OF WISCONSIN	386 (442)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF USH 45 FROM CTH D IN THE CITY OF WEST BEND TO CTH H IN THE VILLAGE OF KEWASKUM (3.0 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,800.0	0.0	0.0	1,800.0		
				CONST	9,000.0	0.0	0.0	9,000.0	FED	7,200.0	0.0	0.0	7,200.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	9,000.0	0.0	0.0	9,000.0	TOTAL	9,000.0	0.0	0.0	9,000.0		
	387 (443)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 33 FROM USH 41 TO THE EAST BRANCH OF THE ROCK RIVER IN THE VILLAGE OF ALLENTON (0.60 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	440.0	0.0	440.0		
				CONST	0.0	2,200.0	0.0	2,200.0	FED	0.0	1,760.0	0.0	1,760.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	2,200.0	0.0	2,200.0	TOTAL	0.0	2,200.0	0.0	2,200.0		
	388 (444)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 33 ON NEW ALIGNMENT FROM TRENTON RD TO OAK RD IN THE TOWN OF TRENTON (1.30 MILES)	HI	PE	0.0	368.0	0.0	368.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	128.8	0.0	128.8	STATE	0.0	202.4	5,964.0	6,166.4		
				CONST	0.0	0.0	5,964.0	5,964.0	FED	0.0	294.4	0.0	294.4		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	0.0	496.8	5,964.0	6,460.8	TOTAL	0.0	496.8	5,964.0	6,460.8		
	389 (445)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 60 FROM USH 41 TO USH 45 IN WASHINGTON COUNTY (3.30 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	1,000.0	0.0	1,000.0	STATE	0.0	1,000.0	0.0	1,000.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	1,000.0	0.0	1,000.0	TOTAL	0.0	1,000.0	0.0	1,000.0		
	390 (449)	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF WASHINGTON ST (STH 33) AND CTH B IN THE CITY OF WEST BEND	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	10.5	0.0	0.0	10.5		
				CONST	105.0	0.0	0.0	105.0	FED	94.5	0.0	0.0	94.5		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	105.0	0.0	0.0	105.0	TOTAL	105.0	0.0	0.0	105.0		
	391 (450)	ACQUISITION OF RIGHT OF WAY FOR PARK AND RIDE LOT AT USH 41/USH 45 AND STH 145 IN WASHINGTON COUNTY	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	50.0	0.0	0.0	50.0	STATE	50.0	0.0	0.0	50.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
WASHINGTON COUNTY	392 (451)	PRELIMINARY ENGINEERING FOR VARIOUS PROJECTS IN WASHINGTON COUNTY	HP	PE	50.0	50.0	50.0	150.0	LOCAL	10.0	10.0	10.0	30.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	40.0	40.0	120.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	50.0	50.0	50.0	150.0	TOTAL	50.0	50.0	50.0	150.0		
	393 (452)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN WASHINGTON COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	394 (453)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF CTH A FROM STH 144 TO THE OZAUKEE COUNTY LINE (5.40 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	150.0	0.0	0.0	150.0	A	EXEMPT
				ROW	750.0	0.0	0.0	750.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	600.0	0.0	0.0	600.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	750.0	0.0	0.0	750.0	TOTAL	750.0	0.0	0.0	750.0		
	395 (454)	REPLACEMENT OF CTH M BRIDGE OVER CEDAR CREEK IN WASHINGTON COUNTY (B-66-0974)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	55.0	175.0	0.0	230.0	A	EXEMPT
				ROW	275.0	0.0	0.0	275.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	875.0	0.0	875.0	FED	220.0	700.0	0.0	920.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	275.0	875.0	0.0	1,150.0	TOTAL	275.0	875.0	0.0	1,150.0		

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**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WASHINGTON COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
WASHINGTON COUNTY	396  (455)	REPLACEMENT OF CTH W BRIDGE OVER KOHLVILLE RIVER IN WASHINGTON COUNTY (B-66-0972)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	75.0	0.0	0.0	75.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	375.0	0.0	0.0	375.0	FED	300.0	0.0	0.0	300.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	375.0	0.0	0.0	375.0	TOTAL	375.0	0.0	0.0	375.0		
	397  (456)	REPLACEMENT OF CTH MY BRIDGE OVER MILWAUKEE RIVER IN WASHINGTON COUNTY (B-66-0971)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	236.9	0.0	0.0	236.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,184.5	0.0	0.0	1,184.5	FED	947.6	0.0	0.0	947.6		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	1,184.5	0.0	0.0	1,184.5	TOTAL	1,184.5	0.0	0.0	1,184.5		
	398  (457)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF COUNTY LINE ROAD (CTH Q) FROM USH 41/45 TO PILGRIM RD (0.80 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	118.4	0.0	460.0	578.4	A	NON- EXEMPT
				ROW	592.3	0.0	0.0	592.3	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	2,300.0	2,300.0	FED	473.9	0.0	1,840.0	2,313.9		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	592.3	0.0	2,300.0	2,892.3	TOTAL	592.3	0.0	2,300.0	2,892.3		
	399	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF LANNON RD (CTH Y) FROM CTH Q TO STH 175 (1.0 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	40.0	760.0	800.0	A	NON- EXEMPT
				ROW	0.0	100.0	0.0	100.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	100.0	3,800.0	3,900.0	FED	0.0	160.0	3,040.0	3,200.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	200.0	3,800.0	4,000.0	TOTAL	0.0	200.0	3,800.0	4,000.0		
	400  (462)	OPERATING ASSISTANCE WASHINGTON COUNTY COMMUTER EXPRESS BUS SERVICE (SEC 85.20 & 5311)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	603.0	621.1	639.7	1,863.8		
				CONST	0.0	0.0	0.0	0.0	FED	412.0	424.4	437.1	1,273.5		
				OTHER	1,015.0	1,045.5	1,076.8	3,137.3	FTA 5311						
				TOTAL	1,015.0	1,045.5	1,076.8	3,137.3	TOTAL	1,015.0	1,045.5	1,076.8	3,137.3		
	401  (464)	WASHINGTON COUNTY SHARED RIDE TAXI PROGRAM CAPITAL COSTS; 2-7 PASSENGER VANS 2004, 2 SMALL BUSES 2005, 2-7 PASSENGER VANS 2006	TP	PE	0.0	0.0	0.0	0.0	LOCAL	12.0	20.0	12.0	44.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	48.0	80.0	48.0	176.0		
				OTHER	60.0	100.0	60.0	220.0	FTA 5311						
				TOTAL	60.0	100.0	60.0	220.0	TOTAL	60.0	100.0	60.0	220.0		
	402  (458)	PURCHASE OF REPLACEMENT BUSES FOR WASHINGTON COUNTY COMMUTER BUS SERVICE; 1-30 FOOT BUS EACH YEAR	TP	PE	0.0	0.0	0.0	0.0	LOCAL	52.0	52.0	52.0	156.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	208.0	208.0	208.0	624.0		
				OTHER	260.0	260.0	260.0	780.0	FTA 5307						
				TOTAL	260.0	260.0	260.0	780.0	TOTAL	260.0	260.0	260.0	780.0		
	403  (460)	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR THE ELDERLY AND DISABLED IN WASHINGTON COUNTY (SEC 85.21)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	32.9	33.9	34.9	101.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	160.6	165.4	170.4	496.4		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	193.5	199.3	205.3	598.1							
				TOTAL	193.5	199.3	205.3	598.1	TOTAL	193.5	199.3	205.3	598.1		
	404	ELDERLY/DISABLED TRANSPORTATION SEC 5310 CAPITAL ASSISTANCE PROGRAM WASHINGTON CO AND/OR VARIOUS WASHINGTON COUNTY PRIVATE, NON PROFIT ORGANIZATIONS	TP	PE	0.0	0.0	0.0	0.0	LOCAL	30.0	30.6	31.5	92.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	120.0	122.4	126.1	368.5		
				OTHER	150.0	153.0	157.6	460.6	FTA 5310						
				TOTAL	150.0	153.0	157.6	460.6	TOTAL	150.0	153.0	157.6	460.6		
	405  (466)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN WASHINGTON COUNTY	HS	PE	10.0	10.0	10.0	30.0	LOCAL	1.0	1.0	1.0	3.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	9.0	9.0	9.0	27.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	10.0	10.0	10.0	30.0	TOTAL	10.0	10.0	10.0	30.0		

Source: SEWRPC.



Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WASHINGTON COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
WASHINGTON COUNTY	406	RECONSTRUCTION OF THE RR CROSSING 1 MILE WEST OF CTH D INCLUDING THE BRIDGE OVER THE ROCK RIVER IN WASHINGTON COUNTY	HS	PE	450.0	0.0	0.0	450.0	LOCAL	45.0	15.0	220.0	280.0	A	EXEMPT
				ROW	0.0	150.0	0.0	150.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	2,200.0	2,200.0	FED	405.0	135.0	1,980.0	2,520.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	450.0	150.0	2,200.0	2,800.0	TOTAL	450.0	150.0	2,200.0	2,800.0		
	407  (467)	PUBLIC COMPRESSED NATURAL GAS (CNG) FUELING FACILITY	EE	PE	0.0	0.0	0.0	0.0	LOCAL	78.2	0.0	0.0	78.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	391.1	0.0	0.0	391.1	FED	312.9	0.0	0.0	312.9		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	391.1	0.0	0.0	391.1	TOTAL	391.1	0.0	0.0	391.1		
ADDISON (TOWN)	408	LIGHTING, LANDSCAPING AND SIDEWALK ENHANCEMENTS ALONG STH 33 IN THE TOWN OF ADDISON	EE	PE	54.0	0.0	0.0	54.0	LOCAL	10.8	54.0	0.0	64.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	270.0	0.0	270.0	FED	43.2	216.0	0.0	259.2		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	54.0	270.0	0.0	324.0	TOTAL	54.0	270.0	0.0	324.0		
GERMANTOWN (VILLAGE)	409	RECONSTRUCTION OF FREISTADT RD BRIDGE IN THE VILLAGE OF GERMANTOWN (P-66-0700)	HP	PE	78.1	0.0	0.0	78.1	LOCAL	15.6	3.1	78.1	96.8	A	EXEMPT
				ROW	0.0	15.6	0.0	15.6	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	390.5	390.5	FED	62.5	12.5	312.4	387.4		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	78.1	15.6	390.5	484.2	TOTAL	78.1	15.6	390.5	484.2		
	410	RECONSTRUCTION OF LILAC LN BRIDGE IN THE VILLAGE OF GERMANTOWN	OH	PE	51.2	10.2	0.0	61.4	LOCAL	10.2	2.0	51.2	63.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	256.1	256.1	FED	41.0	8.2	204.9	254.1		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	51.2	10.2	256.1	317.5	TOTAL	51.2	10.2	256.1	317.5		
HARTFORD (CITY)	411  (469)	OPERATING ASSISTANCE FOR CITY OF HARTFORD TRANSIT (SEC 85.20 & 5311)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	10.9	11.7	12.0	34.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	53.1	55.0	56.4	164.5		
				CONST	0.0	0.0	0.0	0.0	FED	49.0	50.3	51.6	150.9		
				OTHER	113.0	117.0	120.0	350.0	FTA 5311						
				TOTAL	113.0	117.0	120.0	350.0	TOTAL	113.0	117.0	120.0	350.0		
	412	CAPITAL NEEDS FOR THE CITY OF HARTFORD TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	8.2	0.0	0.0	8.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	32.8	0.0	0.0	32.8		
				OTHER	41.0	0.0	0.0	41.0	FTA 5310						
				TOTAL	41.0	0.0	0.0	41.0	TOTAL	41.0	0.0	0.0	41.0		
	413  (471)	CONSTRUCTION OF THE RUBICON RIVER BICYCLE/PEDESTRIAN TRAIL FROM GRANT ST TO RURAL ST	EE	PE	39.4	0.0	0.0	39.4	LOCAL	25.0	0.0	0.0	25.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	85.6	0.0	0.0	85.6	FED	100.0	0.0	0.0	100.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	125.0	0.0	0.0	125.0	TOTAL	125.0	0.0	0.0	125.0		
JACKSON (TOWN)	414  (474)	REPLACEMENT OF WESTERN AVE BRIDGE OVER CEDAR CREEK IN THE TOWN OF JACKSON (P-66-0070)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	5.1	41.7	0.0	46.8	A	EXEMPT
				ROW	25.7	0.0	0.0	25.7	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	208.6	0.0	208.6	FED	20.6	166.9	0.0	187.5		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	25.7	208.6	0.0	234.3	TOTAL	25.7	208.6	0.0	234.3		
POLK (TOWN)	415  (476)	ELIMINATION OF FOUR RAIL/HIGHWAY CROSSINGS NEAR ACKERVILLE BY CONNECTING SHERMAN RD WITH FOND DU LAC RD SOUTH OF THE WI CENTRAL RAILWAY	OH	PE	60.0	0.0	0.0	60.0	LOCAL	6.0	17.0	40.0	63.0	A	EXEMPT
				ROW	0.0	170.0	0.0	170.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	400.0	400.0	FED	54.0	153.0	360.0	567.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	60.0	170.0	400.0	630.0	TOTAL	60.0	170.0	400.0	630.0		

Source: SEWRPC.

Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WASHINGTON COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
POLK (TOWN)	416  (477)	RELOCATION, RESTORATION, AND INSTALLATION OF TWO HISTORIC BRIDGES IN THE TOWN OF POLK	EE	PE	0.0	0.0	0.0	0.0	LOCAL	4.4	0.0	0.0	4.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	17.6	0.0	0.0	17.6		
				OTHER	22.0	0.0	0.0	22.0	STP-E						
				TOTAL	22.0	0.0	0.0	22.0	TOTAL	22.0	0.0	0.0	22.0		
WEST BEND (CITY)	417  (480)	OPERATING ASSISTANCE FOR THE CITY OF WEST BEND SHARED RIDE TAXICAB SYSTEM: 2004-2006	TP	PE	0.0	0.0	0.0	0.0	LOCAL	315.0	330.0	347.0	992.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	323.0	339.2	356.1	1,018.3		
				CONST	0.0	0.0	0.0	0.0	FED	212.5	223.1	234.3	669.9		
				OTHER	850.5	892.3	937.4	2,680.2	FTA 5311						
				TOTAL	850.5	892.3	937.4	2,680.2	TOTAL	850.5	892.3	937.4	2,680.2		
	418  (485)	LANDSCAPING ALONG WASHINGTON ST (STH 33) FROM SCHMIDT RD TO CLEARVIEW DR IN THE CITY OF WEST BEND (1.10 MILES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	36.6	0.0	0.0	36.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	183.0	0.0	0.0	183.0	FED	146.4	0.0	0.0	146.4		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	183.0	0.0	0.0	183.0	TOTAL	183.0	0.0	0.0	183.0		
	419  (483)	PURCHASE AND REMOVAL OF 2 BILLBOARDS ALONG STH 33 IN THE CITY OF WEST BEND	EE	PE	31.0	0.0	0.0	31.0	LOCAL	10.1	26.0	0.0	36.1	A	EXEMPT
				ROW	19.5	0.0	0.0	19.5	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	130.0	0.0	130.0	FED	40.4	104.0	0.0	144.4		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	50.5	130.0	0.0	180.5	TOTAL	50.5	130.0	0.0	180.5		
	420  (487)	CONSTRUCTION OF A PARK AND RIDE LOT ON PARADISE DR IN THE CITY OF WEST BEND	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	19.5	0.0	19.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	97.3	0.0	97.3	FED	0.0	77.8	0.0	77.8		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	97.3	0.0	97.3	TOTAL	0.0	97.3	0.0	97.3		
	421  (481)	CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATH ALONG FOREST HIGHLANDS FROM HARGROVE PL TO DECORAH ELEMENTARY SCHOOL	EE	PE	20.7	0.0	0.0	20.7	LOCAL	22.5	0.0	0.0	22.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	75.0	0.0	0.0	75.0	FED	90.2	0.0	0.0	90.2		
				OTHER	17.0	0.0	0.0	17.0	CMAQ						
				TOTAL	112.7	0.0	0.0	112.7	TOTAL	112.7	0.0	0.0	112.7		
	422	CONSTRUCTION OF QUAAS CREEK PARK BICYCLE/PEDESTRIAN RIVERWALK FROM ENTERPRISE ST TO HWY I (DECORAH RD) AND TO THE EAST AND WEST PARK PROPERTY LIMITS	EE	PE	55.0	0.0	0.0	55.0	LOCAL	11.0	49.4	69.6	130.0	A	EXEMPT
				ROW	0.0	30.0	0.0	30.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	217.0	348.0	565.0	FED	44.0	197.6	278.4	520.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	55.0	247.0	348.0	650.0	TOTAL	55.0	247.0	348.0	650.0		

Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY**  
**2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
STATE OF WISCONSIN	423	REPLACEMENT OF IH 94 BRIDGES OVER CALHOUN RD IN THE CITY OF BROOKFIELD	HP	PE	0.0	0.0	200.0	200.0	LOCAL	0.0	0.0	50.0	50.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	150.0	150.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	200.0	200.0	TOTAL	0.0	0.0	200.0	200.0		
	424  (489)	RECONSTRUCTION OF THE RAMP ON IH-94 AT CTH SS, CTH T, AND STH 16	HP	PE	0.0	0.0	0.0	0.0	LOCAL	233.0	0.0	0.0	233.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,165.0	0.0	0.0	1,165.0	FED	932.0	0.0	0.0	932.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,165.0	0.0	0.0	1,165.0	TOTAL	1,165.0	0.0	0.0	1,165.0		
	425	REHABILITATION OF IH-94 FROM CTH SS TO THE WEST WAUKESHA COUNTY LINE (12.20 MILES)	HP	PE	500.0	0.0	0.0	500.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	0.0	1,700.0	1,800.0		
				CONST	0.0	0.0	17,000.0	17,000.0	FED	400.0	0.0	15,300.0	15,700.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	500.0	0.0	17,000.0	17,500.0	TOTAL	500.0	0.0	17,000.0	17,500.0		
	426  (492)	RESURFACING OF USH 18 (EB ST PAUL AVE & WB NORTH ST) FROM MORELAND BLVD TO MADISON ST IN THE CITY OF WAUKESHA (2.0 MILES)	HP	PE	120.0	0.0	0.0	120.0	LOCAL	30.0	0.0	0.0	30.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	90.0	0.0	0.0	90.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	120.0	0.0	0.0	120.0	TOTAL	120.0	0.0	0.0	120.0		
	427  (490)	PAINTING OF USH 18 BRIDGE OVER IH-94 (B-67-44 AND B-67-45)	HP	PE	500.0	0.0	0.0	500.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	500.0	5,000.0	0.0	5,500.0		
				CONST	0.0	5,000.0	0.0	5,000.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	500.0	5,000.0	0.0	5,500.0	TOTAL	500.0	5,000.0	0.0	5,500.0		
	428  (493)	RESURFACING OF USH 18 FROM 200 FEET W OF GREEN MEADOW DR TO NORTH ST IN THE CITY OF WAUKESHA (1.70 MILES)	HP	PE	350.0	0.0	0.0	350.0	LOCAL	81.0	0.0	0.0	81.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	269.0	0.0	0.0	269.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	350.0	0.0	0.0	350.0	TOTAL	350.0	0.0	0.0	350.0		
	429	UPDATE COORDINATED SIGNAL TIMINGS ON USH 18 FROM CTH JJ TO MOORLAND RD IN THE TOWN OF BROOKFIELD	HP	PE	0.0	270.0	0.0	270.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	100.0	0.0	100.0	STATE	0.0	164.0	0.0	164.0		
				CONST	0.0	1,270.0	0.0	1,270.0	FED	0.0	1,476.0	0.0	1,476.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	0.0	1,640.0	0.0	1,640.0	TOTAL	0.0	1,640.0	0.0	1,640.0		
	430	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 16 FROM THE JEFFERSON COUNTY LINE TO STH 67 (3.30 MILES)	HP	PE	500.0	0.0	0.0	500.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	0.0	1,573.4	1,673.4		
				CONST	0.0	0.0	7,866.8	7,866.8	FED	400.0	0.0	6,293.4	6,693.4		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	500.0	0.0	7,866.8	8,366.8	TOTAL	500.0	0.0	7,866.8	8,366.8		
	431  (494)	REPLACEMENT OF STH 16 BRIDGE OVER THE OCONOMOWOC RIVER IN WAUKESHA COUNTY (B67-0943)	HP	PE	100.0	0.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	20.0	0.0	0.0	20.0		
				CONST	0.0	0.0	0.0	0.0	FED	80.0	0.0	0.0	80.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0		
	432  (495)	RECONDITIONING OF STH 36 FROM LOOMIS DR TO USH 45 IN THE CITY OF MUSKEGO (0.49 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	72.1	0.0	0.0	72.1		
				CONST	360.5	0.0	0.0	360.5	FED	288.4	0.0	0.0	288.4		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	360.5	0.0	0.0	360.5	TOTAL	360.5	0.0	0.0	360.5		

Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
STATE OF WISCONSIN	433	REHABILITATION OF LES PAUL PARKWAY (STH 59) BRIDGE OVER THE FOX RIVER IN WAUKESHA COUNTY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	150.0	0.0	0.0	150.0		
				CONST	150.0	0.0	0.0	150.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	150.0	0.0	0.0	150.0	TOTAL	150.0	0.0	0.0	150.0		
	434 (497)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 59 FROM THE WSOR RAILWAY TO OAK RIDGE DR IN THE VILLAGE OF NORTH PRAIRIE (0.77 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	680.0	0.0	0.0	680.0		
				CONST	3,400.0	0.0	0.0	3,400.0	FED	2,720.0	0.0	0.0	2,720.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	3,400.0	0.0	0.0	3,400.0	TOTAL	3,400.0	0.0	0.0	3,400.0		
	435 (498)	RECONDITIONING OF STH 67 FROM STH 16 TO CTH K (2.20 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	160.1	0.0	0.0	160.1		
				CONST	800.4	0.0	0.0	800.4	FED	640.3	0.0	0.0	640.3		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	800.4	0.0	0.0	800.4	TOTAL	800.4	0.0	0.0	800.4		
	436 (499)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES AT SELECTED LOCATIONS OF STH 74 FROM WAUKESHA AVE TO THE VILLAGE OF MENOMONEE FALLS (1.47 MILES)	HP	PE	900.0	0.0	0.0	900.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	582.0	0.0	582.0	STATE	180.0	582.0	0.0	762.0		
				CONST	0.0	0.0	0.0	0.0	FED	720.0	0.0	0.0	720.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	900.0	582.0	0.0	1,482.0	TOTAL	900.0	582.0	0.0	1,482.0		
	437 (500)	RECONDITIONING OF STH 74 FROM ELDER LN TO SHERIDAN DR IN THE VILLAGE OF MENOMONEE FALLS (0.90 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	272.0	0.0	0.0	272.0		
				CONST	1,360.0	0.0	0.0	1,360.0	FED	1,088.0	0.0	0.0	1,088.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	1,360.0	0.0	0.0	1,360.0	TOTAL	1,360.0	0.0	0.0	1,360.0		
	438 (856)	STH 83 CORRIDOR PRELIMINARY ENGINEERING STUDY FROM THE VILLAGE OF MUKWONAGO TO STH 16 (19.20 MILES)	HP	PE	300.0	0.0	0.0	300.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	60.0	0.0	0.0	60.0		
				CONST	0.0	0.0	0.0	0.0	FED	240.0	0.0	0.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		
	439 (502)	RESURFACING OF STH 83 FROM CTH NN TO STH 59 (6.10 MILES)	HP	PE	0.0	1,000.0	0.0	1,000.0	LOCAL	0.0	0.0	0.0	0.0	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	200.0	0.0	200.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	800.0	0.0	800.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	1,000.0	0.0	1,000.0	TOTAL	0.0	1,000.0	0.0	1,000.0		
	440 (501)	RESURFACING OF STH 83 FROM STH 59 TO GENESEE DEPOT AND FROM CTH D TO CTH DE (1.60 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	400.0	0.0	0.0	400.0		
				CONST	400.0	0.0	0.0	400.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	400.0	0.0	0.0	400.0	TOTAL	400.0	0.0	0.0	400.0		
	441 (503)	RESURFACING OF STH 83 FROM STH 16 TO CTH VV IN WAUKESHA COUNTY (4.50 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	300.0	0.0	0.0	300.0	STATE	300.0	480.0	0.0	780.0		
				CONST	0.0	2,400.0	0.0	2,400.0	FED	0.0	1,920.0	0.0	1,920.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	300.0	2,400.0	0.0	2,700.0	TOTAL	300.0	2,400.0	0.0	2,700.0		
	442 (512)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 83 FROM STH 16 TO MARINER DR IN THE CITY OF DELAFIELD (3.82 MILES)	HP	PE	1,100.0	0.0	0.0	1,100.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	2,200.0	0.0	2,200.0	STATE	220.0	2,200.0	0.0	2,420.0		
				CONST	0.0	0.0	0.0	0.0	FED	880.0	0.0	0.0	880.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,100.0	2,200.0	0.0	3,300.0	TOTAL	1,100.0	2,200.0	0.0	3,300.0		

Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY**  
**2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
STATE OF WISCONSIN	443  (504)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 164 FROM MAIN ST TO STH 59 IN WAUKESHA COUNTY (0.50 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	600.0	0.0	0.0	600.0		
				CONST	3,000.0	0.0	0.0	3,000.0	FED	2,400.0	0.0	0.0	2,400.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	3,000.0	0.0	0.0	3,000.0	TOTAL	3,000.0	0.0	0.0	3,000.0		
	444  (515)	RECONSTRUCTION OF STH 164 OVER IH-94 RAMP AND ROADWAY IN THE TOWN OF PEWAUKEE (0.40 MILES)	HP	PE	500.0	0.0	0.0	500.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	50.0	0.0	1,020.0	1,070.0		
				CONST	0.0	0.0	10,200.0	10,200.0	FED	450.0	0.0	9,180.0	9,630.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	500.0	0.0	10,200.0	10,700.0	TOTAL	500.0	0.0	10,200.0	10,700.0		
	445  (511)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 59 FROM STH 164 TO CALHOUN RD (4.25 MILES)	HI	PE	500.0	0.0	0.0	500.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	2,000.0	0.0	0.0	2,000.0	STATE	2,100.0	3,800.0	0.0	5,900.0		
				CONST	0.0	19,000.0	0.0	19,000.0	FED	400.0	15,200.0	0.0	15,600.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	2,500.0	19,000.0	0.0	21,500.0	TOTAL	2,500.0	19,000.0	0.0	21,500.0		
	446  (514)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 83 FROM USH 18 TO IH-94 IN WAUKESHA COUNTY (2.90 MILES)	HI	PE	1,000.0	0.0	0.0	1,000.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	2,400.0	2,400.0	STATE	200.0	0.0	2,400.0	2,600.0		
				CONST	0.0	0.0	0.0	0.0	FED	800.0	0.0	0.0	800.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,000.0	0.0	2,400.0	3,400.0	TOTAL	1,000.0	0.0	2,400.0	3,400.0		
	447	RECONSTRUCTION OF THE STH 83 AND STH 16 INTERCHANGE TO ACCOMMODATE THE EXPANSION OF STH 83	HI	PE	1,000.0	0.0	0.0	1,000.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	200.0	0.0	2,860.0	3,060.0		
				CONST	0.0	0.0	14,300.0	14,300.0	FED	800.0	0.0	11,440.0	12,240.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,000.0	0.0	14,300.0	15,300.0	TOTAL	1,000.0	0.0	14,300.0	15,300.0		
	448  (516)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 164 FROM STH 190 TO CTH VV IN WAUKESHA COUNTY (4.11 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	320.0	2,240.0	0.0	2,560.0		
				CONST	1,600.0	11,200.0	0.0	12,800.0	FED	1,280.0	8,960.0	0.0	10,240.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,600.0	11,200.0	0.0	12,800.0	TOTAL	1,600.0	11,200.0	0.0	12,800.0		
	449  (518)	CONSTRUCTION OF THE CITY OF OCONOMOWOC NORTH BYPASS INCLUDING THE REMAINING STH 16/67 LEG AND STH 16 TO JEFFERSON COUNTY (7.40 MILES)	HE	PE	500.0	0.0	0.0	500.0	LOCAL	0.0	0.0	0.0	0.0	A	NON-EXEMPT
				ROW	100.0	0.0	0.0	100.0	STATE	16,600.0	4,500.0	3,500.0	24,600.0		
				CONST	16,000.0	4,500.0	3,500.0	24,000.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	16,600.0	4,500.0	3,500.0	24,600.0	TOTAL	16,600.0	4,500.0	3,500.0	24,600.0		
	450  (520)	CONSTRUCTION OF A PARK AND RIDE LOT AT THE IH-94/MOORLAND RD INTERCHANGE IN THE CITY OF BROOKFIELD (350 SPACES)	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	120.0	0.0	120.0		
				CONST	0.0	600.0	0.0	600.0	FED	0.0	480.0	0.0	480.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	600.0	0.0	600.0	TOTAL	0.0	600.0	0.0	600.0		
	451  (521)	REALIGN INTERSECTION OF MUSKEGO DAM RD AND STH 36 IN WAUKESHA COUNTY	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	100.0	0.0	0.0	100.0	STATE	80.0	0.0	0.0	80.0		
				CONST	300.0	0.0	0.0	300.0	FED	320.0	0.0	0.0	320.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	400.0	0.0	0.0	400.0	TOTAL	400.0	0.0	0.0	400.0		
	452  (522)	TRAFFIC SIGNAL INSTALLATION AT STH 190 AND MEADOW CREEK RD AND GEOMETRIC IMPROVEMENTS ON STH 190 BETWEEN STH 16 AND STH 164 IN WAUKESHA COUNTY	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	250.5	0.0	0.0	250.5		
				CONST	628.0	0.0	0.0	628.0	FED	377.5	0.0	0.0	377.5		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	628.0	0.0	0.0	628.0	TOTAL	628.0	0.0	0.0	628.0		

Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY**  
**2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
STATE OF WISCONSIN	453  (523)	CONSTRUCT CONCORD PARK AND RIDE LOT AT CTH F AND IH-94 IN JEFFERSON COUNTY	EE	PE	0.0	0.0	0.0	0.0	LOCAL	40.0	0.0	0.0	40.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	200.0	0.0	0.0	200.0	FED	160.0	0.0	0.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		
WISCONSIN DNR	454	PRELIMINARY ENGINEERING OF AN UNDERPASS FOR THE GLACIAL DRUMLIN STATE TRAIL AT CTH TT IN THE TOWN OF WAUKESHA	EE	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	49.4	0.0	59.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	247.0	0.0	247.0	FED	40.0	197.6	0.0	237.6		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	50.0	247.0	0.0	297.0	TOTAL	50.0	247.0	0.0	297.0		
WAUKESHA COUNTY	455  (524)	RESURFACING OF VARIOUS COUNTY TRUNK HIGHWAYS (69.0 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	2,090.0	2,140.0	2,190.0	6,420.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	2,090.0	2,140.0	2,190.0	6,420.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	2,090.0	2,140.0	2,190.0	6,420.0	TOTAL	2,090.0	2,140.0	2,190.0	6,420.0		
	456  (526)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN WAUKESHA COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	457  (527)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN WAUKESHA COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	458	RECONSTRUCTION OF CTH E BRIDGE AND APPROACHES OVER THE OCONOMOWOC RIVER IN THE TOWN OF MERTON (B-67)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	96.0	0.0	0.0	96.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	96.0	0.0	0.0	96.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	96.0	0.0	0.0	96.0	TOTAL	96.0	0.0	0.0	96.0		
	459	REHABILITATION OF EXISTING CTH H BRIDGE OVER THE FOX RIVER IN THE TOWN OF WAUKESHA (B-67- 0101)	HP	PE	0.0	0.0	34.0	34.0	LOCAL	0.0	0.0	34.0	34.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	34.0	34.0	TOTAL	0.0	0.0	34.0	34.0		
	460	RECONSTRUCTION AND SIGNALIZATION OF THE INTERSECTION OF CTH K AND CTH V (0.20 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	400.0	0.0	0.0	400.0	A	EXEMPT
				ROW	40.0	0.0	0.0	40.0	STATE	0.0	0.0	0.0	0.0		
				CONST	360.0	0.0	0.0	360.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	400.0	0.0	0.0	400.0	TOTAL	400.0	0.0	0.0	400.0		
	461  (535)	REHABILITATION OF CONCRETE PAVEMENT ON CTH O FROM CTH I TO STH 59 (4.35 MILES)	HP	PE	367.0	0.0	0.0	367.0	LOCAL	367.0	2,000.0	2,314.0	4,681.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	2,000.0	2,314.0	4,314.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	367.0	2,000.0	2,314.0	4,681.0	TOTAL	367.0	2,000.0	2,314.0	4,681.0		
	462  (536)	REHABILITATION OF CTH P FROM ROAD T TO ROAD P IN THE TOWN OF OCONOMOWOC (0.75 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	2,091.0	0.0	0.0	2,091.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	2,091.0	0.0	0.0	2,091.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	2,091.0	0.0	0.0	2,091.0	TOTAL	2,091.0	0.0	0.0	2,091.0		

Source: SEWRPC.

Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY**  
**2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
WAUKESHA COUNTY	463	REPLACEMENT OF SPRINGDALE RD BRIDGE OVER THE FOX RIVER IN WAUKESHA COUNTY (P67-732)	HP	PE	91.0	0.0	0.0	91.0	LOCAL	91.0	80.0	115.8	286.8	A	EXEMPT
				ROW	0.0	80.0	0.0	80.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	579.0	579.0	FED	0.0	0.0	463.2	463.2		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	91.0	80.0	579.0	750.0	TOTAL	91.0	80.0	579.0	750.0		
	464 (548)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF PEWAUKEE RD (CTH J) FROM ROCKWOOD DR TO CAPITOL DR (STH 190) (2.0 MILES)	HI	PE	6.0	0.0	0.0	6.0	LOCAL	2,240.8	0.0	0.0	2,240.8	A	NON- EXEMPT
				ROW	2,715.0	0.0	0.0	2,715.0	STATE	0.0	0.0	0.0	0.0		
				CONST	8,482.8	0.0	0.0	8,482.8	FED	8,963.0	0.0	0.0	8,963.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	11,203.8	0.0	0.0	11,203.8	TOTAL	11,203.8	0.0	0.0	11,203.8		
	465 (549)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CTH L FROM CTH O TO THE MILWAUKEE COUNTY LINE IN THE CITY OF MUSKEGO (2.30 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	5,100.0	0.0	0.0	5,100.0	A	NON- EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	5,100.0	0.0	0.0	5,100.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	5,100.0	0.0	0.0	5,100.0	TOTAL	5,100.0	0.0	0.0	5,100.0		
	466	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CTH L FROM CTH Y TO CTH O IN THE CITY OF MUSKEGO (3.30 MILES)	HI	PE	0.0	941.0	0.0	941.0	LOCAL	0.0	941.0	2,000.0	2,941.0	A	NON- EXEMPT
				ROW	0.0	0.0	2,000.0	2,000.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	941.0	2,000.0	2,941.0	TOTAL	0.0	941.0	2,000.0	2,941.0		
	467 (550)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CTH Q FROM COLGATE RD TO STH 175 (3.03 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	3,500.0	7,247.0	10,747.0	A	NON- EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	3,500.0	7,247.0	10,747.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	3,500.0	7,247.0	10,747.0	TOTAL	0.0	3,500.0	7,247.0	10,747.0		
	468 (551)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CTH X BETWEEN STH 59 AND HARRIS HIGHLANDS (1.80 MILES)	HI	PE	0.0	479.0	600.0	1,079.0	LOCAL	0.0	479.0	600.0	1,079.0	A	NON- EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	479.0	600.0	1,079.0	TOTAL	0.0	479.0	600.0	1,079.0		
	469	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CTH Y FROM IH-43 TO CTH I IN THE CITY OF NEW BERLIN (1.30 MILES)	HI	PE	976.0	0.0	0.0	976.0	LOCAL	976.0	1,500.0	1,300.0	3,776.0	A	NON- EXEMPT
				ROW	0.0	1,500.0	1,300.0	2,800.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	976.0	1,500.0	1,300.0	3,776.0	TOTAL	976.0	1,500.0	1,300.0	3,776.0		
	470 (554)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CTH VV FROM CTH Y TO BETTE DRIVE IN THE VILLAGE OF MENOMONEE FALLS (3.0 MILES)	HI	PE	0.0	0.0	938.0	938.0	LOCAL	0.0	0.0	938.0	938.0	A	NON- EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	938.0	938.0	TOTAL	0.0	0.0	938.0	938.0		
	471 (563)	PROVIDE SPECIALIZED ELDERLY/DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PERSONS IN WAUKESHA COUNTY (SEC 85.21)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	256.6	282.2	290.7	829.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	459.1	505.0	555.5	1,519.6		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	715.7	787.2	846.2	2,349.1							
				TOTAL	715.7	787.2	846.2	2,349.1	TOTAL	715.7	787.2	846.2	2,349.1		
	472	ELDERLY/DISABLED TRANSPORTATION SEC 5310 CAPITAL ASSISTANCE PROGRAM WAUKESHA CO AND/OR VARIOUS WAUKESHA CO PRIVATE NON- PROFIT ORGANIZATION	TP	PE	0.0	0.0	0.0	0.0	LOCAL	10.0	10.3	10.6	30.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	41.2	42.4	123.6		
				OTHER	50.0	51.5	53.0	154.5	FTA 5310						
				TOTAL	50.0	51.5	53.0	154.5	TOTAL	50.0	51.5	53.0	154.5		

Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY**  
**2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
WAUKESHA COUNTY	473  (564)	PROVIDE USER-SIDE SUBSIDY ADVANCE RESERVATION AND DRIVER ESCORT FOR THE ELDERLY AND DISABLED IN WAUKESHA COUNTY (SEC 85.21)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	173.1	178.3	183.6	535.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	51.5	53.0	54.6	159.1		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	224.6	231.3	238.2	694.1							
				TOTAL	224.6	231.3	238.2	694.1	TOTAL	224.6	231.3	238.2	694.1		
	474	CAPITAL MAINTENANCE FOR WAUKESHA COUNTY TRANSIT SERVICE	TP	PE	0.0	0.0	0.0	0.0	LOCAL	112.5	112.5	112.5	337.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	450.0	450.0	450.0	1,350.0		
				OTHER	562.5	562.5	562.5	1,687.5	FTA 5307						
				TOTAL	562.5	562.5	562.5	1,687.5	TOTAL	562.5	562.5	562.5	1,687.5		
	475  (565)	CAPITAL COST OF THIRD PARTY CONTRACTING FOR WAUKESHA COUNTY TRANSIT SERVICE	TP	PE	0.0	0.0	0.0	0.0	LOCAL	112.5	112.5	112.5	337.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	450.0	450.0	450.0	1,350.0		
				OTHER	562.5	562.5	562.5	1,687.5	FTA 5307						
				TOTAL	562.5	562.5	562.5	1,687.5	TOTAL	562.5	562.5	562.5	1,687.5		
	476	CAPITAL COST OF PARATRANSIT FOR WAUKESHA COUNTY TRANSIT SERVICE	TP	PE	0.0	0.0	0.0	0.0	LOCAL	8.0	8.0	8.0	24.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	32.0	32.0	32.0	96.0		
				OTHER	40.0	40.0	40.0	120.0	FTA 5307						
				TOTAL	40.0	40.0	40.0	120.0	TOTAL	40.0	40.0	40.0	120.0		
	477  (562)	PROVIDE EARLY SATURDAY, SATURDAY EVENING, AND SUNDAY TRANSIT SERVICE ON ROUTE 10	TP	PE	0.0	0.0	0.0	0.0	LOCAL	9.8	4.8	0.0	14.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	39.2	19.4	0.0	58.6		
				OTHER	49.0	24.2	0.0	73.2	CMAQ						
				TOTAL	49.0	24.2	0.0	73.2	TOTAL	49.0	24.2	0.0	73.2		
	478  (568)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN WAUKESHA COUNTY	HS	PE	10.0	0.0	0.0	10.0	LOCAL	1.0	0.0	0.0	1.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	9.0	0.0	0.0	9.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	10.0	0.0	0.0	10.0	TOTAL	10.0	0.0	0.0	10.0		
	479	RECONSTRUCTION OF THE INTERSECTION OF CTH V AND GOOD HOPE RD (0.30 MILES)	HS	PE	75.0	0.0	0.0	75.0	LOCAL	175.0	450.0	0.0	625.0	A	EXEMPT
				ROW	100.0	0.0	0.0	100.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	450.0	0.0	450.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	175.0	450.0	0.0	625.0	TOTAL	175.0	450.0	0.0	625.0		
	480	WIDEN AND PAVE THE NEW BERLIN BICYCLE TRAIL BETWEEN THE CITIES OF NEW BERLIN AND WAUKESHA (7.0 MILES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	125.0	0.0	125.0	A	EXEMPT
				ROW	0.0	0.8	0.0	0.8	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	618.8	0.0	618.8	FED	0.0	500.2	0.0	500.2		
				OTHER	0.0	5.6	0.0	5.6	CMAQ						
				TOTAL	0.0	625.2	0.0	625.2	TOTAL	0.0	625.2	0.0	625.2		
BROOKFIELD (CITY)	481	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CALHOUN RD FROM GREENFIELD AVE TO BLUEMOUND RD (1.30 MILES)	HI	PE	0.0	0.0	540.0	540.0	LOCAL	0.0	0.0	2,640.0	2,640.0	A	NON- EXEMPT
				ROW	0.0	0.0	1,200.0	1,200.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	4,500.0	4,500.0	FED	0.0	0.0	3,600.0	3,600.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	0.0	6,240.0	6,240.0	TOTAL	0.0	0.0	6,240.0	6,240.0		
	482  (571)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CALHOUN RD FROM WISCONSIN AVE TO GEBHARDT RD (1.0 MILES)	HI	PE	0.0	470.0	0.0	470.0	LOCAL	0.0	1,420.0	1,520.0	2,940.0	A	NON- EXEMPT
				ROW	0.0	950.0	0.0	950.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	4,800.0	4,800.0	FED	0.0	0.0	3,280.0	3,280.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	1,420.0	4,800.0	6,220.0	TOTAL	0.0	1,420.0	4,800.0	6,220.0		



Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY**  
**2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
BROOKFIELD (CITY)	483  (572)	CONSTRUCTION OF BROOKFIELD RD FROM DAVIDSON RD TO GREENFIELD AVE IN THE CITY OF BROOKFIELD (0.19 MILES)	HE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	220.0	0.0	220.0	A	NON- EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,100.0	0.0	1,100.0	FED	0.0	880.0	0.0	880.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	0.0	1,100.0	0.0	1,100.0	TOTAL	0.0	1,100.0	0.0	1,100.0		
	484	RECONSTRUCTION OF THE INTERSECTION OF BURLEIGH RD AND LILLY RD WITH BYPASS LANE ON LILLY RD NORTH OF BURLEIGH RD IN THE CITY OF BROOKFIELD	HS	PE	106.2	0.0	0.0	106.2	LOCAL	10.6	15.6	63.0	89.2	A	EXEMPT
				ROW	0.0	156.2	0.0	156.2	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	629.7	629.7	FED	95.6	140.6	566.7	802.9		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	106.2	156.2	629.7	892.1	TOTAL	106.2	156.2	629.7	892.1		
	485  (576)	DESIGN AND CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATH ALONG BROOKFIELD RD FROM CAPONE CT TO GEBHARDT RD IN THE CITY OF BROOKFIELD (0.70 MILES)	EE	PE	28.0	0.0	0.0	28.0	LOCAL	5.6	27.0	0.0	32.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	135.0	0.0	135.0	FED	22.4	108.0	0.0	130.4		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	28.0	135.0	0.0	163.0	TOTAL	28.0	135.0	0.0	163.0		
DELAFIELD (CITY)	486  (578)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF GENESEE ST (CTH C) FROM STOCKS DR TO THE BARK RIVER IN THE CITY OF DELAFIELD (0.50 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	1,400.6	0.0	0.0	1,400.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	2,440.6	0.0	0.0	2,440.6	FED	1,040.0	0.0	0.0	1,040.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	2,440.6	0.0	0.0	2,440.6	TOTAL	2,440.6	0.0	0.0	2,440.6		
	487  (579)	REPLACEMENT OF CUSHING PARK RD BRIDGE OVER BARK RIVER IN THE CITY OF DELAFIELD	OH	PE	0.0	0.0	0.0	0.0	LOCAL	30.0	0.0	0.0	30.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	150.0	0.0	0.0	150.0	FED	120.0	0.0	0.0	120.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	150.0	0.0	0.0	150.0	TOTAL	150.0	0.0	0.0	150.0		
ELM GROVE (VILLAGE)	488	RECONDITIONING OF WATERTOWN PLANK RD FROM CHURCH ST TO 124TH ST IN THE VILLAGE OF ELM GROVE (0.50 MILES)	HP	PE	82.0	0.0	0.0	82.0	LOCAL	16.4	41.0	100.4	157.8	A	EXEMPT
				ROW	0.0	205.0	0.0	205.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	502.0	502.0	FED	65.6	164.0	401.6	631.2		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	82.0	205.0	502.0	789.0	TOTAL	82.0	205.0	502.0	789.0		
MENOMONEE FALLS (VILLAGE)	489  (582)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF LILLY RD FROM SILVER SPRING DR TO MILL RD IN THE VILLAGE OF MENOMONEE FALLS (1.05 MILES)	HP	PE	702.7	0.0	0.0	702.7	LOCAL	140.5	63.2	683.9	887.6	A	EXEMPT
				ROW	0.0	316.1	0.0	316.1	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	3,419.7	3,419.7	FED	562.2	252.9	2,735.8	3,550.9		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	702.7	316.1	3,419.7	4,438.5	TOTAL	702.7	316.1	3,419.7	4,438.5		
	490  (583)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF LILLY RD FROM MILL RD TO GOOD HOPE RD IN THE VILLAGE OF MENOMONEE FALLS (0.96 MILES)	HP	PE	714.8	0.0	0.0	714.8	LOCAL	143.0	61.1	709.2	913.3	A	EXEMPT
				ROW	0.0	305.6	0.0	305.6	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	3,545.8	3,545.8	FED	571.8	244.5	2,836.6	3,652.9		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	714.8	305.6	3,545.8	4,566.2	TOTAL	714.8	305.6	3,545.8	4,566.2		
	491  (584)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF LILLY RD FROM GOOD HOPE RD TO APPLETON AVE IN THE VILLAGE OF MENOMONEE FALLS (0.48 MILES)	HP	PE	313.5	0.0	0.0	313.5	LOCAL	62.7	77.9	295.1	435.7	A	EXEMPT
				ROW	0.0	389.7	0.0	389.7	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,475.5	1,475.5	FED	250.8	311.8	1,180.4	1,743.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	313.5	389.7	1,475.5	2,178.7	TOTAL	313.5	389.7	1,475.5	2,178.7		
	492  (581)	REPLACEMENT OF FOND DU LAC AVE BRIDGE OVER THE MENOMONEE RIVER IN THE VILLAGE OF MENOMONEE FALLS (B-67-0961)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	69.0	0.0	0.0	69.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	345.0	0.0	0.0	345.0	FED	276.0	0.0	0.0	276.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	345.0	0.0	0.0	345.0	TOTAL	345.0	0.0	0.0	345.0		

Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
MENOMONEE FALLS (VILLAGE)	493  (586)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF PILGRIM RD FROM MEGAL DR TO CTH Q IN THE VILLAGE OF MENOMONEE FALLS (0.53 MILES)	HI	PE	266.0	0.0	0.0	266.0	LOCAL	53.2	27.4	260.0	340.6	A	NON- EXEMPT
				ROW	0.0	137.0	0.0	137.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,300.0	1,300.0	FED	212.8	109.6	1,040.0	1,362.4		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	266.0	137.0	1,300.0	1,703.0	TOTAL	266.0	137.0	1,300.0	1,703.0		
	494	REHABILITATION OF RIVER RD BRIDGE OVER THE FOX RIVER IN THE VILLAGE OF MENOMONEE FALLS	OH	PE	96.0	0.0	0.0	96.0	LOCAL	27.6	95.5	0.0	123.1	A	EXEMPT
				ROW	30.0	0.0	0.0	30.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	460.0	0.0	460.0	FED	110.4	381.8	0.0	492.2		
				OTHER	12.0	17.3	0.0	29.3	BRF						
				TOTAL	138.0	477.3	0.0	615.3	TOTAL	138.0	477.3	0.0	615.3		
	495  (587)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF WATER ST FROM MAIN ST TO RICHFIELD WAY IN THE VILLAGE OF MENOMONEE FALLS (0.55 MILES)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	500.0	0.0	0.0	500.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	500.0	0.0	0.0	500.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	500.0	0.0	0.0	500.0	TOTAL	500.0	0.0	0.0	500.0		
	496  (588)	INSTALLATION OF TRAFFIC SIGNALS AT APPLETON AVE AND RIVER CREST DR IN THE VILLAGE OF MENOMONEE FALLS	HS	PE	34.0	0.0	0.0	34.0	LOCAL	6.8	42.6	0.0	49.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	213.0	0.0	213.0	FED	27.2	170.4	0.0	197.6		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	34.0	213.0	0.0	247.0	TOTAL	34.0	213.0	0.0	247.0		
MERTON (TOWN)	497	REPLACEMENT OF SHORE DR BRIDGE OVER THE OCONOMOWOC RIVER IN THE TOWN OF MERTON	HP	PE	58.0	20.0	0.0	78.0	LOCAL	11.6	21.3	32.9	65.8	A	EXEMPT
				ROW	0.0	2.9	0.0	2.9	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	80.5	164.5	245.0	FED	46.4	85.0	131.6	263.0		
				OTHER	0.0	2.9	0.0	2.9	BRF						
				TOTAL	58.0	106.3	164.5	328.8	TOTAL	58.0	106.3	164.5	328.8		
	498	LIGHTING AND LANDSCAPING ENHANCEMENTS ALONG STH 83 IN THE TOWN OF MERTON	EE	PE	69.0	0.0	0.0	69.0	LOCAL	13.8	71.2	0.0	85.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	55.2	284.8	0.0	340.0		
				OTHER	0.0	356.0	0.0	356.0	STP-E						
				TOTAL	69.0	356.0	0.0	425.0	TOTAL	69.0	356.0	0.0	425.0		
NEW BERLIN (CITY)	499  (589)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CALHOUN RD FROM GREENFIELD AVE (STH 59) TO CLEVELAND AVE IN THE CITY OF NEW BERLIN (1.60 MILES)	HI	PE	23.0	0.0	0.0	23.0	LOCAL	23.0	0.0	0.0	23.0	A	NON- EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	23.0	0.0	0.0	23.0	TOTAL	23.0	0.0	0.0	23.0		
	500	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CALHOUN RD FROM CLEVELAND AVE TO NATIONAL AVE IN THE CITY OF NEW BERLIN (2.0 MILES)	HI	PE	718.8	0.0	0.0	718.8	LOCAL	143.8	230.0	1,531.8	1,905.6	A	NON- EXEMPT
				ROW	0.0	1,150.0	0.0	1,150.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	7,659.0	7,659.0	FED	575.0	920.0	6,127.2	7,622.2		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	718.8	1,150.0	7,659.0	9,527.8	TOTAL	718.8	1,150.0	7,659.0	9,527.8		
	501  (591)	CONSTRUCTION OF A COMMERCIAL COMPRESSED NATURAL GAS (CNG) FUELING FACILITY IN THE CITY OF NEW BERLIN	EE	PE	62.5	0.0	0.0	62.5	LOCAL	62.5	0.0	0.0	62.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	250.0	0.0	0.0	250.0	FED	250.0	0.0	0.0	250.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	312.5	0.0	0.0	312.5	TOTAL	312.5	0.0	0.0	312.5		
OCONOMOWOC (CITY)	502	REHABILITATION OF STH 67/LAKE RD BRIDGE OVER LAC LA BELLE LAKE IN THE CITY OF OCONOMOWOC	HP	PE	18.0	0.0	0.0	18.0	LOCAL	3.6	4.8	0.0	8.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	24.0	0.0	24.0	FED	14.4	19.2	0.0	33.6		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	18.0	24.0	0.0	42.0	TOTAL	18.0	24.0	0.0	42.0		

Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY**  
**2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
OCONOMOWOC (CITY)	503	REHABILITATION OF OAKWOOD RD BRIDGE OVER FOWLER LAKE IN THE CITY OF OCONOMOWOC	HP	PE	18.0	0.0	0.0	18.0	LOCAL	3.6	8.4	0.0	12.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	42.0	0.0	42.0	FED	14.4	33.6	0.0	48.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	18.0	42.0	0.0	60.0	TOTAL	18.0	42.0	0.0	60.0		
OCONOMOWOC (TOWN)	504 (593)	REHABILITATION OF LAKE DR BRIDGE OVER OKAUCHEE LAKE IN TOWN OF OCONOMOWOC (P-67- 0917)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	96.6	0.0	0.0	96.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	483.0	0.0	0.0	483.0	FED	386.4	0.0	0.0	386.4		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	483.0	0.0	0.0	483.0	TOTAL	483.0	0.0	0.0	483.0		
	505 (594)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF THE MILL ST BRIDGE OVER THE ASHIPPUN RIVER IN THE TOWN OF OCOMOWOC	OH	PE	0.0	0.0	0.0	0.0	LOCAL	52.7	0.0	0.0	52.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	263.5	0.0	0.0	263.5	FED	210.8	0.0	0.0	210.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	263.5	0.0	0.0	263.5	TOTAL	263.5	0.0	0.0	263.5		
PEWAUKEE (CITY)	506 (596)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF DUPLAINVILLE RD FROM GREEN RD TO CP RR TRACKS IN THE CITY OF PEWAUKEE (0.80 MILES)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	75.0	75.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	75.0	75.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	75.0	75.0	TOTAL	0.0	0.0	75.0	75.0		
	507	CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATH ON CTH J BETWEEN RIVERWOOD DR AND TOWER PL (0.40 MILES)	EE	PE	22.5	0.0	0.0	22.5	LOCAL	9.3	23.0	0.0	32.3	A	EXEMPT
				ROW	24.0	0.0	0.0	24.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	115.0	0.0	115.0	FED	37.2	92.0	0.0	129.2		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	46.5	115.0	0.0	161.5	TOTAL	46.5	115.0	0.0	161.5		
	508	CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATH ON CTH J 1800 FT NORTH OF CAPITOL DR (STH 190), 2200 FT WEST OF CTH J ON CTH M, AND 3000 FT EAST OF CTH J ON GREEN RD	EE	PE	57.5	0.0	0.0	57.5	LOCAL	23.5	65.2	0.0	88.7	A	EXEMPT
				ROW	60.0	0.0	0.0	60.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	326.0	0.0	326.0	FED	94.0	260.8	0.0	354.8		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	117.5	326.0	0.0	443.5	TOTAL	117.5	326.0	0.0	443.5		
SUMMIT (TOWN)	509 (598)	REPLACEMENT OF MILL RD BRIDGE OVER BARK RIVER TOWN OF SUMMIT (P-67-0911)	OH	PE	20.0	0.0	0.0	20.0	LOCAL	4.0	33.6	0.0	37.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	167.9	0.0	167.9	FED	16.0	134.3	0.0	150.3		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	20.0	167.9	0.0	187.9	TOTAL	20.0	167.9	0.0	187.9		
SUSSEX (VILLAGE)	510 (599)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF MAPLE AVE FROM MAIN ST TO CLOVER DR IN THE VILLAGE OF SUSSEX (0.50 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	200.0	0.0	0.0	200.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,000.0	0.0	0.0	1,000.0	FED	800.0	0.0	0.0	800.0		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	1,000.0	0.0	0.0	1,000.0	TOTAL	1,000.0	0.0	0.0	1,000.0		
WALES (VILLAGE)	511	TRAFFIC SIGNALS AT USH 18 & OAKCREST DR	HS	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	30.0	0.0	0.0	30.0		
				CONST	300.0	0.0	0.0	300.0	FED	270.0	0.0	0.0	270.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	300.0	0.0	0.0	300.0	TOTAL	300.0	0.0	0.0	300.0		
WAUKESHA (CITY)	512	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF E BROADWAY FROM OAKLAND AVE TO 230' EAST OF PORTER AVE IN THE CITY OF WAUKESHA (0.25 MILES)	HP	PE	157.3	0.0	0.0	157.3	LOCAL	31.5	0.0	150.7	182.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	753.7	753.7	FED	125.8	0.0	603.0	728.8		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	157.3	0.0	753.7	911.0	TOTAL	157.3	0.0	753.7	911.0		

Source: SEWRPC.

Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
WAUKESHA (CITY)	513  (601)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF E BROADWAY FROM HARTWELL AVE TO OAKLAND AVE (0.29 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	199.0	0.0	199.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	199.0	0.0	199.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	199.0	0.0	199.0	TOTAL	0.0	199.0	0.0	199.0		
	514	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF E BROADWAY FROM N EAST AVE TO N HARTWELL AVE IN THE CITY OF WAUKESHA (0.25 MILES)	HP	PE	314.3	0.0	0.0	314.3	LOCAL	62.9	0.0	301.2	364.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,505.9	1,505.9	FED	251.4	0.0	1,204.7	1,456.1		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	314.3	0.0	1,505.9	1,820.2	TOTAL	314.3	0.0	1,505.9	1,820.2		
	515  (604)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF W COLLEGE AVE FROM PRAIRIE AVE TO THE CP RR IN THE CITY OF WAUKESHA (0.46 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	168.4	0.0	0.0	168.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	842.0	0.0	0.0	842.0	FED	673.6	0.0	0.0	673.6		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	842.0	0.0	0.0	842.0	TOTAL	842.0	0.0	0.0	842.0		
	516  (605)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF N EAST AVE FROM COLLEGE AVE TO BROADWAY AVE IN THE CITY OF WAUKESHA (0.38 MILES)	HP	PE	248.0	0.0	0.0	248.0	LOCAL	49.6	0.0	237.6	287.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,187.9	1,187.9	FED	198.4	0.0	950.3	1,148.7		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	248.0	0.0	1,187.9	1,435.9	TOTAL	248.0	0.0	1,187.9	1,435.9		
	517	RECONDITIONING OF N GRANDVIEW BLVD FROM SUMMIT AVE TO NORTHVIEW RD IN THE CITY OF WAUKESHA (0.70 MILES)	HP	PE	292.9	0.0	0.0	292.9	LOCAL	58.6	0.0	280.6	339.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,403.2	1,403.2	FED	234.3	0.0	1,122.6	1,356.9		
				OTHER	0.0	0.0	0.0	0.0	STP-M						
				TOTAL	292.9	0.0	1,403.2	1,696.1	TOTAL	292.9	0.0	1,403.2	1,696.1		
	518  (607)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF W ST PAUL AVE FROM MADISON ST TO WISCONSIN AVE IN THE CITY OF WAUKESHA (0.26 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	300.0	300.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	300.0	300.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	300.0	300.0	TOTAL	0.0	0.0	300.0	300.0		
	519  (557)	OPERATING ASSISTANCE FOR WAUKESHA COUNTY TRANSIT SERVICE: 2004-2006	TP	PE	0.0	0.0	0.0	0.0	LOCAL	691.0	711.7	733.1	2,135.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,520.3	1,565.9	1,612.9	4,699.1		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	2,211.3	2,277.6	2,346.0	6,834.9	FTA 5307						
				TOTAL	2,211.3	2,277.6	2,346.0	6,834.9	TOTAL	2,211.3	2,277.6	2,346.0	6,834.9		
	520  (620)	OPERATING ASSISTANCE FOR THE WAUKESHA METRO TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	1,345.9	1,386.4	1,427.9	4,160.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,855.8	1,911.4	1,968.8	5,736.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	3,201.7	3,297.8	3,396.7	9,896.2	FTA 5307						
				TOTAL	3,201.7	3,297.8	3,396.7	9,896.2	TOTAL	3,201.7	3,297.8	3,396.7	9,896.2		
	521  (612)	CAPITAL COST OF PARATRANSIT AT THE WAUKESHA METRO TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	6.0	6.0	6.0	18.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	24.0	24.0	24.0	72.0		
				OTHER	30.0	30.0	30.0	90.0	FTA 5307						
				TOTAL	30.0	30.0	30.0	90.0	TOTAL	30.0	30.0	30.0	90.0		
	522  (626)	CAPITAL MAINTENANCE FOR THE WAUKESHA METRO TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	107.4	107.4	107.4	322.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	429.8	429.8	429.8	1,289.4		
				OTHER	537.2	537.2	537.2	1,611.6	FTA 5307						
				TOTAL	537.2	537.2	537.2	1,611.6	TOTAL	537.2	537.2	537.2	1,611.6		

Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
WAUKESHA (CITY)	523  (613)	AUTOMATED DATA PROCESSING SOFTWARE UPGRADES FOR THE WAUKESHA METRO TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.5	0.5	0.5	1.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	2.0	2.0	2.0	6.0		
				OTHER	2.5	2.5	2.5	7.5	FTA 5307						
				TOTAL	2.5	2.5	2.5	7.5	TOTAL	2.5	2.5	2.5	7.5		
	524  (617)	SERVICE VEHICLE REPLACEMENTS AND ADDITIONS FOR THE WAUKESHA METRO TRANSIT SYSTEM: VAN IN 2006, TRUCK IN 2006, SEDAN IN 2006	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	14.4	14.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	57.6	57.6		
				OTHER	0.0	0.0	72.0	72.0	FTA 5307						
				TOTAL	0.0	0.0	72.0	72.0	TOTAL	0.0	0.0	72.0	72.0		
	525  (619)	PURCHASE OF 4 PARATRANSIT REPLACEMENT BUSES FOR THE WAUKESHA METRO TRANSIT SYSTEM: 2005	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	176.0	0.0	176.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	704.0	0.0	704.0		
				OTHER	0.0	880.0	0.0	880.0	FTA 5309						
				TOTAL	0.0	880.0	0.0	880.0	TOTAL	0.0	880.0	0.0	880.0		
	526  (614)	BUS ENGINE AND TRANSMISSION REBUILDS FOR THE WAUKESHA METRO TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	40.0	40.0	30.0	110.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	160.0	160.0	120.0	440.0		
				OTHER	200.0	200.0	150.0	550.0	FTA 5309						
				TOTAL	200.0	200.0	150.0	550.0	TOTAL	200.0	200.0	150.0	550.0		
	527  (622)	BUS PARTS FOR THE WAUKESHA METRO TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	7.2	7.2	7.2	21.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	28.8	28.8	28.8	86.4		
				OTHER	36.0	36.0	36.0	108.0	FTA 5307						
				TOTAL	36.0	36.0	36.0	108.0	TOTAL	36.0	36.0	36.0	108.0		
	528  (625)	TIRE LEASE FOR THE WAUKESHA METRO TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	6.4	6.4	6.4	19.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	25.6	25.6	25.6	76.8		
				OTHER	32.0	32.0	32.0	96.0	FTA 5307						
				TOTAL	32.0	32.0	32.0	96.0	TOTAL	32.0	32.0	32.0	96.0		
	529  (621)	SHOP EQUIPMENT FOR THE WAUKESHA METRO TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	2.0	2.0	38.0	42.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	8.0	8.0	152.0	168.0		
				OTHER	10.0	10.0	190.0	210.0	FTA 5309						
				TOTAL	10.0	10.0	190.0	210.0	TOTAL	10.0	10.0	190.0	210.0		
	530  (618)	OFFICE EQUIPMENT REPLACEMENT FOR THE WAUKESHA METRO TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	1.7	1.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	6.8	6.8		
				OTHER	0.0	0.0	8.5	8.5	FTA 5307						
				TOTAL	0.0	0.0	8.5	8.5	TOTAL	0.0	0.0	8.5	8.5		
	531  (616)	REPLACEMENT OF WHEELCHAIR RAMPS AND RESTRAINTS ON THE WAUKESHA METRO TRANSIT SYSTEM BUSES	TP	PE	0.0	0.0	0.0	0.0	LOCAL	6.4	6.4	6.4	19.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	26.0	26.0	26.0	78.0		
				OTHER	32.4	32.4	32.4	97.2	FTA 5307						
				TOTAL	32.4	32.4	32.4	97.2	TOTAL	32.4	32.4	32.4	97.2		
	532  (630)	CONSTRUCTION OF A DOWNTOWN TRANSFER TERMINAL FOR THE WAUKESHA METRO TRANSIT SYSTEM	TI	PE	0.0	0.0	0.0	0.0	LOCAL	1,593.0	0.0	0.0	1,593.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	7,965.0	0.0	0.0	7,965.0	FED	6,372.0	0.0	0.0	6,372.0		
				OTHER	0.0	0.0	0.0	0.0	FTA 5309						
				TOTAL	7,965.0	0.0	0.0	7,965.0	TOTAL	7,965.0	0.0	0.0	7,965.0		

Source: SEWRPC.

Table A-1

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
WAUKESHA (CITY)	533	CONSTRUCTION OF A WALKWAY FROM THE NEW WAUKESHA METRO TRANSIT CENTER TO THE RIVERWALK IN THE CITY OF WAUKESHA	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	32.0	32.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	160.0	160.0	FED	0.0	0.0	128.0	128.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	0.0	0.0	160.0	160.0	TOTAL	0.0	0.0	160.0	160.0		
	534  (629)	AUTOMATED DATA PROCESSING HARDWARE FOR THE WAUKESHA METRO TRANSIT SYSTEM (SEC 5309 OR SEC 5307)	TI	PE	0.0	0.0	0.0	0.0	LOCAL	3.5	1.5	1.8	6.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	14.3	6.2	7.2	27.7		
				OTHER	17.8	7.7	9.0	34.5	FTA 5309						
				TOTAL	17.8	7.7	9.0	34.5	TOTAL	17.8	7.7	9.0	34.5		
	535	EXPANSION OF TRANSIT SERVICE BETWEEN DOWNTOWN WAUKESHA AND THE PEWAUKEE INDUSTRIAL/OFFICE AREAS: ROUTE 11	TE	PE	0.0	0.0	0.0	0.0	LOCAL	18.1	18.2	19.1	55.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	72.4	72.7	76.3	221.4		
				OTHER	90.5	90.9	95.4	276.8	CMAQ						
				TOTAL	90.5	90.9	95.4	276.8	TOTAL	90.5	90.9	95.4	276.8		
	536	EXPANSION OF TRANSIT SERVICE BETWEEN THE CITY OF WEST ALLIS AND THE WESTRIDGE BUSINESS PARK IN NEW BERLIN: ROUTE 302	TE	PE	0.0	0.0	0.0	0.0	LOCAL	62.8	65.1	68.4	196.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	251.3	260.5	273.5	785.3		
				OTHER	314.1	325.6	341.9	981.6	CMAQ						
				TOTAL	314.1	325.6	341.9	981.6	TOTAL	314.1	325.6	341.9	981.6		
	537	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF SUMMIT AVE (USH 18) AND N UNIVERSITY DR IN THE CITY OF WAUKESHA	HS	PE	35.0	0.0	0.0	35.0	LOCAL	3.5	16.8	0.0	20.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	150.0	0.0	150.0	FED	31.5	151.2	0.0	182.7		
				OTHER	0.0	18.0	0.0	18.0	STP-S						
				TOTAL	35.0	168.0	0.0	203.0	TOTAL	35.0	168.0	0.0	203.0		
	538  (633)	INSTALLATION OF TRAFFIC SIGNALS AND TROMBONE ARMS FOR APPROACHES ON DELAFIELD RD AND MORELAND BLVD IN THE CITY OF WAUKESHA	HS	PE	3.0	0.0	0.0	3.0	LOCAL	2.4	0.0	0.0	2.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	21.9	0.0	0.0	21.9		
				OTHER	21.3	0.0	0.0	21.3	STP-S						
				TOTAL	24.3	0.0	0.0	24.3	TOTAL	24.3	0.0	0.0	24.3		
	539	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF N HARTWELL AVE AND E MAIN ST IN THE CITY OF WAUKESHA	HS	PE	40.0	0.0	0.0	40.0	LOCAL	4.0	19.6	0.0	23.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	175.0	0.0	175.0	FED	36.0	176.4	0.0	212.4		
				OTHER	0.0	21.0	0.0	21.0	STP-S						
				TOTAL	40.0	196.0	0.0	236.0	TOTAL	40.0	196.0	0.0	236.0		
	540  (636)	DESIGN AND CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATH ALONG MEADOWBROOK RD FROM NORTHVIEW RD TO IH-94 IN THE CITY OF WAUKESHA	EE	PE	0.0	0.0	0.0	0.0	LOCAL	16.3	0.0	0.0	16.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	81.7	0.0	0.0	81.7	FED	65.4	0.0	0.0	65.4		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	81.7	0.0	0.0	81.7	TOTAL	81.7	0.0	0.0	81.7		

Table A-2

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- KENOSHA COUNTY**  
**2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
STATE OF WISCONSIN	541 (643)	WETLAND MITIGATION ATTENDANT TO IH-94 CONSTRUCTION PROJECTS	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	500.0	0.0	0.0	500.0	STATE	1,000.0	0.0	0.0	1,000.0		
				CONST	500.0	0.0	0.0	500.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	1,000.0	0.0	0.0	1,000.0	TOTAL	1,000.0	0.0	0.0	1,000.0		
	542 (657)	RECONSTRUCTION OF THE INTERCHANGE OF IH-94 AT STH 50 IN KENOSHA COUNTY	HP	PE	500.0	500.0	0.0	1,000.0	LOCAL	0.0	0.0	0.0	0.0	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	100.0	819.8	1,019.8		
				CONST	0.0	0.0	8,198.5	8,198.5	FED	400.0	400.0	7,378.7	8,178.7		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	500.0	500.0	8,198.5	9,198.5	TOTAL	500.0	500.0	8,198.5	9,198.5		
	543 (663)	WETLAND MITIGATION ATTENDANT TO STH 50 RECONSTRUCTION AT IH-94 IN KENOSHA COUNTY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	82.4	0.0	0.0	82.4		
				CONST	0.0	0.0	0.0	0.0	FED	329.4	0.0	0.0	329.4		
				OTHER	411.8	0.0	0.0	411.8	NHS						
				TOTAL	411.8	0.0	0.0	411.8	TOTAL	411.8	0.0	0.0	411.8		
	544 (644)	RECONSTRUCTION OF THE IH-94 AND STH 142 INTERCHANGE IN KENOSHA COUNTY	HP	PE	500.0	1,000.0	500.0	2,000.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	200.0	100.0	400.0		
				CONST	0.0	0.0	0.0	0.0	FED	400.0	800.0	400.0	1,600.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	500.0	1,000.0	500.0	2,000.0	TOTAL	500.0	1,000.0	500.0	2,000.0		
	545 (645)	RECONSTRUCTION OF THE IH-94 AND STH 158 INTERCHANGE IN KENOSHA COUNTY	HP	PE	0.0	0.0	500.0	500.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	100.0	100.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	400.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	0.0	0.0	500.0	500.0	TOTAL	0.0	0.0	500.0	500.0		
	546	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF THE IH-94 W FRONTAGE RD FROM CTH C TO NORTH OF STH 165 IN KENOSHA COUNTY (0.59 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	1,250.0	0.0	0.0	1,250.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	1,250.0	0.0	0.0	1,250.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	1,250.0	0.0	0.0	1,250.0	TOTAL	1,250.0	0.0	0.0	1,250.0		
	547 (646)	RESURFACING OF USH 45 FROM THE ILLINOIS STATE LINE TO STH 50 IN KENOSHA COUNTY (5.50 MILES)	HP	PE	90.0	0.0	0.0	90.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	63.0	63.0	STATE	18.0	0.0	63.0	81.0		
				CONST	0.0	0.0	0.0	0.0	FED	72.0	0.0	0.0	72.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	90.0	0.0	63.0	153.0	TOTAL	90.0	0.0	63.0	153.0		
	548 (647)	RESURFACING OF THE FORMER ROUTE OF STH 31 FROM 56TH AVE TO CTH KR IN KENOSHA COUNTY (0.74 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	38.0	0.0	0.0	38.0		
				CONST	190.0	0.0	0.0	190.0	FED	152.0	0.0	0.0	152.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	190.0	0.0	0.0	190.0	TOTAL	190.0	0.0	0.0	190.0		
	549 (652)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 32 FROM 7TH AVE TO SHERIDAN RD IN THE CITY OF KENOSHA (1.35 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	897.0	0.0	0.0	897.0		
				CONST	4,485.0	0.0	0.0	4,485.0	FED	3,588.0	0.0	0.0	3,588.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	4,485.0	0.0	0.0	4,485.0	TOTAL	4,485.0	0.0	0.0	4,485.0		
	550 (648)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 32 FROM ALFORD DR TO CTH KR IN KENOSHA COUNTY (3.0 MILES)	HP	PE	500.0	0.0	0.0	500.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	100.0	0.0	1,140.0	1,240.0		
				CONST	0.0	0.0	5,700.0	5,700.0	FED	400.0	0.0	4,560.0	4,960.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	500.0	0.0	5,700.0	6,200.0	TOTAL	500.0	0.0	5,700.0	6,200.0		

Table A-2

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- KENOSHA COUNTY**  
**2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
STATE OF WISCONSIN	551  (651)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF ROOSEVELT RD (PROPOSED STH 50) FROM 63RD ST TO 39TH AVE IN THE CITY OF KENOSHA (2.0 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	455.0	0.0	0.0	455.0		
				CONST	2,274.8	0.0	0.0	2,274.8	FED	1,819.8	0.0	0.0	1,819.8		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	2,274.8	0.0	0.0	2,274.8	TOTAL	2,274.8	0.0	0.0	2,274.8		
	552  (650)	RECONDITIONING OF STH 50 FROM 242ND AVE TO 144TH AVE IN KENOSHA COUNTY (6.10 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	3,016.0	0.0	0.0	3,016.0		
				CONST	3,016.0	0.0	0.0	3,016.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	3,016.0	0.0	0.0	3,016.0	TOTAL	3,016.0	0.0	0.0	3,016.0		
	553  (654)	REHABILITATION OF STH 83 FROM STH 50 TO CTH JB/KD IN THE TOWN OF WHEATLAND (1.53 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	495.1	0.0	0.0	495.1		
				CONST	2,475.5	0.0	0.0	2,475.5	FED	1,980.4	0.0	0.0	1,980.4		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	2,475.5	0.0	0.0	2,475.5	TOTAL	2,475.5	0.0	0.0	2,475.5		
	554  (653)	RECONDITIONING OF STH 83 FROM STH 50 TO THE ILLINOIS STATE LINE IN THE TOWN OF SALEM (5.15 MILES)	HP	PE	80.0	0.0	0.0	80.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	16.0	527.8	0.0	543.8		
				CONST	0.0	2,638.9	0.0	2,638.9	FED	64.0	2,111.1	0.0	2,175.1		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	80.0	2,638.9	0.0	2,718.9	TOTAL	80.0	2,638.9	0.0	2,718.9		
	555  (655)	RESURFACING OF STH 142 FROM CTH J TO IH-94 IN KENOSHA COUNTY (12.6 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	3,494.8	0.0	0.0	3,494.8		
				CONST	3,494.8	0.0	0.0	3,494.8	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	3,494.8	0.0	0.0	3,494.8	TOTAL	3,494.8	0.0	0.0	3,494.8		
	556  (658)	ELDERLY/ DISABLED TRANSPORTATION SEC 5310 KENOSHA ACHIEVEMENT CENTER ONE BUS 14/2 IN 2004, 2005, AND TWO IN 2006, AND ONE BUS 8/1 2004, 2005, 2006	TP	PE	0.0	0.0	0.0	0.0	LOCAL	32.1	0.0	0.0	32.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	128.4	0.0	0.0	128.4		
				OTHER	160.5	0.0	0.0	160.5	FTA 5310						
				TOTAL	160.5	0.0	0.0	160.5	TOTAL	160.5	0.0	0.0	160.5		
KENOSHA COUNTY	557  (665)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN KENOSHA COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	558  (666)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN KENOSHA COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	559  (669)	REPLACEMENT OF CTH K BRIDGE OVER BRIGHTON CREEK IN KENOSHA COUNTY (B-30-0666)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	58.4	0.0	0.0	58.4		
				CONST	292.0	0.0	0.0	292.0	FED	233.6	0.0	0.0	233.6		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	292.0	0.0	0.0	292.0	TOTAL	292.0	0.0	0.0	292.0		
	560  (668)	RECONSTRUCTION OF THE CTH Y (22ND AVE) AND CTH E (12TH ST) INTERSECTION AND ADDITION OF LEFT TURN LANES (0.19 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	1.2	0.0	129.1	130.3	A	EXEMPT
				ROW	5.9	0.0	0.0	5.9	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	645.6	645.6	FED	4.7	0.0	516.5	521.2		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	5.9	0.0	645.6	651.5	TOTAL	5.9	0.0	645.6	651.5		



Table A-2

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- KENOSHA COUNTY**  
**2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
KENOSHA COUNTY	561  (671)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF CTH KD FROM CTH Z TO CTH F (1.14 MILES)	HP	PE	400.0	0.0	0.0	400.0	LOCAL	80.0	0.0	0.0	80.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	320.0	0.0	0.0	320.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	400.0	0.0	0.0	400.0	TOTAL	400.0	0.0	0.0	400.0		
	562  (672)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CTH Y (22ND AVE) FROM 14TH PLACE TO CTH E (12TH ST) (0.42 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	2.3	0.0	190.7	193.0	A	NON- EXEMPT
				ROW	11.8	0.0	0.0	11.8	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	953.4	953.4	FED	9.5	0.0	762.7	772.2		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	11.8	0.0	953.4	965.2	TOTAL	11.8	0.0	953.4	965.2		
	563  (673)	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY/DISABLED IN NON- URBANIZED KENOSHA COUNTY (SEC 85.21)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	40.0	40.0	40.0	120.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	170.3	183.9	159.0	513.2		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	210.3	223.9	199.0	633.2							
				TOTAL	210.3	223.9	199.0	633.2	TOTAL	210.3	223.9	199.0	633.2		
	564  (674)	ELDERLY/DISABLED TRANSPORTATION SEC 5310 CAPITAL ASSISTANCE PROGRAM KENOSHA CO AND/OR VARIOUS KENOSHA CO PRIVATE, NON- PROFIT ORGANIZATION.	TP	PE	0.0	0.0	0.0	0.0	LOCAL	30.0	30.9	31.8	92.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	120.0	123.6	127.2	370.8		
				OTHER	150.0	154.5	159.0	463.5	FTA 5310						
				TOTAL	150.0	154.5	159.0	463.5	TOTAL	150.0	154.5	159.0	463.5		
	565  (674)	CONSTRUCTION OF PARKING RAMP TO SERVE METRA AND CITY OF KENOSHA TRANSIT PATRONS (300 SPACES)	TI	PE	641.7	0.0	0.0	641.7	LOCAL	128.3	713.0	0.0	841.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	3,565.0	0.0	3,565.0	FED	513.4	2,852.0	0.0	3,365.4		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	641.7	3,565.0	0.0	4,206.7	TOTAL	641.7	3,565.0	0.0	4,206.7		
	566  (675)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN KENOSHA COUNTY	HS	PE	10.0	0.0	0.0	10.0	LOCAL	1.0	0.0	0.0	1.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	9.0	0.0	0.0	9.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	10.0	0.0	0.0	10.0	TOTAL	10.0	0.0	0.0	10.0		
	567  (676)	SIGNALIZE AND RECONFIGURE INTERSECTION OF CTH S AND 47TH AVE	HS	PE	0.0	0.0	0.0	0.0	LOCAL	21.6	0.0	0.0	21.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	216.4	0.0	0.0	216.4	FED	194.8	0.0	0.0	194.8		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	216.4	0.0	0.0	216.4	TOTAL	216.4	0.0	0.0	216.4		
	568  (678)	CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATH ON CTH E AND CTH JR FROM 20TH AVE TO PETRIFYING SPRINGS PARK IN KENOSHA COUNTY	EE	PE	67.5	0.0	0.0	67.5	LOCAL	13.5	106.5	0.0	120.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	521.2	0.0	521.2	FED	54.0	426.0	0.0	480.0		
				OTHER	0.0	11.3	0.0	11.3	CMAQ						
				TOTAL	67.5	532.5	0.0	600.0	TOTAL	67.5	532.5	0.0	600.0		
BRISTOL (TOWN)	569  (679)	REPLACEMENT OF CTH Q BRIDGE OVER DUTCH GAP CANAL IN THE TOWN OF BRISTOL (P-30-0045)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	56.7	0.0	0.0	56.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	283.5	0.0	0.0	283.5	FED	226.8	0.0	0.0	226.8		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	283.5	0.0	0.0	283.5	TOTAL	283.5	0.0	0.0	283.5		
KENOSHA (CITY)	570  (679)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF 75TH ST FROM 39TH AVE TO 7TH AVE IN THE CITY OF KENOSHA (2.0 MILES)	HP	PE	522.0	552.0	0.0	1,074.0	LOCAL	104.4	133.4	2,105.9	2,343.7	A	EXEMPT
				ROW	0.0	115.0	115.0	230.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	2,669.0	2,669.0	FED	417.6	533.6	678.1	1,629.3		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	522.0	667.0	2,784.0	3,973.0	TOTAL	522.0	667.0	2,784.0	3,973.0		

Table A-2

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- KENOSHA COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
KENOSHA (CITY)	571	RECONSTRUCTION WITH NO ADDITIONAL LANES OF 63RD ST (STH 50) FROM 22ND AVE TO SHERIDAN RD (STH 32) IN THE CITY OF KENOSHA	HP	PE	658.8	0.0	0.0	658.8	LOCAL	164.7	1,470.0	481.2	2,115.9	A	EXEMPT
				ROW	0.0	1,470.0	0.0	1,470.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	2,525.0	2,525.0	FED	494.1	0.0	2,043.8	2,537.9		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	658.8	1,470.0	2,525.0	4,653.8	TOTAL	658.8	1,470.0	2,525.0	4,653.8		
(683)	572	CONSTRUCTION OF A NEW TRANSIT OPERATING AND MAINTENANCE FACILITY FOR THE CITY OF KENOSHA	TP	PE	707.8	0.0	0.0	707.8	LOCAL	1,763.7	980.9	0.0	2,744.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	8,110.5	4,904.5	0.0	13,015.0	FED	7,054.6	3,923.6	0.0	10,978.2		
				OTHER	0.0	0.0	0.0	0.0	FTA 5307						
				TOTAL	8,818.3	4,904.5	0.0	13,722.8	TOTAL	8,818.3	4,904.5	0.0	13,722.8		
(681)	573	REPLACEMENT OF RADIO SYSTEM INCLUDING IVTS TRACKING FEATURES FOR THE KENOSHA TRANSIT SYSTEM (WI-03-0059)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	21.0	0.0	0.0	21.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	84.0	0.0	0.0	84.0		
				OTHER	105.0	0.0	0.0	105.0	FTA 5307						
				TOTAL	105.0	0.0	0.0	105.0	TOTAL	105.0	0.0	0.0	105.0		
	574	PURCHASE OF 23 REPLACEMENT BUSES FOR THE CITY OF KENOSHA TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	500.0	540.0	320.0	1,360.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	2,000.0	2,160.0	1,280.0	5,440.0		
				OTHER	2,500.0	2,700.0	1,600.0	6,800.0	FTA 5309						
				TOTAL	2,500.0	2,700.0	1,600.0	6,800.0	TOTAL	2,500.0	2,700.0	1,600.0	6,800.0		
	575	REPLACEMENT OF THE RADIO SYSTEM AT THE CITY OF KENOSHA TRANSIT FACILITY	TP	PE	0.0	0.0	0.0	0.0	LOCAL	330.0	330.0	0.0	660.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	1,320.0	1,320.0	0.0	2,640.0		
				OTHER	1,650.0	1,650.0	0.0	3,300.0	FTA 5309						
				TOTAL	1,650.0	1,650.0	0.0	3,300.0	TOTAL	1,650.0	1,650.0	0.0	3,300.0		
	576	REHABILITATION OF THE METRA TRAIN STATION IN THE CITY OF KENOSHA	TP	PE	0.0	60.0	0.0	60.0	LOCAL	0.0	12.0	108.0	120.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	540.0	540.0	FED	0.0	48.0	432.0	480.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	60.0	540.0	600.0	TOTAL	0.0	60.0	540.0	600.0		
(689)	577	RECONSTRUCTION AND EXPANSION OF THE METRA TRAIN STATION IN THE CITY OF KENOSHA	TI	PE	0.0	0.0	0.0	0.0	LOCAL	125.0	0.0	0.0	125.0	A	EXEMPT
				ROW	125.0	0.0	0.0	125.0	STATE	0.0	0.0	0.0	0.0		
				CONST	500.0	0.0	0.0	500.0	FED	500.0	0.0	0.0	500.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	625.0	0.0	0.0	625.0	TOTAL	625.0	0.0	0.0	625.0		
	578	CONSTRUCTION OF AN OVERFLOW PARKING LOT FOR THE METRA TRAIN STATION IN THE CITY OF KENOSHA	TI	PE	5.0	0.0	0.0	5.0	LOCAL	20.0	0.0	0.0	20.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	85.0	0.0	0.0	85.0	FED	80.0	0.0	0.0	80.0		
				OTHER	10.0	0.0	0.0	10.0	CMAQ						
				TOTAL	100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0		
	579	CONSTRUCTION OF A WEST SIDE TRANSFER STATION FOR THE CITY OF KENOSHA TRANSIT SYSTEM	TI	PE	40.0	0.0	0.0	40.0	LOCAL	88.0	0.0	0.0	88.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	400.0	0.0	0.0	400.0	FED	352.0	0.0	0.0	352.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	440.0	0.0	0.0	440.0	TOTAL	440.0	0.0	0.0	440.0		
(691)	580	EXPANSION OF TRANSIT SERVICE TO INCLUDE MORE REGULAR SERVICE WITH ADDED ROUTE MILES TO THE SOUTH AND WEST OF THE CURRENT SERVICE AREA	TE	PE	0.0	0.0	0.0	0.0	LOCAL	25.0	0.0	0.0	25.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	99.8	0.0	0.0	99.8		
				OTHER	124.8	0.0	0.0	124.8	CMAQ						
				TOTAL	124.8	0.0	0.0	124.8	TOTAL	124.8	0.0	0.0	124.8		

Table A-2

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- KENOSHA COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
KENOSHA (CITY)	581  (692)	MODIFICATION OF TRAFFIC SIGNALS AND CONSTRUCTION OF LEFT TURN LANES AT 18TH ST AND 22ND AVE IN THE CITY OF KENOSHA	HS	PE	0.0	0.0	0.0	0.0	LOCAL	29.6	0.0	0.0	29.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	234.9	0.0	0.0	234.9	FED	205.3	0.0	0.0	205.3		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	234.9	0.0	0.0	234.9	TOTAL	234.9	0.0	0.0	234.9		
	582  (698)	CONSTRUCTION OF THE WEST KENOSHA PARK AND RIDE FACILITY	EE	PE	30.0	0.0	0.0	30.0	LOCAL	61.4	0.0	0.0	61.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	276.7	0.0	0.0	276.7	FED	245.3	0.0	0.0	245.3		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	306.7	0.0	0.0	306.7	TOTAL	306.7	0.0	0.0	306.7		
	583	CONSTRUCTION OF A BICYCLE TRAIL BRIDGE OVER WASHINGTON RD FROM 35TH ST TO 45TH ST IN THE CITY OF KENOSHA	EE	PE	40.0	0.0	0.0	40.0	LOCAL	8.0	99.0	0.0	107.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	495.0	0.0	495.0	FED	32.0	396.0	0.0	428.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	40.0	495.0	0.0	535.0	TOTAL	40.0	495.0	0.0	535.0		
	584  (699)	CONSTRUCTION OF 3 BICYCLE PATH SEGMENTS OF THE PIKE CREEK BICYCLE TRAIL (1.63 MILES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	193.6	0.0	0.0	193.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	968.2	0.0	0.0	968.2	FED	774.6	0.0	0.0	774.6		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	968.2	0.0	0.0	968.2	TOTAL	968.2	0.0	0.0	968.2		
	585  (694)	CONSTRUCTION OF A PEDESTRIAN BRIDGE OVER STH 32 AT CARTHAGE COLLEGE	EE	PE	140.0	0.0	0.0	140.0	LOCAL	28.0	188.0	0.0	216.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	940.0	0.0	940.0	FED	112.0	752.0	0.0	864.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	140.0	940.0	0.0	1,080.0	TOTAL	140.0	940.0	0.0	1,080.0		
PLEASANT PRAIRIE (VILLAGE)	586	SAFETY IMPROVEMENTS TO IH-94 WB OFF-RAMP TO STH 165 IN THE TOWN OF PLEASANT PRAIRIE	HS	PE	1.0	0.0	0.0	1.0	LOCAL	1.5	0.0	0.0	1.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	14.0	0.0	0.0	14.0	FED	13.5	0.0	0.0	13.5		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	15.0	0.0	0.0	15.0	TOTAL	15.0	0.0	0.0	15.0		
SOMERS (TOWN)	587  (702)	REPLACEMENT OF CTH L BRIDGE SOUTH BRANCH OF PIKE RIVER IN THE TOWN OF SOMERS (P-30-0912)	HS	PE	67.6	0.0	0.0	67.6	LOCAL	13.5	0.0	66.7	80.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	333.7	333.7	FED	54.1	0.0	267.0	321.1		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	67.6	0.0	333.7	401.3	TOTAL	67.6	0.0	333.7	401.3		
TWIN LAKES (VILLAGE)	588	RECONSTRUCTION WITH NO ADDITIONAL LANES OF CTH KD FROM THE INTERSECTION OF CTH F TO 1.15 MILES NORTH OF CTH F (1.15 MILES)	HP	PE	297.6	0.0	0.0	297.6	LOCAL	59.5	5.0	330.6	395.1	A	EXEMPT
				ROW	0.0	25.0	0.0	25.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,653.1	1,653.1	FED	238.1	20.0	1,322.5	1,580.6		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	297.6	25.0	1,653.1	1,975.7	TOTAL	297.6	25.0	1,653.1	1,975.7		

Table A-2

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY**  
**2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Appl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
STATE OF WISCONSIN	589  (703)	SERVICE PATROLS RELATED TO THE FREEWAY TRAFFIC MANAGEMENT SYSTEM IN RACINE COUNTY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	10.0	10.0	10.0	30.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	40.0	40.0	120.0		
				OTHER	50.0	50.0	50.0	150.0	GCM						
				TOTAL	50.0	50.0	50.0	150.0	TOTAL	50.0	50.0	50.0	150.0		
	590  (706)	RECONDITIONING OF USH 45 FROM STH 20 IN RACINE COUNTY TO STH 36 IN WAUKESHA COUNTY (8.5 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,420.0	0.0	0.0	1,420.0		
				CONST	7,100.0	0.0	0.0	7,100.0	FED	5,680.0	0.0	0.0	5,680.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	7,100.0	0.0	0.0	7,100.0	TOTAL	7,100.0	0.0	0.0	7,100.0		
	591	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF DURAND AVE (STH 11) FROM THE VILLAGE OF STURTEVANT WEST VILLAGE LIMITS TO THE EAST VILLAGE LIMITS (1.66 MILES)	HP	PE	0.0	0.0	500.0	500.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	100.0	100.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	400.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	500.0	500.0	TOTAL	0.0	0.0	500.0	500.0		
	592  (708)	RECONDITIONING OF STH 11 FROM CROSSWAY RD TO CTH C IN RACINE COUNTY (6.0 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	1,000.0	0.0	0.0	1,000.0		
				CONST	5,000.0	0.0	0.0	5,000.0	FED	4,000.0	0.0	0.0	4,000.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	5,000.0	0.0	0.0	5,000.0	TOTAL	5,000.0	0.0	0.0	5,000.0		
	593  (707)	RECONSTRUCTION OF THE UP RR BRIDGE OVER STH 11 IN THE CITY OF RACINE	HP	PE	400.0	400.0	0.0	800.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	80.0	80.0	1,058.0	1,218.0		
				CONST	0.0	0.0	5,290.0	5,290.0	FED	320.0	320.0	4,232.0	4,872.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	400.0	400.0	5,290.0	6,090.0	TOTAL	400.0	400.0	5,290.0	6,090.0		
	594	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF WASHINGTON AVENUE (STH 20) FROM MARQUETTE ST TO 21ST ST (0.57 MILES)	HP	PE	0.0	0.0	100.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	20.0	20.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	80.0	80.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	100.0	100.0	TOTAL	0.0	0.0	100.0	100.0		
	595  (713)	RECONSTRUCTION OF GREEN BAY RD (STH 31) FROM DURAND AVE (STH 11) TO WASHINGTON AVE (STH 20) IN RACINE COUNTY (1.54 MILES)	HP	PE	250.0	0.0	0.0	250.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	50.0	437.3	0.0	487.3		
				CONST	0.0	2,186.3	0.0	2,186.3	FED	200.0	1,749.0	0.0	1,949.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	250.0	2,186.3	0.0	2,436.3	TOTAL	250.0	2,186.3	0.0	2,436.3		
	596	RECONSTRUCTION OF GREEN BAY RD (STH 31) FROM DURAND AVE (STH 11) TO WASHINGTON AVE (STH 20) IN RACINE COUNTY (1.54 MILES)	HP	PE	100.0	0.0	0.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	20.0	427.3	0.0	447.3		
				CONST	0.0	2,176.3	0.0	2,176.3	FED	80.0	1,749.0	0.0	1,829.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	100.0	2,176.3	0.0	2,276.3	TOTAL	100.0	2,176.3	0.0	2,276.3		
	597  (712)	RECONDITIONING OF STH 31 FROM FOUR MILE RD TO STH 32 IN RACINE COUNTY (2.0 MILES)	HP	PE	400.0	0.0	0.0	400.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	80.0	0.0	865.6	945.6		
				CONST	0.0	0.0	4,327.9	4,327.9	FED	320.0	0.0	3,462.3	3,782.3		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	400.0	0.0	4,327.9	4,727.9	TOTAL	400.0	0.0	4,327.9	4,727.9		
	598  (711)	RESURFACING OF THE FORMER ROUTE OF STH 31 FROM EMSTAN HILLS RD TO CTH KR IN RACINE COUNTY (1.61 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	618.0	309.0	0.0	927.0		
				CONST	618.0	309.0	0.0	927.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	618.0	309.0	0.0	927.0	TOTAL	618.0	309.0	0.0	927.0		

Table A-2

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
STATE OF WISCONSIN	599  (715)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 32 FROM CTH KR TO LARSON ST (1.35 MILES)	HP	PE	500.0	500.0	0.0	1,000.0	LOCAL	0.0	0.0	0.0	0.0	P	EXEMPT
				ROW	2,539.7	0.0	0.0	2,539.7	STATE	2,639.7	100.0	0.0	2,739.7		
				CONST	0.0	0.0	0.0	0.0	FED	400.0	400.0	0.0	800.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	3,039.7	500.0	0.0	3,539.7	TOTAL	3,039.7	500.0	0.0	3,539.7		
	600  (716)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 32 FROM LARSON ST TO 21ST ST (0.84 MILES)	HP	PE	0.0	500.0	0.0	500.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	100.0	0.0	100.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	400.0	0.0	400.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	500.0	0.0	500.0	TOTAL	0.0	500.0	0.0	500.0		
	601	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF RACINE ST (STH 32) FROM 21ST ST TO WASHINGTON AVE (1.10 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	267.0	267.0	A	EXEMPT
				ROW	0.0	206.0	0.0	206.0	STATE	0.0	206.0	218.4	424.4		
				CONST	0.0	0.0	2,427.0	2,427.0	FED	0.0	0.0	1,941.6	1,941.6		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	206.0	2,427.0	2,633.0	TOTAL	0.0	206.0	2,427.0	2,633.0		
	602  (718)	RESURFACING OF STH 38 FROM CTH MM TO WEST OF TAURUS DR IN RACINE COUNTY (1.40 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	292.5	0.0	0.0	292.5		
				CONST	1,462.6	0.0	0.0	1,462.6	FED	1,170.1	0.0	0.0	1,170.1		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,462.6	0.0	0.0	1,462.6	TOTAL	1,462.6	0.0	0.0	1,462.6		
	603  (719)	RESURFACING OF STH 38 FROM CTH K TO MILWAUKEE COUNTY LINE IN THE TOWN OF CALEDONIA (8.0 MILES)	HP	PE	450.0	0.0	0.0	450.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	103.0	0.0	0.0	103.0	STATE	553.0	900.0	0.0	1,453.0		
				CONST	0.0	4,500.0	0.0	4,500.0	FED	0.0	3,600.0	0.0	3,600.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	553.0	4,500.0	0.0	5,053.0	TOTAL	553.0	4,500.0	0.0	5,053.0		
	604  (720)	RECONSTRUCTION OF THE INTERSECTION OF STH 38 AND CTH K (0.90 MILES)	HP	PE	300.0	0.0	0.0	300.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	825.2	0.0	0.0	825.2	STATE	885.2	0.0	0.0	885.2		
				CONST	0.0	0.0	0.0	0.0	FED	240.0	0.0	0.0	240.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,125.2	0.0	0.0	1,125.2	TOTAL	1,125.2	0.0	0.0	1,125.2		
	605  (721)	RECONDITIONING OF STH 83 FROM THE SOUTH RACINE COUNTY LINE TO SEWER LN (3.55 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	718.4	0.0	0.0	718.4		
				CONST	3,591.9	0.0	0.0	3,591.9	FED	2,873.5	0.0	0.0	2,873.5		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	3,591.9	0.0	0.0	3,591.9	TOTAL	3,591.9	0.0	0.0	3,591.9		
	606  (722)	RESURFACING OF STH 83 FROM STH 20 TO IH-43 IN RACINE AND WAUKESHA COUNTIES (7.0 MILES)	HP	PE	0.0	0.0	400.0	400.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	80.0	80.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	320.0	320.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	400.0	400.0	TOTAL	0.0	0.0	400.0	400.0		
	607  (723)	RECONDITIONING OF STH 164 FROM STH 36 TO WOOD RD IN THE TOWN OF WATERFORD (1.54 MILES)	HP	PE	250.0	0.0	0.0	250.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	500.0	0.0	0.0	500.0	STATE	550.4	0.0	0.0	550.4		
				CONST	0.0	0.0	0.0	0.0	FED	199.6	0.0	0.0	199.6		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	750.0	0.0	0.0	750.0	TOTAL	750.0	0.0	0.0	750.0		
	608  (725)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 11 FROM THE VILLAGE OF STURTEVANT EASTERN VILLAGE LIMITS TO STH 31 (2.0 MILES)	HI	PE	0.0	0.0	100.0	100.0	LOCAL	0.0	0.0	0.0	0.0	A	NON- EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	100.0	100.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	100.0	100.0	TOTAL	0.0	0.0	100.0	100.0		

Table A-2

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
STATE OF WISCONSIN	<b>609</b>  (726)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 32 FROM FIVE MILE RD TO NORTH COUNTY LINE IN THE TOWN OF CALEDONIA (3.37 MILES)	HI	PE	200.0	0.0	0.0	200.0	LOCAL	0.0	0.0	0.0	0.0	A	NON- EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	40.0	183.7	0.0	223.7		
				CONST	0.0	918.5	0.0	918.5	FED	160.0	734.8	0.0	894.8		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				<b>TOTAL</b>	<b>200.0</b>	<b>918.5</b>	<b>0.0</b>	<b>1,118.5</b>	<b>TOTAL</b>	<b>200.0</b>	<b>918.5</b>	<b>0.0</b>	<b>1,118.5</b>		
	<b>610</b>  (729)	CONSTRUCTION OF THE CITY OF BURLINGTON BYPASS FOR STH 36 AND STH 11 (11.0 MILES)	HE	PE	200.0	200.0	200.0	600.0	LOCAL	0.0	0.0	0.0	0.0	A	NON- EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	200.0	200.0	17,107.0	17,507.0		
				CONST	0.0	0.0	16,907.0	16,907.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				<b>TOTAL</b>	<b>200.0</b>	<b>200.0</b>	<b>17,107.0</b>	<b>17,507.0</b>	<b>TOTAL</b>	<b>200.0</b>	<b>200.0</b>	<b>17,107.0</b>	<b>17,507.0</b>		
	<b>611</b>  (734)	CONSTRUCTION OF PAVED SHOULDERS TO ACCOMMODATE BICYCLES ON USH 45 (RAYNOR AVE) FROM STH 20 IN RACINE COUNTY TO STH 36 IN WAUKESHA COUNTY	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	25.0	0.0	0.0	25.0		
				CONST	125.0	0.0	0.0	125.0	FED	100.0	0.0	0.0	100.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				<b>TOTAL</b>	<b>125.0</b>	<b>0.0</b>	<b>0.0</b>	<b>125.0</b>	<b>TOTAL</b>	<b>125.0</b>	<b>0.0</b>	<b>0.0</b>	<b>125.0</b>		
RACINE COUNTY	<b>612</b>  (736)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN RACINE COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				<b>TOTAL</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>TOTAL</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>		
	<b>613</b>  (737)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN RACINE COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				<b>TOTAL</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>	<b>TOTAL</b>	<b>50.0</b>	<b>0.0</b>	<b>0.0</b>	<b>50.0</b>		
	<b>614</b>  (740)	RECONSTRUCTION OF CTH S BRIDGE OVER CROSS CREEK IN RACINE COUNTY	HP	PE	0.0	0.0	0.0	0.0	LOCAL	44.0	0.0	0.0	44.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	220.0	0.0	0.0	220.0	FED	176.0	0.0	0.0	176.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				<b>TOTAL</b>	<b>220.0</b>	<b>0.0</b>	<b>0.0</b>	<b>220.0</b>	<b>TOTAL</b>	<b>220.0</b>	<b>0.0</b>	<b>0.0</b>	<b>220.0</b>		
	<b>615</b>  (741)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CTH Y FROM CTH KR TO CTH X IN RACINE COUNTY (1.40 MILES)	HI	PE	0.0	0.0	0.0	0.0	LOCAL	753.2	70.0	0.0	823.2	A	NON- EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	3,385.8	350.0	0.0	3,735.8	FED	2,632.6	280.0	0.0	2,912.6		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				<b>TOTAL</b>	<b>3,385.8</b>	<b>350.0</b>	<b>0.0</b>	<b>3,735.8</b>	<b>TOTAL</b>	<b>3,385.8</b>	<b>350.0</b>	<b>0.0</b>	<b>3,735.8</b>		
	<b>616</b>  (742)	ELDERLY/DISABLED TRANSPORTATION SEC 5310 CAPITAL ASSISTANCE PROGRAM RACINE COUNTY AND/OR VARIOUS RACINE COUNTY PRIVATE NON- PROFIT ORGANIZATIONS	TP	PE	0.0	0.0	0.0	0.0	LOCAL	10.0	10.3	10.6	30.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	41.2	42.4	123.6		
				OTHER	50.0	51.5	53.0	154.5	FTA 5310						
				<b>TOTAL</b>	<b>50.0</b>	<b>51.5</b>	<b>53.0</b>	<b>154.5</b>	<b>TOTAL</b>	<b>50.0</b>	<b>51.5</b>	<b>53.0</b>	<b>154.5</b>		
	<b>617</b>  (742)	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE IN RURAL RACINE COUNTY (SEC 85.21)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	55.2	56.9	58.6	170.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	221.0	227.6	234.4	683.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	276.2	284.5	293.0	853.7	FTA 5310						
				<b>TOTAL</b>	<b>276.2</b>	<b>284.5</b>	<b>293.0</b>	<b>853.7</b>	<b>TOTAL</b>	<b>276.2</b>	<b>284.5</b>	<b>293.0</b>	<b>853.7</b>		
	<b>618</b>  (743)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN RACINE COUNTY	HS	PE	10.0	0.0	0.0	10.0	LOCAL	1.0	0.0	0.0	1.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	9.0	0.0	0.0	9.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				<b>TOTAL</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>	<b>TOTAL</b>	<b>10.0</b>	<b>0.0</b>	<b>0.0</b>	<b>10.0</b>		

Table A-2

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
RACINE COUNTY	619  (746)	PLANNING, ENGINEERING, AND RIGHT OF WAY FOR THE EXTENSION OF THE RACINE/STURTEVANT TRAIL: PHASE II	EE	PE	0.0	0.0	0.0	0.0	LOCAL	3.3	0.0	0.0	3.3	A	EXEMPT
				ROW	16.5	0.0	0.0	16.5	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	13.2	0.0	0.0	13.2		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	16.5	0.0	0.0	16.5	TOTAL	16.5	0.0	0.0	16.5		
	620  (744)	CONSTRUCTION OF A BICYCLE/PEDESTRIAN TRAIL ON THE FORMER CP RAILWAY CORRIDOR FROM STH 31 TO WILLOW RD IN RACINE COUNTY: PHASE IB	EE	PE	0.0	0.0	0.0	0.0	LOCAL	50.0	0.0	0.0	50.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	250.0	0.0	0.0	250.0	FED	200.0	0.0	0.0	200.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	250.0	0.0	0.0	250.0	TOTAL	250.0	0.0	0.0	250.0		
	621	CONSTRUCTION OF THE RACINE/STURTEVANT TRAIL ON THE CP ROW FROM WILLOW RD TO THE AMTRAK STATION IN THE VILLAGE OF STURTEVANT (1.25 MILES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	57.6	43.2	0.0	100.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	288.0	216.0	0.0	504.0	FED	230.4	172.8	0.0	403.2		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	288.0	216.0	0.0	504.0	TOTAL	288.0	216.0	0.0	504.0		
	622	CONSTRUCTION OF THE RACINE/STURTEVANT TRAIL FROM CTH H TO THE CP RAILWAY, WEST OF IH-94: PHASE III (2.40 MILES)	EE	PE	37.0	0.0	0.0	37.0	LOCAL	7.4	11.2	46.0	64.6	A	EXEMPT
				ROW	0.0	56.0	0.0	56.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	230.0	230.0	FED	29.6	44.8	184.0	258.4		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	37.0	56.0	230.0	323.0	TOTAL	37.0	56.0	230.0	323.0		
BURLINGTON (CITY)	623	CONSTRUCTION OF BROWNS LAKE DR (CTH W) BICYCLE/PEDESTRIAN FACILITY FROM STH 11 TO BEAR ARBOR CONDOMINIUMS DRIVEWAY (4500 FEET)	EE	PE	30.0	0.0	0.0	30.0	LOCAL	6.0	35.3	0.0	41.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	176.4	0.0	176.4	FED	24.0	141.1	0.0	165.1		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	30.0	176.4	0.0	206.4	TOTAL	30.0	176.4	0.0	206.4		
CALEDONIA (TOWN)	624	REHABILITATION OF THE FOUR MILE RD BRIDGE OVER THE ROOT RIVER IN THE TOWN OF CALEDONIA	HP	PE	35.0	0.0	0.0	35.0	LOCAL	7.0	0.5	57.0	64.5	A	EXEMPT
				ROW	0.0	0.5	0.0	0.5	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	285.0	285.0	FED	28.0	0.0	228.0	256.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	35.0	0.5	285.0	320.5	TOTAL	35.0	0.5	285.0	320.5		
	625	REHABILITATION OF THE SEVEN MILE RD BRIDGE OVER THE ROOT RIVER IN THE TOWN OF CALEDONIA	HP	PE	47.5	0.0	0.0	47.5	LOCAL	9.5	0.5	86.0	96.0	A	EXEMPT
				ROW	0.0	0.5	0.0	0.5	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	430.0	430.0	FED	38.0	0.0	344.0	382.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	47.5	0.5	430.0	478.0	TOTAL	47.5	0.5	430.0	478.0		
	626	REPLACEMENT OF BROOK RD BRIDGE OVER THE HOOD'S CREEK IN THE TOWN OF CALEDONIA	OH	PE	45.0	0.0	0.0	45.0	LOCAL	9.0	0.5	34.4	43.9	A	EXEMPT
				ROW	0.0	0.5	0.0	0.5	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	172.0	172.0	FED	36.0	0.0	137.6	173.6		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	45.0	0.5	172.0	217.5	TOTAL	45.0	0.5	172.0	217.5		
MOUNT PLEASANT (TOWN)	627  (752)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF LATHROP AVE FROM CTH X (S TAYLOR AVE) TO CTH KR IN THE TOWN OF MOUNT PLEASANT (1.50 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	1,500.0	0.0	1,500.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,500.0	0.0	1,500.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	1,500.0	0.0	1,500.0	TOTAL	0.0	1,500.0	0.0	1,500.0		
	628	REPLACEMENT OF BRIDGE AT LATHROP AVE OVER THE SORENSEN CREEK IN THE TOWN OF MOUNT PLEASANT	HP	PE	60.0	0.0	0.0	60.0	LOCAL	12.0	0.0	63.3	75.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	316.6	316.6	FED	48.0	0.0	253.3	301.3		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	60.0	0.0	316.6	376.6	TOTAL	60.0	0.0	316.6	376.6		

Table A-2

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2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
MOUNT PLEASANT (TOWN)	629	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF OHIO ST FROM SPRING ST TO RIDGEWAY AVE (0.50 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	400.0	0.0	0.0	400.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	400.0	0.0	0.0	400.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	400.0	0.0	0.0	400.0	TOTAL	400.0	0.0	0.0	400.0		
	630	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STUART RD FROM THE N FRONTAGE RD TO OLD SPRING ST (1.25 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	1,300.0	1,300.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	1,300.0	1,300.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	0.0	0.0	1,300.0	1,300.0	TOTAL	0.0	0.0	1,300.0	1,300.0		
RACINE (CITY)	631 (754)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF KINZIE AVE FROM WEST BLVD TO CHICAGO ST IN THE CITY OF RACINE (0.30 MILES)	HP	PE	175.0	0.0	0.0	175.0	LOCAL	219.0	0.0	0.0	219.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	919.0	0.0	0.0	919.0	FED	875.0	0.0	0.0	875.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,094.0	0.0	0.0	1,094.0	TOTAL	1,094.0	0.0	0.0	1,094.0		
	632 (755)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF RAPIDS DR FROM MT PLEASANT ST TO DOUGLAS AVE IN THE CITY OF RACINE (0.63 MILES)	HP	PE	0.0	30.0	0.0	30.0	LOCAL	0.0	337.0	0.0	337.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,652.0	0.0	1,652.0	FED	0.0	1,345.0	0.0	1,345.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	1,682.0	0.0	1,682.0	TOTAL	0.0	1,682.0	0.0	1,682.0		
	633 (732)	JOB ACCESS SEC 3037 TRANSIT PROJECT- CITY OF RACINE MOBILITY MANAGER	TP	PE	0.0	0.0	0.0	0.0	LOCAL	18.7	20.0	20.0	58.7	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	56.3	60.0	60.0	176.3		
				OTHER	75.0	80.0	80.0	235.0	FTA 3037						
				TOTAL	75.0	80.0	80.0	235.0	TOTAL	75.0	80.0	80.0	235.0		
	634 (768)	OPERATING ASSISTANCE FOR THE CITY OF RACINE TRANSIT SYSTEM: 2004-2006	TP	PE	0.0	0.0	0.0	0.0	LOCAL	1,264.0	1,302.0	1,341.0	3,907.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	2,067.1	2,129.1	2,193.0	6,389.2		
				CONST	0.0	0.0	0.0	0.0	FED	1,887.3	1,943.9	2,002.2	5,833.4		
				OTHER	5,218.4	5,375.0	5,536.2	16,129.6	FTA 5307						
				TOTAL	5,218.4	5,375.0	5,536.2	16,129.6	TOTAL	5,218.4	5,375.0	5,536.2	16,129.6		
	635 (778)	OPERATING ASSISTANCE FOR THE WISCONSIN COACH LINES KENOSHA/RACINE/MILWAUKEE BUS SERVICE	TP	PE	0.0	0.0	0.0	0.0	LOCAL	65.9	142.7	143.0	351.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	516.0	551.7	572.2	1,639.9		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	581.9	694.4	715.2	1,991.5							
				TOTAL	581.9	694.4	715.2	1,991.5	TOTAL	581.9	694.4	715.2	1,991.5		
	636	OPERATING ASSISTANCE FOR THE WISCONSIN COACH LINES KENOSHA/RACINE/MILWAUKEE INTERCITY BUS SERVICE: 2005-2006	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	147.3	151.8	299.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	589.4	607.0	1,196.4		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	736.7	758.8	1,495.5							
				TOTAL	0.0	736.7	758.8	1,495.5	TOTAL	0.0	736.7	758.8	1,495.5		
	637 (784)	PROVISION OF DEMAND-RESPONSIVE TRANSPORTATION SERVICE FOR ELDERLY & DISABLED IN THE RACINE URBANIZED AREA	TP	PE	0.0	0.0	0.0	0.0	LOCAL	60.0	120.0	120.0	300.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	135.1	120.0	120.0	375.1		
				CONST	0.0	0.0	0.0	0.0	FED	78.9	60.0	60.0	198.9		
				OTHER	274.0	300.0	300.0	874.0	FTA 5307						
				TOTAL	274.0	300.0	300.0	874.0	TOTAL	274.0	300.0	300.0	874.0		
	638	PROVISION OF DEMAND-RESPONSIVE TRANSPORTATION SERVICE FOR ELDERLY AND DISABLED IN THE RACINE URBANIZED AREA: 2005-2006	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	124.8	129.6	254.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	124.8	129.6	254.4		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	62.4	64.8	127.2		
				OTHER	0.0	312.0	324.0	636.0	FTA 5307						
				TOTAL	0.0	312.0	324.0	636.0	TOTAL	0.0	312.0	324.0	636.0		



Table A-2

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2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
RACINE (CITY)	639  (779)	ENGINEERING/DESIGN FOR REPLACEMENT OF THE MAINTENANCE/ADMINISTRATION BUILDING FOR THE RACINE TRANSIT SYSTEM (WI-03-0080)	TP	PE	200.0	0.0	0.0	200.0	LOCAL	40.0	0.0	0.0	40.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	160.0	0.0	0.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	FTA 5309						
				TOTAL	200.0	0.0	0.0	200.0	TOTAL	200.0	0.0	0.0	200.0		
	640  (780)	CONSTRUCTION OF A REPLACEMENT MAINTENANCE ADMINISTRATION BUILDING FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	644.0	0.0	0.0	644.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	3,220.0	0.0	0.0	3,220.0	FED	2,576.0	0.0	0.0	2,576.0		
				OTHER	0.0	0.0	0.0	0.0	FTA 5309						
				TOTAL	3,220.0	0.0	0.0	3,220.0	TOTAL	3,220.0	0.0	0.0	3,220.0		
	641  (785)	INFORMATION TECHNOLOGY IMPROVEMENTS FOR THE CITY OF RACINE TRANSIT SYSTEM (WI-03- 0080)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	20.0	0.0	0.0	20.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	80.0	0.0	0.0	80.0		
				OTHER	100.0	0.0	0.0	100.0	FTA 5309						
				TOTAL	100.0	0.0	0.0	100.0	TOTAL	100.0	0.0	0.0	100.0		
	642  (786)	INFORMATION TECHNOLOGY IMPROVEMENTS FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	30.0	0.0	30.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	120.0	0.0	120.0		
				OTHER	0.0	150.0	0.0	150.0	FTA 5309						
				TOTAL	0.0	150.0	0.0	150.0	TOTAL	0.0	150.0	0.0	150.0		
	643  (787)	INFORMATION TECHNOLOGY IMPROVEMENTS FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	30.0	30.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	120.0	120.0		
				OTHER	0.0	0.0	150.0	150.0	FTA 5309						
				TOTAL	0.0	0.0	150.0	150.0	TOTAL	0.0	0.0	150.0	150.0		
	644  (761)	PURCHASE AND INSTALLATION OF AN AUTOMATIC VEHICLE LOCATION SYSTEM FOR THE CITY OF RACINE TRANSIT SYSTEM (WI-03-0074, WI-03- 0080)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	128.0	0.0	0.0	128.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	512.0	0.0	0.0	512.0		
				OTHER	640.0	0.0	0.0	640.0	FTA 5309						
				TOTAL	640.0	0.0	0.0	640.0	TOTAL	640.0	0.0	0.0	640.0		
	645  (774)	PURCHASE OF A REPLACEMENT TRUCK FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	9.0	9.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	36.0	36.0		
				OTHER	0.0	0.0	45.0	45.0	FTA 5309						
				TOTAL	0.0	0.0	45.0	45.0	TOTAL	0.0	0.0	45.0	45.0		
	646  (790)	PURCHASE OF 3 REPLACEMENT BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM (WI-03-0080)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	160.0	0.0	0.0	160.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	640.0	0.0	0.0	640.0		
				OTHER	800.0	0.0	0.0	800.0	FTA 5309						
				TOTAL	800.0	0.0	0.0	800.0	TOTAL	800.0	0.0	0.0	800.0		
	647  (773)	PURCHASE OF 5 REPLACEMENT BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM (WI-03-0074)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	347.2	0.0	0.0	347.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	1,388.6	0.0	0.0	1,388.6		
				OTHER	1,735.8	0.0	0.0	1,735.8	FTA 5309						
				TOTAL	1,735.8	0.0	0.0	1,735.8	TOTAL	1,735.8	0.0	0.0	1,735.8		
	648	PURCHASE OF 3 REPLACEMENT BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	165.0	0.0	0.0	165.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	660.0	0.0	0.0	660.0		
				OTHER	825.0	0.0	0.0	825.0	STP-O						
				TOTAL	825.0	0.0	0.0	825.0	TOTAL	825.0	0.0	0.0	825.0		

Source: SEWRPC.

Table A-2

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
RACINE (CITY)	649  (758)	PURCHASE OF 2 REPLACEMENT REPLICA TROLLEY BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	116.0	0.0	116.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	464.0	0.0	464.0		
				OTHER	0.0	580.0	0.0	580.0	FTA 5309						
				TOTAL	0.0	580.0	0.0	580.0	TOTAL	0.0	580.0	0.0	580.0		
	650  (788)	EIGHT ENGINE OVERHAULS FOR BUSES IN THE CITY OF RACINE TRANSIT SYSTEM FLEET (WI-03- 0080)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	28.8	0.0	0.0	28.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	115.2	0.0	0.0	115.2		
				OTHER	144.0	0.0	0.0	144.0	FTA 5309						
				TOTAL	144.0	0.0	0.0	144.0	TOTAL	144.0	0.0	0.0	144.0		
	651  (789)	SEVENTEEN ENGINE OVERHAULS FOR BUSES IN THE CITY OF RACINE TRANSIT SYSTEM FLEET (WI-03- 0076)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	129.2	0.0	0.0	129.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	516.8	0.0	0.0	516.8		
				OTHER	646.0	0.0	0.0	646.0	FTA 5309						
				TOTAL	646.0	0.0	0.0	646.0	TOTAL	646.0	0.0	0.0	646.0		
	652  (767)	REPLACEMENT OF BUS FUELING SYSTEM PUMPS AND METERS AT THE CITY TRANSIT GARAGE	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	10.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	40.0	40.0		
				OTHER	0.0	0.0	50.0	50.0	FTA 5309						
				TOTAL	0.0	0.0	50.0	50.0	TOTAL	0.0	0.0	50.0	50.0		
	653  (781)	MODIFICATIONS TO FARE COLLECTION SYSTEM TO PROVIDE FOR PASSENGER COUNTING/RECONCILIATION FOR THE CITY OF RACINE TRANSIT SYSTEM (WI-03-0066)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	12.0	0.0	0.0	12.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	48.0	0.0	0.0	48.0		
				OTHER	60.0	0.0	0.0	60.0	FTA 5309						
				TOTAL	60.0	0.0	0.0	60.0	TOTAL	60.0	0.0	0.0	60.0		
	654  (766)	REPLACEMENT OF THE FAREBOXES FOR THE CITY OF RACINE TRANSIT SYSTEM (WI-03- 0080)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	16.0	0.0	0.0	16.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	64.0	0.0	0.0	64.0		
				OTHER	80.0	0.0	0.0	80.0	FTA 5309						
				TOTAL	80.0	0.0	0.0	80.0	TOTAL	80.0	0.0	0.0	80.0		
	655  (772)	REPLACEMENT AND RELOCATION OF TWO-WAY RADIO ANTENNA AND TOWER FOR THE CITY OF RACINE TRANSIT SYSTEM (WI-03-0074)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	50.0	0.0	0.0	50.0	FTA 5309						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	656  (793)	PURCHASE OF 5 BUS SHELTERS FOR THE CITY OF RACINE	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	5.0	0.0	5.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	20.0	0.0	20.0		
				OTHER	0.0	25.0	0.0	25.0	FTA 5309						
				TOTAL	0.0	25.0	0.0	25.0	TOTAL	0.0	25.0	0.0	25.0		
	657  (793)	PURCHASE 5 BUS SHELTERS FOR THE CITY OF RACINE	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	5.0	0.0	5.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	20.0	0.0	20.0		
				OTHER	0.0	25.0	0.0	25.0	FTA 5309						
				TOTAL	0.0	25.0	0.0	25.0	TOTAL	0.0	25.0	0.0	25.0		
	658  (794)	PURCHASE 5 BUS SHELTERS FOR THE CITY OF RACINE	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	5.0	5.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	20.0	20.0		
				OTHER	0.0	0.0	25.0	25.0	FTA 5309						
				TOTAL	0.0	0.0	25.0	25.0	TOTAL	0.0	0.0	25.0	25.0		

Table A-2

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
RACINE (CITY)	659	MAINTENANCE GARAGE IMPROVEMENTS FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	26.6	0.0	0.0	26.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	106.4	0.0	0.0	106.4		
				OTHER	133.0	0.0	0.0	133.0	FTA 5309						
				TOTAL	133.0	0.0	0.0	133.0	TOTAL	133.0	0.0	0.0	133.0		
	660	REPLACEMENT FLOOR SWEEPER FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	6.0	0.0	6.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	24.0	0.0	24.0		
				OTHER	0.0	30.0	0.0	30.0	FTA 5309						
				TOTAL	0.0	30.0	0.0	30.0	TOTAL	0.0	30.0	0.0	30.0		
	661 (776)	CONSTRUCTION OF PARK AND RIDE LOTS AT THE BUS AND POTENTIAL FUTURE COMMUTER RAIL TRANSIT CENTER IN THE CITY OF RACINE	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	41.0	41.0	P	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	205.0	205.0	FED	0.0	0.0	164.0	164.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	0.0	205.0	205.0	TOTAL	0.0	0.0	205.0	205.0		
	662 (795)	PURCHASE AND REHABILITATION OF THE PASSENGER DEPOT ON STATE ST IN THE CITY OF RACINE	TI	PE	257.5	0.0	0.0	257.5	LOCAL	375.5	0.0	0.0	375.5	A	EXEMPT
				ROW	120.0	0.0	0.0	120.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	1,502.0	0.0	0.0	1,502.0		
				OTHER	1,500.0	0.0	0.0	1,500.0	STP-E						
				TOTAL	1,877.5	0.0	0.0	1,877.5	TOTAL	1,877.5	0.0	0.0	1,877.5		
	663 (775)	CONSTRUCTION OF AN OFF-STREET TRANSIT CENTER FOR THE RACINE TRANSIT SYSTEM NEAR THE FORMER C&NW RAILWAY PASSENGER DEPOT (WI-03-0076)	TI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	380.0	0.0	380.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,900.0	0.0	1,900.0	FED	0.0	1,520.0	0.0	1,520.0		
				OTHER	0.0	0.0	0.0	0.0	FTA 5309						
				TOTAL	0.0	1,900.0	0.0	1,900.0	TOTAL	0.0	1,900.0	0.0	1,900.0		
	664 (800)	REHABILITATION OF HORLICK DR/LIBERTY ST NORTH BRIDGE OVER THE ROOT RIVER IN THE CITY OF RACINE (P-51-0708)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	330.0	0.0	0.0	330.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	890.0	0.0	0.0	890.0	FED	560.0	0.0	0.0	560.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	890.0	0.0	0.0	890.0	TOTAL	890.0	0.0	0.0	890.0		
	665 (799)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF THE HORLICK DR SOUTH BRIDGE OVER THE ROOT RIVER IN THE CITY OF RACINE (P-51-0702)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	371.0	0.0	0.0	371.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	879.0	0.0	0.0	879.0	FED	508.0	0.0	0.0	508.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	879.0	0.0	0.0	879.0	TOTAL	879.0	0.0	0.0	879.0		
	666	OPERATING ASSISTANCE FOR THE CITY OF RACINE TRANSIT SYSTEM: 2005-2006	OH	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	1,302.0	1,341.0	2,643.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	2,129.1	2,193.0	4,322.1		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	1,943.9	2,002.2	3,946.1		
				OTHER	0.0	5,375.0	5,536.2	10,911.2	FTA 5307						
				TOTAL	0.0	5,375.0	5,536.2	10,911.2	TOTAL	0.0	5,375.0	5,536.2	10,911.2		
	667	SAFETY IMPROVEMENTS ON THE OHIO STREET PEDESTRIAN OVERPASS IN THE CITY OF RACINE	HS	PE	25.0	0.0	0.0	25.0	LOCAL	2.5	0.0	0.0	2.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	22.5	0.0	0.0	22.5		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	25.0	0.0	0.0	25.0	TOTAL	25.0	0.0	0.0	25.0		
	668 (805)	CONSTRUCTION OF THE LAKE MICHIGAN PATHWAY FROM CHICORY RD TO THE MAIN ST BRIDGE IN THE CITY OF RACINE: PHASE I	EE	PE	174.3	0.0	0.0	174.3	LOCAL	34.9	255.3	0.0	290.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,276.5	0.0	1,276.5	FED	139.4	1,021.2	0.0	1,160.6		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	174.3	1,276.5	0.0	1,450.8	TOTAL	174.3	1,276.5	0.0	1,450.8		

Table A-2

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY  
2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
RACINE (CITY)	669	CONSTRUCTION OF THE LAKE MICHIGAN PATHWAY FROM THE MAIN ST BRIDGE TO THREE MILE RD: PHASE II	EE	PE	237.9	0.0	0.0	237.9	LOCAL	54.7	262.5	0.0	317.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	35.7	1,312.4	0.0	1,348.1	FED	218.9	1,049.9	0.0	1,268.8		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	273.6	1,312.4	0.0	1,586.0	TOTAL	273.6	1,312.4	0.0	1,586.0		
	670 (803)	CONSTRUCTION OF THE ROOT RIVER BICYCLE PATH FROM 19TH ST TO LAYARD AVE IN THE CITY OF RACINE (3.5 MILES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	103.6	0.0	0.0	103.6	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	519.2	0.0	0.0	519.2	FED	415.6	0.0	0.0	415.6		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	519.2	0.0	0.0	519.2	TOTAL	519.2	0.0	0.0	519.2		
ROCHESTER (VILLAGE)	671 (806)	REHABILITATION OF ROCHESTER ST BRIDGE OVER THE WIND LAKE DRAINAGE CANAL IN THE VILLAGE OF ROCHESTER (P-51-0701)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	29.8	0.0	0.0	29.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	149.0	0.0	0.0	149.0	FED	119.2	0.0	0.0	119.2		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	149.0	0.0	0.0	149.0	TOTAL	149.0	0.0	0.0	149.0		
STURTEVANT (VILLAGE)	672 (807)	DESIGN AND CONSTRUCTION OF THE REPLACEMENT AMTRAK STATION IN THE VILLAGE OF STURTEVANT	TP	PE	0.0	0.0	0.0	0.0	LOCAL	362.4	0.0	0.0	362.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	1,449.6	0.0	0.0	1,449.6		
				OTHER	1,812.0	0.0	0.0	1,812.0	CMAQ						
				TOTAL	1,812.0	0.0	0.0	1,812.0	TOTAL	1,812.0	0.0	0.0	1,812.0		
WATERFORD (VILLAGE)	673	REPLACEMENT OF FOX ISLE DR BRIDGE OVER THE FOX RIVER IN THE VILLAGE OF WATERFORD	OH	PE	88.0	0.0	0.0	88.0	LOCAL	17.6	0.0	84.8	102.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	424.0	424.0	FED	70.4	0.0	339.2	409.6		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	88.0	0.0	424.0	512.0	TOTAL	88.0	0.0	424.0	512.0		
	674 (808)	PUBLIC COMPRESSED NATURAL GAS (CNG) FUELING FACILITY IN THE VILLAGE OF WATERFORD	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	77.0	0.0	77.0	A	EXEMPT
				ROW	0.0	30.0	0.0	30.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	355.0	0.0	355.0	FED	0.0	308.0	0.0	308.0		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	0.0	385.0	0.0	385.0	TOTAL	0.0	385.0	0.0	385.0		
YORKVILLE (TOWN)	675 (810)	REPLACEMENT OF TWO MILE RD BRIDGE OVER THE EAST BRANCH OF THE ROOT RIVER CANAL IN THE TOWN OF YORKVILLE (P-51-0055)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	38.4	0.0	0.0	38.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	191.8	0.0	0.0	191.8	FED	153.4	0.0	0.0	153.4		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	191.8	0.0	0.0	191.8	TOTAL	191.8	0.0	0.0	191.8		

Table A-2

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- WALWORTH COUNTY**  
**2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
STATE OF WISCONSIN	676  (811)	RECONDITIONING OF IH-43 FROM ROCK COUNTY LINE TO HALES CORNERS IN MILWAUKEE COUNTY (26.9 MILES)	HP	PE	600.0	600.0	600.0	1,800.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	250.0	0.0	0.0	250.0	STATE	3,340.0	1,880.0	120.0	5,340.0		
				CONST	30,300.0	18,200.0	0.0	48,500.0	FED	27,810.0	16,920.0	480.0	45,210.0		
				OTHER	0.0	0.0	0.0	0.0	IH-M						
				TOTAL	31,150.0	18,800.0	600.0	50,550.0	TOTAL	31,150.0	18,800.0	600.0	50,550.0		
	677  (814)	RECONSTRUCTION OF THE INTERSECTION OF POTTER RD AND USH 12	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	339.9	0.0	0.0	339.9		
				CONST	339.9	0.0	0.0	339.9	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	339.9	0.0	0.0	339.9	TOTAL	339.9	0.0	0.0	339.9		
	678  (816)	CONSTRUCTION OF A DRAINAGE PIPE IN THE VILLAGE OF DARIEN ON USH 14	HP	PE	300.0	0.0	0.0	300.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	500.0	0.0	500.0	STATE	300.0	500.0	0.0	800.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	300.0	500.0	0.0	800.0	TOTAL	300.0	500.0	0.0	800.0		
	679  (818)	RECONDITIONING OF NORTH ST (STH 20) FROM WEST VILLAGE LIMITS TO EAST OF THOMAS DR IN THE VILLAGE OF EAST TROY (1.26 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	380.5	0.0	0.0	380.5		
				CONST	1,902.7	0.0	0.0	1,902.7	FED	1,522.2	0.0	0.0	1,522.2		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	1,902.7	0.0	0.0	1,902.7	TOTAL	1,902.7	0.0	0.0	1,902.7		
	680  (819)	RECONDITIONING OF STH 36 FROM STH 120 TO THE EAST WALWORTH COUNTY LINE (6.57 MILES)	HP	PE	400.0	0.0	0.0	400.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	80.0	0.0	0.0	80.0		
				CONST	0.0	0.0	0.0	0.0	FED	320.0	0.0	0.0	320.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	400.0	0.0	0.0	400.0	TOTAL	400.0	0.0	0.0	400.0		
	681  (821)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 59 FROM JEFFERSON COUNTY LINE TO STH 89 (3.5 MILES)	HP	PE	0.0	0.0	360.0	360.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	72.0	72.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	288.0	288.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	360.0	360.0	TOTAL	0.0	0.0	360.0	360.0		
	682  (822)	RECONDITIONING OF STH 67 FROM SOUTH MAIN ST TO THEATRE RD (3.79 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	269.9	0.0	269.9		
				CONST	0.0	1,349.3	0.0	1,349.3	FED	0.0	1,079.4	0.0	1,079.4		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	1,349.3	0.0	1,349.3	TOTAL	0.0	1,349.3	0.0	1,349.3		
	683  (824)	RESURFACING OF STH 89 FROM USH 14 TO THE CITY OF WHITEWATER SOUTH CITY LIMITS (7.5 MILES)	HP	PE	0.0	0.0	225.0	225.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	45.0	45.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	180.0	180.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	225.0	225.0	TOTAL	0.0	0.0	225.0	225.0		
	684  (826)	RESURFACING OF STH 120 FROM WILLOW RD TO USH 12 IN THE CITY OF LAKE GENEVA AND TOWN OF LINN (5.14 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	900.0	0.0	0.0	900.0		
				CONST	900.0	0.0	0.0	900.0	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	900.0	0.0	0.0	900.0	TOTAL	900.0	0.0	0.0	900.0		
	685  (825)	RECONDITIONING OF STH 120 FROM STH 36 TO EAST TROY (10.0 MILES)	HP	PE	0.0	0.0	200.0	200.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	40.0	40.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	160.0	160.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	0.0	0.0	200.0	200.0	TOTAL	0.0	0.0	200.0	200.0		

Table A-2

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- WALWORTH COUNTY**  
**2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
STATE OF WISCONSIN	686	STUDY OF USH 14 FROM JANESVILLE TO DARIEN IN ROCK AND WALWORTH COUNTIES	HI	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	700.0	0.0	0.0	700.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	700.0	0.0	0.0	700.0							
				TOTAL	700.0	0.0	0.0	700.0	TOTAL	700.0	0.0	0.0	700.0		
	687 (828)	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 50 FROM STH 67 EAST TO GENEVA LAKES RD IN THE TOWN OF GENEVA (1.70 MILES)	HI	PE	300.0	400.0	200.0	900.0	LOCAL	0.0	0.0	0.0	0.0	A	NON- EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	60.0	80.0	40.0	180.0		
				CONST	0.0	0.0	0.0	0.0	FED	240.0	320.0	160.0	720.0		
				OTHER	0.0	0.0	0.0	0.0	NHS						
				TOTAL	300.0	400.0	200.0	900.0	TOTAL	300.0	400.0	200.0	900.0		
	688 (829)	CONSTRUCTION OF THE CITY OF WHITEWATER BYPASS (USH 12) (5.30 MILES)	HE	PE	500.0	500.0	0.0	1,000.0	LOCAL	0.0	0.0	0.0	0.0	A	NON- EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	19,588.4	500.0	457.4	20,545.8		
				CONST	19,088.4	0.0	457.4	19,545.8	FED	0.0	0.0	0.0	0.0		
				OTHER	0.0	0.0	0.0	0.0							
				TOTAL	19,588.4	500.0	457.4	20,545.8	TOTAL	19,588.4	500.0	457.4	20,545.8		
	689	CONSTRUCTION OF THE LAKE GENEVA PARK AND RIDE LOT AT THE INTERSECTION OF USH 12 & STH 50 IN WALWORTH COUNTY	EE	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	0.0	0.0	A	EXEMPT
				ROW	97.0	0.0	0.0	97.0	STATE	19.4	41.2	0.0	60.6		
				CONST	0.0	206.0	0.0	206.0	FED	77.6	164.8	0.0	242.4		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	97.0	206.0	0.0	303.0	TOTAL	97.0	206.0	0.0	303.0		
WALWORTH COUNTY	690 (831)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN WALWORTH COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	691 (832)	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN WALWORTH COUNTY	HP	PE	50.0	0.0	0.0	50.0	LOCAL	10.0	0.0	0.0	10.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	40.0	0.0	0.0	40.0		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	50.0	0.0	0.0	50.0	TOTAL	50.0	0.0	0.0	50.0		
	692 (833)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF MARTIN ST (CTH C) FROM STATE LINE RD TO STH 67 IN THE TOWN OF SHARON (1.0 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	37.9	455.9	0.0	493.8	A	EXEMPT
				ROW	189.5	0.0	0.0	189.5	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	2,279.4	0.0	2,279.4	FED	151.6	1,823.5	0.0	1,975.1		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	189.5	2,279.4	0.0	2,468.9	TOTAL	189.5	2,279.4	0.0	2,468.9		
	693 (835)	REHABILITATION OF CTH H BRIDGE OVER CTH NN IN WALWORTH COUNTY (P-64-0008)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	9.5	0.0	0.0	9.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	47.4	0.0	0.0	47.4	FED	37.9	0.0	0.0	37.9		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	47.4	0.0	0.0	47.4	TOTAL	47.4	0.0	0.0	47.4		
	694 (836)	REPLACEMENT OF S 2ND ST (CTH O) BRIDGE OVER SWAN CREEK IN WALWORTH COUNTY (B-64-0677)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	40.3	0.0	0.0	40.3	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	201.4	0.0	0.0	201.4	FED	161.1	0.0	0.0	161.1		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	201.4	0.0	0.0	201.4	TOTAL	201.4	0.0	0.0	201.4		
	695 (837)	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF WILLOW RD (FUTURE CTH BB) FROM SOUTH SHORE DR TO STH 120 (1.30 MILES)	HP	PE	0.0	0.0	0.0	0.0	LOCAL	35.5	0.0	0.0	35.5	A	EXEMPT
				ROW	177.6	0.0	0.0	177.6	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	142.1	0.0	0.0	142.1		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	177.6	0.0	0.0	177.6	TOTAL	177.6	0.0	0.0	177.6		

Table A-2

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- WALWORTH COUNTY**  
**2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
WALWORTH COUNTY	696	ELDERLY/DISABLED TRANSPORTATION SEC 5310 CAPITAL ASSISTANCE PROGRAM WALWORTH CO AND/OR VARIOUS WALWORTH CO PRIVATE/NON-PRIVATE ORGANIZATIONS	TP	PE	0.0	0.0	0.0	0.0	LOCAL	38.0	39.1	40.3	117.4	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	152.0	156.6	161.3	469.9		
				OTHER	190.0	195.7	201.6	587.3	FTA 5310						
				TOTAL	190.0	195.7	201.6	587.3	TOTAL	190.0	195.7	201.6	587.3		
(839)	697	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE IN WALWORTH COUNTY (SEC 85.21)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	25.9	26.7	27.5	80.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	103.4	106.5	109.7	319.6		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	0.0	0.0		
				OTHER	129.3	133.2	137.2	399.7							
				TOTAL	129.3	133.2	137.2	399.7	TOTAL	129.3	133.2	137.2	399.7		
(840)	698	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN WALWORTH COUNTY	HS	PE	10.0	0.0	0.0	10.0	LOCAL	1.0	0.0	0.0	1.0	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	9.0	0.0	0.0	9.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	10.0	0.0	0.0	10.0	TOTAL	10.0	0.0	0.0	10.0		
	699	RECONSTRUCT AND DELINEATE EASTBOUND CTH NN RIGHT TURN LANE AT CTH H (0.02 MILES)	HS	PE	0.0	0.0	0.0	0.0	LOCAL	2.8	0.0	0.0	2.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	27.8	0.0	0.0	27.8	FED	25.0	0.0	0.0	25.0		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	27.8	0.0	0.0	27.8	TOTAL	27.8	0.0	0.0	27.8		
BLOOMFIELD (TOWN)	700	REPLACEMENT OF TOMBEAU RD BRIDGE OVER TOMBEAU LAKE IN THE TOWN OF BLOOMFIELD	OH	PE	0.0	0.0	0.0	0.0	LOCAL	30.5	0.0	0.0	30.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	152.4	0.0	0.0	152.4	FED	121.9	0.0	0.0	121.9		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
	(841)			TOTAL	152.4	0.0	0.0	152.4	TOTAL	152.4	0.0	0.0	152.4		
DELAVAN (CITY)	701	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF RICHMOND RD FROM WALWORTH AVE TO TURTLE CREEK BRIDGE IN THE CITY OF DELAVAN (0.25 MILES)	HP	PE	105.0	0.0	0.0	105.0	LOCAL	21.0	0.0	115.8	136.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	578.8	578.8	FED	84.0	0.0	463.0	547.0		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	105.0	0.0	578.8	683.8	TOTAL	105.0	0.0	578.8	683.8		
EAST TROY (VILLAGE)	702	CONSTRUCTION OF A NEW HEATED MUSEUM CENTER TO SECURE HISTORIC DOCUMENTS AND ARTIFACTS IN THE VILLAGE OF EAST TROY	EE	PE	0.0	0.0	0.0	0.0	LOCAL	103.5	0.0	0.0	103.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	463.5	0.0	0.0	463.5	FED	360.0	0.0	0.0	360.0		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
	(843)			TOTAL	463.5	0.0	0.0	463.5	TOTAL	463.5	0.0	0.0	463.5		
ELKHORN (CITY)	703	TRAFFIC SIGNALS AND SAFETY IMPROVEMENTS AT STH 67 AND MARKET ST IN THE CITY OF ELKHORN	HS	PE	20.0	0.0	0.0	20.0	LOCAL	19.5	0.0	0.0	19.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	175.0	0.0	0.0	175.0	FED	175.5	0.0	0.0	175.5		
				OTHER	0.0	0.0	0.0	0.0	STP-S						
				TOTAL	195.0	0.0	0.0	195.0	TOTAL	195.0	0.0	0.0	195.0		
FONTANA-GENEVA LAKE (VILLAGE)	704	CONSTRUCTION OF BICYCLE/PEDESTRIAN FACILITIES ALONG STH 67 FROM WILD DUCK RD TO 600 FEET SOUTH OF FONTANA BLVD IN THE VILLAGE OF FONTANA (1.25 MILES)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	74.2	0.0	0.0	74.2	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	371.1	0.0	0.0	371.1	FED	296.9	0.0	0.0	296.9		
				OTHER	0.0	0.0	0.0	0.0	STP-E						
				TOTAL	371.1	0.0	0.0	371.1	TOTAL	371.1	0.0	0.0	371.1		
LAKE GENEVA (CITY)	705	RECONDITIONING OF WELLS ST FROM THE SOUTH CITY LIMITS OF LAKE GENEVA TO MAIN ST (1.0 MILES)	HP	PE	200.2	0.0	0.0	200.2	LOCAL	40.0	255.8	0.0	295.8	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	1,278.8	0.0	1,278.8	FED	160.2	1,023.0	0.0	1,183.2		
				OTHER	0.0	0.0	0.0	0.0	STP-O						
				TOTAL	200.2	1,278.8	0.0	1,479.0	TOTAL	200.2	1,278.8	0.0	1,479.0		

Source: SEWRPC.

Table A-2

**TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE, WALWORTH TRANSPORTATION MANAGEMENT AREA -- WALWORTH COUNTY**  
**2004 - 2006**

Project Sponsor	Project			Estimated Costs (Thousands \$)					Source of Funds (Thousands \$)					GEO 29 Apvl.	Air Quality Status
	No.	Description	Type		2004	2005	2006	Total		2004	2005	2006	Total		
LAKE GENEVA (CITY)	<b>706</b>  (847)	CONSTRUCTION OF A BICYCLE TRAIL ALONG TOWN LINE RD FROM WELLS ST TO EDWARDS BLVD: PHASE II (3,550 FEET)	EE	PE	0.0	0.0	0.0	0.0	LOCAL	32.5	0.0	0.0	32.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	162.4	0.0	0.0	162.4	FED	129.9	0.0	0.0	129.9		
				OTHER	0.0	0.0	0.0	0.0	CMAQ						
				TOTAL	162.4	0.0	0.0	162.4	TOTAL	162.4	0.0	0.0	162.4		
LYONS (TOWN)	<b>707</b>  (848)	REPLACEMENT OF SHERIDAN SPRINGS RD BRIDGE OVER WHITE RIVER IN THE TOWN OF LYONS (P-64-0073)	OH	PE	0.0	0.0	0.0	0.0	LOCAL	31.9	0.0	0.0	31.9	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	159.6	0.0	0.0	159.6	FED	127.7	0.0	0.0	127.7		
				OTHER	0.0	0.0	0.0	0.0	BRF						
				TOTAL	159.6	0.0	0.0	159.6	TOTAL	159.6	0.0	0.0	159.6		
WHITEWATER (CITY) (PART)	<b>708</b>	CAPITAL ASSISTANCE FOR THE CITY OF WHITEWATER TAXI BASED TRANSIT SYSTEM (SEC 85.20 & 5311)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	0.0	0.0	7.5	7.5	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	0.0	0.0	0.0	0.0		
				CONST	0.0	0.0	0.0	0.0	FED	0.0	0.0	30.0	30.0		
				OTHER	0.0	0.0	37.5	37.5	FTA 5311						
				TOTAL	0.0	0.0	37.5	37.5	TOTAL	0.0	0.0	37.5	37.5		
	<b>709</b>  (849)	OPERATING ASSISTANCE FOR THE CITY OF WHITEWATER TAXI BASED TRANSIT SYSTEM (SEC 85.20 & 5311)	TP	PE	0.0	0.0	0.0	0.0	LOCAL	4.0	4.0	4.1	12.1	A	EXEMPT
				ROW	0.0	0.0	0.0	0.0	STATE	70.1	69.7	71.8	211.6		
				CONST	0.0	0.0	0.0	0.0	FED	60.7	60.3	62.1	183.1		
				OTHER	134.8	134.0	138.0	406.8	FTA 5311						
				TOTAL	134.8	134.0	138.0	406.8	TOTAL	134.8	134.0	138.0	406.8		



## TABLE A

## ENDNOTES

- 66<sup>a</sup> Initiation of preliminary engineering may not proceed until a locally preferred alternative has been adopted by the project sponsor; the project sponsor has requested that SEWRPC amend the regional transportation system plan to include the locally preferred alternative; the regional transportation system plan has been amended; and the approval of the Federal Transit Administration has been obtained. While the project sponsor is shown as the State of Wisconsin it remains to be determined by the State of Wisconsin and the Counties and Cities of Kenosha, Milwaukee, and Racine precisely who will sponsor the project.
- 70<sup>b</sup> The location of the three commuter park-ride lots will be selected from a set of four potential locations: USH 12 and STH 50; IH 894 and W. National Avenue; IH 43 and STH 33; and STH 31 and STH 20.
- 71<sup>c</sup> The location of the three commuter park-ride lots will be selected from a set of four potential locations: STH 36 and STH 164; IH 43 and STH 50; IH 43 and STH 167; and IH 94 and STH 142/CTH S.
- 166<sup>d</sup> Initiation of preliminary engineering may not proceed until a locally preferred alternative has been adopted by the project sponsor; the project sponsor has requested that SEWRPC amend the regional transportation system plan to include the locally preferred alternative; the regional transportation system plan has been amended; and the approval of the Federal Transit Administration has been obtained. The Federal funding sources include \$5,100,000 of Interstate Cost Estimate funds.
- 266<sup>e</sup> The Federal funding source includes \$5,000,000 of Interstate Cost Estimate Substitute Project funds and the State funding source includes \$2,500,000 of Local Roads Improvement Program funds.
- 662<sup>f</sup> Federal congestion mitigation air quality program funds may be used as an alternative to surface transportation program funds.

## APPENDIX B

### IMPLEMENTATION STATUS OF PROJECTS IN THE 2000-2002 TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN

Appendix B is the listing of the 927 projects, which were included in the 2000-2002 Transportation Improvement Program (TIP). Of these projects, 250 were completed and subsequently removed from the TIP, 95 projects were dropped from the TIP, and 582 projects were either underway or deferred and subsequently retained in the TIP. There are seven tables within 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 which have been completed listed first, 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, off-system highway improvement, and highway related environmental enhancement. An explanation of the abbreviations used in the appendix follows:

#### 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"

Table B -1

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
COMPLETED	REPLACEMENT OF THE STH 190 BRIDGE OVER THE MENOMONEE RIVER IN THE CITY OF WAUWATOSA	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	REPLACEMENT OF THE CTH PP BRIDGE DECK OVER STH 145 IN THE CITY OF MILWAUKEE	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE ATKINSON AVE BRIDGE OVER IH-43 IN THE CITY OF MILWAUKEE	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	REHABILITATION OF N GREEN BAY AVE (STH 57) STRUCTURE OVER LINCOLN CREEK AND APPROACHES IN THE CITY OF MILWAUKEE (0.20 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	PAVEMENT MAINTENANCE OF IH 43 AND IH 894-- ROUTING AND SEALING OF JOINTS FROM S. 20TH ST. TO NATIONAL AVE (8.63 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	CONSTRUCTION OF A BRIDGE DECK REPLACEMENT ON GREEN BAY AVE OVER IH 43 IN THE CITY OF MILWAUKEE	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	EXPLORATION OF PUBLIC/ PRIVATE PARTNERSHIPS AS A POSSIBLE MEANS OF DEVELOPING INTELLIGENT TRANSPORTATION SYSTEMS IN WISCONSIN	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	MULTIMODAL TRAVELLER INFORMATION SYSTEM IN GARY-CHICAGO-MILWAUKEE FREEWAY CORRIDOR	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONDITIONING OF IH 43 FROM NORTH AVENUE TO LEXINGTON BOULEVARD (3.80 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONDITIONING OF IH 43/IH 94 FROM 13TH ST. TO NATIONAL AVE. IN THE CITY OF MILWAUKEE (4.58 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RESURFACING OF STH 145 FROM E MASON ST TO E OGDEN AVE IN THE CITY OF MILWAUKEE (0.40 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	REPLACEMENT OF THE STH 38 (CHASE AVE.) BRIDGE OVER THE KINNICKINNIC RIVER IN THE CITY OF MILWAUKEE	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RESURFACING WITH OF BLUE MOUND RD. (USH 18) FROM 124TH ST. TO MAYFAIR RD. (STH 100) IN THE CITY OF WAUWATOSA (1.0 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RESURFACING OF STH 57 FROM TEUTONIA AVE TO GOOD HOPE RD (2.00 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RESURFACING OF STH 190 FROM N 35TH ST TO N GREEN BAY AVE (1.78 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONDITIONING OF STH 57 FROM W LAWN AVE TO W SILVER SPRING DR (0.32 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	IMPLEMENTATION OF THE AREA-WIDE FREEWAY MGMT SYSTEM	HIGHWAY PRESERVATION	STATE OF WISCONSIN

Table B -1

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
COMPLETED	INTEGRATION OF MILW AREA FWY TRAFFIC MGT SYSTEM WITH OTHER ELEMENTS OF THE GARY- CHICAGO- MILWAUKEE FWY MGT SYSTEM (GCM FUNDED)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION CONDUCT OF TRAVEL HABITS AND PATTERNS SURVEYS	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	REGIONAL FREEWAY RECONSTRUCTION STUDY BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	REPLACEMENT WITH NO ADDITIONAL LANES AND INTER. IMPROVEMENT OF W. MILL RD (CTH S) BRIDGE OVER LITTLE MENOMONEE RIVER IN THE C/ MILWAUKEE	HIGHWAY PRESERVATION	MILWAUKEE COUNTY
	RECONSTRUCTION WITH NO ADDITIONAL LANES W. MILL RD.(CTH S) FROM THE WEST CITY LIMIT TO GREEN BAY AVE. (CTH 57) C/GLENDALE (0.81 MILES)	HIGHWAY PRESERVATION	GLENDALE (City)
	RESURFACING OF W WISCONSIN AVE FROM N 11TH ST TO N 20TH ST IN THE CITY OF MILWAUKEE (0.49 MILE)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	PAVEMENT REPLACEMENT/ RESURFACING OF N 12TH ST FROM W WISCONSIN AVE TO W HIGHLAND BLVD IN THE CITY OF MILWAUKEE (0.39 MILE)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	CONSTRUCTION OF LOCAL STREET CONNECTIONS AND IMPROVEMENTS/MODIFICATIONS ASSOCIATED WITH REMOVAL/NEW TERMINUS OF PARK EAST FWY	HIGHWAY PRESERVATION	MILWAUKEE (City)
	CONSTRUCTION OF A NEW MCKINLEY/KNAPP STREET BRIDGE OVER THE MILWAUKEE RIVER IN THE CITY OF MILWAUKEE	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RESURFACING OF N. 16TH STREET FROM W.CLYBOURN STREET TO W.WISCONSIN AVENUE IN THE CITY OF MILWAUKEE (0.18 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	PAVEMENT REPLACEMENT WITH NO ADDITIONAL LANES OF S. 20TH ST FROM W. HOWARD AVE TO W. MORGAN AVE IN THE CITY MILWAUKEE (0.50 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RESURFACING OF N 84TH ST FROM W BURLEIGH ST TO W HAMPTON AVE IN THE CITY OF MILWAUKEE (2.00 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	PAVEMENT REPLACEMENT OF E KENWOOD BLVD FROM N DOWNER AVE TO N OAKLAND AVE IN THE CITY OF MILWAUKEE (0.50 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	PAVEMENT REPLACEMENT OF E AND W CENTER ST FROM N HUMBOLDT BLVD TO N DR MARTIN LUTHER KING JR DR IN THE CITY OF MILWAUKEE (0.82 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RENOVATION OF THE N. TEUTONIA AVE. BRIDGE OVER LINCOLN CREEK IN THE CITY OF MILWAUKEE (0.15 MILE)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	PAVEMENT REPLACEMENT OF W. HOWARD AVE. FROM S. 13TH ST. TO S. 27TH ST. IN THE CITY OF MILWAUKEE (1.00 MILE)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	PAVEMENT REPLACEMENT OF SOUTH HOWELL AVE FROM E. WILBUR AVE TO OKLAHOMA AVE (EXCLUDING STRUCTURE) IN THE CITY OF MILWAUKEE (0.80 MI)	HIGHWAY PRESERVATION	MILWAUKEE (City)

Table B -1

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
COMPLETED	REPLACEMENT OF WEST GREEN TREE ROAD BRIDGE OVER MILWAUKEE RIVER (B-40-0929) IN THE VILLAGE OF RIVER HILLS	HIGHWAY PRESERVATION	RIVER HILLS (Village)
	REPLACEMENT OF BRIDGE P-40-0737 (0.3M S. CTH ZZ) 15TH AVENUE (LOC STR) BRIDGE REPLACEMENT OVER OAK CREEK BRIDGE P-40- 0737 CITY OF S MILWAUKEE	HIGHWAY PRESERVATION	SOUTH MILWAUKEE (City)
	RESURFACING OF GRANTOSA DR. FROM N. 94TH ST. TO N. 100TH ST. IN THE CITY OF WAUWATOSA (0.44 MILES)	HIGHWAY PRESERVATION	WAUWATOSA (City)
	RESURFACING OF N 124TH ST FROM BURLEIGH ST TO CAPITOL DR IN THE CITY OF WAUWATOSA (JOINT PROJECT WITH CITY OF BROOKFIELD) (1.0 MILES)	HIGHWAY PRESERVATION	WAUWATOSA (City)
	RESURFACING OF S. 124TH ST FROM W. OKLAHOMA AVE TO W. MORGAN AVE IN THE CITY OF WEST ALLIS (0.50 MILES)	HIGHWAY PRESERVATION	WEST ALLIS (City)
	RECONSTRUCTION OF S 70TH ST FROM NORTH CITY LIMITS TO W WASHINGTON ST IN THE CITY OF WEST ALLIS(0.26 MILES)	HIGHWAY PRESERVATION	WEST ALLIS (City)
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF SOUTH WHITNALL AVENUE FROM NICHOLSON AVE TO LAYTON AVE IN THE CITY OF CUDAHY (0.40 MILES)	HIGHWAY IMPROVEMENT	CUDAHY (City)
	RECONDITIONING OF W. LOOMIS RD. PARK AND RIDE LOT (IH 894 AT W. LOOMIS RD.) IN THE CITY OF GREENFIELD	TRANSIT SYSTEM PRESERVATION	STATE OF WISCONSIN
	ELDERLY/DISABLED TRANS SEC 5310 UNITED COMMUNITY CENTER: 1 SM MODIFIED BUS, 1 MED MODIFIED BUS	TRANSIT SYSTEM PRESERVATION	STATE OF WISCONSIN
	ELDERLY/DISABLED TRANS SEC 5310 WOMAN UNITED FOR ACTION: 1 MINI-VAN 2002, 1 MINI-VAN 2003, 1 MINI-VAN 2004	TRANSIT SYSTEM PRESERVATION	STATE OF WISCONSIN
	ELDERLY/DISABLED TRANSPORTATION SEC 5310 CURATIVE REHAB SERVICES 5 SM BUSES EACH YEAR 2002-2004	TRANSIT SYSTEM PRESERVATION	STATE OF WISCONSIN
	ELDERLY/DISABLED TRANSPORTATION SEC 5310 MILWAUKEE CENTER FOR INDEPENDENCE INC 2 FULLY MOD VAN 2002 7/1 1 STD VAN 15 PASS 2002	TRANSIT SYSTEM PRESERVATION	STATE OF WISCONSIN
	ELDERLY/DISABLED TRANSPORTATION SEC 5310 JEWISH COMMUNITY CENTER OF MILWAUKEE: ONE SMALL MODIFIED BUS	TRANSIT SYSTEM PRESERVATION	STATE OF WISCONSIN
	ELDERLY/DISABLED TRANS SEC 5310 GOODWILL INDUSTRIES OF SOUTHEASTERN WISCONSIN; 8 VEH 2004, 9 VEH 2005, 9 VEH 2006	TRANSIT SYSTEM PRESERVATION	STATE OF WISCONSIN
	ELDERLY/DISABLED TRANSPORTATION SEC 5310 THE RED BUS MILWAUKEE COUNTY ONE LARGE BUS	TRANSIT SYSTEM PRESERVATION	STATE OF WISCONSIN
	ROOF REPAIRS FOR MILWAUKEE COUNTY TRANSIT SYSTEM KINNICKINNICK GARAGE (GRANT WI-90-X340)	TRANSIT SYSTEM PRESERVATION	MILWAUKEE COUNTY
	PURCHASE OF TWO-COLOR PRINTING PRESS FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM (GRANT WI-90-X340)	TRANSIT SYSTEM PRESERVATION	MILWAUKEE COUNTY

Table B -1

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
COMPLETED	ADA ASSESSMENT AND MODIFICATIONS TO MILWAUKEE COUNTY TRANSIT SYSTEM ADMINISTRATION BUILDING (GRANT WI-90-X340)	TRANSIT SYSTEM PRESERVATION	MILWAUKEE COUNTY
	STUDY OF EXISTING SOFTWARE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM (GRANT WI-90-X340)	TRANSIT SYSTEM PRESERVATION	MILWAUKEE COUNTY
	SOUTHEASTERN WISCONSIN MARKETING PARTNERSHIP TO IMPROVE PUBLIC AWARENESS (CMAQ)	TRANSIT SYSTEM IMPROVEMENT	MILWAUKEE COUNTY
	FINAL DESIGN FOR EXTENSION OF INTERCITY RAIL SERVICE FROM MILWAUKEE TO MADISON	TRANSIT SYSTEM EXPANSION	STATE OF WISCONSIN
	OPERATION OF TROLLEY BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TRANSIT SYSTEM EXPANSION	MILWAUKEE COUNTY
	FREEWAY FLYER SERVICE TO ETHNIC FESTIVALS FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TRANSIT SYSTEM EXPANSION	MILWAUKEE COUNTY
	REPLACEMENT OF THE OAK CREEK PARKWAY BRIDGE OVER OAK CREEK EAST OF 9TH AVE IN THE CITY OF SOUTH MILWAUKEE (P-40-0559)	OFF-SYSTEM HIGHWAY	MILWAUKEE COUNTY
	RESURFACING OF 121ST ST FROM FAIRVIEW AVE TO BLUEMOUND ROAD IN THE CITY OF WAUWATOSA (0.35 MILES)	OFF-SYSTEM HIGHWAY	WAUWATOSA (City)
	SOUTH 13TH ST (CTH V) AT 7100 SOUTH BOX CULVERT REPLACEMENT AT OAK CREEK TRIBUTARY IN THE CITY OF OAK CREEK	HIGHWAY SAFETY	MILWAUKEE COUNTY
	SOUTH 13TH ST (CTH V) AT 7500 SOUTH BOX CULVERT REPLACEMENT AT OAK CREEK TRIBUTARY IN THE CITY OF OAK CREEK	HIGHWAY SAFETY	MILWAUKEE COUNTY
	CONSTRUCTION OF NOISE BARRIER OFF OF IH 94 COLLEGE AVE NB RAMP IN MILWAUKEE COUNTY	ENVIRONMENTAL ENHANCEMENT	STATE OF WISCONSIN
	IMPLEMENTATION OF SPEED INCIDENT PREVENTION PROJECT AT TWO LOCATIONS IN THE VICINITY OF THE MITCHELL INTERCHANGE	ENVIRONMENTAL ENHANCEMENT	STATE OF WISCONSIN
	DESIGN OF FREEWAY CRASH INVESTIGATION SITES	ENVIRONMENTAL ENHANCEMENT	STATE OF WISCONSIN
	DESIGN OF NOISE BARRIERS ON NON-INTERSTATE FREEWAYS	ENVIRONMENTAL ENHANCEMENT	STATE OF WISCONSIN
	CONSTRUCTION OF THE NORTHWEST BIKEWAY FROM BRADLEY ROAD TO 124TH AND FOND DU LAC	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE COUNTY
	DESIGN AND CONSTRUCTION OF ACCESS RAMP TO THE OAK LEAF BIKE TRAIL AT OAKLAND AVENUE AND NORTH AVENUE	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE COUNTY
	CONSTRUCTION OF THE NORTHWEST BIKEWAY FROM DRETZKA PARK AND BRADLEY ROAD SOUTHERLY TO NEW INTERCHANGE AT 124TH ST. AND FOND DU LAC AVE.	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE COUNTY

Table B -1

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
COMPLETED	RECONSTRUCTION OF PEDSTRIAN/BICYCLE PATH ON SEAWALL SEPARATING THE MILWAUKEE ART MUSEUM AND LAKE MICHIGAN	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE COUNTY
	CONSTRUCT MILL RD PED/BIKE PATH CITY OF GLENDALE	ENVIRONMENTAL ENHANCEMENT	GLENDALE (City)
	LANDSCAPING OF MEDIANS IN STH 100 AND STH 24 IN THE VILLAGE OF HALES CORNERS	ENVIRONMENTAL ENHANCEMENT	HALES CORNERS (Village)
	INSTALLATION OF DECORATIVE STREET LIGHTS & LANDSCAPING AT ATKINSON/CAPITOL/ TEUTONIA TRIANGLE AND ON CAPITOL DR. FROM 27TH ST. TO ATKINSON AVE.	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	RECONSTRUCTION OF THE LAKE MICHIGAN SHORELINE PROTECTION SYSTEM CREATING A PEDESTRIAN/ BIKE TRAIL NEAR MILW. ART MUSEUM ADDITION	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	CONSTRUCT MARQUETTE UNIVERSITY PEDESTRIAN CORRIDOR ON WISCONSIN AVE N 12TH ST AND N 16TH ST	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	DESIGN AND CONSTRUCTION OF THE BEER LINE BICYCLE AND PEDESTRIAN PATH IN THE CITY OF MILWAUKEE	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	CONSTRUCTION OF 'B' BEERLINE BICYCLE TRAIL AND PEDESTRIAN PATH FROM N. HUMBOLDT AVE. TO E. PLEASANT ST. IN THE CITY OF MILWAUKEE (0.75 MILES)	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	CONSTRUCTION OF BICYCLE PEDESTRIAN PATH ON FORMER CHICAGO NORTH SHORE RIGHT-OF-WAY IN THE CITY OF OAK CREEK	ENVIRONMENTAL ENHANCEMENT	OAK CREEK (City)
UNDERWAY	BRIDGE REHABILITATION AT VARIOUS LOCATIONS ON THE STATE TRUNK HIGHWAY SYSTEM WITHIN SOUTHEASTERN WISCONSIN	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	BRIDGE MAINTENANCE PAINTING PROJECTS AT VARIOUS LOCATIONS ON THE STATE TRUNK HIGHWAY SYSTEM WITHIN SOUTHEASTERN WISCONSIN	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	BRIDGE MAINTENANCE PAINTING PROJECTS AT VARIOUS LOCATIONS ON THE INTERSTATE SYSTEM WITHIN SOUTHEASTERN WISCONSIN	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	TRAFFIC OPERATIONS CENTER; MONITOR OPERATION AND MAINTENANCE	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	INSTALLATION OF TRAFFIC SIGNALS AND RECONFIGURE INTERSECTIONS ON SELECTED STATE TRUNK HIGHWAYS IN SOUTHEASTERN WISCONSIN	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	REMOVAL OF THE PARK EAST FWY (STH 145) WEST OF JEFFERSON ST AND CONSTRUCT NEW TERMINUS WEST OF MILWAUKEE RIVER IN THE CITY OF MILWAUKEE (0.50 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	INSPECTION OF VARIOUS BRIDGES IN MILWAUKEE, WAUKESHA, KENOSHA, RACINE, WALWORTH, AND WASHINGTON COUNTIES	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	MAINTENANCE PROJECTS--REPAIR--AT VARIOUS LOCATIONS ON THE INTERSTATE HIGHWAY SYSTEM WITHIN SOUTHEASTERN WISCONSIN	HIGHWAY PRESERVATION	STATE OF WISCONSIN

Source: SEWRPC.

Table B -1

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
UNDERWAY	TECHNICAL & PLANNING SUPPORT FOR INTELLIGENT TRANSPORTATION SYSTEM DEVELOPMENT	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	MAINTENANCE PROJECTS--REPAIR--AT VARIOUS LOCATIONS ON THE STATE TRUNK HIGHWAY SYSTEM IN SOUTHEASTERN WISCONSIN	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	SUPPORT OF THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION TRANSPORTATION PLANNING PROGRAM	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	REPLACEMENT OF IH-43 BRIDGE OVER THE MILWAUKEE RIVER IN THE CITY OF MILWAUKEE (B-40-0969)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	CONTINUATION OF THE REGIONAL TRANSPORTATION PLANNING PROGRAM CONDUCTED BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	MAINTENANCE OF TRAFFIC DETECTING LOOPS AND ELECTRICAL SYSTEMS ON STATE TRUNK HIGHWAYS IN SOUTHEASTERN WISCONSIN	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	SPECIAL TRAFFIC OPERATIONS ACTIVITIES; SIGN BRIDGES, ELECTRIC AND SIGNING MAINTENANCE IN DISTRICT 2	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	PAVEMENT MARKING FOR VARIOUS USH AND STH IN SOUTHEASTERN WISCONSIN	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	REPLACEMENT AND REPAIR OF SIGNALS AND SIGN BRIDGES WITHIN SOUTHEASTERN WISCONSIN	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	BRIDGE REHABILITATION AT VARIOUS LOCATIONS ON THE INTERSTATE HIGHWAY SYSTEM WITHIN SOUTHEASTERN WISCONSIN	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	SIGNAL INSTALLATION AND TURN LANE IMPROVEMENTS AT SELECTED INTERSECTIONS WITHIN SOUTHEASTERN WISCONSIN	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	LIGHTING REHABILITATION AT VARIOUS LOCATIONS ON THE STATE TRUNK HIGHWAY SYSTEM IN SOUTHEASTERN WISCONSIN	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RESURFACING OF THE AIRPORT SPUR (STH 119) FROM IH-94 TO HOWELL AVE IN THE CITY OF MILWAUKEE (1.89 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RESURFACING OF STH 32 FROM SOUTH COUNTY LINE TO FOREST HILL AVE IN THE CITY OF OAK CREEK (3.65 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONDITIONING OF USH 18 (E STATE ST) FROM N EDISON ST TO PROSPECT AVE IN THE CITY OF MILWAUKEE (0.70 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RESURFACING OF W FOREST HOME AVE (STH 24) FROM 42ND ST TO 35TH ST IN THE CITY OF MILWAUKEE (0.60 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RESURFACING OF USH 41 FROM OKLAHOMA AVE TO LINCOLN AVE AND FOREST HOME AVE FROM 31ST ST TO 27TH ST IN THE CITY OF MILWAUKEE (1.30 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN



Table B -1

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
UNDERWAY	RESURFACING OF IH-894 FROM THE BELTON OVERPASS TO THE MITCHELL INTERCHANGE IN THE CITY OF MILWAUKEE (8.59 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	ROUT AND SEAL VARIOUS FREEWAY ASPHALT SURFACES WITHIN DISTRICT 2 REGION	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONDITIONING OF N PORT WASHINGTON RD FROM W HAMPTON AVE TO W DAPHNE RD (2.40 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	REHABILITATION OF USH 18 (W STATE ST) BRIDGE OVER THE MILWAUKEE RIVER IN THE CITY OF MILWAUKEE	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONDITIONING OF STH 38 FROM S CHASE AVE TO W MAPLE ST (2.40 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONDITIONING OF USH 18 (W STATE ST) FROM N 66TH ST TO N STORY PARKWAY IN THE CITY OF MILWAUKEE (1.10 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	STAFFING OF A POSITION TO ACT AS FACILITATOR, LIASION, & TRAINER IN JOINT WISDOT/ MILW COUNTY SHERIFF IMPLEMENTATION OF FREEWAY TRAFFIC MGNT SYSTEM	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	REPLACEMENT OF W HAMPTON AVE BRIDGE OVER THE MENOMONEE RIVER (B-40-0342)	HIGHWAY PRESERVATION	MILWAUKEE COUNTY
	REPLACEMENT OF W HAMPTON AVE BRIDGE OVER THE MENOMONEE RIVER (B-40-0343)	HIGHWAY PRESERVATION	MILWAUKEE COUNTY
	RESURFACING OF W GOOD HOPE RD FROM N 107TH ST TO N PORT WASHINGTON RD (6.50 MILES)	HIGHWAY PRESERVATION	MILWAUKEE COUNTY
	REPLACEMENT OF W HAMPTON AVE BRIDGE OVER THE UP RAILWAY (B-40-0382)	HIGHWAY PRESERVATION	MILWAUKEE COUNTY
	RESURFACING OF LAYTON AVE FROM S 81ST ST TO S 76TH ST AND S 76TH ST FROM GRANGE AVE TO COLD SPRING RD AND OVERLAY S 76TH ST BRIDGE (2.16 MILES)	HIGHWAY PRESERVATION	MILWAUKEE COUNTY
	REPLACEMENT OF W HAMPTON AVE BRIDGE OVER THE UP RAILWAY (B-40-0383)	HIGHWAY PRESERVATION	MILWAUKEE COUNTY
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF S 13TH ST (CTH V) FROM W RAWSON AVE TO W COLLEGE AVE IN OAK CREEK AND MILWAUKEE (1.0 MILES)	HIGHWAY PRESERVATION	MILWAUKEE COUNTY
	REPLACEMENT OF W FOREST HOME AVE BRIDGE OVER A BRANCH OF THE ROOT RIVER (B-40-0030)	HIGHWAY PRESERVATION	MILWAUKEE COUNTY
	REPLACEMENT OF W BELOIT RD BRIDGE OVER THE ROOT RIVER (P-40-0727)	HIGHWAY PRESERVATION	MILWAUKEE COUNTY
	REPLACEMENT OF S 76TH ST BRIDGE (B-40-0934) OVER RYAN CREEK (0.11 MILES)	HIGHWAY PRESERVATION	MILWAUKEE COUNTY

Source: SEWRPC.

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
UNDERWAY	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF BELOIT RD FROM S 102ND TO S 108TH ST IN THE CITY OF GREENFIELD (0.80 MILES)	HIGHWAY PRESERVATION	MILWAUKEE COUNTY
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF N PORT WASHINGTON RD FROM W BERGEN RD TO W LARAMIE (1.0 MILES)	HIGHWAY PRESERVATION	MILWAUKEE COUNTY
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF S 76TH ST FROM NORTH CITY LIMITS TO W OKLAHOMA AVE (1.50 MILES)	HIGHWAY PRESERVATION	MILWAUKEE COUNTY
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF W GRANGE AVE FROM NEW BERLIN RD TO 108TH ST IN THE VILLAGE OF HALES CORNERS (1.0 MILES)	HIGHWAY PRESERVATION	HALES CORNERS (Village)
	REHABILITATION OF N HAWLEY RD VIADUCT FROM W VALLEY FORGE DR TO W RODER CIRCLE IN THE CITY OF MILWAUKEE (0.22 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RESURFACING OF N 91ST ST FROM W FLAGG AVE TO W MILL RD IN THE CITY OF MILWAUKEE (0.66 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RENOVATION OF THE N 35TH ST BRIDGE OVER LINCOLN CREEK IN THE CITY OF MILWAUKEE (0.06 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF S 6TH ST FROM W OHIO AVE TO W HAYES AVE IN THE CITY OF MILWAUKEE (1.30 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF W WISCONSIN AVE FROM A POINT EAST OF N 89TH ST TO N 95TH ST IN THE CITY OF MILWAUKEE (0.55 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RESURFACING OF W SILVER SPRING DR FROM N 27TH ST TO N 68TH ST IN THE CITY OF MILWAUKEE (2.5 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE W BRADLEY RD STRUCTURE OVER LITTLE MENOMONEE RIVER INCL APPROACHES IN THE CITY OF MILWAUKEE (0.15 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	INSTALLATION OR MODIFICATION OF TRAFFIC SIGNALS AT IMPROVED STREET INTERSECTIONS IN THE CITY OF MILWAUKEE	HIGHWAY PRESERVATION	MILWAUKEE (City)
	INSTALLATION OF TRAFFIC SIGNING AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	HIGHWAY PRESERVATION	MILWAUKEE (City)
	INTERCONNECTION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	HIGHWAY PRESERVATION	MILWAUKEE (City)
	TRAFFIC SIGNAL UPGRADES AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	HIGHWAY PRESERVATION	MILWAUKEE (City)
	INSTALLATION OF TRAFFIC SIGNALS AT VARIOUS LOCATIONS ON CITY STREETS IN THE CITY OF MILWAUKEE	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF S 2ND ST FROM W NATIONAL AVE TO THE MENOMONEE RIVER IN THE CITY OF MILWAUKEE (0.63 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
UNDERWAY	RECONSTRUCTION AND RESURFACING AT VARIOUS LOCATIONS ON THE FEDERAL-AID HIGHWAY SYSTEM IN THE CITY OF MILWAUKEE (1.2 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF THE W MILL RD BRIDGE OVER THE MENOMONEE RIVER IN THE CITY OF MILWAUKEE	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF W FOND DU LAC AVE FROM N 107TH ST TO N 91ST ST IN THE CITY OF MILWAUKEE (1.44 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF N TEUTONIA AVE FROM W RUBY AVE TO W VILLARD AVE IN THE CITY OF MILWAUKEE (0.94 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF W CENTER ST FROM N 76TH ST TO N 92ND ST IN THE CITY OF MILWAUKEE (1.0 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF N HAWLEY RD FROM THE HAWLEY RD VIADUCT TO W VLIET ST IN THE CITY OF MILWAUKEE (0.35 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF THE W HIGHLAND BLVD VIADUCT OVER CP RR ROW IN THE CITY OF MILWAUKEE	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RECONDITIONING OF PENNSYLVANIA AVE FROM RYAN RD TO PUETZ RD IN THE CITY OF OAK CREEK (1.0 MILES)	HIGHWAY PRESERVATION	OAK CREEK (City)
	RESURFACING OF W LINCOLN AVE FROM S 96TH ST TO S 108TH ST IN THE CITY OF WEST ALLIS (0.76 MILES)	HIGHWAY PRESERVATION	WEST ALLIS (City)
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF LAYTON AVE FROM THE WEST COUNTY LINE TO STH 100 IN THE CITY OF GREENFIELD (1.0 MILES)	HIGHWAY IMPROVEMENT	STATE OF WISCONSIN
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 100 FROM HOWELL AVE (STH 38) TO STH 32 IN THE CITY OF OAK CREEK (2.75 MILES)	HIGHWAY IMPROVEMENT	STATE OF WISCONSIN
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF RYAN RD (STH 100) FROM STH 36 TO USH 41 IN THE CITY OF FRANKLIN (5.0 MILES)	HIGHWAY IMPROVEMENT	STATE OF WISCONSIN
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF E COLLEGE AVE FROM S HOWELL AVE TO S PENNSYLVANIA AVE INCL THE BRIDGE OVER THE UP RAILWAY (1.3 MILES)	HIGHWAY IMPROVEMENT	MILWAUKEE COUNTY
	CONSTRUCTION OF THE PENNSYLVANIA AVE CONNECTOR TO THE LAKE PKWY (STH 794) IN THE CITY OF CUDAHY (0.50 MILES)	HIGHWAY EXPANSION	STATE OF WISCONSIN
	RECONSTRUCTION AND EXPANSION OF W CANAL ST FROM MILLER PARK TO N 6TH ST IN THE CITY OF MILWAUKEE (2.77 MILES)	HIGHWAY EXPANSION	MILWAUKEE (City)
	IMPLEMENTATION OF THE PARK AND RIDE SYSTEM PLAN; STAFFING COSTS	TRANSIT SYSTEM PRESERVATION	STATE OF WISCONSIN
	TRAIN CONTROL SIGNAL UPGRADES AT 4 LOCATIONS ON CP RAILWAY MAINLINE SOUTH OF MILWAUKEE TO SUPPORT IMPROVED INTERCITY RAIL SERVICE	TRANSIT SYSTEM PRESERVATION	STATE OF WISCONSIN

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
UNDERWAY	JOB ACCESS SEC 3037 TRANSIT PROJECT 2000- UWM INTERNET TRIP PLANNER AND EMPLOYMENT WEB SITE DESIGN	TRANSIT SYSTEM PRESERVATION	STATE OF WISCONSIN
	CAPITALIZATION OF TRANSIT VEHICLE MAINTENANCE ACTIVITIES	TRANSIT SYSTEM PRESERVATION	MILWAUKEE COUNTY
	PURCHASE AND INSTALL SCHEDULING/RUN CUTTING SOFTWARE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM (WI-90-X362)	TRANSIT SYSTEM PRESERVATION	MILWAUKEE COUNTY
	PURCHASE OF MISCELLANEOUS SUPPORT SERVICE AND MAINTENANCE EQUIPMENT FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TRANSIT SYSTEM PRESERVATION	MILWAUKEE COUNTY
	TRANSIT VEHICLE TIRE LEASING SERVICES	TRANSIT SYSTEM PRESERVATION	MILWAUKEE COUNTY
	DISADVANTAGED BUSINESS ENTERPRISE DEVELOPMENT CAPACITY BUILDING PROGRAM (WI-90-X340)	TRANSIT SYSTEM PRESERVATION	MILWAUKEE COUNTY
	PURCHASE OF REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM (60% SEC 5309, 40% SEC 5307)	TRANSIT SYSTEM PRESERVATION	MILWAUKEE COUNTY
	OPERATING ASSISTANCE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TRANSIT SYSTEM PRESERVATION	MILWAUKEE COUNTY
	PURCHASE OF REPLACEMENT BUS HOISTS FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM GARAGES (WI-90- X362)	TRANSIT SYSTEM PRESERVATION	MILWAUKEE COUNTY
	PARKING LOT IMPROVEMENTS AT THE SUMMERFEST STAGING AREA (WI-90-X362)	TRANSIT SYSTEM PRESERVATION	MILWAUKEE COUNTY
	RENOVATIONS/REPAIRS AT THE FIEBRANTZ OPERATING GARAGE (WI-90-X381)	TRANSIT SYSTEM PRESERVATION	MILWAUKEE COUNTY
	PRELIMINARY ENGINEERING OF COMMUTER PASSENGER TRAIN SERVICE IN THE MILWAUKEE-RACINE-KENOSHA CORRIDOR	TRANSIT SYSTEM IMPROVEMENT	STATE OF WISCONSIN
	CONTINUATION AND IMPROVED OPERATION OF THE "HIAWATHA" INTERCITY FROM MILWAUKEE TO CHICAGO (PENDING)	TRANSIT SYSTEM IMPROVEMENT	STATE OF WISCONSIN
	TRANSIT PLANNING MILWAUKEE COUNTY SHORT RANGE PLANNING AND PROGRAMMING STUDIES	TRANSIT SYSTEM IMPROVEMENT	MILWAUKEE COUNTY
	TRANSIT SERVICE WITHIN MILWAUKEE COUNTY TO AND FROM UW-MILWAUKEE	TRANSIT SYSTEM IMPROVEMENT	MILWAUKEE COUNTY
	SUPPORT OF SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION TRANSIT PLANNING PROGRAM FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TRANSIT SYSTEM IMPROVEMENT	MILWAUKEE COUNTY
	PURCHASE OF MOBILE DATA TERMINALS FOR PARATRANSIT VEHICLES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM (WI-90-X362)	TRANSIT SYSTEM IMPROVEMENT	MILWAUKEE COUNTY

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
UNDERWAY	PRELIMINARY ENGINEERING FOR POSSIBLE EXTENSION OF INTERCITY RAIL SERVICE FROM MILWAUKEE TO MADISON	TRANSIT SYSTEM EXPANSION	STATE OF WISCONSIN
	CONSTRUCTION OF AN INTERMODAL TRAIN STATION AT GENERAL MITCHELL INTERNATIONAL AIRPORT	TRANSIT SYSTEM EXPANSION	STATE OF WISCONSIN
	CONSTRUCTION OF THREE COMMUTER PARK AND RIDE LOTS FROM THE GROUP 'A' SET	TRANSIT SYSTEM EXPANSION	STATE OF WISCONSIN
	CONSTRUCTION OF THREE COMMUTER PARK AND RIDE LOTS FROM THE GROUP 'B' SET	TRANSIT SYSTEM EXPANSION	STATE OF WISCONSIN
	REDEVELOPMENT OF THE DOWNTOWN MILWAUKEE INTERMODAL STATION	TRANSIT SYSTEM EXPANSION	STATE OF WISCONSIN
	MILWAUKEE DOWNTOWN TRANSIT CONNECTOR LOCALLY PREFERRED ALTERNATIVE: CONTINUED PLANNING; EIS IN 2004 AND PE IN 2005	TRANSIT SYSTEM EXPANSION	MILWAUKEE COUNTY
	REPLACEMENT OF MILWAUKEE RIVER PARKWAY BRIDGE OVER THE MILWAUKEE RIVER (B-40-0647)	OFF-SYSTEM HIGHWAY	MILWAUKEE COUNTY
	REPLACEMENT OF BRIDGE ON HONEY CREEK PARKWAY OVER HONEY CREEK (P-40-0780)	OFF-SYSTEM HIGHWAY	MILWAUKEE COUNTY
	REPLACEMENT OF OAK CREEK PARKWAY BRIDGE IN THE CITY OF SOUTH MILWAUKEE (P-40-0741)	OFF-SYSTEM HIGHWAY	MILWAUKEE COUNTY
	REHABILITATION OF N POINT DR BRIDGE OVER INDIAN CREEK IN THE VILLAGE OF FOX POINT (P-40-0707)	OFF-SYSTEM HIGHWAY	FOX POINT (Village)
	REPLACEMENT OF DEAN RD BRIDGE OVER INDIAN CREEK IN THE VILLAGE OF FOX POINT (P-40-0702)	OFF-SYSTEM HIGHWAY	FOX POINT (Village)
	REPLACEMENT OF REGENT RD BRIDGE OVER INDIAN CREEK IN THE VILLAGE OF FOX POINT (P-40-0703)	OFF-SYSTEM HIGHWAY	FOX POINT (Village)
	RECONSTRUCTION AND RESURFACING AT VARIOUS LOCATIONS ON CITY STREETS OFF THE FEDERAL-AID SYSTEM IN THE CITY OF MILWAUKEE (4.0 MILES)	OFF-SYSTEM HIGHWAY	MILWAUKEE (City)
	LOCAL STREET IMPROVEMENTS AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	OFF-SYSTEM HIGHWAY	MILWAUKEE (City)
	IMPLEMENTATION OF FREEWAY SAFETY PATROLS	HIGHWAY SAFETY	STATE OF WISCONSIN
	SAFETY IMPROVEMENTS ALONG GREENFIELD AVE (STH 59) FROM 116TH ST TO 101ST ST IN CITY OF WEST ALLIS (1.0 MILES)	HIGHWAY SAFETY	STATE OF WISCONSIN
	IMPROVEMENT OF HAZARDOUS LOCATIONS ALONG THE STH SYSTEM IN DISTRICT 2	HIGHWAY SAFETY	STATE OF WISCONSIN

Source: SEWRPC.

Table B -1

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
UNDERWAY	IMPROVEMENT AND MODERNIZATION OF LIGHTING SYSTEMS ON VARIOUS INTERSTATE HIGHWAYS IN SOUTHEASTERN WISCONSIN	HIGHWAY SAFETY	STATE OF WISCONSIN
	CONSTRUCTION OF VARIOUS SMALL HAZARD ELIMINATION MEASURES IN DISTRICT 2	HIGHWAY SAFETY	STATE OF WISCONSIN
	CONSTRUCTION OF FREEWAY CRASH INVESTIGATION SITES	HIGHWAY SAFETY	STATE OF WISCONSIN
	RAILROAD CROSSING PROTECTION PROJECTS ORDERED BY THE TRANSPORTATION COMMISSION IN THE SOUTHEASTERN WISCONSIN COUNTIES	HIGHWAY SAFETY	STATE OF WISCONSIN
	UPGRADE TRAFFIC SIGNALS AT W OKLAHOMA AVE AND W BELOIT RD AND S 92ND ST (0.50 MILES)	HIGHWAY SAFETY	MILWAUKEE COUNTY
	UPGRADE TRAFFIC SIGNALS AND IMPROVE TRAFFIC SIGNAL TIMING USING COMPUTER MODEL ON W COLLEGE AVE EAST OF S 27TH ST TO S 13TH ST (2.0 MILES)	HIGHWAY SAFETY	MILWAUKEE COUNTY
	UPGRADE SIGNAL EQUIPMENT, SIGNAGE, AND IMPROVE TRAFFIC SIGNAL TIMING USING COMPUTER MODEL ON W SILVER SPRING DR N 91ST ST TO N 124TH ST (2.0 MILES)	HIGHWAY SAFETY	MILWAUKEE COUNTY
	INSTALL NEW SIGNAL INTERCONNECT AND IMPROVE SIGNAL TIMING USING COMPUTER SIMULATION ON W LAYTON AVE FROM S 27TH ST TO 92ND ST (4.0 MILES)	HIGHWAY SAFETY	MILWAUKEE COUNTY
	UPGRADE TRAFFIC SIGNALS AND IMPROVE SIGNAL TIMING USING COMPUTER SIMULATION ON W BRADLEY RD, N TEUTONIA AVE AND N 43RD ST (0.25 MILES)	HIGHWAY SAFETY	MILWAUKEE COUNTY
	IMPROVEMENT OF SIGNAL TIMING USING COMPUTER SIMULATION ON S 76TH ST FROM MORGAN AVE TO GRANGE AVE (3.0 MILES)	HIGHWAY SAFETY	MILWAUKEE COUNTY
	TRAFFIC SAFETY IMPROVEMENTS AT THE INTERSECTION OF N PORT WASHINGTON RD AND BROWN DEER RD (0.31 MILES)	HIGHWAY SAFETY	MILWAUKEE COUNTY
	IMPROVEMENT OF SIGNAL TIMING USING COMPUTER SIMULATION ON PORT WASHINGTON RD FROM GREEN TREE RD TO DEAN RD (1.50 MILES)	HIGHWAY SAFETY	MILWAUKEE COUNTY
	IMPROVEMENT OF SIGNAL TIMING USING COMPUTER SIMULATION ON W GOOD HOPE RD FROM TEUTONIA AVE TO N 99TH ST (5.0 MILES)	HIGHWAY SAFETY	MILWAUKEE COUNTY
	SPOT TRAFFIC SIGNAL IMPROVEMENTS AT VARIOUS HIGH HAZARD LOCATIONS IN THE CITY OF MILWAUKEE	HIGHWAY SAFETY	MILWAUKEE (City)
	INSTALLATION OF TRAFFIC SIGNAL MAST ARMS AT 5 LOCATIONS TO IMPROVE SIGNAL VISIBILITY & SAFETY IN THE CITY OF MILWAUKEE	HIGHWAY SAFETY	MILWAUKEE (City)
	ADD LEFT TURN LANES AND SIGNAL MAST ARMS AT THE S CESAR CHAVEZ DR AND W MITCHELL ST INTERSECTION IN THE CITY OF MILWAUKEE	HIGHWAY SAFETY	MILWAUKEE (City)
	ADD LEFT TURN LANES AND SIGNAL MAST ARMS AT THE INTERSECTION OF 70TH & MAIN ST TO IMPROVE SAFETY IN THE CITY OF MILWAUKEE	HIGHWAY SAFETY	MILWAUKEE (City)

Source: SEWRPC.

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
UNDERWAY	WISCONSIN PARTNERS FOR CLEAN AIR TECHNICAL ASSISTANCE AND OUTREACH	ENVIRONMENTAL ENHANCEMENT	STATE OF WISCONSIN
	WETLAND MITIGATION BANKING SITES FOR VARIOUS HIGHWAYS IN SOUTHEASTERN WISCONSIN	ENVIRONMENTAL ENHANCEMENT	STATE OF WISCONSIN
	PURCHASE AND INSTALLATION OF UPGRADED DYNAMOMETERS FOR EMISSION INSPECTION FACILITIES	ENVIRONMENTAL ENHANCEMENT	STATE OF WISCONSIN
	CONSTRUCTION OF LAKESHORE WALKWAY FROM HENRY MAIER FESTIVAL PARK TO LAKESHORE PARK IN THE CITY OF MILWAUKEE	ENVIRONMENTAL ENHANCEMENT	STATE OF WISCONSIN
	IMPROVEMENT OF SIGNAGE, BUS SHELTERS, LIGHTING, AND OTHER USER AMENITIES AT VARIOUS PARK AND RIDE LOTS IN SOUTHEASTERN WISCONSIN	ENVIRONMENTAL ENHANCEMENT	STATE OF WISCONSIN
	ENHANCED MOTOR VEHICLE INSPECTION AND MAINTENANCE PROGRAM	ENVIRONMENTAL ENHANCEMENT	STATE OF WISCONSIN
	ESTABLISHMENT OF AN EMERGENCY RIDE HOME PROGRAM FOR RIDESHARE PROGRAM PARTICIPANTS IN SOUTHEASTERN WISCONSIN	ENVIRONMENTAL ENHANCEMENT	STATE OF WISCONSIN
	CONTINUATION OF THE SOUTHEASTERN WISCONSIN RIDESHARE RIDE MATCHING SERVICE AND MARKETING	ENVIRONMENTAL ENHANCEMENT	STATE OF WISCONSIN
	COMPREHENSIVE STUDY OF EXISTING AND FUTURE PARK AND RIDE FACILITY NEEDS AND ADMINISTRATION OF VARIOUS SPOT IMPROVEMENTS IN DISTRICT 2	ENVIRONMENTAL ENHANCEMENT	STATE OF WISCONSIN
	EXPANSION OF THE LOCAL GOVERNMENT ALTERNATIVE FUEL VEHICLE FACILITATION AND MONITORING PROGRAM BY UW-MILWAUKEE	ENVIRONMENTAL ENHANCEMENT	STATE OF WISCONSIN
	SPOT SAFETY IMPROVEMENTS OF VARIOUS BIKEWAYS ON STATE HIGHWAYS AND CONNECTING HIGHWAYS IN SOUTHEASTERN WISCONSIN	ENVIRONMENTAL ENHANCEMENT	STATE OF WISCONSIN
	CONSTRUCTION OF SIDEWALKS ALONG VARIOUS EXISTING STATE TRUNK CONNECTING HIGHWAYS IN SOUTHEASTERN WISCONSIN	ENVIRONMENTAL ENHANCEMENT	STATE OF WISCONSIN
	LANDSCAPING OF NOISE BARRIERS ON VARIOUS INTERSTATE HIGHWAYS IN SOUTHEASTERN WISCONSIN	ENVIRONMENTAL ENHANCEMENT	STATE OF WISCONSIN
	DESIGN AND CONSTRUCTION OF NOISE BARRIERS ON INTERSTATE HIGHWAYS IN SOUTHEASTERN WISCONSIN	ENVIRONMENTAL ENHANCEMENT	STATE OF WISCONSIN
	CONDUCT OF INSPECTION OF STAGE 2 FUEL VAPOR RECOVERY SYSTEMS	ENVIRONMENTAL ENHANCEMENT	WISCONSIN DNR
	ONBOARD VAPOR RECOVERY ENHANCEMENT PROJECT 1 WRENCHES AND OUTREACH CAMPAIGN FY 2004	ENVIRONMENTAL ENHANCEMENT	WISCONSIN DNR
	CONSTRUCTION OF A GRADE SEPARATION BETWEEN THE FORMER NORTH SHORE RAILWAY BICYCLE PATH AND RYAN RD IN THE CITY OF OAK CREEK	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE COUNTY

Source: SEWRPC.

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
UNDERWAY	CONSTRUCTION OF THE OAK LEAF TRAIL FROM THE INTERSECTION OF PROSPECT AVE AND BRADY ST TO LINCOLN MEMORIAL DR IN THE CITY OF MILWAUKEE (0.10 MILES)	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE COUNTY
	REPLACEMENT OF BRADY ST PEDESTRIAN BRIDGE ON THE EAST SIDE OF THE CITY OF MILWAUKEE	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE COUNTY
	RECONSTRUCTION OF THE EXISTING OAK LEAF TRAIL; ESTABROOK PARK SEGMENT FROM CAPITOL DR TO HAMPTON AVE (2.40 MILES)	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE COUNTY
	DESIGN AND CONSTRUCTION OF THE FORESTRY YARD SEGMENT OF THE HOYT BICYCLE AND PEDESTRIAN PATH (0.20 MILES)	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE COUNTY
	CONSTRUCTION OF THE FORMER NORTH SHORE RAILWAY RIGHT-OF-WAY BIKE PATH FROM MARSHALL AVE NEAR HOWELL AVE TO 3200 FEET EAST OF COUNTY LINE RD (5.0 MILES)	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE COUNTY
	CONSTRUCTION OF THE OAK LEAF TRAIL ALONG THE LAKEFRONT BETWEEN HOWARD AVE AND LUNHAM AVE IN THE CITY OF ST FRANCIS (1.50 MILES)	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE COUNTY
	CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATH FROM 7600 TO 8700 N PORT WASHINGTON RD IN THE VILLAGE OF FOX POINT (1.54 MILES)	ENVIRONMENTAL ENHANCEMENT	FOX POINT (Village)
	CONDUCT OF AN OFF-STREET BICYCLE STUDY TO IDENTIFY AND PRIORITIZE TRAVEL CORRIDORS IN THE CITY OF MILWAUKEE	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	UPDATE AND DISTRIBUTE CITY OF MILWAUKEE BICYCLE ROUTE MAPS	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	CONSTRUCTION OF A BICYCLE TRAIL ALONG THE FORMER UP RR ROW FROM 6TH AND ROSENDALE TO E WASHINGTON AVE IN THE CITY OF MILWAUKEE (2.20 MILES)	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	LANDSCAPING OF FOND DU LAC AVE (STH 145) FROM 19TH ST TO 36TH STREET IN THE CITY OF MILWAUKEE	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	INSTALLATION OF HISTORICAL STREET LIGHTING & OTHER STREETScape IMPROVEMENTS ALONG W NATIONAL AVE FROM S 12TH ST TO S 1ST ST & PORTIONS OF S 5TH ST & S 6TH ST (1.43 MILES)	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	DEVELOPMENT AND INSTALLATION OF OPTIMIZED TRAFFIC SIGNAL OPERATION FOR SPECIAL EVENTS AT THE FESTIVAL GROUNDS IN THE CITY OF MILWAUKEE	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	COMPUTER OPTIMIZATION OF TRAFFIC SIGNAL OPERATION IN THE MILWAUKEE CENTRAL BUSINESS DISTRICT	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	INSTALLATION OF HARD WIRE INTERCONNECT CABLE TO PROVIDE SIGNAL COORDINATION	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	INSTALLATION OF A COMPUTER-CONTROLLED SYSTEM INTEGRATING 21 TRAFFIC SIGNALS ON THE SOUTH SIDE OF THE CITY OF MILWAUKEE	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	DESIGN AND CONSTRUCTION OF WALKWAY ENHANCEMENTS ALONG WISCONSIN AVE AND WATER ST IN THE MILWAUKEE CBD: PHASE 1	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)



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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
UNDERWAY	CONSTRUCTION OF THE MARSUPIAL BICYCLE/PEDESTRIAN BRIDGE AT THE N HOLTON ST VIADUCT FROM N COMMERCE ST TO N WATER ST	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	ENHANCE E/W WISCONSIN AVE & N WATER ST ALONG PEDESTRIAN CORRIDOR: STREETSCAPE, LIGHTING, & LANDSCAPE STAGE II	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	ENHANCE E/W WISCONSIN AVE & N WATER ST ALONG PEDESTRIAN CORRIDOR: STREETSCAPE, LIGHTING, & LANDSCAPE STAGE III	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	EVALUATION, SELECTION, DESIGNATION AND SPOT IMPROVEMENT OF BICYCLE ROUTES ON EXISTING STREETS IN THE CITY OF MILWAUKEE	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	COMPUTER OPTIMIZATION AND SIGNAL EQUIPMENT UPGRADE OF 25 SIGNAL SYSTEM ON APPLETON AVE AND LISBON AVE IN THE CITY OF MILWAUKEE	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	COMPUTER OPTIMIZATION OF 83 SIGNAL SYSTEMS ON SOUTH SIDE OF THE CITY OF MILWAUKEE	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	INSTALLATION OF TRAFFIC SIGNAL INTERCONNECT CABLE ON VARIOUS ARTERIAL STREETS IN CITY OF MILWAUKEE	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	INSTALLATION OF BICYCLE PARKING FACILITIES AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
DEFERRED	RECONDITIONING OF STH 181 (N 76TH ST) FROM W FLORIST AVE TO THE NORTH COUNTY LINE IN THE CITY OF MILWAUKEE (4.54 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONFIGURATION AND RECONSTRUCTION OF THE MARQUETTE INTERCHANGE AND APPROACHES ON IH-94, IH-43, AND IH-794 IN THE CITY OF MILWAUKEE	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONDITIONING OF STH 59 FROM I-894 TO S 92ND ST IN THE CITY OF WEST ALLIS (0.50 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	REPLACEMENT OF CP RAILWAY BRIDGE OVER S KINNICKINNIC AVE IN THE CITY OF MILWAUKEE (STH 32)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONDITIONING OF USH 18 (W STATE ST) FROM OLD WORLD 3RD ST TO 12TH ST IN THE CITY OF MILWAUKEE (1.07 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 32 FROM E DEAN RD TO THE UP RAILWAY BRIDGE IN THE CITY OF MILWAUKEE (0.80 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	REHABILITATION OF W SILVER SPRING DR BRIDGE OVER THE LITTLE MENOMONEE RIVER (B-40-0162)	HIGHWAY PRESERVATION	MILWAUKEE COUNTY
	REHABILITATION OF W SILVER SPRING DR BRIDGE OVER THE LITTLE MENOMONEE RIVER (B-40-0247)	HIGHWAY PRESERVATION	MILWAUKEE COUNTY
	REHABILITATION OF S 76TH ST BRIDGE OVER W FOREST HOME AVE (B-40-0164)	HIGHWAY PRESERVATION	MILWAUKEE COUNTY

Source: SEWRPC.

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
DEFERRED	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF W RAWSON AVE FROM 6TH ST TO S 27TH ST (1.50 MILES)	HIGHWAY PRESERVATION	MILWAUKEE COUNTY
	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS	HIGHWAY PRESERVATION	MILWAUKEE COUNTY
	RECONSTRUCTION WITH AUXILIARY TRAFFIC LANES OF S 92ND ST FROM W FOREST HOME AVE TO W HOWARD AVE IN THE CITY OF GREENFIELD (1.50 MILES)	HIGHWAY PRESERVATION	MILWAUKEE COUNTY
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF W SILVER SPRING DR FROM N 69TH ST TO N 90TH ST (1.5 MILES)	HIGHWAY PRESERVATION	MILWAUKEE COUNTY
	RENOVATION AND DECK REPLACEMENT OF THE N HUMBOLDT AVE/COMMERCE ST BRIDGE IN THE CITY OF MILWAUKEE	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RENOVATION AND CATHODIC PROTECTION OF THE N TEUTONIA AVE/W SILVER SPRING DR BRIDGE IN THE CITY OF MILWAUKEE (0.01 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RENOVATION OF THE W KILBOURN AVE/MILWAUKEE RIVER BRIDGE IN THE CITY OF MILWAUKEE	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RENOVATION AND DECK REPLACEMENT OF THE N HUMBOLDT AVE BRIDGE OVER MILWAUKEE RIVER IN THE CITY OF MILWAUKEE	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RENOVATION OF W CHERRY ST (LOC RD) BRIDGE BASCULE BRIDGE/MILWAUKEE RIVER BRIDGE IN THE CITY OF MILWAUKEE (P-40-0864)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RESURFACING OF W VILLARD AVE FROM N GREEN BAY AVE TO N TEUTONIA AVE IN THE CITY OF MILWAUKEE (0.90 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF THE TEUTONIA AVE BRIDGE OVER THE UNION PACIFIC RR IN THE CITY OF MILWAUKEE (B-40-0035)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RESURFACING OF W WASHINGTON BLVD FROM N 47TH ST TO N 60TH ST IN THE CITY OF MILWAUKEE (0.77 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF W GREENFIELD AVE FROM S 1ST ST TO S 16TH ST IN THE CITY OF MILWAUKEE (1.10 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RESURFACING OF S 11TH ST FROM W WIND LAKE AVE TO W NATIONAL AVE IN THE CITY OF MILWAUKEE (1.13 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF S 35TH ST FROM W MORGAN AVE TO W LAKEFIELD DR IN THE CITY OF MILWAUKEE (0.41 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RESURFACING OF E LINCOLN AVE FROM S LINCOLN MEMORIAL DR TO E BAY ST (EXCLUDING STRUCTURE) IN THE CITY OF MILWAUKEE (0.32 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF N 124TH ST FROM W FAIRY CHASM TO W BROWN DEER RD IN THE CITY OF MILWAUKEE (0.57 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
DEFERRED	RESURFACING OF S 20TH ST FROM W LAYTON AVE TO W GRANGE AVE IN THE CITY OF MILWAUKEE (1.0 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RESURFACING OF S 1ST ST FROM S KINNICKINNIC AVE TO E LINCOLN AVE IN THE CITY OF MILWAUKEE (0.70 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RESURFACING OF S 60TH ST FROM W WATERFORD AVE TO W FOREST HOME AVE IN THE CITY OF MILWAUKEE (0.46 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RESURFACING OF W EDGERTON AVE FROM S 20TH ST TO S 13TH ST IN THE CITY OF MILWAUKEE (0.49 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RESURFACING OF W LOCUST ST FROM N DR MARTIN LUTHER KING DR TO N 15TH ST IN THE CITY OF MILWAUKEE (0.83 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RESURFACING OF E LINCOLN AVE FROM S 1ST ST TO S KINNICKINNIC AVE IN THE CITY OF MILWAUKEE (0.36 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF W LISBON AVE FROM N 40TH ST TO CP RAILWAY IN THE CITY OF MILWAUKEE (0.62 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF S CLEMENT AVE FROM E HOWARD AVE TO S WHITNALL AVE IN MILWAUKEE COUNTY (0.51 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF N SWAN RD FROM W BROWN DEER RD TO W COUNTY LINE RD IN THE CITY OF MILWAUKEE (1.0 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF THE N HAWLEY RD BRIDGE OVER THE MENOMONEE RIVER IN THE CITY OF MILWAUKEE (0.20 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RESURFACING OF S 76TH ST FROM CLEVELAND AVE TO OKLAHOMA AVE IN THE CITY OF WEST ALLIS (0.59 MILES)	HIGHWAY PRESERVATION	WEST ALLIS (City)
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF S 60TH ST FROM W LINCOLN AVE TO NORTH CITY LIMITS AND W GREENFIELD AVE FROM S 62ND ST TO S 60TH ST (1.57 MILES)	HIGHWAY PRESERVATION	WEST ALLIS (City)
	ACQUIRE HARDSHIP ROW FOR RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF IH-43 FROM BENDER RD TO DEAN RD (2.79 MILES)	HIGHWAY IMPROVEMENT	STATE OF WISCONSIN
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF S 76TH ST (CTH U) FROM PUETZ RD TO IMPERIAL DR IN THE CITY OF FRANKLIN (1.55 MILES)	HIGHWAY IMPROVEMENT	MILWAUKEE COUNTY
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF N 124TH ST FROM HAMPTON AVE TO RUBY AVE IN THE CITY OF WAUWATOSA (0.45 MILE)	HIGHWAY IMPROVEMENT	WAUWATOSA (City)
	RENOVATIONS/REPAIRS AT THE KINNICKINNIC OPERATING GARAGE	TRANSIT SYSTEM PRESERVATION	MILWAUKEE COUNTY
	RENOVATIONS/REPAIRS AT THE FOND DU LAC OPERATING GARAGE	TRANSIT SYSTEM PRESERVATION	MILWAUKEE COUNTY

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
DEFERRED	DESIGN AND INSTALLATION OF EXPRESS BUS ROUTE TRAFFIC SIGNAL PRE-EMPTION EQUIPMENT IN THE CITY OF MILWAUKEE	TRANSIT SYSTEM IMPROVEMENT	MILWAUKEE (City)
	REPLACEMENT OF BRIDGE ON MILWAUKEE RIVER PARKWAY OVER THE NORTH FORK OF THE MILWAUKEE RIVER (B-40-0646)	OFF-SYSTEM HIGHWAY	MILWAUKEE COUNTY
	REPLACEMENT OF W COLLEGE AVE BRIDGE OVER THE ROOT RIVER (P-40-0562)	OFF-SYSTEM HIGHWAY	MILWAUKEE COUNTY
	REPLACEMENT OF WHITNALL PARK DR BRIDGE OVER A BRANCH OF THE ROOT RIVER (P-40-0721)	OFF-SYSTEM HIGHWAY	MILWAUKEE COUNTY
	REPLACEMENT OF JACKSON PARK DR BRIDGE OVER N BRANCH OF THE KINNICKINNIC RIVER (P-40-0568)	OFF-SYSTEM HIGHWAY	MILWAUKEE COUNTY
	REPLACEMENT OF BRIDGE ON HONEY CREEK PARKWAY OVER HONEY CREEK (P-40-0779)	OFF-SYSTEM HIGHWAY	MILWAUKEE COUNTY
	REHABILITATION OF S 29TH ST BRIDGE OVER KINNICKINNIC RIVER IN THE CITY OF MILWAUKEE (P-40-0630)	OFF-SYSTEM HIGHWAY	MILWAUKEE (City)
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF THE S 29TH ST BRIDGE OVER THE UP RAILWAY IN THE CITY OF MILWAUKEE	OFF-SYSTEM HIGHWAY	MILWAUKEE (City)
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF THE N GRANVILLE RD BRIDGE OVER THE LITTLE MENOMONEE RIVER IN THE CITY OF MILWAUKEE (0.06 MILES)	OFF-SYSTEM HIGHWAY	MILWAUKEE (City)
	REHABILITATION OF W GLENDALE AVE BRIDGE OVER THE LINCOLN CREEK IN THE CITY OF MILWAUKEE	OFF-SYSTEM HIGHWAY	MILWAUKEE (City)
	CONSTRUCT MINI ROUND-ABOUTS AT THE KILBOURN AVENUE INTERSECTIONS WITH 16TH & 17TH STREETS IN THE CITY OF MILWAUKEE	HIGHWAY SAFETY	MILWAUKEE (City)
	PEDESTRIAN SAFETY IMPROVEMENTS FOR THE FACILITIES: WISCONSIN AVE, CENTER ST, CESAR CHAVEZ DR, BURLEIGH ST, 27TH ST, AND 35TH ST IN THE CITY OF MILWAUKEE	HIGHWAY SAFETY	MILWAUKEE (City)
	CLOSING OF THE NORWICH AVENUE/UNION PACIFIC RR CROSSING IN THE CITY OF ST FRANCIS (0.10 MILES)	HIGHWAY SAFETY	ST FRANCIS (City)
	DESIGN AND CONSTRUCTION OF BAYVIEW BIKEWAY FROM RUSSELL AVE TO MICHIGAN ST IN THE CITY OF MILWAUKEE	ENVIRONMENTAL ENHANCEMENT	STATE OF WISCONSIN
	CONSTRUCTION OF THE HANK AARON STATE TRAIL 6TH ST BIKE RAMP	ENVIRONMENTAL ENHANCEMENT	WISCONSIN DNR
	COMMUTER CHOICES ADD UP TO CLEANER AIR-MASS MEDIA PUBLIC INFO CAMPAIGN EDUCATE YOUTH AGES 14- 24 AND EVALUATE PROJECT	ENVIRONMENTAL ENHANCEMENT	WISCONSIN DNR
	TRANSIT MARKETING PROGRAM SPONSORED BY A CONSORTIUM OF PUBLIC TRANSIT OPERATORS	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE COUNTY

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
DEFERRED	CONSTRUCTION OF THE NORTHWEST BIKEWAY FROM W MILL RD TO W GOOD HOPE RD (1.33 MILES)	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE COUNTY
	CONSTRUCTION OF THE NORTHWEST BIKEWAY FROM W GOOD HOPE RD TO N 124TH ST (1.20 MILES)	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE COUNTY
	CONSTRUCTION OF THE OAK LEAF TRAIL FROM LOOMIS RD TO DREXEL AVE (2.27 MILES)	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE COUNTY
	CONSTRUCTION OF THE OAK LEAF TRAIL FROM SOUTH SHORE PARK TO BAYVIEW PARK (1.00 MILES)	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE COUNTY
	DESIGN AND CONSTRUCTION OF A PED/BIKE PATH FROM FROEMMING PARK TO THE SPORTS COMPLEX AND FROM THE SPORTS COMPLEX TO STH 100 IN MILWAUKEE CO (0.75 MILE)	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE COUNTY
	ACQUISITION OF ALTERNATIVE-FUEL (CNG) MUNICIPAL VEHICLES FOR THE CITY OF CUDAHY	ENVIRONMENTAL ENHANCEMENT	CUDAHY (City)
	CONSTRUCTION OF APROXIMATELY 1200 FEET OF SIDEWALK ALONG THE EAST SIDE OF LOOMIS RD (STH 36) FROM RAMSEY AVE NORTHEAST IN THE VILLAGE OF GREENDALE	ENVIRONMENTAL ENHANCEMENT	GREENDALE (Village)
	DESIGN AND CONSTRUCTION OF HANK AARON BIKE TRAIL FROM MILLER PARK TO EMMER LANE IN THE CITY OF MILWAUKEE (2.20 MILES)	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	DESIGN AND CONSTRUCTION OF HANK AARON BIKE TRAIL FROM MILLER PARK TO DOYNE PARK IN THE CITY OF MILWAUKEE	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	SUMMERFEST PARKING MANAGEMENT SYSTEM IN THE CITY OF MILWAUKEE	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	INSTALLATION OF GUIDE SIGNS TO DIRECT MOTORISTS TO PARKING	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	IMPROVEMENT OF TRAFFIC SIGNAL VISIBILITY AT INTERSECTION OF W HAMPTON AVE AND N SHERMAN BLVD IN THE CITY OF MILWAUKEE	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	IMPROVEMENT OF TRAFFIC SIGNAL VISIBILITY AT THE INTERSECTION OF N 27TH ST AND W WISCONSIN AVE IN THE CITY OF MILWAUKEE	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	IMPROVEMENT OF TRAFFIC SIGNAL VISIBILITY AT INTERSECTION OF N 76TH ST AND W CAPITOL DR IN THE CITY OF MILWAUKEE	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	PEDESTRIAN AND TRAFFIC SIGNAL ENHANCEMENTS ON S CESAR CHAVEZ DR IN THE CITY OF MILWAUKEE (0.50 MILES)	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	COORDINATION OF TRAFFIC SIGNALS ALONG W CAPITOL DR AND W FOND DU LAC AVE IN THE CITY OF MILWAUKEE	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	IMPROVEMENT OF TRAFFIC SIGNAL VISIBILITY AT THE INTERSECTION OF W CAPITOL DR AND W TEUTONIA AVE IN THE CITY OF MILWAUKEE	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)

Source: SEWRPC.

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
DEFERRED	IMPROVEMENT OF TRAFFIC SIGNALS AT INTERSECTION OF W CAPITOL DR, W FOND DU LAC AVE, AND N 51ST ST IN THE CITY OF MILWAUKEE	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	LANDSCAPING ALONG IH-94 EAST ON-RAMP AT MINERAL AND 9TH ST AND BETWEEN MINERAL ST AND WASHINGTON ST IN THE CITY OF MILWAUKEE (0.10 MILES)	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	RECONSTRUCTION OF OAK LEAF TRAIL BRIDGE OVER CAPITOL DRIVE IN THE VILLAGE OF SHOREWOOD	ENVIRONMENTAL ENHANCEMENT	SHOREWOOD (Village)
	DESIGN AND CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATH ALONG MENOMONEE RIVER FROM HART PARK TO 63RD ST IN THE CITY OF WAUWATOSA (0.70 MILES)	ENVIRONMENTAL ENHANCEMENT	WAUWATOSA (City)
PROJECT DROPPED	INTELLIGENT TRANSPORTATION SYSTEM FOR SOUTHEASTERN WISCONSIN	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONDITIONING OF IH-894 FROM THE BELTON OVERPASS TO MITCHELL INTERCHANGE (8.6 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RESURFACING OF IH 43 (ROCK FREEWAY) BETWEEN BELOIT ROAD AND HALE INTERCHANGE (3.80 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	REPLACEMENT OF USH 41 RAMP TO THE VETERANS MEDICAL CENTER	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	TRAVEL DATA COLLECTION PROGRAM FOR ARTERIAL STREETS AND HIGHWAYS IN SOUTHEASTERN WISCONSIN	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION WITH NO ADDITIONAL LANES OF N. PORT WASHINGTON RD. FROM LARAMIE LN. TO THE OZAUKEE COUNTY LINE IN THE VILLAGE OF BAYSIDE (0.40 MILE)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	INTELLIGENT TRANSPORTATION SYSTEM: TIME PROGRAM TECHNICAL SUPPORT 2004	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	INTELLIGENT TRANSPORTATION SYSTEM: INTEGRATED CORRIDOR IH 894/USH 45 MAINTENANCE	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	INTELLIGENT TRANSPORTATION SYSTEM: INTEGRATED CORRIDOR IH 894/USH 45 DEPLOYMENT	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	INTELLIGENT TRANSPORTATION SYSTEM: INTEGRATED CORRIDOR IH 894/USH 45 AND IH 43/IH 894 DESIGN	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	INTELLIGENT TRANSPORTATION SYSTEM: INTEGRATED CORRIDOR MARQUETTE INTERCHANGE CONSTRUCTION 2004	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	INTELLIGENT TRANSPORTATION SYSTEM: FREEWAY CORRIDOR ADVANCED TRAFFIC MANAGEMENT SYSTEM MAINTENANCE AND INTEGRATION	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	INTELLIGENT TRANSPORTATION SYSTEM: MONITOR STAGE 6B MAINTENANCE 2004	HIGHWAY PRESERVATION	STATE OF WISCONSIN

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
PROJECT DROPPED	INTELLIGENT TRANSPORTATION SYSTEM: MONITOR STAGE 6B CONSTRUCTION 2004	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	INTELLIGENT TRANSPORTATION SYSTEM: MONITOR SOFTWARE UPDATE	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	INTELLIGENT TRANSPORTATION SYSTEM: TEA 21 EARMARK ADMINISTRATION AND TECHNICAL SUPPORT	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	INTELLIGENT TRANSPORTATION SYSTEM: TIME PROGRAM TECHNICAL SUPPORT 2003	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	INTELLIGENT TRANSPORTATION SYSTEM: SPECIAL EVENTS DATABASE AND PRE-TRIP ADVANCED TRAVELER INFORMATION SYSTEM DEPLOYMENT	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	INTELLIGENT TRANSPORTATION SYSTEM: INTEGRATED CORRIDOR MARQUETTE INTERCHANGE CONSTRUCTION 2003	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	INTELLIGENT TRANSPORTATION SYSTEM: FREEWAY CORRIDOR ADVANCED TRAFFIC MANAGEMENT SYSTEM MAINTENANCE	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	INTELLIGENT TRANSPORTATION SYSTEM: MONITOR STAGE 6B MAINTENANCE 2003	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	INTELLIGENT TRANSPORTATION SYSTEM: MONITOR STAGE 6B CONSTRUCTION 2003	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	INTELLIGENT TRANSPORTATION SYSTEM: MONITOR SOFTWARE UPGRADE	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	INTELLIGENT TRANSPORTATION SYSTEM: GARY CHICAGO MILWAUKEE CORRIDOR PROGRAM SUPPORT IN WISCONSIN DEPARTMENT OF TRANSPORTATION DISTRICT 2	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	INTELLIGENT TRANSPORTATION SYSTEM: OVERHEIGHT DETECTION AND WARNING SYSTEM	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	INTELLIGENT TRANSPORTATION SYSTEM: TRANSPORTATION AND EMERGENCY SERVICES COMMUNICATION NETWORK INTERCAD PHASE 3,4	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	INTELLIGENT TRANSPORTATION SYSTEM: SPECIAL EVENTS DATABASE AND PRE-TRIP ADVANCED TRAVELER INFORMATION SYSTEM DESIGN	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	INTELLIGENT TRANSPORTATION SYSTEM: INTEGRATED CORRIDOR MARQUETTE INTERCHANGE DESIGN	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	INTELLIGENT TRANSPORTATION SYSTEM: TRANSPORTATION AND EMERGENCY SERVICES COMMUNICATION NETWORK BACKBONE FIXED PLANT DESIGN	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	INTELLIGENT TRANSPORTATION SYSTEM: MONITOR STAGE 6B CONSTRUCTION 2002	HIGHWAY PRESERVATION	STATE OF WISCONSIN

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
PROJECT DROPPED	INTELLIGENT TRANSPORTATION SYSTEM: FREEWAY CORRIDOR ADVANCED TRAFFIC MANAGEMENT SYSTEM MAINTENANCE AND INTEGRATION	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONDITIONING OF N 60TH ST FROM W BRADLEY RD TO W BROWN DEER RD IN THE VILLAGE OF BROWN DEER (1.00 MILES)	HIGHWAY PRESERVATION	BROWN DEER (Village)
	RESURFACING OF W GRANGE AVE FROM S 84TH ST TO STH 36 (W LOOMIS RD) AND S 60TH ST TO 1500' N OF W GRANGE AVE IN THE VILLAGE OF GREENDALE (1.95 MILES)	HIGHWAY PRESERVATION	GREENDALE (Village)
	RECONSTRUCTION WITH AUXILIARY LANES OF 35TH ST FROM LOOMIS RD TO LAYTON AVE IN THE CITY OF GREENFIELD (0.90 MILE)	HIGHWAY PRESERVATION	GREENFIELD (City)
	RENOVATION AND DECK REPLACEMENT P-40-0840 E LINCOLN AVE(LOC RD) E. LINCOLN AVE/UNION PACIFIC RR BRIDGE P-40-0804 CITY OF MILWAUKEE	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RESURFACING OF W KILBOURN AVE FROM N 6TH ST TO MILWAUKEE RIVER IN THE CITY OF MILWAUKEE (0.30 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RECONSTRUCTION OF BRIDGE ON WEST BROWN ST OVER CANADIAN PACIFIC RR MILWAUKEE COUNTY LOCAL BRIDGE (P-40-0859)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	BRIDGE REPLACEMENT OF W CAMERON AVE OVER LINCOLN CREEK CITY OF MILWAUKEE MILWAUKEE COUNTY LOCAL BRIDGE P-40-0636	HIGHWAY PRESERVATION	MILWAUKEE (City)
	RESURFACING OF W. ST. PAUL AVE. FROM N. 5TH ST. TO N. 13TH ST. IN THE CITY OF MILWAUKEE (0.52 MILES)	HIGHWAY PRESERVATION	MILWAUKEE (City)
	CONSTRUCTION OF SECOND STH 100 BRIDGE OVER THE C&NW RR IN MILWAUKEE COUNTY	HIGHWAY IMPROVEMENT	STATE OF WISCONSIN
	PRELIMINARY ENGINEERING: IH 43 NORTH, IH 94 WEST, USH 45	TRANSIT SYSTEM IMPROVEMENT	STATE OF WISCONSIN
	BUS VACUUM SYSTEM FOR MCTS KINNICKINNIC GARAGE (GRANT WI-90-X323)	TRANSIT SYSTEM IMPROVEMENT	MILWAUKEE COUNTY
	BUS VACUUM SYSTEM FOR MCTS FOND DU LAC GARAGE (GRANT WI-90-X323)	TRANSIT SYSTEM IMPROVEMENT	MILWAUKEE COUNTY
	DESIGN AND INSTALLATION OF A MAINTENANCE TIMEKEEPING SYSTEM	TRANSIT SYSTEM IMPROVEMENT	MILWAUKEE COUNTY
	DESIGN, CONSTRUCTION, AND MAINTENANCE OF A PARK RIDE LOT IN THE VICINITY OF IH 94 AND STH 100	TRANSIT SYSTEM EXPANSION	STATE OF WISCONSIN
	BRIDGE REPLACEMENT OF N 45TH ST OVER MENOMONEE RIVER CITY OF MILWAUKEE MILWAUKEE COUNTY LOCAL BRIDGE P-40-0601	OFF-SYSTEM HIGHWAY	MILWAUKEE (City)
	SAFETY IMPROVEMENTS ON E NORTH AVE FROM N BOOTH ST TO N BREMEN ST IN THE CITY OF MILWAUKEE (0.26 MILES)	HIGHWAY SAFETY	MILWAUKEE (City)



Table B -1

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- MILWAUKEE COUNTY**

<b>Status of 2002 - 2004 Element of Project</b>	<b>Project Description</b>	<b>Project Type</b>	<b>Implementing Agency</b>
PROJECT DROPPED	RECONFIGURATION OF W NATIONAL AVE FROM S ROOT RIVER TO W OKLAHOMA AVE	HIGHWAY SAFETY	WEST ALLIS (City)
	ENHANCED FREEWAY SAFETY PATROLS DISTRICT 2 NONATTAINMENT COUNTIES	ENVIRONMENTAL ENHANCEMENT	STATE OF WISCONSIN
	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH IN THE MENOMONEE RIVER CORRIDOR BETWEEN SWAN BLVD AND STH 100 (4.00 MILES)	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE COUNTY
	BILLBOARD REMOVAL FOR W. LISBON AVE (USH 41) UPTOWN TRIANGLE	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	VARIOUS CONGESTION MITIGATION/ AIR QUALITY PROJECTS AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	VARIOUS TRANSPORTATION ENHANCEMENT/SMIP PROJECTS AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)
	SCHOOL ZONE SPEED LIMIT SIGNING UPGRADE	ENVIRONMENTAL ENHANCEMENT	MILWAUKEE (City)

Table B -2

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- OZAUKEE COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
COMPLETED	CONSTRUCTION OF TURN LANES AT SELECTED INTERSECTIONS ON STH 181 FROM MEQUON RD. (STH 167) TO CTH C IN THE CITY OF MEQUON (4.00 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	SERVICE PATROLS RELATED TO THE FREEWAY TRAFFIC MANAGEMENT SYSTEM IN OZAUKEE COUNTY (GCM FUNDED)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	REPLACEMENT OF EXISTING BRIDGE LAKEFIELD RD (CTH T) BRIDGE OVER CEDAR CREEK BRIDGE B-45-0014 OZAUKEE COUNTY	HIGHWAY PRESERVATION	OZAUKEE COUNTY
	REPLACEMENT OF BRIDGE DECK ON BRIDGE ROAD BRIDGE OVER CEDAR CREEK (P-40-0702) IN THE CITY OF CEDARBURG	HIGHWAY PRESERVATION	CEDARBURG (City)
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 57 FROM IH 43 TO OZAUKEE - SHEBOYGAN COUNTY LINE	HIGHWAY IMPROVEMENT	STATE OF WISCONSIN
	OPERATION OF SHARED RIDE TAXI PROGRAM IN OZAUKEE COUNTY: 2004-2006 (SEC 85.20 & 5311)	TRANSIT SYSTEM PRESERVATION	OZAUKEE COUNTY
	PURCHASE OF 3 TRANSIT BUSES FOR THE OZAUKEE COUNTY EXPRESS TRANSIT SERVICE 2002	TRANSIT SYSTEM EXPANSION	OZAUKEE COUNTY
	CONSTRUCTION OF BICYCLE PATH PARALELLING STH 60 (WASHINGTON ST/ULAO RD) FROM 16TH ST TO IH 43 IN THE VILLAGE AND TOWN OF GRAFTON	ENVIRONMENTAL ENHANCEMENT	STATE OF WISCONSIN
	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH ALONG WPCO ROW TO CONNECT WITH CITY/ VILLAGE PATHS IN OZAUKEE COUNTY	ENVIRONMENTAL ENHANCEMENT	OZAUKEE COUNTY
	INSTALLATION OF A COMMERCIAL CNG REFUELING STATION AT DEKORA STREET, SAUKVILLE LOCATION	ENVIRONMENTAL ENHANCEMENT	OZAUKEE COUNTY
	ACQUISITION,RESTORATION AND PRESERVATION OF INTERURBAN DEPOT IN THE CITY OF CEDARBURG	ENVIRONMENTAL ENHANCEMENT	CEDARBURG (City)
	DESIGN AND CONSTRUCTION OF PAVED SHOULDERS TO PROVIDE A BICYCLE WAY ALONG COVERED BRIDGE RD FROM STH 60 TO CEDAR CREEK ROAD	ENVIRONMENTAL ENHANCEMENT	CEDARBURG (Town)
	CONSTRUCTION OF A BICYCLE PATH PARALLEL TO STH 60 FROM HORN'S CORNERS ROAD TO WASHINGTON AVE(CTH NN) IN TOWN OF GRAFTON	ENVIRONMENTAL ENHANCEMENT	CEDARBURG (Town)
	DESIGN AND CONSTRUCT FOUR FOOT WIDE PAVED SHOULDERS ON BOTH SIDES OF CEDAR CREEK RD FROM COVERED BRIDGE RD TO HORNS CORNERS RD	ENVIRONMENTAL ENHANCEMENT	CEDARBURG (Town)
	LANDSCAPING OF WASHINGTON ST (STH 60) FROM 16TH AVE TO I-43 IN VILLAGE OF GRAFTON	ENVIRONMENTAL ENHANCEMENT	GRAFTON (Village)
	CONSTRUCTION OF THE MEQUON-THIENSVILLE BICYCLE AND PEDESTRIAN TRAIL ALONG THE FORMER INTERURBAN RR ROW	ENVIRONMENTAL ENHANCEMENT	MEQUON (City)
UNDERWAY	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 32 FROM IH-43 TO CTH CC IN OZAUKEE COUNTY (2.50 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN

Table B -2

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- OZAUKEE COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
UNDERWAY	RESURFACING OF STH 167 FROM STH 57 TO IH-43 IN THE CITY OF MEQUON (3.0 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONDITIONING OF IH-43 FROM STH 32 TO THE NORTH COUNTY LINE IN OZAUKEE COUNTY (17.53 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 33 FROM S MILL ST (CTH O) TO RIVERSIDE DR (CTH W) IN THE VILLAGE OF SAUKVILLE (0.26 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION OF SHEBOYGAN RD (CTH I) FROM CEDAR SAUK RD TO 0.25 MILE NORTH OF STH 33 (2.25 MILES)	HIGHWAY PRESERVATION	OZAUKEE COUNTY
	RECONDITIONING OF GRANVILLE RD FROM COUNTY LINE RD TO MEQUON RD IN THE CITY OF MEQUON (2.0 MILES)	HIGHWAY PRESERVATION	MEQUON (City)
	REPLACEMENT OF GRANVILLE RD BRIDGE OVER LITTLE MENOMONEE CREEK IN THE CITY OF MEQUON (P-45-0712)	HIGHWAY PRESERVATION	MEQUON (City)
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 33 FROM MARKET ST TO TOWER DR IN OZAUKEE COUNTY (1.50 MILES)	HIGHWAY IMPROVEMENT	STATE OF WISCONSIN
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF PORT WASHINGTON RD (CTH W) FROM MEQUON RD (STH 167) TO GLEN OAKS LN IN THE CITY OF MEQUON (1.0 MILES)	HIGHWAY IMPROVEMENT	OZAUKEE COUNTY
	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE	TRANSIT SYSTEM PRESERVATION	OZAUKEE COUNTY
	OPERATING ASSISTANCE FOR OZAUKEE COUNTY EXPRESS (SEC 85.20 & SEC 5311)	TRANSIT SYSTEM PRESERVATION	OZAUKEE COUNTY
	OPERATING ASSISTANCE FOR THE CITY OF PORT WASHINGTON SHARED-RIDE TAXI SYSTEM (SEC 85.20 & 5311)	TRANSIT SYSTEM PRESERVATION	PORT WASHINGTON (City)
	JOB ACCESS SEC 3037 TRANSIT PROJECT- OZAUKEE COUNTY EXPRESS TRANSIT SERVICE EXPANSION FOR WESTERN OZAUKEE COUNTY	TRANSIT SYSTEM EXPANSION	STATE OF WISCONSIN
	OPERATION OF SHARED RIDE TAXI PROGRAM IN URBANIZED PORTION OF OZAUKEE COUNTY	TRANSIT SYSTEM EXPANSION	OZAUKEE COUNTY
	CAPITAL NEEDS FOR OZAUKEE COUNTY NON URBANIZED EXPRESS BUS- SPARE PARTS (SEC 85.20 AND 5311)	TRANSIT SYSTEM EXPANSION	OZAUKEE COUNTY
	RECONSTRUCTION OF CEDAR CREEK RD BRIDGE 0.70 MILES WEST OF CTH I IN THE TOWN OF CEDARBURG (P-45-0037)	OFF-SYSTEM HIGHWAY	CEDARBURG (Town)
	CONSTRUCTION OF PEDESTRIAN PATHS LINKING NEIGHBORHOODS IN THE CITY OF MEQUON	ENVIRONMENTAL ENHANCEMENT	MEQUON (City)
	CONSTRUCTION OF 4-FOOT BICYCLE LANES ON BOTH SIDES OF HIGHLAND RD FROM THE WPCO TRAIL TO RIVER RD AND MAPLE CREST LN TO LAKE SHORE DR (2.10 MILES)	ENVIRONMENTAL ENHANCEMENT	MEQUON (City)

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- OZAUKEE COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
DEFERRED	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 32 FROM GRAND AVE TO IH-43 (1.63 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	PRELIMINARY ENGINEERING FOR VARIOUS PROJECTS IN OZAUKEE COUNTY	HIGHWAY PRESERVATION	OZAUKEE COUNTY
	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN OZAUKEE COUNTY	HIGHWAY PRESERVATION	OZAUKEE COUNTY
	RECONDITIONING OF WAUSAUKEE RD FROM COUNTY LINE RD TO MEQUON RD ON THE MEQUON/GERMANTOWN BORDER (2.0 MILES)	HIGHWAY PRESERVATION	MEQUON (City)
	RESURFACING OF PIONEER RD (CTH C) FROM GREEN BAY RD TO KLUG LN IN THE CITY OF MEQUON (1.40 MILES)	HIGHWAY PRESERVATION	MEQUON (City)
	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN OZAUKEE COUNTY	HIGHWAY SAFETY	OZAUKEE COUNTY
	PRELIMINARY ENGINEERING FOR VARIOUS BICYCLE/PEDESTRIAN PROJECTS	ENVIRONMENTAL ENHANCEMENT	OZAUKEE COUNTY
PROJECT DROPPED	RECONDITIONING OF STH 60 FROM KEUP ROAD TO CTH O	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	CONSTRUCT GRAFTON COMMUTER CENTER AT STH 60 AND CTH W IN THE VILLAGE OF GRAFTON	ENVIRONMENTAL ENHANCEMENT	GRAFTON (Village)
	CONSTRUCTION OF BICYCLE LANES ALONG INDUSTRIAL DR. IN THE CITY OF PORT WASHINGTON	ENVIRONMENTAL ENHANCEMENT	PORT WASHINGTON (City)

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- WASHINGTON COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
COMPLETED	CONSTRUCTION OF STH 164 BRIDGE OVER THE WISCONSIN SOUTHERN AND CANADIAN NATIONAL RAILROADS AND STH 175 IN WASHINGTON COUNTY	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	CONSTRUCTION OF SIGNALS AND TURN LANES AT THE USH 41 AND STH 167 INTERCHANGE	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONDITIONING OF STH 60 FROM WEST WASHINGTON COUNTY LINE TO THE CITY OF HARTFORD	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONDITIONING OF STH 60 FROM CTH P TO RIDGEWAY DRIVE IN THE VILLAGE OF JACKSON	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION WITH AUXILIARY LANES OF EAST MONROE AVENUE FROM HAWTHORN LANE TO CTH K IN THE TOWN OF HARTFORD	HIGHWAY PRESERVATION	HARTFORD (Town)
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF LOVERS LANE ROAD (STH 164) FROM STH 175 TO STH 60 IN WASHINGTON COUNTY (0.88 MILES)	HIGHWAY IMPROVEMENT	STATE OF WISCONSIN
	PURCHASE VEHICLES FOR CITY OF WEST BEND SHARED-RIDE TAXI SERVICE SIX MINIVANS 7/0 AND TWO MODIFIED MINIVANS 7/1 2002-2004	TRANSIT SYSTEM PRESERVATION	STATE OF WISCONSIN
	ELDERLY/DISABLED TRANP SEC 5310 THE THRESHOLD 2 LG BUSES 2000 2 MOD VAN 2000 2LG BUSES 2004 2SM BUSES 2004	TRANSIT SYSTEM PRESERVATION	WASHINGTON COUNTY
	OPERATING ASSISTANCE FOR WASHINGTON COUNTY COMMUTER BUS SERVICE	TRANSIT SYSTEM PRESERVATION	WASHINGTON COUNTY
	CONSTRUCT GARAGE FOR CITY OF HARTFORD SHARED-RIDE TAXI OPERATION 2002	TRANSIT SYSTEM PRESERVATION	HARTFORD (City)
	ELDERLY/DISABLED TRANSPORTATION SEC 5310 AMERICAN RED CROSS-WEST BEND CHAP 2002-2004 THREE FULLY MOD VANS 7/1	TRANSIT SYSTEM PRESERVATION	WEST BEND (City)
	WASHINGTON COUNTY SHARED RIDE TAXI PROGRAM TAXI CAB SERVICE IN GERMANTOWN/ RICHFIELD AREA OPERATING COSTS: 2002-2004	TRANSIT SYSTEM IMPROVEMENT	WASHINGTON COUNTY
	PURCHASE VEHICLES FOR CITY OF WEST BEND SHARED-RIDE TAXI SERVICE 2 MINI VANS 4/1, 2 MODIFIED VANS 7/1 2001	TRANSIT SYSTEM IMPROVEMENT	WEST BEND (City)
	INITIATION OF WASHINGTON COUNTY COMMUTER BUS SERVICE 1999-2002	TRANSIT SYSTEM EXPANSION	WASHINGTON COUNTY
	GUARDRAIL ALONG KETTLE MORaine ROAD BETWEEN CTH E AND WATERFORD ROAD IN WASHINGTON COUNTY	HIGHWAY SAFETY	HARTFORD (Town)
	RENOVATION OF THE HARTFORD HERITAGE AUTO MUSEUM IN THE CITY OF HARTFORD	ENVIRONMENTAL ENHANCEMENT	HARTFORD (City)
	INSTALLATION OF A CNG REFUELING FACILITY FOR THE CITY OF WEST BEND	ENVIRONMENTAL ENHANCEMENT	WEST BEND (City)

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- WASHINGTON COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
COMPLETED	CONSTRUCTION OF A TRAIL INTERCONNECTING NEIGHBORHOODS, THE CENTRAL BUSINESS DISTRICT AND OTHER EXISTING TRAILS IN CITY OF WEST BEND	ENVIRONMENTAL ENHANCEMENT	WEST BEND (City)
	LANDSCAPING ALONG STH 144 IN THE CITY OF WEST BEND	ENVIRONMENTAL ENHANCEMENT	WEST BEND (City)
UNDERWAY	RECONSTRUCTION AND RECONFIGURATION OF THE USH 41 AND STH 144 INTERCHANGE	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONDITIONING OF STH 144 FROM THE CITY OF WEST BEND TO THE SHEBOYGAN COUNTY LINE (8.44 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 33 FROM STH 175 TO THE EAST BRANCH OF THE ROCK RIVER (2.09 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 144 FROM TENNE'S DR TO USH 41 IN THE VILLAGE OF SLINGER (1.63 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 60 FROM MAIN ST TO WILSON ST IN THE CITY OF HARTFORD (0.80 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 60 FROM MAIN ST TO POND RD IN THE CITY OF HARTFORD (0.70 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	MODERNIZATION OF THE USH 41 AND STH 60 INTERCHANGE	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 33 FROM THE MILWAUKEE RIVER TO WISCONSIN ST IN THE CITY OF WEST BEND (0.10 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 33 FROM 4000 FEET EAST OF OAK RD TO THE OZAUKEE COUNTY LINE (3.40 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	REPLACEMENT OF CTH M BRIDGE OVER CEDAR CREEK IN WASHINGTON COUNTY (B-66-0974)	HIGHWAY PRESERVATION	WASHINGTON COUNTY
	REPLACEMENT OF CTH MY BRIDGE OVER MILWAUKEE RIVER IN WASHINGTON COUNTY (B-66-0971)	HIGHWAY PRESERVATION	WASHINGTON COUNTY
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF CTH A FROM STH 144 TO THE OZAUKEE COUNTY LINE (5.40 MILES)	HIGHWAY PRESERVATION	WASHINGTON COUNTY
	REPLACEMENT OF CTH W BRIDGE OVER KOHLVILLE RIVER IN WASHINGTON COUNTY (B-66-0972)	HIGHWAY PRESERVATION	WASHINGTON COUNTY
	REPLACEMENT OF WESTERN AVE BRIDGE OVER CEDAR CREEK IN THE TOWN OF JACKSON (P-66-0070)	HIGHWAY PRESERVATION	JACKSON (Town)
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 60 FROM USH 41 TO USH 45 IN WASHINGTON COUNTY (3.30 MILES)	HIGHWAY IMPROVEMENT	STATE OF WISCONSIN

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- WASHINGTON COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
UNDERWAY	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF USH 45 FROM CTH D IN THE CITY OF WEST BEND TO CTH H IN THE VILLAGE OF KEWASKUM (3.0 MILES)	HIGHWAY IMPROVEMENT	STATE OF WISCONSIN
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 33 FROM USH 41 TO THE EAST BRANCH OF THE ROCK RIVER IN THE VILLAGE OF ALLENTON (0.60 MILES)	HIGHWAY IMPROVEMENT	STATE OF WISCONSIN
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 33 ON NEW ALIGNMENT FROM TRENTON RD TO OAK RD IN THE TOWN OF TRENTON (1.30 MILES)	HIGHWAY IMPROVEMENT	STATE OF WISCONSIN
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF COUNTY LINE ROAD (CTH Q) FROM USH 41/45 TO PILGRIM RD (0.80 MILES)	HIGHWAY IMPROVEMENT	WASHINGTON COUNTY
	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR THE ELDERLY AND DISABLED IN WASHINGTON COUNTY (SEC 85.21)	TRANSIT SYSTEM PRESERVATION	WASHINGTON COUNTY
	PURCHASE OF REPLACEMENT BUSES FOR WASHINGTON COUNTY COMMUTER BUS SERVICE; 1-30 FOOT BUS EACH YEAR	TRANSIT SYSTEM PRESERVATION	WASHINGTON COUNTY
	OPERATING ASSISTANCE WASHINGTON COUNTY COMMUTER EXPRESS BUS SERVICE (SEC 85.20 & 5311)	TRANSIT SYSTEM PRESERVATION	WASHINGTON COUNTY
	WASHINGTON COUNTY SHARED RIDE TAXI PROGRAM CAPITAL COSTS; 2-7 PASSENGER VANS 2004, 2 SMALL BUSES 2005, 2-7 PASSENGER VANS 2006	TRANSIT SYSTEM PRESERVATION	WASHINGTON COUNTY
	OPERATING ASSISTANCE FOR CITY OF HARTFORD TRANSIT (SEC 85.20 & 5311)	TRANSIT SYSTEM PRESERVATION	HARTFORD (City)
	OPERATING ASSISTANCE FOR THE CITY OF WEST BEND SHARED RIDE TAXICAB SYSTEM: 2004-2006	TRANSIT SYSTEM PRESERVATION	WEST BEND (City)
	INSTALLATION OF TRAFFIC SIGNALS AT THE INTERSECTION OF WASHINGTON ST (STH 33) AND CTH B IN THE CITY OF WEST BEND	HIGHWAY SAFETY	STATE OF WISCONSIN
	ACQUISITION OF RIGHT OF WAY FOR PARK AND RIDE LOT AT USH 41/USH 45 AND STH 145 IN WASHINGTON COUNTY	ENVIRONMENTAL ENHANCEMENT	STATE OF WISCONSIN
	PUBLIC COMPRESSED NATURAL GAS (CNG) FUELING FACILITY	ENVIRONMENTAL ENHANCEMENT	WASHINGTON COUNTY
	CONSTRUCTION OF THE RUBICON RIVER BICYCLE/PEDESTRIAN TRAIL FROM GRANT ST TO RURAL ST	ENVIRONMENTAL ENHANCEMENT	HARTFORD (City)
	CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATH ALONG FOREST HIGHLANDS FROM HARGROVE PL TO DECORAH ELEMENTARY SCHOOL	ENVIRONMENTAL ENHANCEMENT	WEST BEND (City)
	LANDSCAPING ALONG WASHINGTON ST (STH 33) FROM SCHMIDT RD TO CLEARVIEW DR IN THE CITY OF WEST BEND (1.10 MILES)	ENVIRONMENTAL ENHANCEMENT	WEST BEND (City)
DEFERRED	RESURFACING OF STH 28 FROM USH 45 TO STH 144 (5.82 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- WASHINGTON COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
DEFERRED	PRELIMINARY ENGINEERING FOR VARIOUS PROJECTS IN WASHINGTON COUNTY	HIGHWAY PRESERVATION	WASHINGTON COUNTY
	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN WASHINGTON COUNTY	HIGHWAY PRESERVATION	WASHINGTON COUNTY
	ELIMINATION OF FOUR RAIL/HIGHWAY CROSSINGS NEAR ACKERVILLE BY CONNECTING SHERMAN RD WITH FOND DU LAC RD SOUTH OF THE WI CENTRAL RAILWAY	OFF-SYSTEM HIGHWAY	POLK (Town)
	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN WASHINGTON COUNTY	HIGHWAY SAFETY	WASHINGTON COUNTY
	RELOCATION, RESTORATION, AND INSTALLATION OF TWO HISTORIC BRIDGES IN THE TOWN OF POLK	ENVIRONMENTAL ENHANCEMENT	POLK (Town)
	PURCHASE AND REMOVAL OF 2 BILLBOARDS ALONG STH 33 IN THE CITY OF WEST BEND	ENVIRONMENTAL ENHANCEMENT	WEST BEND (City)
	CONSTRUCTION OF A PARK AND RIDE LOT ON PARADISE DR IN THE CITY OF WEST BEND	ENVIRONMENTAL ENHANCEMENT	WEST BEND (City)
PROJECT DROPPED	CAPITAL NEEDS FOR THE CITY OF WEST BEND SHARED RIDE TAXICAB SYSTEM 2004-2006 8 TAXI VEHICLES	TRANSIT SYSTEM PRESERVATION	WEST BEND (City)
	CONSTRUCTION OF A PARK & RIDE LOT AT CTH H AND USH 45 IN THE VILLAGE OF KEWASKUM	ENVIRONMENTAL ENHANCEMENT	KEWASKUM (Village)



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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
COMPLETED	RECONDITIONING OF STH 59 FROM JEFFERSON COUNTY TO THE VILLAGE OF EAGLE	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION WITH NO ADDITIONAL LANES OF STH 175 FROM N. LILLY RD. TO W. MILL ST. IN THE VILLAGE OF MENOMONEE FALLS (2.14 MI)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	INTERSECTION IMPROVEMENTS FOR THE INTERSECTION OF STH 190 AND SPRINGDALE RD. IN THE CITY OF BROOKFIELD	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RESURFACING OF STH 164 FROM CTH VV TO CTH Q IN WAUKESHA COUNTY (3.90 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RESURFACING OF STH 164 FROM CANADIAN NATIONAL RAILWAY TO WESTWOOD DR. (1.75 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION OF THE RAMPS AT IH-43 AND MOORLAND RD INTERCHANGE IN THE CITY OF NEW BERLIN	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION OF THE USH 18 AND MANHATTAN DR. INTERSECTION	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION OF THE CTH I BOX CULVERT AT MUSKEGO CREEK & CALHOUN RD INTERSECTION IN THE CITY OF NEW BERLIN	HIGHWAY PRESERVATION	WAUKESHA COUNTY
	RECONSTRUCTION OF BOX CULVERT ON CTH L AT MUSKEGO LAKE	HIGHWAY PRESERVATION	WAUKESHA COUNTY
	REPLACEMENT OF THE CTH JJ BRIDGE DECK OVER THE TRIBUTARY TO THE PEWAUKEE RIVER	HIGHWAY PRESERVATION	WAUKESHA COUNTY
	REHABILITATION OF LAKE LAND DRIVE (CTH C) BRIDGE OVER CANADIAN PACIFIC RAILWAY IN VILLAGE OF NASHOTAH (B-67-0190)	HIGHWAY PRESERVATION	WAUKESHA COUNTY
	REHABILITATION OF FOREST HOME AVE (CTH L) BRIDGE OVER FOX RIVER IN TOWN OF VERNON (B-67-0008)	HIGHWAY PRESERVATION	WAUKESHA COUNTY
	REPLACEMENT OF EXISTING STRUCTURE ON CTH TT OVER PEBBLE CREEK	HIGHWAY PRESERVATION	WAUKESHA COUNTY
	REPLACEMENT OF THE CTH DR BRIDGE OVER THE BARK RIVER IN WAUKESHA COUNTY	HIGHWAY PRESERVATION	WAUKESHA COUNTY
	RECONSTRUCTION OF THE EXISTING BOX CULVERT ON CTH B AT UPPER NASHOTAH LAKE	HIGHWAY PRESERVATION	WAUKESHA COUNTY
	RECONSTRUCTION OF THE CTH LO STRUCTURE OVER THE JERICO CREEK IN THE TOWN OF EAGLE	HIGHWAY PRESERVATION	WAUKESHA COUNTY
	REPLACEMENT OF CTH K BRIDGE OVER OCONOMOWOC RIVER (P-67-0042) IN TOWN OF MERTON	HIGHWAY PRESERVATION	WAUKESHA COUNTY

Source: SEWRPC.

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
COMPLETED	REPLACEMENT OF THE CTH NN BRIDGE OVER THE JERICO CREEK P-67-0029 IN THE TOWN OF EAGLE	HIGHWAY PRESERVATION	WAUKESHA COUNTY
	RECONSTRUCTION WITH AUXILIARY LANES OF CTH ES FROM SOUTH COUNTY LINE TO THE MUKWONAGO RIVER IN WAUKESHA COUNTY (1.0 M)	HIGHWAY PRESERVATION	WAUKESHA COUNTY
	REPLACEMENT OF CTH Y (BARKER ROAD) BRIDGE OVER POPLAR CREEK P-67-0962 IN WAUKESHA COUNTY	HIGHWAY PRESERVATION	WAUKESHA COUNTY
	REHABILITATION AND INTERSECTION IMPROVEMENT OF CTH VV FROM STH 83 TO CTH J	HIGHWAY PRESERVATION	WAUKESHA COUNTY
	REPLACEMENT OF SAYLESVILLE ROAD (CTH X) BRIDGE OVER GENESEE CREEK (P-67-0069)	HIGHWAY PRESERVATION	WAUKESHA COUNTY
	REHABILITATION OF CTH DR FROM CTH BB TO CTH P	HIGHWAY PRESERVATION	WAUKESHA COUNTY
	RECONSTRUCTION AND SIGNALIZATION OF THE INTERSECTION OF CTH K AND CALHOUN ROAD	HIGHWAY PRESERVATION	WAUKESHA COUNTY
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF BROOKFIELD RD. FROM WISCONSIN AVE. TO BLACK FOREST DR. IN THE T/BROOKFIELD (0.26 MI)	HIGHWAY PRESERVATION	BROOKFIELD (Town)
	RECONSTRUCTION WITH AUXILIARY LANES OF WISCONSIN AVENUE FROM HIGH STREET TO RYAN STREET IN THE VILLAGE OF PEWAUKEE	HIGHWAY PRESERVATION	PEWAUKEE (Village)
	REHABILITATION OF THE BARSTOW STREET BRIDGE OVER THE FOX RIVER IN THE CITY OF WAUKESHA	HIGHWAY PRESERVATION	WAUKESHA (City)
	RECONSTRUCTION WITH NO ADDITIONAL LANES OF WEST AVE. FROM WISCONSIN AVE. TO DUNBAR AVE. IN THE CITY OF WAUKESHA (0.20 MILES)	HIGHWAY PRESERVATION	WAUKESHA (City)
	RECONSTRUCTION WITH NO ADDITIONAL LANES OF N. RACINE AVE. FROM BROADWAY TO OAKLAND AVE. IN THE CITY OF WAUKESHA (0.25 MILES)	HIGHWAY PRESERVATION	WAUKESHA (City)
	ACQUIRE HARDSHIP ROW FOR IH 94 (E-W FREEWAY) FROM STH 83 TO CTH T	HIGHWAY IMPROVEMENT	STATE OF WISCONSIN
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 83 FROM WOLF RUN TO CTH NN IN THE VILLAGE OF MUKWONAGO (2.0 MILES)	HIGHWAY IMPROVEMENT	STATE OF WISCONSIN
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CTH YY FROM CTH K TO CTH VV (1.00 MILE)	HIGHWAY IMPROVEMENT	WAUKESHA COUNTY
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF OLD ORCHARD RD (OLD STH 145) FROM W BROWN DEER RD TO 3000' S OF W BROWN DEER RD	HIGHWAY IMPROVEMENT	MENOMONEE FALLS (Village)
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF E SUNSET DR FROM TENNY AVE TO GRAMLING LN IN THE CITY OF WAUKESHA (0.32 MILES)	HIGHWAY IMPROVEMENT	WAUKESHA (City)

Source: SEWRPC.

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
COMPLETED	STUDY FOR A NEW INTERCHANGE ON IH-94 IN THE CITY OF BROOKFIELD	HIGHWAY EXPANSION	STATE OF WISCONSIN
	RECONDITIONING OF THE PARK AND RIDE LOT AT IH 43 AND MOORLAND RD IN THE CITY OF NEW BERLIN	TRANSIT SYSTEM PRESERVATION	STATE OF WISCONSIN
	PROVIDE TRANSIT SERVICE: GOERKE'S CORNERS TO DELAFIELD VIA IH 94 HARTLAND/DELAFIELD RT 303	TRANSIT SYSTEM PRESERVATION	WAUKESHA COUNTY
	PROVIDE EXPRESS TRANSIT SERVICE: GOERKE'S CORNERS TO PEWAUKEE VIA IH 94/CTH J PEWAUKEE: RT 304	TRANSIT SYSTEM PRESERVATION	WAUKESHA COUNTY
	PROVIDE TRANSIT SERVICE TO EMPLOYERS IN THE VILLAGE OF MENOMONEE FALLS- ROUTE 263	TRANSIT SYSTEM PRESERVATION	WAUKESHA COUNTY
	PREVENTATIVE MAINTENANCE COST FOR MASS TRANSIT AND PARATRANSIT SERVICE FOR WAUKESHA COUNTY 2002-2004	TRANSIT SYSTEM PRESERVATION	WAUKESHA COUNTY
	PURCHASE OF 35 FT REPLACEMENT BUSES FOR WAUKESHA METRO TRANSIT: 2002 - 3, 2003 - 4	TRANSIT SYSTEM PRESERVATION	WAUKESHA (City)
	UPGRADE OVERHEAD DOORS AND STORAGE AND SERVICE LANE HEATERS AT WAUKESHA METRO TRANSIT (WI-90-X324)	TRANSIT SYSTEM PRESERVATION	WAUKESHA (City)
	ENGINE AND TRANSMISSION REBUILDS FOR WAUKESHA METRO TRANSIT (WI-90-X350)	TRANSIT SYSTEM PRESERVATION	WAUKESHA (City)
	VEHICLE LOCATOR SYSTEM USING GPS TECHNOLOGY FOR WAUKESHA METRO TRANSIT (WI-90-X350)	TRANSIT SYSTEM IMPROVEMENT	WAUKESHA (City)
	CONCRETE PADS AT BUS STOPS FOR WAUKESHA METRO TRANSIT	TRANSIT SYSTEM IMPROVEMENT	WAUKESHA (City)
	INITIATION OF SUNDAY SERVICE ON ALL 9 WEEKEND TRANSIT ROUTES OPERATED BY WAUKESHA METRO	TRANSIT SYSTEM EXPANSION	WAUKESHA (City)
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CTH TJ FROM CTH T WESTERLY 0.6 MILES	OFF-SYSTEM HIGHWAY	WAUKESHA COUNTY
	REPLACEMENT OF THE CTH G BRIDGE OVER THE DRUMLIN TRAIL IN WAUKESHA COUNTY	OFF-SYSTEM HIGHWAY	WAUKESHA COUNTY
	REPLACEMENT OF WALL STREET BRIDGE OVER UNDERWOOD CREEK P-67-0783 IN THE VILLAGE OF ELM GROVE	OFF-SYSTEM HIGHWAY	ELM GROVE (Village)
	INSTALLATION OF TRAFFIC SIGNAL PREEMPTOR SYSTEM AT VARIOUS LOCATION IN THE CITY OF NEW BERLIN HES	HIGHWAY SAFETY	NEW BERLIN (City)
	N GRANDVIEW BOULEVARD RAISED PAVEMENT MARKINGS SHERRYL LANE TO JASPER LANE (SMALL HES) WAUKESHA COUNTY	HIGHWAY SAFETY	WAUKESHA (City)

Source: SEWRPC.

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
COMPLETED	CONSTRUCTION OF A NOISE BARRIER ON USH 41 BETWEEN PILGRIM ROAD AND MAIN STREET IN THE VILLAGE OF MENOMONEE FALLS (0.68 MILES)	ENVIRONMENTAL ENHANCEMENT	STATE OF WISCONSIN
	DEVELOPMENT OF AN INSPECTION/MAINTENANCE 240 MECHANIC TRAINING PROG & CONST OF RELATED FACILITIES AT WAUKESHA COUNTY TECH COLLEGE	ENVIRONMENTAL ENHANCEMENT	WAUKESHA COUNTY
	CONSTRUCTION OF AN ASPHALT CONCRETE PATH ALONG THE SOUTH SIDE OF NORTH AVE FROM PILGRIM RD TO CALHOUN IN THE CITY OF BROOKFIELD	ENVIRONMENTAL ENHANCEMENT	BROOKFIELD (City)
	CONSTRUCTION OF A SIDEWALK ALONG THE W. SIDE OF MOORLAND ROAD FROM GREENFIELD AVE TO BLUEMOUND RD IN THE CITY OF BROOKFIELD	ENVIRONMENTAL ENHANCEMENT	BROOKFIELD (City)
	CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATHWAY ON PILGRIM PKWY FROM NORTH AVE TO GEBHARDT RD IN THE CITY OF BROOKFIELD (0.60 MILES)	ENVIRONMENTAL ENHANCEMENT	BROOKFIELD (City)
	DESIGN AND CONSTRUCTION OF A PEDESTRIAN PATH ALONG NATIONAL AVENUE FROM 124TH ST TO CALHOUN RD IN THE CITY OF NEW BERLIN	ENVIRONMENTAL ENHANCEMENT	NEW BERLIN (City)
	CONSTRUCTION OF SIDEWALKS AND BICYCLE FACILITIES IN THE DOWNTOWN AREA OF OKAUCHEE	ENVIRONMENTAL ENHANCEMENT	OCONOMOWOC (Town)
UNDERWAY	RESURFACING OF STH 83 FROM STH 16 TO CTH VV IN WAUKESHA COUNTY (4.50 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION OF STH 164 OVER IH-94 RAMPS AND ROADWAY IN THE TOWN OF PEWAUKEE (0.40 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONDITIONING OF STH 67 FROM STH 16 TO CTH K (2.20 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONDITIONING OF STH 74 FROM ELDER LN TO SHERIDAN DR IN THE VILLAGE OF MENOMONEE FALLS (0.90 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES AT SELECTED LOCATIONS OF STH 74 FROM WAUKESHA AVE TO THE VILLAGE OF MENOMONEE FALLS (1.47 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	PAINTING OF USH 18 BRIDGE OVER IH-94 (B-67-44 AND B-67-45)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 164 FROM MAIN ST TO STH 59 IN WAUKESHA COUNTY (0.50 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 59 FROM THE WSOR RAILWAY TO OAK RIDGE DR IN THE VILLAGE OF NORTH PRAIRIE (0.77 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	STH 83 CORRIDOR PRELIMINARY ENGINEERING STUDY FROM THE VILLAGE OF MUKWONAGO TO STH 16 (19.20 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	REPLACEMENT OF STH 16 BRIDGE OVER THE OCONOMOWOC RIVER IN WAUKESHA COUNTY (B67-0943)	HIGHWAY PRESERVATION	STATE OF WISCONSIN

Source: SEWRPC.

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
UNDERWAY	RESURFACING OF USH 18 (EB ST PAUL AVE & WB NORTH ST) FROM MORELAND BLVD TO MADISON ST IN THE CITY OF WAUKESHA (2.0 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RESURFACING OF STH 83 FROM STH 59 TO GENESEE DEPOT AND FROM CTH D TO CTH DE (1.60 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RESURFACING OF STH 83 FROM CTH NN TO STH 59 (6.10 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONDITIONING OF STH 36 FROM LOOMIS DR TO USH 45 IN THE CITY OF MUSKEGO (0.49 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RESURFACING OF USH 18 FROM 200 FEET W OF GREEN MEADOW DR TO NORTH ST IN THE CITY OF WAUKESHA (1.70 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION OF THE RAMP ON IH-94 AT CTH SS, CTH T, AND STH 16	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	REHABILITATION OF CTH P FROM ROAD T TO ROAD P IN THE TOWN OF OCONOMOWOC (0.75 MILES)	HIGHWAY PRESERVATION	WAUKESHA COUNTY
	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN WAUKESHA COUNTY	HIGHWAY PRESERVATION	WAUKESHA COUNTY
	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN WAUKESHA COUNTY	HIGHWAY PRESERVATION	WAUKESHA COUNTY
	RESURFACING OF VARIOUS COUNTY TRUNK HIGHWAYS (69.0 MILES)	HIGHWAY PRESERVATION	WAUKESHA COUNTY
	REHABILITATION OF CONCRETE PAVEMENT ON CTH O FROM CTH I TO STH 59 (4.35 MILES)	HIGHWAY PRESERVATION	WAUKESHA COUNTY
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF GENESEE ST (CTH C) FROM STOCKS DR TO THE BARK RIVER IN THE CITY OF DELAFIELD (0.50 MILES)	HIGHWAY PRESERVATION	DELAFIELD (City)
	REPLACEMENT OF FOND DU LAC AVE BRIDGE OVER THE MENOMONEE RIVER IN THE VILLAGE OF MENOMONEE FALLS (B-67-0961)	HIGHWAY PRESERVATION	MENOMONEE FALLS (Village)
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF MAPLE AVE FROM MAIN ST TO CLOVER DR IN THE VILLAGE OF SUSSEX (0.50 MILES)	HIGHWAY PRESERVATION	SUSSEX (Village)
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF W COLLEGE AVE FROM PRAIRIE AVE TO THE CP RR IN THE CITY OF WAUKESHA (0.46 MILES)	HIGHWAY PRESERVATION	WAUKESHA (City)
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 164 FROM STH 190 TO CTH VV IN WAUKESHA COUNTY (4.11 MILES)	HIGHWAY IMPROVEMENT	STATE OF WISCONSIN
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 59 FROM STH 164 TO CALHOUN RD (4.25 MILES)	HIGHWAY IMPROVEMENT	STATE OF WISCONSIN

Source: SEWRPC.

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
UNDERWAY	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CTH L FROM CTH O TO THE MILWAUKEE COUNTY LINE IN THE CITY OF MUSKEGO (2.30 MILES)	HIGHWAY IMPROVEMENT	WAUKESHA COUNTY
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF PEWAUKEE RD (CTH J) FROM ROCKWOOD DR TO CAPITOL DR (STH 190) (2.0 MILES)	HIGHWAY IMPROVEMENT	WAUKESHA COUNTY
	CONSTRUCTION OF THE CITY OF OCONOMOWOC NORTH BYPASS INCLUDING THE REMAINING STH 16/67 LEG AND STH 16 TO JEFFERSON COUNTY (7.40 MILES)	HIGHWAY EXPANSION	STATE OF WISCONSIN
	CONSTRUCTION OF BROOKFIELD RD FROM DAVIDSON RD TO GREENFIELD AVE IN THE CITY OF BROOKFIELD (0.19 MILES)	HIGHWAY EXPANSION	BROOKFIELD (City)
	CAPITAL COST OF THIRD PARTY CONTRACTING FOR WAUKESHA COUNTY TRANSIT SERVICE	TRANSIT SYSTEM PRESERVATION	WAUKESHA COUNTY
	PROVIDE SPECIALIZED ELDERLY/DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PERSONS IN WAUKESHA COUNTY (SEC 85.21)	TRANSIT SYSTEM PRESERVATION	WAUKESHA COUNTY
	PROVIDE EARLY SATURDAY, SATURDAY EVENING, AND SUNDAY TRANSIT SERVICE ON ROUTE 10	TRANSIT SYSTEM PRESERVATION	WAUKESHA COUNTY
	PROVIDE USER-SIDE SUBSIDY ADVANCE RESERVATION AND DRIVER ESCORT FOR THE ELDERLY AND DISABLED IN WAUKESHA COUNTY (SEC 85.21)	TRANSIT SYSTEM PRESERVATION	WAUKESHA COUNTY
	OPERATING ASSISTANCE FOR WAUKESHA COUNTY TRANSIT SERVICE: 2004-2006	TRANSIT SYSTEM PRESERVATION	WAUKESHA (City)
	SHOP EQUIPMENT FOR THE WAUKESHA METRO TRANSIT SYSTEM	TRANSIT SYSTEM PRESERVATION	WAUKESHA (City)
	BUS PARTS FOR THE WAUKESHA METRO TRANSIT SYSTEM	TRANSIT SYSTEM PRESERVATION	WAUKESHA (City)
	OPERATING ASSISTANCE FOR THE WAUKESHA METRO TRANSIT SYSTEM	TRANSIT SYSTEM PRESERVATION	WAUKESHA (City)
	CAPITAL MAINTENANCE FOR THE WAUKESHA METRO TRANSIT SYSTEM	TRANSIT SYSTEM PRESERVATION	WAUKESHA (City)
	CAPITAL COST OF PARATRANSIT AT THE WAUKESHA METRO TRANSIT SYSTEM	TRANSIT SYSTEM PRESERVATION	WAUKESHA (City)
	AUTOMATED DATA PROCESSING SOFTWARE UPGRADES FOR THE WAUKESHA METRO TRANSIT SYSTEM	TRANSIT SYSTEM PRESERVATION	WAUKESHA (City)
	BUS ENGINE AND TRANSMISSION REBUILDS FOR THE WAUKESHA METRO TRANSIT SYSTEM	TRANSIT SYSTEM PRESERVATION	WAUKESHA (City)
	REPLACEMENT OF WHEELCHAIR RAMPS AND RESTRAINTS ON THE WAUKESHA METRO TRANSIT SYSTEM BUSES	TRANSIT SYSTEM PRESERVATION	WAUKESHA (City)

Source: SEWRPC.

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
UNDERWAY	SERVICE VEHICLE REPLACEMENTS AND ADDITIONS FOR THE WAUKESHA METRO TRANSIT SYSTEM: VAN IN 2006, TRUCK IN 2006, SEDAN IN 2006	TRANSIT SYSTEM PRESERVATION	WAUKESHA (City)
	OFFICE EQUIPMENT REPLACEMENT FOR THE WAUKESHA METRO TRANSIT SYSTEM	TRANSIT SYSTEM PRESERVATION	WAUKESHA (City)
	TIRE LEASE FOR THE WAUKESHA METRO TRANSIT SYSTEM	TRANSIT SYSTEM PRESERVATION	WAUKESHA (City)
	AUTOMATED DATA PROCESSING HARDWARE FOR THE WAUKESHA METRO TRANSIT SYSTEM (SEC 5309 OR SEC 5307)	TRANSIT SYSTEM IMPROVEMENT	WAUKESHA (City)
	CONSTRUCTION OF A DOWNTOWN TRANSFER TERMINAL FOR THE WAUKESHA METRO TRANSIT SYSTEM	TRANSIT SYSTEM IMPROVEMENT	WAUKESHA (City)
	REPLACEMENT OF CUSHING PARK RD BRIDGE OVER BARK RIVER IN THE CITY OF DELAFIELD	OFF-SYSTEM HIGHWAY	DELAFIELD (City)
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF WATER ST FROM MAIN ST TO RICHFIELD WAY IN THE VILLAGE OF MENOMONEE FALLS (0.55 MILES)	OFF-SYSTEM HIGHWAY	MENOMONEE FALLS (Village)
	REHABILITATION OF LAKE DR BRIDGE OVER OKAUCHEE LAKE IN TOWN OF OCONOMOWOC (P-67-0917)	OFF-SYSTEM HIGHWAY	OCONOMOWOC (Town)
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF DUPLAINVILLE RD FROM GREEN RD TO CP RR TRACKS IN THE CITY OF PEWAUKEE (0.80 MILES)	OFF-SYSTEM HIGHWAY	PEWAUKEE (City)
	REALIGN INTERSECTION OF MUSKEGO DAM RD AND STH 36 IN WAUKESHA COUNTY	HIGHWAY SAFETY	STATE OF WISCONSIN
	TRAFFIC SIGNAL INSTALLATION AT STH 190 AND MEADOW CREEK RD AND GEOMETRIC IMPROVEMENTS ON STH 190 BETWEEN STH 16 AND STH 164 IN WAUKESHA COUNTY	HIGHWAY SAFETY	STATE OF WISCONSIN
	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN WAUKESHA COUNTY	HIGHWAY SAFETY	WAUKESHA COUNTY
	DESIGN AND CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATH ALONG BROOKFIELD RD FROM CAPONE CT TO GEBHARDT RD IN THE CITY OF BROOKFIELD (0.70 MILES)	ENVIRONMENTAL ENHANCEMENT	BROOKFIELD (City)
	DESIGN AND CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATH ALONG MEADOWBROOK RD FROM NORTHVIEW RD TO IH-94 IN THE CITY OF WAUKESHA	ENVIRONMENTAL ENHANCEMENT	WAUKESHA (City)
DEFERRED	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 83 FROM STH 16 TO MARINER DR IN THE CITY OF DELAFIELD (3.82 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF LILLY RD FROM SILVER SPRING DR TO MILL RD IN THE VILLAGE OF MENOMONEE FALLS (1.05 MILES)	HIGHWAY PRESERVATION	MENOMONEE FALLS (Village)
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF LILLY RD FROM MILL RD TO GOOD HOPE RD IN THE VILLAGE OF MENOMONEE FALLS (0.96 MILES)	HIGHWAY PRESERVATION	MENOMONEE FALLS (Village)

Source: SEWRPC.

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
DEFERRED	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF LILLY RD FROM GOOD HOPE RD TO APPLETON AVE IN THE VILLAGE OF MENOMONEE FALLS (0.48 MILES)	HIGHWAY PRESERVATION	MENOMONEE FALLS (Village)
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF N EAST AVE FROM COLLEGE AVE TO BROADWAY AVE IN THE CITY OF WAUKESHA (0.38 MILES)	HIGHWAY PRESERVATION	WAUKESHA (City)
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF W ST PAUL AVE FROM MADISON ST TO WISCONSIN AVE IN THE CITY OF WAUKESHA (0.26 MILES)	HIGHWAY PRESERVATION	WAUKESHA (City)
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF E BROADWAY FROM HARTWELL AVE TO OAKLAND AVE (0.29 MILES)	HIGHWAY PRESERVATION	WAUKESHA (City)
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 83 FROM USH 18 TO IH-94 IN WAUKESHA COUNTY (2.90 MILES)	HIGHWAY IMPROVEMENT	STATE OF WISCONSIN
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CTH VV FROM CTH Y TO BETTE DRIVE IN THE VILLAGE OF MENOMONEE FALLS (3.0 MILES)	HIGHWAY IMPROVEMENT	WAUKESHA COUNTY
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CTH Q FROM COLGATE RD TO STH 175 (3.03 MILES)	HIGHWAY IMPROVEMENT	WAUKESHA COUNTY
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CTH X BETWEEN STH 59 AND HARRIS HIGHLANDS (1.80 MILES)	HIGHWAY IMPROVEMENT	WAUKESHA COUNTY
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CALHOUN RD FROM WISCONSIN AVE TO GEBHARDT RD (1.0 MILES)	HIGHWAY IMPROVEMENT	BROOKFIELD (City)
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF PILGRIM RD FROM MEGAL DR TO CTH Q IN THE VILLAGE OF MENOMONEE FALLS (0.53 MILES)	HIGHWAY IMPROVEMENT	MENOMONEE FALLS (Village)
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CALHOUN RD FROM GREENFIELD AVE (STH 59) TO CLEVELAND AVE IN THE CITY OF NEW BERLIN (1.60 MILES)	HIGHWAY IMPROVEMENT	NEW BERLIN (City)
	PURCHASE OF 4 PARATRANSIT REPLACEMENT BUSES FOR THE WAUKESHA METRO TRANSIT SYSTEM: 2005	TRANSIT SYSTEM PRESERVATION	WAUKESHA (City)
	CONSTRUCTION OF A PARK AND RIDE LOT AT THE IH-94/MOORLAND RD INTERCHANGE IN THE CITY OF BROOKFIELD (350 SPACES)	TRANSIT SYSTEM IMPROVEMENT	STATE OF WISCONSIN
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF THE MILL ST BRIDGE OVER THE ASHIPUN RIVER IN THE TOWN OF OCONOMOWOC	OFF-SYSTEM HIGHWAY	OCONOMOWOC (Town)
	REPLACEMENT OF MILL RD BRIDGE OVER BARK RIVER TOWN OF SUMMIT (P-67-0911)	OFF-SYSTEM HIGHWAY	SUMMIT (Town)
	INSTALLATION OF TRAFFIC SIGNALS AT APPLETON AVE AND RIVER CREST DR IN THE VILLAGE OF MENOMONEE FALLS	HIGHWAY SAFETY	MENOMONEE FALLS (Village)
	INSTALLATION OF TRAFFIC SIGNALS AND TROMBONE ARMS FOR APPROACHES ON DELAFIELD RD AND MORELAND BLVD IN THE CITY OF WAUKESHA	HIGHWAY SAFETY	WAUKESHA (City)



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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE MILWAUKEE  
TRANSPORTATION MANAGEMENT AREA -- WAUKESHA COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
DEFERRED	CONSTRUCT CONCORD PARK AND RIDE LOT AT CTH F AND IH-94 IN JEFFERSON COUNTY	ENVIRONMENTAL ENHANCEMENT	STATE OF WISCONSIN
	CONSTRUCTION OF A COMMERCIAL COMPRESSED NATURAL GAS (CNG) FUELING FACILITY IN THE CITY OF NEW BERLIN	ENVIRONMENTAL ENHANCEMENT	NEW BERLIN (City)
PROJECT DROPPED	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 175 FROM RIDGE RD TO MILL ST IN THE VILLAGE OF MENOMONEE FALLS (0.49 MILE)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION OF THE CTH HH REVERSE CURVES BETWEEN SMALL ROAD AND CTH O	HIGHWAY PRESERVATION	WAUKESHA COUNTY
	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN WAUKESHA COUNTY	HIGHWAY PRESERVATION	WAUKESHA COUNTY
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF E BROADWAY FROM OAKLAND AVE TO A POINT APPROXIMATELY 150' NORTHWEST OF PORTER AVE (0.32 MILES)	HIGHWAY PRESERVATION	WAUKESHA (City)
	RECONSTRUCTION WITH NO ADDITIONAL LANES OF E BROADWAY FROM N HARTWELL AVE TO LAKE ST (0.09 MILES)	HIGHWAY PRESERVATION	WAUKESHA (City)
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES ON CTH TT FROM USH 18 TO NORTH VIEW ROAD (1.00 MILES)	HIGHWAY IMPROVEMENT	WAUKESHA COUNTY
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CTH Y BETWEEN CTH L AND CTH I (4.00 MILES)	HIGHWAY IMPROVEMENT	WAUKESHA COUNTY
	PROVIDE TRANSIT SERVICE- NEW BERLIN TO BROOKFIELD SQUARE MALL VIA MOORLAND RD: ROUTE 302	TRANSIT SYSTEM PRESERVATION	WAUKESHA COUNTY
	EMPLOYEE PARKING LOT ADDITION AT WAUKESHA METRO TRANSIT	TRANSIT SYSTEM PRESERVATION	WAUKESHA (City)
	WAUKESHA METRO TRANSIT OPERATING FACILITY REMODELING	TRANSIT SYSTEM PRESERVATION	WAUKESHA (City)
	CONSULTANT STUDY FOR FEASIBILITY OF RUBBER TIERED TROLLEY BUS SYSTEM FOR WAUKESHA METRO TRANSIT	TRANSIT SYSTEM IMPROVEMENT	WAUKESHA (City)
	BEAM GUARD INSTALLATION AND SIGNAGE IMPROVEMENT ON CTH I FROM S COUNTY LINE TO SANDY BEACH RD IN TOWN OF MUKWONAGO	HIGHWAY SAFETY	WAUKESHA COUNTY
	INSTALLATION OF A NEW CONDUIT AND TRAFFIC SIGNAL CABLE AT GRAND AVE AND WISCONSIN AVE IN THE CITY OF WAUKESHA	HIGHWAY SAFETY	WAUKESHA (City)

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE,  
WALWORTH TRANSPORTATION MANAGEMENT AREA -- KENOSHA COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
COMPLETED	STH 50 CORRIDOR STUDY FROM IH 94 TO 43RD AVE. IN THE CITY OF KENOSHA AND VILLAGE OF PLEASANT PRAIRIE	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION OF WEIGH STATION 21 ON WESTBOUND EAST-WEST FREEWAY (IH-94) IN KENOSHA COUNTY	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION WITH NO ADDITIONAL LANES OF THE CTH ML BRIDGE OVER IH-94 IN KENOSHA COUNTY	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	SERVICE PATROLS RELATED TO THE FREEWAY TRAFFIC MANAGEMENT SYSTEM IN KENOSHA COUNTY (GCM FUNDED)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	REPLACEMENT OF CTH A BRIDGE OVER PIKE RIVER IN KENOSHA COUNTY (B-30-0012)	HIGHWAY PRESERVATION	KENOSHA COUNTY
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF THE SHERIDAN ROAD AND BIRCH ROAD INTERSECTION IN THE TOWN OF SOMERS	HIGHWAY PRESERVATION	SOMERS (Town)
	ELDERLY/DISABLED TRANSPORTATION SEC 5310 VOCATIONAL INDUSTRIES FOUR VEHICLES 2002, THREE VEHICLES 2003, THREE VEHICLES 2004	TRANSIT SYSTEM PRESERVATION	STATE OF WISCONSIN
	VARIOUS ACTIVITIES FOR PILOT PARK & RIDE JOINT DEVELOPMENT PROJECT	TRANSIT SYSTEM PRESERVATION	STATE OF WISCONSIN
	INSTALLATION OF NEW OR REMANUFACTURED ENGINES IN 1987 GMC BUSES (PARTIALLY WI-03-0056 FUNDED)	TRANSIT SYSTEM PRESERVATION	KENOSHA (City)
	PURCHASE MISCELLANEOUS SHOP EQUIPMENT FOR THE CITY OF KENOSHA TRANSIT SYSTEM	TRANSIT SYSTEM PRESERVATION	KENOSHA (City)
	OPERATING ASSISTANCE FOR THE CITY OF KENOSHA TRANSIT SYSTEM (INCLUDING PARATRANSIT SERVICE): 1997-2002	TRANSIT SYSTEM PRESERVATION	KENOSHA (City)
	NORTHWESTERN DEPOT ADA UPGRADES FOR THE KENOSHA TRANSIT SYSTEM (WI-03-0059 FUNDED)	TRANSIT SYSTEM PRESERVATION	KENOSHA (City)
	PURCHASE OF SEVEN REPLACEMENT BUSES FOR THE CITY OF KENOSHA TRANSIT SYSTEM	TRANSIT SYSTEM PRESERVATION	KENOSHA (City)
	PURCHASE OF ARCHAEOLOGICALLY SIGNIFICANT REAL ESTATE EFFIGY MOUND SITE-- RELATED TO STH 83 RECONSTRUCTION NEAR CTH JB/KD	ENVIRONMENTAL ENHANCEMENT	STATE OF WISCONSIN
	CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH SERVING HARBOR PARK AND CONNECTING WITH EXISTING PATHS IN THE CITY OF KENOSHA	ENVIRONMENTAL ENHANCEMENT	KENOSHA (City)
	OPERATION OF NEW DOWNTOWN ELECTRIC CIRCULATOR	ENVIRONMENTAL ENHANCEMENT	KENOSHA (City)
	CONSTRUCTION OF SIDEWALKS AND LANDSCAPING ALONG SHERIDAN RD (STH 32) FROM S CITY LIMITS TO 85TH ST IN CITY/KENOSHA	ENVIRONMENTAL ENHANCEMENT	KENOSHA (City)

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE,  
WALWORTH TRANSPORTATION MANAGEMENT AREA -- KENOSHA COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
UNDERWAY	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 32 FROM 7TH AVE TO SHERIDAN RD IN THE CITY OF KENOSHA (1.35 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RESURFACING OF STH 142 FROM CTH J TO IH-94 IN KENOSHA COUNTY (12.6 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RESURFACING OF THE FORMER ROUTE OF STH 31 FROM 56TH AVE TO CTH KR IN KENOSHA COUNTY (0.74 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	WETLAND MITIGATION ATTENDANT TO STH 50 RECONSTRUCTION AT IH-94 IN KENOSHA COUNTY	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONDITIONING OF STH 83 FROM STH 50 TO THE ILLINOIS STATE LINE IN THE TOWN OF SALEM (5.15 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	REHABILITATION OF STH 83 FROM STH 50 TO CTH JB/KD IN THE TOWN OF WHEATLAND (1.53 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF ROOSEVELT RD (PROPOSED STH 50) FROM 63RD ST TO 39TH AVE IN THE CITY OF KENOSHA (2.0 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	WETLAND MITIGATION ATTENDANT TO IH-94 CONSTRUCTION PROJECTS	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONDITIONING OF STH 50 FROM 242ND AVE TO 144TH AVE IN KENOSHA COUNTY (6.10 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	REPLACEMENT OF CTH K BRIDGE OVER BRIGHTON CREEK IN KENOSHA COUNTY (B-30-0666)	HIGHWAY PRESERVATION	KENOSHA COUNTY
	RECONSTRUCTION OF THE CTH Y (22ND AVE) AND CTH E (12TH ST) INTERSECTION AND ADDITION OF LEFT TURN LANES (0.19 MILES)	HIGHWAY PRESERVATION	KENOSHA COUNTY
	REPLACEMENT OF CTH Q BRIDGE OVER DUTCH GAP CANAL IN THE TOWN OF BRISTOL (P-30-0045)	HIGHWAY PRESERVATION	BRISTOL (Town)
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CTH Y (22ND AVE) FROM 14TH PLACE TO CTH E (12TH ST) (0.42 MILES)	HIGHWAY IMPROVEMENT	KENOSHA COUNTY
	ELDERLY/ DISABLED TRANSPORTATION SEC 5310 KENOSHA ACHIEVEMENT CENTER ONE BUS 14/2 IN 2004, 2005, AND TWO IN 2006, AND ONE BUS 8/1 2004, 2005, 2006	TRANSIT SYSTEM PRESERVATION	STATE OF WISCONSIN
	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY/DISABLED IN NON-URBANIZED KENOSHA COUNTY (SEC 85.21)	TRANSIT SYSTEM PRESERVATION	KENOSHA COUNTY
	CONSTRUCTION OF A NEW TRANSIT OPERATING AND MAINTENANCE FACILITY FOR THE CITY OF KENOSHA	TRANSIT SYSTEM PRESERVATION	KENOSHA (City)
	RECONSTRUCTION AND EXPANSION OF THE METRA TRAIN STATION IN THE CITY OF KENOSHA	TRANSIT SYSTEM IMPROVEMENT	KENOSHA (City)

Source: SEWRPC.

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE,  
WALWORTH TRANSPORTATION MANAGEMENT AREA -- KENOSHA COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
UNDERWAY	EXPANSION OF TRANSIT SERVICE TO INCLUDE MORE REGULAR SERVICE WITH ADDED ROUTE MILES TO THE SOUTH AND WEST OF THE CURRENT SERVICE AREA	TRANSIT SYSTEM EXPANSION	KENOSHA (City)
	SIGNALIZE AND RECONFIGURE INTERSECTION OF CTH S AND 47TH AVE	HIGHWAY SAFETY	KENOSHA COUNTY
	MODIFICATION OF TRAFFIC SIGNALS AND CONSTRUCTION OF LEFT TURN LANES AT 18TH ST AND 22ND AVE IN THE CITY OF KENOSHA	HIGHWAY SAFETY	KENOSHA (City)
	REPLACEMENT OF CTH L BRIDGE SOUTH BRANCH OF PIKE RIVER IN THE TOWN OF SOMERS (P-30-0912)	HIGHWAY SAFETY	SOMERS (Town)
	CONSTRUCTION OF 3 BICYCLE PATH SEGMENTS OF THE PIKE CREEK BICYCLE TRAIL (1.63 MILES)	ENVIRONMENTAL ENHANCEMENT	KENOSHA (City)
DEFERRED	RECONSTRUCTION OF THE INTERCHANGE OF IH-94 AT STH 50 IN KENOSHA COUNTY	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 32 FROM ALFORD DR TO CTH KR IN KENOSHA COUNTY (3.0 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RESURFACING OF USH 45 FROM THE ILLINOIS STATE LINE TO STH 50 IN KENOSHA COUNTY (5.50 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION OF THE IH-94 AND STH 142 INTERCHANGE IN KENOSHA COUNTY	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION OF THE IH-94 AND STH 158 INTERCHANGE IN KENOSHA COUNTY	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN KENOSHA COUNTY	HIGHWAY PRESERVATION	KENOSHA COUNTY
	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN KENOSHA COUNTY	HIGHWAY PRESERVATION	KENOSHA COUNTY
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF CTH KD FROM CTH Z TO CTH F (1.14 MILES)	HIGHWAY PRESERVATION	KENOSHA COUNTY
	REPLACEMENT OF RADIO SYSTEM INCLUDING IVTS TRACKING FEATURES FOR THE KENOSHA TRANSIT SYSTEM (WI-03-0059)	TRANSIT SYSTEM PRESERVATION	KENOSHA (City)
	CONSTRUCTION OF PARKING RAMP TO SERVE METRA AND CITY OF KENOSHA TRANSIT PATRONS (300 SPACES)	TRANSIT SYSTEM IMPROVEMENT	KENOSHA COUNTY
	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN KENOSHA COUNTY	HIGHWAY SAFETY	KENOSHA COUNTY
	CONSTRUCTION OF A BICYCLE/PEDESTRIAN PATH ON CTH E AND CTH JR FROM 20TH AVE TO PETRIFYING SPRINGS PARK IN KENOSHA COUNTY	ENVIRONMENTAL ENHANCEMENT	KENOSHA COUNTY

Source: SEWRPC.

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE,  
WALWORTH TRANSPORTATION MANAGEMENT AREA -- KENOSHA COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
DEFERRED	CONSTRUCTION OF THE WEST KENOSHA PARK AND RIDE FACILITY	ENVIRONMENTAL ENHANCEMENT	KENOSHA (City)
	CONSTRUCTION OF A PEDESTRIAN BRIDGE OVER STH 32 AT CARTHAGE COLLEGE	ENVIRONMENTAL ENHANCEMENT	KENOSHA (City)
PROJECT DROPPED	BRIDGE REHABILITATION VARIOUS LOCATIONS ON STH IN SOUTHEASTERN WISCONSIN	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	BRIDGE MAINTENANCE PAINTING PROJECTS AT VARIOUS LOCATIONS ON THE INTERSTATE SYSTEM IN SOUTHEASTERN WISCONSIN	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION FROM RURAL TO URBAN CROSS SECTION CTH K FROM UNION PACIFIC RR CROSSING TO STH 31 (0.66 MILES)	HIGHWAY PRESERVATION	KENOSHA COUNTY
	PURCHASE 6 - 30' BUSES, 8 - 35' BUSES, 3 - 40' BUSES TO REPLACE 17	TRANSIT SYSTEM PRESERVATION	KENOSHA (City)
	BUILD NEW CNG FUELING STATION AT NEW TRANSIT GARAGE LOCATION	TRANSIT SYSTEM PRESERVATION	KENOSHA (City)
	ELDERLY/DISABLED TRANSPORTATION SEC 5310 VILLAGE OF TWIN LAKES ONE MODIFIED 7 PASSENGER VAN	TRANSIT SYSTEM EXPANSION	STATE OF WISCONSIN
	EXPANSION OF TRANSIT SERVICE TO INCLUDE MORE REGULAR SERVICE WITH ADDED ROUTE MILES TO THE SOUTH AND WEST OF THE CURRENT SERVICE AREA	TRANSIT SYSTEM EXPANSION	KENOSHA (City)
	INSTALLATION OF GUARD RAIL AT THREE LOCATIONS ALONG CTH W IN THE TOWN OF SALEM	HIGHWAY SAFETY	KENOSHA COUNTY
	CONSTRUCTION OF A WELCOME TO WISCONSIN SIGN AT THE KENOSHA COUNTY SOUTH COUNTY LINE	ENVIRONMENTAL ENHANCEMENT	STATE OF WISCONSIN
	DOWNTOWN KENOSHA PARK AND RIDE (NON HWY) PARKING LOT EXPANSION CITY OF KENOSHA	ENVIRONMENTAL ENHANCEMENT	KENOSHA (City)
	RECONSTRUCTION OF ACCESS LOADING PLATFORM FOR COMMUTER RAIL SYSTEM BETWEEN KENOSHA & CHICAGO	ENVIRONMENTAL ENHANCEMENT	KENOSHA (City)

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE,  
WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
COMPLETED	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 32 FROM 7TH ST. TO STATE ST. IN THE CITY OF RACINE (0.40 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RESURFACING OF STH 20 AND STH 32 BETWEEN WEST BLVD. AND MARQUETTE ST. CITY OF RACINE (1.6 MI)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	CONSTRUCTION OF TURN LANES AND TRAFFIC SIGNAL MODIFICATION AT THE INTERSECTION OF STH 20 AND CTH H	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONDITIONING OF CTH K FROM THE CANADIAN PACIFIC RAILWAY TO UNION PACIFIC RAILROAD IN THE TOWN OF CALEDONIA (1.98 MI)	HIGHWAY PRESERVATION	RACINE COUNTY
	TRAFFIC SIGNAL AND GEOMETRIC IMPROVEMENTS FOR THE INTERSECTION OF CTH H AND CTH C IN THE TOWN OF MOUNT PLEASANT	HIGHWAY PRESERVATION	RACINE COUNTY
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 36 FROM WEGGE RD TO TEUT RD IN THE TOWN OF BURLINGTON (0.72 MILES)	HIGHWAY IMPROVEMENT	STATE OF WISCONSIN
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 32 FROM THREE MILE RD TO FOUR MILE RD IN THE TOWN OF CALEDONIA (1.25 MILES)	HIGHWAY IMPROVEMENT	STATE OF WISCONSIN
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 11 FROM IH 94 TO THE WEST VILLAGE OF STURTEVANT LINE (1.58 MILES)	HIGHWAY IMPROVEMENT	STATE OF WISCONSIN
	CONSTRUCTION OF A NEW STATE STREET BRIDGE FROM DODGE ST TO MAIN ST IN THE CITY OF BURLINGTON (STH 142)	HIGHWAY EXPANSION	STATE OF WISCONSIN
	PROPERTY ACQUISITION AND DESIGN OF DOWNTOWN TRANSIT CENTER FOR THE RACINE TRANSIT SYSTEM (WI-03-0074)	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	REPLACEMENT OF SUPERVISORY VEHICLE FOR THE RACINE TRANSIT SYSTEM: 2002 (WI-03-0080)	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	INFORMATION TECHNOLOGY IMPROVEMENTS FOR THE BELLE URBAN SYSTEM IN ACCORDANCE WITH WISDOT STUDY FINDINGS (WI-03-0074)	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	OPERATING ASSISTANCE FOR THE CITY OF RACINE TRANSIT SYSTEM: 2000-2002	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	PURCHASE 5 BUS SHELTERS FOR THE CITY OF RACINE (WI-03-0080)	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	CONSTRUCTION OF PLANNED TRANSIT STATION/PARK & RIDE LOT AT IH 94 & STH 11 INTERCHANGE IN THE TOWN OF MOUNT PLEASANT	TRANSIT SYSTEM IMPROVEMENT	STATE OF WISCONSIN
	EXTENSION OF SATURDAY EVENING TRANSIT SERVICE IN THE CITY OF RACINE	TRANSIT SYSTEM IMPROVEMENT	RACINE (City)
	EXPANSION OF MILWAUKEE, RACINE, KENOSHA EXPRESS BUS SERVICE	TRANSIT SYSTEM IMPROVEMENT	RACINE (City)

Source: SEWRPC.

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE,  
WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
COMPLETED	IMPLEMENTATION OF SUNDAY TRANSIT SERVICE IN THE CITY OF RACINE 2000-2002	TRANSIT SYSTEM IMPROVEMENT	RACINE (City)
	MODIFY GEOMETRY OF THE MILWAUKEE/ MCHENRY/ JEFFERSON/ AMANDA INTERSECTION IN BURLINGTON TO IMPROVE SAFETY	HIGHWAY SAFETY	BURLINGTON (City)
	CONSTRUCTION OF MULTI-USE PATH PARALELLING STH 36 FROM WEGGE RD TO TEUT RD IN BURLINGTON	ENVIRONMENTAL ENHANCEMENT	STATE OF WISCONSIN
	CONSTRUCTION OF A BICYCLE PATH FROM WILLOW RD TO WEST BLVD IN CITY OF RACINE AND TOWN OF MT PLEASANT IN RACINE COUNTY (3.20 MILES)	ENVIRONMENTAL ENHANCEMENT	RACINE COUNTY
	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH CONNECTING EXISTING PATHS NORTH OF WATERFORD(V) AND SOUTH OF ROCHESTER(V)	ENVIRONMENTAL ENHANCEMENT	RACINE COUNTY
	DESIGN AND CONSTRUCTION OF THE BURLINGTON RIVER FRONT BICYCLE AND PEDESTRIAN PATH IN THE CITY OF BURLINGTON	ENVIRONMENTAL ENHANCEMENT	BURLINGTON (City)
	PREPARATION OF A PEDESTRIAN/BICYCLE PLAN FOR THE CITY OF BURLINGTON	ENVIRONMENTAL ENHANCEMENT	BURLINGTON (City)
	CONSTRUCTION OF OVERLOOKS AND DECORATIVE FACIA ON THE NEW STATE ST (STH 142) BRIDGE OVER THE FOX RIVER IN CITY OF BURLINGTON	ENVIRONMENTAL ENHANCEMENT	BURLINGTON (City)
	LANDSCAPING OF MAIN STREET (STH 32) FROM STATE ST TO 7TH ST IN DOWNTOWN RACINE	ENVIRONMENTAL ENHANCEMENT	RACINE (City)
	INSTALL LIGHTING REPRESENTATIVE OF THE AREA OF THE SURROUNDING ARCHITECTURE OF THE UPTOWN BUSINESS DISTRICT IN CITY/RACINE	ENVIRONMENTAL ENHANCEMENT	RACINE (City)
	DEVELOPMENT OF A MASTER PLAN FOR THE LAKESHORE BICYCLE PATHWAY WITHIN THE CITY OF RACINE AND TOWN OF MOUNT PLEASANT	ENVIRONMENTAL ENHANCEMENT	RACINE (City)
	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH ALONG MAIN STREET (STH 20 AND STH 83) IN THE VILLAGE OF WATERFORD	ENVIRONMENTAL ENHANCEMENT	WATERFORD (Village)
UNDERWAY	RESURFACING OF STH 83 FROM STH 20 TO IH-43 IN RACINE AND WAUKESHA COUNTIES (7.0 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RESURFACING OF THE FORMER ROUTE OF STH 31 FROM EMSTAN HILLS RD TO CTH KR IN RACINE COUNTY (1.61 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONDITIONING OF USH 45 FROM STH 20 IN RACINE COUNTY TO STH 36 IN WAUKESHA COUNTY (8.5 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RESURFACING OF STH 38 FROM CTH K TO MILWAUKEE COUNTY LINE IN THE TOWN OF CALEDONIA (8.0 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONDITIONING OF STH 11 FROM CROSSWAY RD TO CTH C IN RACINE COUNTY (6.0 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN

Source: SEWRPC.

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE,  
WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
UNDERWAY	RESURFACING OF STH 38 FROM CTH MM TO WEST OF TAURUS DR IN RACINE COUNTY (1.40 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONDITIONING OF STH 164 FROM STH 36 TO WOOD RD IN THE TOWN OF WATERFORD (1.54 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONDITIONING OF STH 83 FROM THE SOUTH RACINE COUNTY LINE TO SEWER LN (3.55 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONDITIONING OF STH 31 FROM FOUR MILE RD TO STH 32 IN RACINE COUNTY (2.0 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION OF THE INTERSECTION OF STH 38 AND CTH K (0.90 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 32 FROM LARSON ST TO 21ST ST (0.84 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 32 FROM CTH KR TO LARSON ST (1.35 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION OF GREEN BAY RD (STH 31) FROM DURAND AVE (STH 11) TO WASHINGTON AVE (STH 20) IN RACINE COUNTY (1.54 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION OF THE UP RR BRIDGE OVER STH 11 IN THE CITY OF RACINE	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	SERVICE PATROLS RELATED TO THE FREEWAY TRAFFIC MANAGEMENT SYSTEM IN RACINE COUNTY	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION OF CTH S BRIDGE OVER CROSS CREEK IN RACINE COUNTY	HIGHWAY PRESERVATION	RACINE COUNTY
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF LATHROP AVE FROM CTH X (S TAYLOR AVE) TO CTH KR IN THE TOWN OF MOUNT PLEASANT (1.50 MILES)	HIGHWAY PRESERVATION	MOUNT PLEASANT (Town)
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF RAPIDS DR FROM MT PLEASANT ST TO DOUGLAS AVE IN THE CITY OF RACINE (0.63 MILES)	HIGHWAY PRESERVATION	RACINE (City)
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 32 FROM FIVE MILE RD TO NORTH COUNTY LINE IN THE TOWN OF CALEDONIA (3.37 MILES)	HIGHWAY IMPROVEMENT	STATE OF WISCONSIN
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF CTH Y FROM CTH KR TO CTH X IN RACINE COUNTY (1.40 MILES)	HIGHWAY IMPROVEMENT	RACINE COUNTY
	CONSTRUCTION OF THE CITY OF BURLINGTON BYPASS FOR STH 36 AND STH 11 (11.0 MILES)	HIGHWAY EXPANSION	STATE OF WISCONSIN
	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE IN RURAL RACINE COUNTY (SEC 85.21)	TRANSIT SYSTEM PRESERVATION	RACINE COUNTY

Source: SEWRPC.



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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE,  
WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
UNDERWAY	PURCHASE AND INSTALLATION OF AN AUTOMATIC VEHICLE LOCATION SYSTEM FOR THE CITY OF RACINE TRANSIT SYSTEM (WI-03-0074, WI-03-0080)	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	ENGINEERING/DESIGN FOR REPLACEMENT OF THE MAINTENANCE/ADMINISTRATION BUILDING FOR THE RACINE TRANSIT SYSTEM (WI-03-0080)	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	REPLACEMENT AND RELOCATION OF TWO-WAY RADIO ANTENNA AND TOWER FOR THE CITY OF RACINE TRANSIT SYSTEM (WI-03-0074)	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	PURCHASE OF 5 REPLACEMENT BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM (WI-03-0074)	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	PROVISION OF DEMAND-RESPONSIVE TRANSPORTATION SERVICE FOR ELDERLY & DISABLED IN THE RACINE URBANIZED AREA	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	OPERATING ASSISTANCE FOR THE WISCONSIN COACH LINES KENOSHA/RACINE/MILWAUKEE BUS SERVICE	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	PURCHASE OF 3 REPLACEMENT BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM (WI-03-0080)	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	SEVENTEEN ENGINE OVERHAULS FOR BUSES IN THE CITY OF RACINE TRANSIT SYSTEM FLEET (WI-03-0076)	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	EIGHT ENGINE OVERHAULS FOR BUSES IN THE CITY OF RACINE TRANSIT SYSTEM FLEET (WI-03-0080)	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	INFORMATION TECHNOLOGY IMPROVEMENTS FOR THE CITY OF RACINE TRANSIT SYSTEM (WI-03-0080)	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	REPLACEMENT OF THE FAREBOXES FOR THE CITY OF RACINE TRANSIT SYSTEM (WI-03-0080)	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	OPERATING ASSISTANCE FOR THE CITY OF RACINE TRANSIT SYSTEM: 2004-2006	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	JOB ACCESS SEC 3037 TRANSIT PROJECT- CITY OF RACINE MOBILITY MANAGER	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	PURCHASE AND REHABILITATION OF THE PASSENGER DEPOT ON STATE ST IN THE CITY OF RACINE	TRANSIT SYSTEM IMPROVEMENT	RACINE (City)
	CONSTRUCTION OF AN OFF-STREET TRANSIT CENTER FOR THE RACINE TRANSIT SYSTEM NEAR THE FORMER C&NW RAILWAY PASSENGER DEPOT (WI-03-0076)	TRANSIT SYSTEM IMPROVEMENT	RACINE (City)
	REHABILITATION OF HORLICK DR/LIBERTY ST NORTH BRIDGE OVER THE ROOT RIVER IN THE CITY OF RACINE (P-51-0708)	OFF-SYSTEM HIGHWAY	RACINE (City)
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF THE HORLICK DR SOUTH BRIDGE OVER THE ROOT RIVER IN THE CITY OF RACINE (P-51-0702)	OFF-SYSTEM HIGHWAY	RACINE (City)

Source: SEWRPC.

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**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE,  
WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
UNDERWAY	REHABILITATION OF ROCHESTER ST BRIDGE OVER THE WIND LAKE DRAINAGE CANAL IN THE VILLAGE OF ROCHESTER (P-51-0701)	OFF-SYSTEM HIGHWAY	ROCHESTER (Village)
	REPLACEMENT OF TWO MILE RD BRIDGE OVER THE EAST BRANCH OF THE ROOT RIVER CANAL IN THE TOWN OF YORKVILLE (P-51-0055)	OFF-SYSTEM HIGHWAY	YORKVILLE (Town)
	CONSTRUCTION OF PAVED SHOULDERS TO ACCOMMODATE BICYCLES ON USH 45 (RAYNOR AVE) FROM STH 20 IN RACINE COUNY TO STH 36 IN WAUKESHA COUNTY	ENVIRONMENTAL ENHANCEMENT	STATE OF WISCONSIN
	CONSTRUCTION OF A BICYCLE/PEDESTRIAN TRAIL ON THE FORMER CP RAILWAY CORRIDOR FROM STH 31 TO WILLOW RD IN RACINE COUNTY: PHASE IB	ENVIRONMENTAL ENHANCEMENT	RACINE COUNTY
	PLANNING, ENGINEERING, AND RIGHT OF WAY FOR THE EXTENSION OF THE RACINE/STURTEVANT TRAIL: PHASE II	ENVIRONMENTAL ENHANCEMENT	RACINE COUNTY
	CONSTRUCTION OF THE ROOT RIVER BICYCLE PATH FROM 19TH ST TO LAYARD AVE IN THE CITY OF RACINE (3.5 MILES)	ENVIRONMENTAL ENHANCEMENT	RACINE (City)
DEFERRED	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN RACINE COUNTY	HIGHWAY PRESERVATION	RACINE COUNTY
	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN RACINE COUNTY	HIGHWAY PRESERVATION	RACINE COUNTY
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 11 FROM THE VILLAGE OF STURTEVANT EASTERN VILLAGE LIMITS TO STH 31 (2.0 MILES)	HIGHWAY IMPROVEMENT	STATE OF WISCONSIN
	PURCHASE OF 2 REPLACEMENT REPLICA TROLLEY BUSES FOR THE CITY OF RACINE TRANSIT SYSTEM	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	PURCHASE OF A REPLACEMENT TRUCK FOR THE CITY OF RACINE TRANSIT SYSTEM	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	MODIFICATIONS TO FARE COLLECTION SYSTEM TO PROVIDE FOR PASSENGER COUNTING/RECONCILIATION FOR THE CITY OF RACINE TRANSIT SYSTEM (WI-03-0066)	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	PURCHASE 5 BUS SHELTERS FOR THE CITY OF RACINE	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	INFORMATION TECHNOLOGY IMPROVEMENTS FOR THE CITY OF RACINE TRANSIT SYSTEM	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	CONSTRUCTION OF A REPLACEMENT MAINTENANCE ADMINISTRATION BUILDING FOR THE CITY OF RACINE TRANSIT SYSTEM	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	PURCHASE 5 BUS SHELTERS FOR THE CITY OF RACINE	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	INFORMATION TECHNOLOGY IMPROVEMENTS FOR THE CITY OF RACINE TRANSIT SYSTEM	TRANSIT SYSTEM PRESERVATION	RACINE (City)

Source: SEWRPC.

Table B -6

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE,  
WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
DEFERRED	REPLACEMENT OF BUS FUELING SYSTEM PUMPS AND METERS AT THE CITY TRANSIT GARAGE	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	CONSTRUCTION OF PARK AND RIDE LOTS AT THE BUS AND POTENTIAL FUTURE COMMUTER RAIL TRANSIT CENTER IN THE CITY OF RACINE	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	DESIGN AND CONSTRUCTION OF THE REPLACEMENT AMTRAK STATION IN THE VILLAGE OF STURTEVANT	TRANSIT SYSTEM PRESERVATION	STURTEVANT (Village)
	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN RACINE COUNTY	HIGHWAY SAFETY	RACINE COUNTY
	CONSTRUCTION OF THE LAKE MICHIGAN PATHWAY FROM CHICORY RD TO THE MAIN ST BRIDGE IN THE CITY OF RACINE: PHASE I	ENVIRONMENTAL ENHANCEMENT	RACINE (City)
	PUBLIC COMPRESSED NATURAL GAS (CNG) FUELING FACILITY IN THE VILLAGE OF WATERFORD	ENVIRONMENTAL ENHANCEMENT	WATERFORD (Village)
PROJECT DROPPED	RECONSTRUCTION OF BRIDGE ON IH-94 OVER CTH K IN RACINE COUNTY	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION OF THE IH-94 AND CTH K INTERCHANGE EARLY REAL ESTATE ACQUISITION	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 32 FROM 21ST ST TO WASHINGTON AVE (1.10 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF EMMERTSEN RD. FROM 16TH ST. TO STH 20 IN THE TOWN OF MT PLEASANT (0.42 MILES)	HIGHWAY PRESERVATION	MOUNT PLEASANT (Town)
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF 21ST ST FROM STH 31 TO OHIO ST IN THE CITY OF RACINE (0.79 MILES)	HIGHWAY PRESERVATION	RACINE (City)
	UPGRADE FIRE SPRINKLER SYSTEM WI-03-0066	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	REPLACEMENT OF BUS STOP SIGNS WI-03-0063	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	REPLACEMENT OF MAINTENANCE GARAGE LIGHTING FOR THE BELLE URBAN SYSTEM WI-03-0056 FUNDED	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	REPLACEMENT OF ALL LIGHTING IN STORAGE GARAGE FOR THE BELLE URBAN SYSTEM WI-03-0063	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	PURCHASE OF 5 REPLACEMENT BUSES FOR THE BELLE URBAN SYSTEM IN 2004	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	REPLACEMENT OF TELEPHONE AND TELEPHONE INFORMATION SYSTEM FOR THE RACINE TRANSIT SYSTEM WI-03-0063	TRANSIT SYSTEM PRESERVATION	RACINE (City)

Table B -6

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE,  
WALWORTH TRANSPORTATION MANAGEMENT AREA -- RACINE COUNTY**

<b>Status of 2002 - 2004 Element of Project</b>	<b>Project Description</b>	<b>Project Type</b>	<b>Implementing Agency</b>
PROJECT DROPPED	INSTALLATION OF SECURITY ALARM SYSTEM FOR BOTH BUS GARAGE BUILDINGS FOR THE RACINE TRANSIT SYSTEM WI-03-0066	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	BUILDING IMPROVEMENTS AND REPAIRS INCLUDING ELECTRICAL WORK, ROOF REPAIRS, AND MAINTENANCE AREA IMPROVEMENTS FOR RACINE TRANSIT SYSTEM (WI- 03-0066)	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	ENGINEERING FOR FIRE SPRINKLER SYSTEM IN BUS STORAGE AND MAINTENANCE GARAGES FOR THE BELLE URBAN SYSTEM WI-03-0063	TRANSIT SYSTEM PRESERVATION	RACINE (City)
	PURCHASE OF 5 REPLACEMENT BUSES IN 2003 FOR THE BELLE URBAN SYSTEM	TRANSIT SYSTEM PRESERVATION	RACINE (City)

Table B -7

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE,  
WALWORTH TRANSPORTATION MANAGEMENT AREA -- WALWORTH COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
COMPLETED	RESURFACING OF STH 50 FROM WRIGHT ST. TO NORTH SHORE DR. IN THE CITY OF DELAVAN (0.84 MI)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	OVERLAY IH 43 BRIDGE DECKS FROM STH 50 TO USH 12 IN WALWORTH COUNTY	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	OVERLAY IH 43 BRIDGE DECKS FROM THE ROCK COUNTY LINE TO STH 50 (EXCLUDING CTH X) IN WALWORTH COUNTY	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONDITIONING OF WALWORTH AVE. (STH 11) FROM TURTLE CREEK DRIVE TO CUMMINGS STREET IN THE CITY OF DELAVAN (0.77 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 67 FROM IH-43 TO WALWORTH ST IN THE CITY OF ELKHORN (1.15 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	CONSTRUCTION OF A NEW EASTBOUND OFF RAMP FROM USH 12 TO STH 50 IN THE CITY OF LAKE GENEVA	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	CONSTRUCTION OF A RELOCATED STH 120 FROM WILLOW RD TO STH 50 ALONG THE EAST SIDE OF THE CITY OF LAKE GENEVA (4.40 MILES)	HIGHWAY EXPANSION	STATE OF WISCONSIN
	CONSTRUCTION OF MEMORIAL BIKE TRAIL FROM SAGE ST TO SOUTH ST ALONG ABANDONED RR LINE	ENVIRONMENTAL ENHANCEMENT	LAKE GENEVA (City)
	CONSTRUCTION OF BICYCLE PATH AND LANDSCAPING ALONG THE LAKE GENEVA BYPASS (STH 120) FROM CTH H TO STH 50	ENVIRONMENTAL ENHANCEMENT	LAKE GENEVA (City)
	DESIGN AND CONSTRUCTION OF A PEDESTRIAN/BICYCLE PATH CONNECTING THE UNIVERSITY OF WISCONSIN WHITEWATER WITH CITY OF WHITEWATER DOWNTOWN	ENVIRONMENTAL ENHANCEMENT	WHITEWATER (City) (PART)
UNDERWAY	RESURFACING OF STH 89 FROM USH 14 TO THE CITY OF WHITEWATER SOUTH CITY LIMITS (7.5 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF STH 59 FROM JEFFERSON COUNTY LINE TO STH 89 (3.5 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONDITIONING OF STH 67 FROM SOUTH MAIN ST TO THEATRE RD (3.79 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONDITIONING OF STH 120 FROM STH 36 TO EAST TROY (10.0 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONDITIONING OF NORTH ST (STH 20) FROM WEST VILLAGE LIMITS TO EAST OF THOMAS DR IN THE VILLAGE OF EAST TROY (1.26 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RESURFACING OF STH 120 FROM WILLOW RD TO USH 12 IN THE CITY OF LAKE GENEVA AND TOWN OF LINN (5.14 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONDITIONING OF IH-43 FROM ROCK COUNTY LINE TO HALES CORNERS IN MILWAUKEE COUNTY (26.9 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN

Table B -7

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE,  
WALWORTH TRANSPORTATION MANAGEMENT AREA -- WALWORTH COUNTY**

Status of 2002 - 2004 Element of Project	Project Description	Project Type	Implementing Agency
UNDERWAY	RECONDITIONING OF STH 36 FROM STH 120 TO THE EAST WALWORTH COUNTY LINE (6.57 MILES)	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	CONSTRUCTION OF A DRAINAGE PIPE IN THE VILLAGE OF DARIEN ON USH 14	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION OF THE INTERSECTION OF POTTER RD AND USH 12	HIGHWAY PRESERVATION	STATE OF WISCONSIN
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF WILLOW RD (FUTURE CTH BB) FROM SOUTH SHORE DR TO STH 120 (1.30 MILES)	HIGHWAY PRESERVATION	WALWORTH COUNTY
	REPLACEMENT OF S 2ND ST (CTH 0) BRIDGE OVER SWAN CREEK IN WALWORTH COUNTY (B-64-0677)	HIGHWAY PRESERVATION	WALWORTH COUNTY
	REHABILITATION OF CTH H BRIDGE OVER CTH NN IN WALWORTH COUNTY (P-64-0008)	HIGHWAY PRESERVATION	WALWORTH COUNTY
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 50 FROM STH 67 EAST TO GENEVA LAKES RD IN THE TOWN OF GENEVA (1.70 MILES)	HIGHWAY IMPROVEMENT	STATE OF WISCONSIN
	CONSTRUCTION OF THE CITY OF WHITEWATER BYPASS (USH 12) (5.30 MILES)	HIGHWAY EXPANSION	STATE OF WISCONSIN
	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND- RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE IN WALWORTH COUNTY (SEC 85.21)	TRANSIT SYSTEM PRESERVATION	WALWORTH COUNTY
	OPERATING ASSISTANCE FOR THE CITY OF WHITEWATER TAXI BASED TRANSIT SYSTEM (SEC 85.20 & 5311)	TRANSIT SYSTEM PRESERVATION	WHITEWATER (City) (PART)
	REPLACEMENT OF TOMBEAU RD BRIDGE OVER TOMBEAU LAKE IN THE TOWN OF BLOOMFIELD	OFF-SYSTEM HIGHWAY	BLOOMFIELD (Town)
	REPLACEMENT OF SHERIDAN SPRINGS RD BRIDGE OVER WHITE RIVER IN THE TOWN OF LYONS (P-64-0073)	OFF-SYSTEM HIGHWAY	LYONS (Town)
	CONSTRUCTION OF A NEW HEATED MUSEUM CENTER TO SECURE HISTORIC DOCUMENTS AND ARTIFACTS IN THE VILLAGE OF EAST TROY	ENVIRONMENTAL ENHANCEMENT	EAST TROY (Village)
	CONSTRUCTION OF A BICYCLE TRAIL ALONG TOWN LINE RD FROM WELLS ST TO EDWARDS BLVD: PHASE II (3,550 FEET)	ENVIRONMENTAL ENHANCEMENT	LAKE GENEVA (City)
DEFERRED	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF MARTIN ST (CTH C) FROM STATE LINE RD TO STH 67 IN THE TOWN OF SHARON (1.0 MILES)	HIGHWAY PRESERVATION	WALWORTH COUNTY
	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL URBAN SYSTEM PROJECTS IN WALWORTH COUNTY	HIGHWAY PRESERVATION	WALWORTH COUNTY
	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL BRIDGE REPLACEMENT PROJECTS IN WALWORTH COUNTY	HIGHWAY PRESERVATION	WALWORTH COUNTY

Table B -7

**IMPLEMENTATION STATUS OF PROJECTS IN THE 2002 - 2004  
TRANSPORTATION IMPROVEMENT PROGRAM FOR THE KENOSHA, RACINE,  
WALWORTH TRANSPORTATION MANAGEMENT AREA -- WALWORTH COUNTY**

<b>Status of 2002 - 2004 Element of Project</b>	<b>Project Description</b>	<b>Project Type</b>	<b>Implementing Agency</b>
DEFERRED	PRELIMINARY ENGINEERING FOR VARIOUS LOCAL HAZARD ELIMINATION PROJECTS IN WALWORTH COUNTY	HIGHWAY SAFETY	WALWORTH COUNTY
PROJECT DROPPED	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF CTH NN FROM USH 12 TO LAKELAND COMPLEX IN WALWORTH COUNTY (1.0 MILE)	HIGHWAY PRESERVATION	WALWORTH COUNTY
	RECONSTRUCTION WITH NO ADDITIONAL TRAFFIC LANES OF E GENEVA STREET (CTH H) FROM STH 67 TO ELKHORN AREA HIGH SCHOOL (0.40 MILES)	HIGHWAY PRESERVATION	WALWORTH COUNTY
	REHABILITATION OF STH 50 BRIDGE OVER THE WHITE RIVER B-64-0657 IN THE CITY OF LAKE GENEVA	HIGHWAY PRESERVATION	LAKE GENEVA (City)
	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 50 FROM CENTER ST TO EDWARDS BLVD IN THE CITY OF LAKE GENEVA (0.80 MILES)	HIGHWAY IMPROVEMENT	STATE OF WISCONSIN
	CONSTRUCT NEW ACCESS ROADS ON STH 50 AT GENEVA ST, WRIGHT ST, AND BORG RD CITY OF DELEVAN WALWORTH CO HES	HIGHWAY SAFETY	DELEVAN (City)

## APPENDIX C

### ASSESSMENT OF CONFORMITY OF 2004 THROUGH 2006 TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN WITH RESPECT TO THE STATE OF WISCONSIN AIR QUALITY IMPLEMENTATION PLAN

A conformity determination of the regional transportation plan for southeastern Wisconsin was completed by the Commission in August, 2003, and approved by the U.S. Department of Transportation, Federal Highway and Transit Administrations in September, 2003. The transportation improvement program for the years 2004 through 2006, as well conforms to the State of Wisconsin air quality implementation plan as the transportation improvement program includes the projects which should be started in the transportation improvement program's timeframe in order to achieve the highway and transit systems envisioned by the regional transportation plan; all projects in the transportation improvement program which are regionally significant, that is, arterial street widening and extension projects and transit guideway projects, are consistent with, and included in, the regional transportation plan; and the design concept, scope, and schedule of each regionally significant project proposed in the transportation improvement program is not significantly different from that described in the regional transportation plan.



## APPENDIX D

### ASSESSMENT OF AVAILABLE FUNDING FOR THE 2004-2006 TRANSPORTATION IMPROVEMENT PROGRAM

This appendix provides an assessment of the availability of funding to meet the estimated costs of implementing the 2004-2006 Transportation Improvement Program (TIP). The assessment of available funding is presented in Table D-1 which compares programmed funding to estimates of available Federal and State funding based upon authorized Federal funding levels and historic State and local funding levels. The results of this comparison generally indicate that adequate funding is available to implement the TIP.

There are a few instances where programmed funding appears to exceed estimated available funding. With respect to Surface Transportation Program-Milwaukee Urbanized Area (STP-M) funds, Congestion Mitigation/Air Quality (CMAQ) funds, Federal Transit Administration (FTA) Section 5307 funds, and Surface Transportation Program-Other (STP-O) funds, programmed funding appears to exceed available funding, but this is 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. Well-established procedures, in particular, exist to select and program CMAQ and STP-M projects consistent with estimated available funding.

With respect to Federal National Highway System (NHS) and State highway funding, programmed funding does exceed historic Region shares of Statewide funding levels, but this may be expected during the reconstruction of the Southeastern Wisconsin freeway system, beginning with the Marquette Interchange reconstruction programmed in this TIP.

Table D-1

**ASSESSMENT OF AVAILABLE FUNDING FOR THE 2004-2006 TRANSPORTATION IMPROVEMENT PROGRAM**

Funding Source		Programmed Expenditures (\$1,000,000)			Estimated Funding Available (\$1,000,000) <sup>a</sup>		
Agency	Program	2004	2005	2006	2004	2005	2006
Federal Highway Administration	Interstate Highway Maintenance	\$55	\$25	\$39	83	84	86
	National Highway System	\$43	\$91	\$119	133	133	136
	Bridge Replacement	\$20	\$21	\$4	35	36	38
	Surface Transportation Program-Milwaukee Urbanized Area	\$44	\$32	\$76	25	25	24
	Surface Transportation Program-Other	\$92	\$54	\$80	152	156	163
	Surface Transportation Program-Enhancement	\$7	\$5	\$3	13	13	14
	Surface Transportation Program-Safety	\$7	\$8	\$7	25	28	31
	Congestion Mitigation/Air Quality	\$39	\$26	\$16	16	21	22
	Gary, Chicago, Milwaukee Corridor ITS	\$1	\$1	\$0	- -	- -	- -
	Section 3037	\$0	\$0	\$0	2	2	2
Federal Transit Administration	Section 5303	\$0	\$0	\$0	3	1	1
	Section 5307--Kenosha/Racine Urbanized Area	\$9	\$8	\$4	6	6	6
	Section 5307--Milwaukee Urbanized Area	\$25	\$23	\$23	21	21	21
	Section 5309	\$16	\$11	\$2	16	16	16
	Section 5310	\$1	\$1	\$1	2	2	2
	Section 5311	\$1	\$2	\$2	2	2	2
State of Wisconsin	Highway	\$121	\$131	\$460	150	150	150
	Transit	\$73	\$71	\$71	70	70	70
County and Local	Kenosha	\$5	\$5	\$4	3	3	3
	Milwaukee	\$72	\$54	\$56	50	50	50
	Ozaukee	\$2	\$2	\$2	2	2	2
	Racine	\$7	\$6	\$5	5	5	5
	Walworth	\$1	\$1	\$0	4	4	4
	Washington	\$1	\$1	\$3	5	5	5
	Waukesha	\$22	\$17	\$29	23	23	23

<sup>a</sup> For Federal highway funds the 2004, 2005, and 2006 estimates of available funding assume that the currently authorized funding levels would be maintained. The Federal highway funding levels, with the exception of Surface Transportation Program-Milwaukee Urbanized funds and Congestion Mitigation/Air Quality funds, are statewide funding levels and Southeastern Wisconsin has generally received 30 to 40 percent of that funding. For Federal transit funds, the 2004, 2005, and 2006 available funding estimates are based upon appropriated 2003 levels. The available funding shown, with the exception of the urbanized area Section 5307 funding levels are statewide funding levels. It may generally be expected that Southeastern Wisconsin transit systems would receive about 65 percent of statewide transit funding levels. For State and local funds, the estimate of available funding is specifically for the Region, based on historic funding levels.

## APPENDIX E

### Advisory Committee Memberships

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

##### Voting Members

Frederick J. Patrie, Chairman ..... Director of Public Works,  
Kenosha County

Philip C. Evenson, Secretary ..... Executive Director, SEWRPC

Sandra K. Beaupre ..... Director, Bureau of Planning,  
Division of Transportation Investment Management,  
Wisconsin Department of Transportation

Leonard Brandrup ..... Director, Department of Transportation,  
City of Kenosha

Ronald L. Bursek ..... Director of Public Works,  
City of Kenosha

Joel P. Ettinger ..... Area Director, Federal Transit Administration,  
U.S. Department of Transportation

Leslie J. Fafard ..... District Director,  
Wisconsin Department of Transportation

Michael M. Lemens ..... Director of Engineering, Public Service Department,  
City of Kenosha

Linda A. Lovejoy ..... Chief, Public Transit Section,  
Bureau of Transit and Local Roads,  
Wisconsin Department of Transportation

Bruce E. Matzke ..... Wisconsin Division Administrator,  
Federal Highway Administration,  
U.S. Department of Transportation

Peter T. McMullen ..... Program and Planning Analyst,  
Bureau of Air Management,  
Wisconsin Department of Natural Resources

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

Michael Pjevach ..... President, Wisconsin Coach Lines, Inc.

Michael R. Pollocoff ..... Administrator, Village of Pleasant Prairie

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

Voting Members

Richard A. Bolte.....	Director of Transportation, Waukesha County
Patrick T. Curley .....	Director, Intergovernmental Relations Division, City of Milwaukee
Robert R. Dreblow .....	Highway Commissioner, Ozaukee County
Thomas M. Grisa .....	Director of Public Works, City of Brookfield
Robert C. Johnson.....	Transit Director, Waukesha Metro Transit
William A. Kappel.....	Director of Public Works, City of Wauwatosa
Thomas C. Kenney.....	Acting Director, Department of Public Works and Development, Milwaukee County
Michael G. Lewis.....	City Engineer, City of West Allis
Michael J. Martin .....	Director of Public Works, Village of Hales Corners
Julie A. Penman .....	Commissioner, Department of City Development, City of Milwaukee
Jeffrey S. Polenske.....	City Engineer, City of Milwaukee
James Rowen.....	Policy Director, Office of the Mayor, City of Milwaukee
Mariano A. Schifalacqua .....	Commissioner, Department of Public Works, City of Milwaukee
Dr. James G. White.....	1 <sup>st</sup> District Supervisor, Milwaukee County Board of Supervisors
Vacancy .....	Milwaukee County
Vacancy .....	Milwaukee County
Vacancy .....	Milwaukee County
Vacancy.....	Milwaukee County, North Shore Communities
Vacancy.....	Milwaukee County, South Shore Communities

## Milwaukee Urbanized Area - continued

Nonvoting Technical Staff Members

Philip C. Evenson, Secretary .....	Executive Director, SEWRPC
Rodney A. Clark .....	Director, Bureau of Transit and Local Roads, Wisconsin Department of Transportation
Joel P. Ettinger .....	Area Director, Federal Transit Administration, U.S. Department of Transportation
Leslie J. Fafard .....	Director, District 2, Wisconsin Department of Transportation
Thomas P. Kujawa .....	Managing Director, Milwaukee County Transit System
Linda A. Lovejoy .....	Chief, Public Transit Section, Bureau of Transit and Local Roads, Wisconsin Department of Transportation
Bruce E. Matzke .....	Wisconsin Division Administrator, Federal Highway Administration, U.S. Department of Transportation
Peter T. McMullen .....	Program and Planning Analyst, Bureau of Air Management, Wisconsin Department of Natural Resources
Michael Pjevach .....	President, Wisconsin Coach Lines, Inc.

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

Voting Members

Glenn M. Lampark, Chairman.....	Director of Public Works, Racine County
Philip C. Evenson, Secretary .....	Executive Director, SEWRPC
Sandra K. Beaupre .....	Director, Bureau of Planning, Division of Transportation Investment Management, Wisconsin Department of Transportation
James J. Blazek .....	City Engineer, City of Racine
Jon J. Dederich .....	Plan Commissioner, Village of Elmwood Park
Joel P. Ettinger .....	Area Director, Federal Transit Administration, U.S. Department of Transportation
Leslie J. Fafard .....	Director, District 2, Wisconsin Department of Transportation
Michael J. Glasheen .....	Transit Planner, City of Racine
Frederick A. Haerter .....	Town Engineer, Caledonia
Stephen P. Compton.....	Village Administrator, Village of Sturtevant
John W. Knuteson .....	President, Village of Wind Point
Linda A. Lovejoy .....	Chief, Public Transit Section, Bureau of Transit and Local Roads, Wisconsin Department of Transportation
Dennis C. Mahoney .....	President, Village of North Bay
Bruce E. Matzke.....	Wisconsin Division Administrator, Federal Highway Administration, U.S. Department of Transportation
Peter T. McMullen .....	Program and Planning Analyst, Bureau of Air Management, Wisconsin Department of Natural Resources
Cheryl L. Newton.....	Environmental Protection Specialist, U.S. Environmental Protection Agency, Region V
Kevin O'Donnell.....	Administrator, Town of Mount Pleasant
Michael Pjevach .....	President, Wisconsin Coach Lines, Inc.

## Appendix F

PROJECTED 2004-2006 OPERATIONS AND PLANNING INFORMATION,  
CAPITAL PROJECT JUSTIFICATIONS, AND FINANCIAL CAPACITY ANALYSES  
FOR PUBLIC TRANSIT OPERATORS IN SOUTHEASTERN WISCONSIN

Table F-1

## PUBLIC TRANSIT OPERATOR REPORT: 2004–2006

Transit System Name: City of Kenosha Transit

I.	2004 Projected Operating Budget	\$	5,631,300	Total Operating Budget
			1,823,900	Total Federal Operating Assistance
			1,646,500	Total State Operating Assistance
			1,167,400	Total Local Operating Assistance
			993,500	Total Farebox and Other Revenue
II.	2004 Projected Operation Characteristics: <sup>a</sup>			
	Basic Transit System: <sup>b</sup>	\$	5,070,000	
		<u>Weekdays</u>	<u>Saturdays</u>	<u>Sundays</u> <u>Holidays</u>
	Routes .....	10	8	--
	Route Miles .....			
	(round trip)	210	180	--
	Headway Range .....			
	(average)	30-60	60	--
	Vehicle Hours .....			
	(average)	225	145	--
	Vehicles in Service.....	25	12	--
	Operating Budget .....	\$ 17,500	\$ 11,400	\$
	(average)			

III. 2004 Projected Operating Characteristics:<sup>a</sup>

Specialized Service for

Elderly and Handicapped: \$ 129,000 Total Operating Budget

*[Please provide a brief description of total budget and type of operation—including service providers, eligible users, hours of service, service level, fares, method of payment, and average daily ridership.]*

Paratransit service for the City of Kenosha transit system is provided through the Kenosha County Care-A-Van program as a door-to-door service with next day reservations. Eligible users are those disabled persons who are certified as unable to use the City's fixed-route transit system and who use the service to travel within areas within three-quarters of a mile of a City bus route. The service is available on the same days and during the same hours as the City bus service for a fare of \$2.00 per one-way trip. During 2003, between 50 and 60 trips were made on the service on an average weekday.

No significant changes to the service are envisioned for 2004. However, the service may be adjusted as a result of service changes to the fixed-route bus system identified in the new transit system development plan to be completed in 2004 (see Section V below).



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IV. 2004 Projected Implementation of New or Restructured Transit Services<sup>a</sup>

*[Please provide a brief description of projected changes in transit operations, focusing on new or significantly restructured transit services to be implemented during the upcoming year.]*

No new or restructured services are currently envisioned. New or restructured services may be developed under a transit study to prepare a new five-year transit system development plan to be completed during 2004.

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V. 2004 Projected Planning for New or Restructured Transit Services:<sup>a</sup>

*[Please provide a brief description of any projected planning projects to be undertaken during the upcoming year to review changes in transit operations, particularly with respect to new or significantly restructured transit services.]*

A new five-year transit system development plan will be completed during 2004. the plan will identify potential service changes for 2004-2008.

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<sup>a</sup>Use additional paper if space provided is insufficient

<sup>b</sup>Excludes school-day bus service and streetcar operations.

Table F-2

## PUBLIC TRANSIT OPERATOR CAPITAL PROJECT JUSTIFICATION: FY 2004-2006

Transit System Name: City of Kenosha Transit

TIP Project Number	Fiscal Year (FY)	Description	Justification
572	2004 2005	Construction of a New Transit Operating and Maintenance Facility (\$8,818,300) (\$4,904,500)	<p>Kenosha Transit is operating out of a twenty-seven year old facility originally designed to house and maintain twenty-six buses. We now operate a fleet of fifty-two buses besides accommodating a staff of twice the people employed in 1975. We are on a 1.84-acre plot shared with other city functions and crowding is the order of the day.</p> <p>Our repair and bus cleaning equipment is very old and we need to modernize. We don't have modern environmental control methods. During winter half our fleet is parked in the outdoors, and becomes very difficult to start.</p> <p>Our need is critical and requires attention now.</p>
574	2004 2005 2006	Purchase of Twenty-three Replacement Buses (\$2,500,000) (\$2,700,000) (\$1,600,000)	Justification for this capital project is easy – we need new equipment. We operate thirteen units with an average fleet age of 17 years old, which should be 6 to 7 years old, and an average mileage of 500,000, which should be 250,000. We have five buses 20 years old that are in bad condition. Besides these, we have several other buses that are past their useful life.
577	2004	Reconstruction and Expansion of the Metra Train Station (\$625,000)	The Metra Station is in considerable need of refurbishment and will provide many more years of service upon completion of this project. Wiring, plumbing, heating and air conditioning would not meet code if constructed today. The additional ridership for both Kenosha Transit, which interfaces with Metra, and Metra will result in less traffic congestion in the Kenosha to Chicago corridor. This redevelopment will further enhance our downtown and feed transit growth and development.

## PUBLIC TRANSIT OPERATOR CAPITAL PROJECT JUSTIFICATION: FY 2004-2006

Transit System Name: City of Kenosha Transit

TIP Project Number	Fiscal Year (FY)	Description	Justification
578	2004	Construction of an Overflow Parking Lot for the Metra Train Station (\$100,000)	The additional parking is needed to relieve congestion for an already crowded parking lot near the Metra train. With adequate parking available, more people will park and thus make use of the train station and the Metra train. This additional ridership growth will result in reduced congestion and automobile traffic in the Kenosha to Chicago corridor.

## F-6

Table F-3

## FINANCIAL CAPACITY ANALYSIS BACKGROUND DATA FOR KENOSHA TRANSIT SYSTEM: 1999-2008

(Table to be completed by transit operator with grant application)

Data Element	Actual/Estimated					Projected				
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Operating Expenses <sup>a</sup>	\$ 3,826,941	\$ 4,405,945	\$ 4,846,904	\$ 5,400,000	\$ 5,600,000	\$ 5,950,000	\$ 6,450,000	\$ 6,850,000	--	--
Operating Revenues										
o Passenger Revenue	\$ 729,337	\$ 854,463	\$ 943,030	\$ 1,035,000	\$ 1,200,000	\$ 1,330,000	\$ 1,600,000	\$ 1,890,000	--	--
o School District Revenue	--	--	--	--	--	--	--	--	--	--
o Other Revenue	55,649	64,068	83,300	105,000	135,000	150,000	195,000	255,000	--	--
Total	\$ 784,986	\$ 918,531	\$ 1,026,330	\$ 1,140,000	\$ 1,335,000	\$ 1,480,000	\$ 1,795,000	\$ 2,145,000	--	--
Operating Assistance	\$ 3,041,955	\$ 3,487,414	\$ 3,820,574	\$ 4,260,000	\$ 4,265,000	\$ 4,470,000	\$ 4,655,000	\$ 4,705,000	--	--
Sources of Operating Assistance Funds										
o Federal Funds										
1. FTA Section 5307	\$ 704,832	\$ 841,535	\$ 1,070,962	\$ 1,300,000	\$ 1,450,000	\$ 1,515,000	\$ 1,770,000	\$ 1,880,000	--	--
2. FTA Section 3037	--	--	--	--	--	--	--	--	--	--
3. CMAQ	--	--	--	--	--	--	--	--	--	--
4. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	\$ 704,832	\$ 841,535	\$ 1,070,962	\$ 1,300,000	\$ 1,450,000	\$ 1,515,000	\$ 1,770,000	\$ 1,880,000	--	--
o State Funds										
1. WisDOT Section 85.20	\$ 1,404,007	\$ 1,802,031	\$ 1,837,181	\$ 1,910,000	\$ 2,155,000	\$ 2,120,000	\$ 2,210,000	\$ 2,450,000	--	--
2. WisDOT Section 85.24	--	--	--	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	\$ 1,404,007	\$ 1,802,031	\$ 1,837,181	\$ 1,910,000	\$ 2,155,000	\$ 2,120,000	\$ 2,210,000	\$ 2,450,000	--	--
o Local Funds										
1. Property Taxes	--	--	--	--	--	--	--	--	--	--
2. Funds from Other Communities	--	--	--	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	--	--	--	--	--	--	--	--	--	--
Total	\$ 3,430,328	\$ 3,450,950	\$ 3,818,174	\$ 4,260,000	\$ 4,805,000	\$ 5,190,000	\$ 5,765,000	\$ 6,170,000	--	--
Depreciation	--	--	--	--	--	--	--	--	--	--
Capital Project Expenditures										
o Bus Fleet Rehabilitation, Replacement, and Expansion	--	--	--	--	--	--	--	--	--	--
o Bus Facility Renovation, Replacement, and Expansion	--	--	--	--	New bus facility	--	--	--	--	--
o Fixed Guideway Fleet Rehabilitation and Expansion	--	--	--	--	--	--	--	--	--	--
o Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
o Other	4,200,000	--	--	--	--	--	--	--	--	--
Total	\$ 4,200,000	--	--	--	\$ 7,500,000	--	--	--	--	--
Sources of Capital Assistance Funds										
o Federal Funds										
1. FTA Section 5307	--	--	--	\$ 6,500,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	--	--	--
2. FTA Section 5309	--	--	--	--	--	--	--	--	--	--
3. FTA Section 3037	--	--	--	--	--	--	--	--	--	--
4. CMAQ	--	--	--	650,000	--	--	--	--	--	--
5. Other	--	--	--	1,250,000	--	--	--	--	--	--
Subtotal	--	--	--	\$ 8,400,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	--	--	--
o State Funds	--	--	--	--	--	--	--	--	--	--
o Local Funds										
1. Property Taxes	--	--	--	--	--	--	--	--	--	--
2. Bonding	--	--	--	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	--	--	--	--	--	--	--	--	--	--
Total	--	--	--	\$ 8,400,000	\$ 2,500,000	\$ 2,500,000	\$ 2,500,000	--	--	--

## F-7

Table F-3 (continued)

Data Element	Actual/Estimated					Projected				
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Total Operating Assistance and Capital Project Funds										
o Federal	\$ 1,309,600	\$ 852,214	\$ 1,065,593	\$ 1,440,000	\$ 7,600,000	\$ 4,015,000	\$ 4,270,000	\$ 1,880,000	--	--
o State	1,714,762	1,824,900	1,842,550	1,880,000	1,900,000	N/A	N/A	N/A	--	--
o Local	1,692,824	829,748	910,032	990,000	1,020,000	--	--	--	--	--
Total	\$ 4,717,186	\$ 3,506,862	\$ 3,818,175	--	\$ 10,520,000	N/A	N/A	N/A	--	--
Non-Financial Operating Data										
o Revenue Passengers	1,467,700	1,688,800	1,700,000	1,705,000	1,740,000	1,760,000	1,770,000	1,775,000	--	--
o Unlinked Passenger Trips	1,586,700	1,890,460	1,905,000	1,910,000	1,920,000	1,944,000	1,945,000	1,949,000	--	--
o Passenger Miles	--	--	--	--	--	--	--	--	--	--
o Revenue Vehicle Miles	1,118,815	1,140,000	1,200,000	1,230,000	1,232,000	1,234,500	1,236,000	1,237,000	--	--
o Revenue Vehicle Hours	77,450	80,000	82,500	83,000	83,400	83,600	84,000	84,800	--	--
o Buses Operated in Peak Service	38	38	39	39	39	40	40	41	--	--
o Buses in Active Fleet	48	51	52	52	54	56	56	56	--	--
o Total Employees	57	59	59	60	60	62	62	63	--	--

<sup>a</sup>Excluding depreciation.

N/A – Not available.

Source: City of Kenosha Transit System and SEWRPC.

## Table F-4

(Table to be completed by transit operator with grant application)

[illegible]

## F-9

Table F-4 (continued)

Data Element	Actual/Estimated					Projected				
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Total Operating and Capital Assistance Funds										
o Change in Total Assistance										
1. Absolute Amount	-3,269,099	-1,210,324	311,313	-3,818,175	10,520,000	N/A	N/A	N/A		
2. Percentage Change	-40.9	-25.7	8.9	-100.0	N/A	N/A	N/A	N/A		
o Percentage Change in										
1. Federal Assistance	-76.6	-34.9	25.0	35.1	427.8	-47.2	6.4	-56.0	--	--
2. State Assistance	8.2	6.4	1.0	2.0	1.1	N/A	N/A	N/A	--	--
3. Local Assistance	107.8	-51.0	9.7	8.8	3.0	-100.0	N/A	N/A	--	--
Non-Financial Operating Data										
o Change in Revenue Passengers										
1. Absolute Amount	7,700	221,100	11,200	5,000	35,000	20,000	10,000	5,000	--	--
2. Percentage Change	0.5	15.1	0.7	0.3	2.1	1.1	0.6	0.3	--	--
o Change in Revenue Vehicle Miles										
1. Absolute Amount	117,759	21,185	60,000	30,000	2,000	2,500	1,500	1,000	--	--
2. Percentage Change	11.8	1.9	5.3	2.5	0.2	0.2	0.1	0.1	--	--
o Change in Revenue Vehicle Hours										
1. Absolute Amount	8,450	2,550	2,500	500	400	200	400	800	--	--
2. Percentage Change	12.2	3.3	3.1	0.6	0.5	0.2	0.5	1.0	--	--
o Change in Buses in Active Fleet										
1. Absolute Amount	4	3	1	--	2	2	--	--	--	--
2. Percentage Change	9.1	6.3	2.0	--	3.8	3.7	--	--	--	--
o Change in Total Employees										
1. Absolute Amount	--	2	--	1	--	2	--	1	--	--
2. Percentage Change	--	3.5	--	1.7	--	3.3	--	1.6	--	--

<sup>a</sup>Excluding depreciation.

N/A – Not available.

Source: Kenosha Transit System and SEWRPC.

Table F-5

## PUBLIC TRANSIT OPERATOR REPORT: 2004–2006

Transit System Name: Milwaukee County Transit

I.	2004 Projected Operating Budget	\$	116,175,000	Total Operating Budget
			14,000,000	Total Federal Operating Assistance
			50,300,000	Total State Operating Assistance
			11,174,150	Total Local Operating Assistance
			40,700,850	Total Farebox and Other Revenue
II.	2004 Projected Operation Characteristics: <sup>a</sup>			
	Basic Transit System:	\$	116,175,000	
		<u>Weekdays</u>	<u>Saturdays</u>	<u>Sundays</u>
	Routes .....	67	35	34
	Route Miles .....	60,525	43,600	32,150
	(round trip)			
	Headway Range .....	10-30 m	15-30	15-30
	(average)			
	Vehicle Hours .....	4,500	3,240	2,390
	(average)			
	Vehicles in Service.....	450	235	170
	Operating Budget .....	\$ 382,500	\$ 199,750	\$ 144,500
	(average)			

III. 2004 Projected Operating Characteristics:<sup>a</sup>

Specialized Service for

Elderly and Handicapped: \$ 20,000,000 Total Operating Budget

*[Please provide a brief description of total budget and type of operation—including service providers, eligible users, hours of service, service level, fares, method of payment, and average daily ridership.]*

The Transit Plus program subsidizes the cost of personal transportation for individuals designated as disabled per the Americans with Disabilities Act. The program is designated to approximate mass transit for individuals who are unable to use 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. 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 \$3.00. Per ADA, the client co-pay may not exceed twice the standard adult bus fare (currently \$1.50). In 2004, it is estimated that 18,000 participants will take 1 million trips at an estimated program cost of \$20,000,000.



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IV. 2004 Projected Implementation of New or Restructured Transit Services<sup>a</sup>

*[Please provide a brief description of projected changes in transit operations, focusing on new or significantly restructured transit services to be implemented during the upcoming year.]*

There are no new or significantly restructured transit services scheduled for implementation in 2004.

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V. 2004 Projected Planning for New or Restructured Transit Services:<sup>a</sup>

*[Please provide a brief description of any projected planning projects to be undertaken during the upcoming year to review changes in transit operations, particularly with respect to new or significantly restructured transit services.]*

During 2004, planning work related to an ongoing transit service review/planning process will be performed. The emphasis of this activity is on measuring the productivity and ridership changes of existing route segments.

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<sup>a</sup>Use additional paper if space provided is insufficient

Table F-6

## PUBLIC TRANSIT OPERATOR CAPITAL PROJECT JUSTIFICATION: FY 2004-2006

Transit System Name: Milwaukee County Transit

TIP Project Number	Fiscal Year (FY)	Description	Justification
142	2004 2005 2006	Capital cost of contracting for paratransit operations. (\$2,000,000) (\$2,000,000) (\$2,000,000)	FTA regulations allow for the capitalization of paratransit operations.
143	2004 2005 2006	Capitalization of vehicle maintenance activities. (\$18,500,000) (\$18,500,000) (\$18,500,000)	FTA regulations allow for the capitalization of vehicle maintenance costs.
146	2004 2005	Computer system upgrade at MCTS. (\$100,000) (\$100,000)	Replacement of outdated voice and data systems.
147	2004 2005	Radio/Automated vehicle location system upgrade for MCTS buses. (\$500,000) (\$200,000)	Replacement of outdated radios in MCTS buses and supervisory vehicles.
149	2005	Replacement of air conditioning system at the MCTS administration building. (\$300,000)	Existing air conditioning system is nearly 20 years old and has reached the end of its useful life.
150	2004 2005 2006	Replacement of miscellaneous support, service and maintenance equipment. (\$900,000) (\$500,000) (\$500,000)	Annual replacement of shop, garage and office equipment that has reached the end of its useful life.
151	2004 2005 2006	Replacement buses for the Milwaukee County Transit System. (\$8,400,000). (\$8,400,000) (\$8,400,000)	Replacement of 30 Orion buses per year purchased in 1990 that have reached the end of their useful life.
152	2004 2005 2006	Tire leasing services for MCTS. (\$420,000) (\$440,000) (\$460,000)	Annual cost of tire leasing services.
153	2006	Replacement of MCTS fareboxes. (\$2,500,000)	In anticipation of worn and outdated fareboxes in 2006.

## PUBLIC TRANSIT OPERATOR CAPITAL PROJECT JUSTIFICATION: FY 2004-2006

Transit System Name: Milwaukee County Transit

TIP Project Number	Fiscal Year (FY)	Description	Justification
154	2004 2005	Systemwide bus stop sign replacement. (\$225,000) (\$500,000)	Existing signs have become faded and difficult to read.
155	2005	Replacement of fueling systems at MCTS operating garages. (\$600,000)	Existing fueling systems are breaking down and replacement parts are difficult to obtain.
158	2004	Renovations/Repairs at the Fond du Lac Operating Garage. (\$750,000)	Includes roof replacement and the repair of exterior walls.
159	2004	Renovations/Repairs at the Kinnickinnic Operating Garage. (\$1,000,000)	Includes roof and boiler replacement and the repair of exterior walls.

## FINANCIAL CAPACITY ANALYSIS BACKGROUND DATA FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM: 1999-2008

Data Element	Actual/Estimated					Projected				
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Operating Expenses <sup>1</sup>	\$105,983,093	\$110,569,914	\$117,779,621	\$119,164,640	\$121,220,470	\$125,000,000	\$128,500,000	\$132,500,000	\$136,500,000	\$140,500,000
Operating Revenues										
Passenger Revenue	\$35,872,279	\$35,155,603	\$36,243,263	\$36,013,355	\$35,970,850	\$38,000,000	\$38,000,000	\$38,000,000	\$38,000,000	\$38,000,000
School District Revenue										
Other Revenue	\$1,624,507	\$2,208,300	\$2,990,016	\$2,773,142	\$2,630,000	\$2,700,850	\$2,800,000	\$2,900,000	\$3,000,000	\$3,100,000
Subtotal	\$37,496,786	\$37,363,903	\$39,233,279	\$38,786,497	\$38,600,850	\$40,700,850	\$40,800,000	\$40,900,000	\$41,000,000	\$41,100,000
Operating Assistance	\$68,486,307	\$73,206,011	\$78,546,342	\$80,378,143	\$82,619,620	\$84,299,150	\$87,700,000	\$91,600,000	\$95,500,000	\$99,400,000
Sources of Operating Assistance										
Federal Funds										
FTA Section 5307	\$6,613,043	\$6,875,832	\$12,301,180	\$12,595,470	\$15,101,600	\$16,000,000	\$17,000,000	\$18,000,000	\$19,000,000	\$20,000,000
FTA Section 3037										
CMAQ	\$2,483,181	\$3,460,168	\$4,541,907	\$2,728,213	\$2,202,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
Other	--	\$867,396	\$1,216,979	--	\$505,000	\$500,000	\$500,000	\$500,000	\$500,000	\$500,000
Subtotal	\$9,096,224	\$11,203,396	\$18,060,066	\$15,323,683	\$17,808,600	\$18,500,000	\$19,500,000	\$20,500,000	\$21,500,000	\$22,500,000
State Funds										
WisDOT Section 85.20 (Operating Assistance)	\$45,100,486	\$46,456,996	\$46,805,423	\$48,317,872	\$49,284,220	\$50,300,000	\$52,000,000	\$54,000,000	\$56,000,000	\$58,000,000
WisDOT Section 85.24 (TDM)										
Other	\$600,000	\$693,917	\$601,466		\$253,000	\$250,000	\$250,000	\$250,000	\$250,000	\$250,000
Subtotal	\$45,700,486	\$47,150,913	\$47,406,889	\$48,317,872	\$49,537,220	\$50,550,000	\$52,250,000	\$54,250,000	\$56,250,000	\$58,250,000
Local Funds										
Property Taxes	\$13,537,243	\$14,562,236	\$12,837,713	\$16,496,360	\$15,022,300	\$15,011,650	\$15,712,500	\$16,612,500	\$17,512,500	\$18,412,500
Funds from Other Communities	\$37,500	\$37,500	\$37,500	\$37,500	\$37,500	\$37,500	\$37,500	\$37,500	\$37,500	\$37,500
Other	\$114,854	\$251,966	\$204,174	\$202,728	\$214,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
Subtotal	\$13,689,597	\$14,851,702	\$13,079,387	\$16,736,588	\$15,273,800	\$15,249,150	\$15,950,000	\$16,850,000	\$17,750,000	\$18,650,000
Total	\$68,486,307	\$73,206,011	\$78,546,342	\$80,378,143	\$82,619,620	\$84,299,150	\$87,700,000	\$91,600,000	\$95,500,000	\$99,400,000
Depreciation	\$1,656,716	\$1,740,502	\$1,937,619	\$2,353,329	\$2,358,000	\$2,500,000	\$2,700,000	\$2,900,000	\$3,100,000	\$3,300,000
Capital Project Expenditures										
Bus Fleet Rehabilitation, Replacement, and Expansion	\$2,700,000	\$22,500,000								
Bus Facility Renovation, Replacement, and Expansion			\$7,800,000	\$15,000,000	\$13,300,000	\$8,100,000	\$8,100,000	\$8,100,000	\$8,400,000	\$8,400,000
Fixed Guideway Fleet Rehabilitation and Expansion										
Fixed Guideway Facility Construction			\$350,000	\$2,500,000	\$370,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000	\$2,000,000
Other	\$900,000	\$550,000								
Total	\$3,600,000	\$23,050,000	\$9,880,000	\$20,200,000	\$13,670,000	\$11,100,000	\$13,100,000	\$13,100,000	\$13,400,000	\$13,400,000
Sources of Capital Project Funding										
Federal Funds										
FTA Section 5307	\$961,000	\$440,000	\$1,664,000	\$8,160,000	\$5,836,000	\$3,880,000	\$5,480,000	\$5,480,000	\$5,720,000	\$5,720,000
FTA Section 5309		18,675,000	6,240,000	8,000,000	5,100,000	5,000,000	5,000,000	5,000,000	5,000,000	5,000,000
FTA Section 3037										
CMAQ	2,000,000									
Other										
Subtotal	\$2,961,000	\$19,115,000	\$7,904,000	\$16,160,000	\$10,936,000	\$8,880,000	\$10,480,000	\$10,480,000	\$10,720,000	\$100,720,000
State Funds	--	--	--	--	--	--	--	--	--	--

Table F-7 (continued)

Data Element	Actual/Estimated					Projected				
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Local Funds										
Property Taxes										
Bonding	\$459,000	\$3,825,000	\$1,976,000	\$4,040,000	\$2,734,000	\$2,220,000	\$2,620,000	\$2,620,000	\$2,680,000	\$2,680,000
Other	180,000	110,000								
Subtotal	\$639,000	\$3,935,000	\$1,976,000	\$4,040,000	\$2,734,000	\$2,220,000	\$2,620,000	\$2,620,000	\$2,680,000	\$2,680,000
Total	\$3,600,000	\$23,050,000	\$9,880,000	\$20,200,000	\$13,670,000	\$11,100,000	\$13,100,000	\$13,100,000	\$13,400,000	\$13,400,000
Total Operating Assistance and Capital Project Funds										
Federal	\$12,057,224	\$30,318,396	\$25,964,066	\$31,483,683	\$28,744,600	\$27,380,000	\$29,980,000	\$30,980,000	\$32,220,000	\$33,220,000
State	\$45,700,486	\$47,150,913	\$47,406,889	\$48,317,872	\$49,537,220	\$50,550,000	\$52,250,000	\$54,250,000	\$56,250,000	\$58,250,000
Local	\$14,328,597	\$18,786,702	\$15,055,387	\$20,776,588	\$18,007,800	\$17,469,150	\$18,570,000	\$19,470,000	\$20,430,000	\$21,330,000
Total	\$72,086,307	\$96,256,011	\$88,426,342	\$100,578,143	\$96,289,620	\$95,399,150	\$100,800,000	\$104,700,000	\$108,900,000	\$112,800,000
Non-Financial Operating Data										
Revenue Passengers	53,889,111	52,855,750	51,306,441	48,455,302	48,500,000	48,500,000	48,500,000	48,500,000	48,500,000	48,500,000
Unlinked Passenger Trips	38,825,977	70,547,811	70,137,720	65,000,000	65,000,000	65,000,000	65,000,000	65,000,000	65,000,000	65,000,000
Passenger Miles	190,469,135	195,917,450	198,470,800	180,000,000	180,000,000	180,000,000	180,000,000	180,000,000	180,000,000	180,000,000
Revenue Vehicle Miles	19,580,275	20,123,987	19,841,364	18,799,884	18,800,000	18,800,000	18,800,000	18,800,000	18,800,000	18,800,000
Revenue Vehicle Hours	1,510,398	1,550,987	1,531,160	1,453,425	1,450,000	1,450,000	1,450,000	1,450,000	1,450,000	1,450,000
Buses Operated in Peak Service	451	461	453	433	420	420	420	420	420	420
Buses in Active Fleet	353	535	535	504	496	496	496	496	496	496
Total Employees	1,476	1,448	1,392	1,373	1,341	1,341	1,341	1,341	1,341	1,341

\*Excluding depreciation.

Source: Milwaukee County Department of Public Works and SEWRPC

Table F-8

## CHANGE IN BASIC FINANCIAL CAPACITY ANALYSIS INDICATORS FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM: 1999-2008

Data Element	Actual/Estimated					Projected				
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Operating Expenses <sup>a</sup>										
o Change in Total Operating Expenses										
1. Absolute Amount	\$5,446,153	\$4,586,821	\$7,209,707	\$1,385,019	\$2,055,830	\$3,779,530	\$3,500,000	\$4,000,000	\$4,000,000	\$4,000,000
2. Percentage Change	5.4	4.3	6.5	1.2	1.7	3.1	2.8	3.1	3.0	2.9
o Total Cost per Revenue Vehicle Mile										
1. Absolute Amount	\$5.41	\$5.49	\$5.94	\$6.34	\$6.45	\$6.65	\$6.84	\$7.05	\$7.26	\$7.47
2. Percentage Change	--	1.5	8.0	6.8	1.7	3.1	2.8	3.1	3.0	2.9
o Cost per Revenue Vehicle Hour										
1. Absolute Amount	\$70.17	\$71.29	\$76.92	\$81.99	\$83.60	\$86.21	\$88.62	\$91.38	\$94.14	\$96.90
2. Percentage Change	--	1.6	7.9	6.6	2.0	3.1	2.8	3.1	3.0	2.9
o Cost per Revenue Passenger										
1. Absolute Amount	\$1.97	\$2.09	\$2.30	\$2.46	\$2.50	\$2.58	\$2.65	\$2.73	\$2.81	\$2.90
2. Percentage Change	--	6.4	9.7	7.1	1.6	3.1	2.8	3.1	3.0	2.9
o Cost per Passenger Mile										
1. Absolute Amount	\$0.56	\$0.56	\$0.59	\$0.66	\$0.67	\$0.69	\$0.71	\$0.74	\$0.76	\$0.78
2. Percentage Change	--	1.4	5.2	11.6	1.7	3.1	2.8	3.1	3.0	2.9
Operating Revenues										
o Percentage Change in										
1. Passenger Revenue	-3.6	-2.0	3.1	-0.6	-0.1	5.6	--	--	--	--
2. Total Revenue	-3.2	-0.4	5.0	-1.1	-0.5	5.4	0.2	0.2	0.2	0.2
o Average Revenue per Revenue Passenger										
1. Absolute Amount	\$0.70	\$0.71	\$0.76	\$0.80	\$0.80	\$0.84	\$0.84	\$0.84	\$0.85	\$0.85
2. Percentage Change	-2.8	1.6	8.2	4.7	-0.6	5.4	0.2	0.2	0.2	0.2
o Percent of Operating Expenses Recovered from Operating Revenues										
1. Absolute Amount	35.4	33.8	33.3	32.5	31.8	32.6	31.8	30.9	30.0	29.3
2. Percentage Change	-8.1	-4.5	-1.4	-2.3	-2.2	2.3	-2.5	-2.8	-2.7	-2.6
Operating Assistance Funds										
o Change in Total Operating Assistance										
1. Absolute Amount	\$6,697,956	\$4,719,704	\$5,340,331	\$1,831,801	\$2,241,447	\$1,679,530	\$3,400,850	\$3,900,000	\$3,900,000	\$3,900,000
2. Percentage Change	10.8	6.9	7.3	2.3	2.8	2.0	4.0	4.4	4.3	4.1
o Operating Assistance per Revenue Passenger										
1. Absolute Amount	\$1.27	\$1.39	\$1.53	\$1.66	\$1.70	\$1.74	\$1.81	\$1.89	\$1.97	\$2.05
2. Percentage Change	10.4	9.0	10.5	8.4	2.7	2.0	4.0	4.4	4.3	4.1
o Operating Assistance per Passenger Mile										
1. Absolute Amount	\$0.36	\$0.37	\$0.40	\$0.45	\$0.46	\$0.47	\$0.49	\$0.51	\$0.53	\$0.55
2. Percentage Change	9.1	3.9	5.9	12.8	2.8	2.0	4.0	4.4	4.3	4.1
o Percentage Change in										
1. Federal Operating Assistance Funds	31.5	23.2	61.2	-15.2	16.2	3.9	5.4	5.1	4.9	4.7
2. State Operating Assistance Funds	9.5	3.2	0.5	1.9	2.5	2.0	3.4	3.8	3.7	3.6
3. Local Operating Assistance Funds	4.4	8.5	-11.9	28.0	-8.7	-0.2	4.6	5.6	5.3	5.1
Capital Expenditures and Assistance Funds										
o Change in Total Capital Expenditures										
1. Absolute Amount	\$2,600,000	\$19,450,000	-\$13,170,000	\$10,320,000	-\$6,530,000	-\$2,570,000	\$2,000,000	--	\$300,000	--
2. Percentage Change	2.6	540.3	-57.1	104.5	-32.3	-18.8	18.0	--	2.3	--
o Percentage Change in										
1. Federal Capital Assistance Funds	270.1	545.6	-58.7	104.5	-32.3	-18.8	18.0	--	2.3	--
2. State Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
3. Local Capital Assistance Funds	2.2	515.8	-49.8	104.5	-32.3	-18.8	18.0	--	2.3	--

Table F-8 (continued)

Data Element	Actual/Estimated					Projected				
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Total Operating and Capital Assistance Funds										
o Change in Total Assistance										
1. Absolute Amount	9,297,956	24,169,704	-7,829,669	12,151,801	-4,288,523	-890,470	5,400,850	3,900,000	4,200,000	3,900,000
2. Percentage Change	14.8	33.5	-8.1	13.7	-4.3	-0.9	5.7	3.9	4.0	3.6
o Percentage Change in										
1. Federal Assistance	56.2	151.5	-14.4	21.3	-8.7	-4.7	9.5	3.3	4.0	3.1
2. State Assistance	9.5	3.2	0.5	1.9	2.5	2.0	3.4	3.8	3.7	3.6
3. Local Assistance	7.6	31.1	-19.9	38.0	-13.3	-3.0	6.3	4.8	4.9	4.4
Non-Financial Operating Data										
o Change in Revenue Passengers										
1. Absolute Amount	412,732	-1,033,361	-1,549,309	-2,851,139	44,698	--	--	--	--	--
2. Percentage Change	0.8	-1.9	-2.9	-5.6	0.1	--	--	--	--	--
o Change in Revenue Vehicle Miles										
1. Absolute Amount	1,070,868	543,712	-282,623	-1,041,480	116	--	--	--	--	--
2. Percentage Change	5.8	2.8	-1.4	-5.2	--	--	--	--	--	--
o Change in Revenue Vehicle Hours										
1. Absolute Amount	27,951	40,589	-19,827	-77,735	-3,425	--	--	--	--	--
2. Percentage Change	1.9	2.7	-1.3	-5.1	-0.2	--	--	--	--	--
o Change in Buses in Active Fleet										
1. Absolute Amount	--	--	--	-31	-8	--	--	--	--	--
2. Percentage Change	--	--	--	-5.8	-1.6	--	--	--	--	--
o Change in Total Employees										
1. Absolute Amount	--	-28	-56	-19	-32	--	--	--	--	--
2. Percentage Change	--	-1.9	-3.9	-1.4	-2.3	--	--	--	--	--

<sup>a</sup>Excluding depreciation.

Source: Milwaukee County Transit System and SEWRPC.

Table F-9

## PUBLIC TRANSIT OPERATOR REPORT: 2004-2006

Transit System Name: Ozaukee County Bus and Shared Ride Taxi

I.	2004 Projected Operating Budget	\$	1,998,772	Total Operating Budget	
			281,830	Total Federal Operating Assistance	
			903,130	Total State Operating Assistance	
			453,812	Total Local Operating Assistance	
			360,000	Total Farebox and Other Revenue	
II.	2004 Projected Operation Characteristics:				
A.	Basic Transit System: Bus	\$	962,686		
		<u>Weekdays</u>	<u>Saturdays</u>	<u>Sundays</u>	<u>Holidays</u>
	Routes .....	1	0	1	1
	Route Miles .....	41	0	34	34
	(round trip)				
	Headway Range .....	40 min.	0	N/A	N/A
	(average)	(varies)			
	Vehicle Hours .....	36.1	0	1.75	1.75
	(average)				
	Vehicles in Service.....	5	0	1	1
	Operating Budget .....	\$ 952,193	\$ 0	\$ 9,408	\$ 1,085
	(average)				
B.	Basic Transit System: Taxi	\$	1,036,086		
		<u>Weekdays</u>	<u>Saturdays</u>	<u>Sundays</u>	<u>Holidays</u>
	Routes .....	N/A	N/A	N/A	0
	Route Miles .....	2121	743	251	0
	(round trip)				
	Headway Range .....	N/A	N/A	N/A	0
	(average)				
	Vehicle Hours .....	148.5	25	11	0
	(average)				
	Vehicles in Service.....	13	3	3	0
	Operating Budget .....	\$ 833,946	\$ 140,390	\$ 61,750	\$
	(average)				

-continued-



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### III. 2004 Projected Operating Characteristics:

Specialized Service for  
Elderly and Handicapped:                      \$                      Total Operating Budget

*[Please provide a brief description of total budget and type of operation—including service providers, eligible users, hours of service, service level, fares, method of payment, and average daily ridership.]*

#### A. Bus System

Specialized service for the elderly and handicapped is not a separate program within the Ozaukee County Express Bus System. All buses are ADA compliant and available to all users. All elderly and handicapped are eligible users during all hours of operation. The fare for the elderly and handicapped is \$1.00 per trip, payment method is cash.

#### B. Shared Ride Taxi

No separate program for the elderly and disabled. The shared ride taxi is available to all users. Elderly and handicapped are transported using ADA equipped, full size vans. Program serves all of Ozaukee County. The hours of service are the same as those for the shared ride taxi: 6 AM to 6 PM, Monday through Thursday, 6 AM to 6 PM on Friday, 8:30 AM to 6 PM on Saturday, and 8 AM to Noon on Sundays. Fares are based on a one way trip through up to 4 zones. Method of payment is by cash or pre-paid punch card. Fares are reduced for the elderly and disabled, by \$0.50 per trip for one or two zones and by \$1.25 for 3 or 4 zones. Average daily ridership is approximately 40 elderly and 47 disabled individuals.

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### IV. 2004 Projected Implementation of New or Restructured Transit Services

*[Please provide a brief description of projected changes in transit operations, focusing on new or significantly restructured transit services to be implemented during the upcoming year.]*

#### A. Bus System

For 2004, no new or significantly restructured transit service from Ozaukee County Express Bus System is planned to be implemented.

#### B. Shared Ride Taxi

- Pending approval a WETAP application for funding assistance, proposed shared ride taxi service hours would be expanded to add evening hours on Monday through Friday until 9:30 PM. This would 3.5 hours per day for the Monday through Thursday service and 0.5 hours on Friday, and would utilize four vehicles for the expanded hours. The total added program hours would be 754 per year at an estimated cost of \$86,432.
- Pending approval of a CMAQ application for funding, a transfer connection between a new UBUS connection shuttle and MCTS Route 49U at the Brown Deer Park and Ride lot would create a new shuttle route. The route would operate between the Saukville Park and Ride and the Brown Deer Park and Ride. Funding is requested as a demonstration project to assess the need and practicality of providing this service. The estimated annual cost of the service is \$80,000 (\$40,000 in operating expenses and \$40,000 in capital expenditure for a 15 passenger, full size van).

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V. 2004 Projected Planning for New or Restructured Transit Services:

*[Please provide a brief description of any projected planning projects to be undertaken during the upcoming year to review changes in transit operations, particularly with respect to new or significantly restructured transit services.]*

A. Bus System

For 2004, planning efforts will continue to site a park and ride facility near I-43 in the City of Mequon. Once the park and ride lot is sited and developed, the bus system will provide service to that lot.

B. Shared Ride Taxi

For 2004, no new planning projects will be undertaken that would significantly restructure the shared ride taxi service.

Table F-10

## PUBLIC TRANSIT OPERATOR CAPITAL PROJECT JUSTIFICATION: FY 2004-2006

Transit System Name: Ozaukee County Transit

TIP Project Number	Fiscal Year (FY)	Description	Justification
355	2004 2006	Repair Parts-Bus (\$40,000) (\$40,000)	Purchase of repair parts for continued maintenance of the fleet of five County Owned buses.

Transit System Name: Ozaukee County Shared-Ride Taxi

TIP Project Number	Fiscal Year (FY)	Description	Justification
354	2004 2005 2006	Vehicle Replacement (\$135,000) (\$131,000) (\$193,000)	2004: 2-5 passenger sedans (\$54,000) 1-15 passenger van (\$32,000) 1 ADA full size van (\$49,000) 2005: 3-5 passenger sedans (\$81,000) 1 ADA full size van (\$50,000) 2006: 3-5 pass. sedans(CNG) (\$111,000) 1-5 passenger sedan (\$27,000) 1-ADA full size van (CNG) (\$55,000)

[illegible]

Table F-11 (continued)

Data Element	Actual/Estimated					Projected				
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Local Funds										
Property Taxes		\$129,650	\$178,600	\$200,600	\$33,200	\$185,000	\$26,200	\$46,600	\$47,532	\$48,483
Bonding										
Other	N/A									
Subtotal	N/A	\$129,650	\$178,600	\$200,600	\$33,200	\$185,000	\$26,200	\$46,600	\$47,532	\$48,483
Total	N/A	\$129,650	\$315,632	\$1,374,341	\$153,200	\$325,000	\$131,000	\$233,000	\$237,660	\$242,413
Total Operating Assistance and Capital Project Funds										
Federal	\$2,369,400	\$656,130	\$962,578	\$1,475,033	\$2,155,815	\$561,325	\$539,574	\$635,043	\$647,744	\$660,699
State	\$630,200	\$681,139	\$862,456	\$943,104	\$898,223	\$842,650	\$869,549	\$897,286	\$915,232	\$933,536
Local	\$240,000	\$680,050	\$478,540	\$542,535	\$486,357	\$606,325	\$460,974	\$495,243	\$505,148	\$515,251
Total	\$3,239,600	\$2,017,319	\$2,303,574	\$2,960,672	\$3,540,395	\$2,010,300	\$1,870,097	\$2,027,572	\$2,068,123	\$2,109,486
Non-Financial Operating Data										
Revenue Passengers	118,225	125,477	148,982	173,778	177,254	180,799	184,414	188,102	191,864	195,701
Unlinked Passenger Trips		124,918	142,174	158,758	168,391	171,759	175,193	178,697	182,271	185,916
Passenger Miles		971,258	958,618	776,160	779,918	795,516	811,142	827,649	844,202	861,086
Revenue Vehicle Miles	806,300	971,258	764,961	776,160	779,918	795,516	811,142	827,649	844,202	861,086
Revenue Vehicle Hours	44,800	42,106	33,182	37,267	39,390	40,178	40,981	41,800	42,636	43,489
Buses Operated in Peak Service			5	5	5	5	5	5	5	5
Buses in Active Fleet			5	5	5	5	5	5	5	5
Total Employees	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A

\*Excluding depreciation.

Source: Ozaukee County and SEWRPC

Table F-12

## CHANGE IN BASIC FINANCIAL CAPACITY ANALYSIS INDICATORS FOR THE OZAUKEE COUNTY TRANSIT SYSTEM: 1999-2008

Data Element	Actual/Estimated					Projected				
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Operating Expenses <sup>a</sup>										
o Change in Total Operating Expenses										
1. Absolute Amount	--	--	\$276,028	-\$50,794	\$171,237	\$58,512	\$60,268	\$62,076	\$42,625	\$43,478
2. Percentage Change	--	--	17.8	-2.8	9.6	3.0	3.0	3.0	2.0	2.0
o Total Cost per Revenue Vehicle Mile										
1. Absolute Amount	--	\$1.60	\$2.39	\$1.60	\$2.39	\$2.29	\$2.50	\$2.53	\$2.55	\$2.58
2. Percentage Change	--	--	49.5	-33.1	49.5	-4.2	9.1	1.0	1.0	0.9
o Cost per Revenue Vehicle Hour										
1. Absolute Amount	--	\$36.91	\$55.15	\$36.91	\$55.15	\$47.74	\$49.52	\$50.00	\$50.49	\$50.99
2. Percentage Change	--	--	49.4	-33.1	49.4	-13.4	3.7	1.0	1.0	1.0
o Cost per Revenue Passenger										
1. Absolute Amount	--	\$12.38	\$12.28	\$12.38	\$12.28	\$10.24	\$11.00	\$11.11	\$11.22	\$11.33
2. Percentage Change	--	--	-0.8	0.8	-0.8	-16.6	7.5	1.0	1.0	1.0
o Cost per Passenger Mile										
1. Absolute Amount	--	\$1.60	\$1.91	\$1.60	\$1.91	\$2.29	\$2.50	\$2.53	\$2.55	\$2.58
2. Percentage Change	--	--	19.3	-16.2	19.3	20.1	9.1	1.0	1.0	0.9
Operating Revenues										
o Percentage Change in										
1. Passenger Revenue	1.0	8.9	-6.9	23.7	1.7	2.0	2.0	2.0	2.0	2.0
2. Total Revenue	1.0	8.9	-6.9	23.7	1.7	2.0	2.0	2.0	2.0	2.0
o Average Revenue per Revenue Passenger										
1. Absolute Amount	\$2.05	\$2.16	\$1.69	\$1.79	\$1.79	\$1.79	\$1.79	\$1.79	\$1.79	\$1.79
2. Percentage Change	--	5.2	-21.5	6.1	-0.3	--	--	--	--	--
o Percent of Operating Expenses Recovered from Operating Revenues										
1. Absolute Amount	--	17.4	13.8	17.5	16.3	16.1	16.0	15.8	15.8	15.8
2. Percentage Change	--	--	-20.9	27.2	-7.2	-1.0	-1.0	-1.0	--	--
Operating Assistance Funds										
o Change in Total Operating Assistance										
1. Absolute Amount	\$327,500	\$702,969	\$100,273	-\$401,611	\$47,590	\$51,379	\$53,797	\$55,475	\$35,891	\$36,609
2. Percentage Change	--	59.3	5.3	-20.2	3.0	3.1	3.2	3.2	2.0	2.0
o Operating Assistance per Revenue Passenger										
1. Absolute Amount	\$10.02	\$15.04	\$13.34	\$9.13	\$9.22	\$9.32	\$9.43	\$9.54	\$9.54	\$9.54
2. Percentage Change	--	--	-11.3	-31.6	1.0	1.1	1.2	1.2	--	--
o Operating Assistance per Passenger Mile										
1. Absolute Amount	--	\$1.94	\$2.07	\$2.04	\$2.09	\$2.12	\$2.14	\$2.17	\$2.17	\$2.17
2. Percentage Change	--	--	6.7	-1.4	2.5	1.1	1.2	1.1	--	--
o Percentage Change in										
1. Federal Operating Assistance Funds	6.7	108.6	25.8	-63.5	-7.9	51.8	3.2	3.2	2.0	2.0
2. State Operating Assistance Funds	50.0	8.1	26.6	9.4	-4.8	-6.2	3.2	3.2	2.0	2.0
3. Local Operating Assistance Funds	68.7	129.3	-45.5	14.0	32.5	-7.0	3.2	3.2	2.0	2.0
Capital Expenditures and Assistance Funds										
o Change in Total Capital Expenditures										
1. Absolute Amount	--	--	\$185,982	\$1,058,709	-\$1,221,141	\$171,800	-\$194,000	\$102,000	\$4,660	\$4,753
2. Percentage Change	--	--	143.4	335.4	-88.9	112.1	-59.7	77.9	2.0	2.0
o Percentage Change in										
1. Federal Capital Assistance Funds	--	--	--	756.5	-89.8	16.7	-25.1	77.9	2.0	2.0
2. State Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
3. Local Capital Assistance Funds	--	--	37.8	12.3	-83.4	457.2	-85.8	77.9	2.0	2.0

Table F-12 (continued)

Data Element	Actual/Estimated					Projected				
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Total Operating and Capital Assistance Funds										
o Change in Total Assistance										
1. Absolute Amount	\$327,500	\$832,619	\$286,255	\$657,098	-\$1,178,460	\$228,088	-\$140,203	\$157,475	\$40,551	\$41,362
2. Percentage Change	38.2	70.3	14.2	28.5	-39.8	12.8	-7.0	8.4	2.0	2.0
o Percentage Change in										
1. Federal Assistance	--	108.6	46.7	53.2	-73.0	41.2	-3.9	17.7	2.0	2.0
2. State Assistance	--	8.1	26.6	9.4	-4.8	-6.2	3.2	3.2	2.0	2.0
3. Local Assistance	--	183.4	-29.6	13.4	-10.4	24.7	-24.0	7.4	2.0	2.0
Non-Financial Operating Data										
o Change in Revenue Passengers										
1. Absolute Amount	1,925	7,252	23,505	24,796	3,476	3,545	3,615	3,688	3,762	3,837
2. Percentage Change	1.7	6.1	18.7	16.6	2.0	2.0	2.0	2.0	2.0	2.0
o Change in Revenue Vehicle Miles										
1. Absolute Amount	51,400	164,958	-206,297	11,199	3,758	15,598	15,626	16,507	16,553	16,884
2. Percentage Change	6.8	20.5	-21.2	1.5	0.5	2.0	2.0	2.0	2.0	2.0
o Change in Revenue Vehicle Hours										
1. Absolute Amount	5,300	-2,694	-8,924	4,085	2,123	788	803	819	836	853
2. Percentage Change	13.4	-6.0	-21.2	12.3	5.7	2.0	2.0	2.0	2.0	2.0
o Change in Buses in Active Fleet										
1. Absolute Amount	--	--	5	--	--	--	--	--	--	--
2. Percentage Change	--	--	--	--	--	--	--	--	--	--
o Change in Total Employees										
1. Absolute Amount	--	--	--	--	--	--	--	--	--	--
2. Percentage Change	--	--	--	--	--	--	--	--	--	--

<sup>a</sup>Excluding depreciation.

Source: Ozaukee County Department of Public Works and SEWRPC.

Table F-13

## PUBLIC TRANSIT OPERATOR REPORT: 2004–2006

Transit System Name: Belle Urban System – Racine


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I.	2004 Projected Operating Budget	\$	6,590,500	Total Operating Budget
			1,887,300	Total Federal Operating Assistance
			2,067,100	Total State Operating Assistance
			1,264,000	Total Local Operating Assistance
			1,372,100	Total Farebox and Other Revenue

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II. 2004 Projected Operation Characteristics:<sup>a</sup>

Basic Transit System:	\$	6,290,000			
		<u>Weekdays</u>	<u>Saturdays</u>	<u>Sundays</u>	<u>Holidays</u>
Routes .....		12	8	5	5
Route Miles .....		4673.6	3742.3		872.2
(round trip)					
Headway Range .....		30	30		30/60
(average)					
Vehicle Hours .....		366.05	286.81		78.99
(average)					
Vehicles in Service.....		25	21		8
Operating Budget .....	\$	20,533	\$ 16,441	\$ 3,832	\$
(average)					

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III. 2004 Projected Operating Characteristics:<sup>a</sup>

Specialized Service for Elderly and Handicapped:	\$	300,000	Total Operating Budget
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*[Please provide a brief description of total budget and type of operation—including service providers, eligible users, hours of service, service level, fares, method of payment, and average daily ridership.]*

See Attached



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IV. 2004 Projected Implementation of New or Restructured Transit Services<sup>a</sup>

*[Please provide a brief description of projected changes in transit operations, focusing on new or significantly restructured transit services to be implemented during the upcoming year.]*

During late 2003 or early 2004, the Belle Urban System expects to move to a newly constructed off-street transit center at 1409 State Street. Most schedules have been revised in anticipation of the move to the new location from a temporary site about ¼ mile from the new location.

Due to possible budgetary constraints due to State fiscal difficulties, the Belle Urban System is reviewing all routes and service hours, analyzing those that may be recommended for reduction or elimination. While no decisions have yet been made, it may be necessary to take fast action to change or restructure transit service to meet the budgetary constraints.

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V. 2004 Projected Planning for New or Restructured Transit Services:<sup>a</sup>

*[Please provide a brief description of any projected planning projects to be undertaken during the upcoming year to review changes in transit operations, particularly with respect to new or significantly restructured transit services.]*

The Southeastern Wisconsin Regional Planning Commission has scheduled an update of the Five-Year Transit Development Plan which will be used by the City to implement changes in transit operations during the coming year.

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<sup>a</sup>Use additional paper if space provided is insufficient

The Belle Urban System will provide approximately \$300,000 to Racine County, which combines that with county, state and federal funds for the provision of countywide specialized transportation. Door to door service is provided for certified non-ambulatory and semi-ambulatory transportation handicapped individuals. The total budget for specialized transportation for the transportation handicapped in Racine County is approximately \$877,682. Racine County and its specialized transportation coordinating committee have oversight over the program aspects.

- A. Purchased minibus and regular-size bus vehicle service using paid drivers, advanced schedule trips, where possible, on a door-to-door basis.
- B. The Racine County Human Services Department will purchase service from a private for-profit or not-for-profit provider after evaluation of competitive proposals.
- C. Vehicles to be used: approximately 12 accessible vehicles are needed for the transportation service.
- D. The geographic service area will be Racine county and the University of Wisconsin at Parkside in Kenosha county.
- E. Service will be door-to-door following no particular route.
- F. Service is advanced scheduled 24 hours in advance of the requested trip where possible.
- G. Priority will be given to persons certified as transportation handicapped by the Racine County Human Services Department. Services will not be available to persons who are not certified.
- H. The cost of specialized transportation is \$2.50 per one way trip.

All service parameters comply with federally required provisions of the Americans with Disabilities Act, as detailed in SEWRPC memorandum report no. 108, "A Paratransit Service Plan for Disabled Persons: 1996 Update/City of Racine Transit System".

Table F-14

## PUBLIC TRANSIT OPERATOR CAPITAL PROJECT JUSTIFICATION: FY 2004-2006

Transit System Name: Belle Urban System - Racine

TIP Project Number	Fiscal Year (FY)	Description	Justification
657	2005	Purchase Five (5) Bus Shelters for the City of Racine (\$25,000)	The purchase and installation of bus shelters will provide added amenities to bus patrons at heavily used bus stops.
659	2004	Maintenance and Storage Garage Improvements for the Belle Urban System (\$133,000)	Certain garage improvements are required to meet new codes, such as an exhaust system for the brake lathe, makeup air units in the washrack with CO2/NO2 sensors and other improvements are replacements for existing items such as heater replacement and washrack rebrushing and reconditioning.
660	2005	Replacement Floor Sweeper for the Belle Urban System (\$30,000)	The unit will replace an existing floor sweeper which has reached the end of its useful life.

## FINANCIAL CAPACITY ANALYSIS BACKGROUND DATA FOR THE CITY OF RACINE TRANSIT SYSTEM: 1999-2008

Data Element	Actual/Estimated					Projected				
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Operating Expenses*	\$5,052,009	\$5,529,984	\$5,800,667	\$6,160,866	\$6,597,817	\$6,795,750	\$6,999,625	\$7,209,615	\$7,425,900	\$7,648,675
Operating Revenues										
Passenger Revenue	\$1,039,017	\$1,045,199	\$998,268	\$925,170	\$1,091,312	\$1,124,050	\$1,157,775	\$1,192,500	\$1,228,300	\$1,265,130
School District Revenue	162,008	185,830	\$157,943	\$158,327	\$171,073	\$176,205	\$181,500	\$186,950	\$192,545	\$198,320
Other Revenue	53,202	59,174	\$49,921	\$47,839	\$69,832	\$71,930	\$74,085	\$76,310	\$78,595	\$80,955
Subtotal	\$1,254,227	\$1,290,203	\$1,206,132	\$1,131,336	\$1,332,217	\$1,372,185	\$1,413,360	\$1,455,760	\$1,499,440	\$1,544,405
Operating Assistance	\$3,797,782	\$4,239,781	\$4,594,535	\$5,029,530	\$5,265,600	\$5,423,565	\$5,586,265	\$5,753,855	\$5,926,460	\$6,104,270
Sources of Operating Assistance										
Federal Funds										
FTA Section 5307	\$970,307	\$1,375,066	\$1,227,361	\$1,562,523	\$1,275,151	\$1,313,400	\$1,352,800	\$1,393,400	\$1,435,200	\$1,478,250
FTA Section 3037			\$74,833	\$59,268	\$65,000	\$70,000	\$70,000	\$75,000	\$75,000	\$75,000
CMAQ			\$250,204	\$288,680	\$155,000	\$75,000	\$80,000	\$85,000	\$90,000	\$95,000
Other		\$10,000	\$20,000	\$20,000	\$10,000	--	--	--	--	--
Subtotal	\$970,307	\$1,385,066	\$1,572,398	\$1,930,471	\$1,505,151	\$1,458,400	\$1,502,800	\$1,553,400	\$1,600,200	\$1,648,250
State Funds										
WisDOT Section 85.20 (Operating Assistance)	\$1,932,828	\$2,083,121	\$2,030,556	\$1,919,311	\$2,550,301	\$2,626,800	\$2,705,600	\$2,786,800	\$2,870,400	\$2,956,500
WisDOT Section 85.24 (TDM)										
Other										
Subtotal	\$1,932,828	\$2,083,121	\$2,030,556	\$1,919,311	\$2,550,301	\$2,626,800	\$2,705,600	\$2,786,800	\$2,870,400	\$2,956,500
Local Funds										
Property Taxes	\$702,814	\$588,281	\$571,418	\$793,613	\$825,000	\$849,750	\$875,250	\$901,500	\$928,550	\$956,400
Funds from Other										
Communities	\$147,524	\$123,483	\$277,911	\$262,596	\$356,588	\$367,300	\$378,300	\$389,650	\$401,350	\$413,400
Other	\$44,309	\$59,830	\$142,252	\$123,539	\$28,560	\$121,315	\$124,315	\$122,505	\$125,960	\$129,720
Subtotal	\$894,647	\$771,594	\$991,581	\$1,179,748	\$1,210,148	\$1,338,365	\$1,377,865	\$1,413,655	\$1,455,860	\$1,499,520
Total	\$3,797,782	\$4,239,781	\$4,594,535	\$5,029,530	\$5,265,600	\$5,423,565	\$5,586,265	\$5,753,855	\$5,926,460	\$6,104,270
Depreciation	\$887,352	\$829,698	\$706,504	\$541,262	\$1,040,300					
Capital Project Expenditures										
Bus Fleet Rehabilitation, Replacement, and Expansion	--	--	--	--	--	\$3,000,000	--	--	--	--
Bus Facility Renovation, Replacement, and Expansion	--	\$92,139	--	\$478,250	\$3,497,000	1,733,000	\$1,005,000	\$4,000,000	--	--
Fixed Guideway Fleet Rehabilitation and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
Other	\$36,203	--	\$362,654	--	\$95,000	\$1,000,000	\$55,000	--	--	--
Total	\$36,203	\$92,139	\$362,654	\$478,250	\$3,592,000	\$5,733,000	\$1,060,000	\$4,000,000	--	--
Sources of Capital Project Funding										
Federal Funds										
FTA Section 5307	\$14,884	\$56,377	\$288,744	\$478,250	\$2,873,600	\$4,586,400	\$848,000	\$3,200,000	--	--
FTA Section 5309										
FTA Section 3037										
CMAQ										
Other										
Subtotal	\$14,884	\$56,377	\$288,744	\$478,250	\$2,873,600	\$4,586,400	\$848,000	\$3,200,000	--	--
State Funds	--	--	--	--	--	--	--	--	--	--

Table F-15 (continued)

Data Element	Actual/Estimated					Projected				
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Local Funds										
Property Taxes	\$21,319	\$35,762	\$73,910	\$114,577	\$718,400	\$1,145,600	\$212,000	\$800,000	--	--
Bonding										
Other										
Subtotal	\$21,319	\$35,762	\$73,910	\$114,577	\$718,400	\$1,145,600	\$212,000	\$800,000	--	--
Total	\$36,203	\$92,139	\$362,654	\$592,827	\$3,592,000	\$5,732,000	\$1,060,000	\$4,000,000	--	--
Total Operating Assistance and Capital Project Funds										
Federal	\$985,191	\$1,441,443	\$1,861,142	\$2,408,721	\$4,378,751	\$6,044,800	\$2,350,800	\$4,753,400	\$1,600,200	\$1,648,250
State	\$1,932,828	\$2,083,121	\$2,030,556	\$1,919,311	\$2,550,301	\$2,626,800	\$2,705,600	\$2,786,800	\$2,870,400	\$2,956,500
Local	\$915,966	\$807,356	\$1,065,491	\$1,294,325	\$1,928,548	\$2,483,965	\$1,589,865	\$2,213,655	\$1,455,860	\$1,499,520
Total	\$3,833,985	\$4,331,920	\$4,957,189	\$5,622,357	\$8,857,600	\$11,155,565	\$6,646,265	\$9,753,855	\$5,926,460	\$6,104,270
Non-Financial Operating Data										
Revenue Passengers	1,502,092	1,519,360	1,407,388	1,247,558	1,277,842	1,316,200	1,355,675	1,396,330	1,438,220	1,481,375
Unlinked Passenger Trips	2,198,562	2,079,338	1,961,972	1,778,757	1,805,113	1,859,300	1,915,060	1,972,500	2,031,675	2,092,630
Passenger Miles	6,656,950	6,286,565	5,936,280	5,381,932	5,461,677	5,625,625	5,794,350	5,968,100	6,147,150	6,331,600
Revenue Vehicle Miles	1,326,367	1,375,398	1,342,788	1,391,709	1,423,200	1,423,200	1,423,200	1,423,200	1,423,200	1,423,200
Revenue Vehicle Hours	96,984	102,931	100,720	103,769	106,275	106,275	106,275	106,275	106,275	106,275
Buses Operated in Peak Service	26	27	27	26	26	26	26	26	26	26
Buses in Active Fleet	40	42	39	39	39	35	35	35	35	35
Total Employees	89	86	90	90	90	90	90	90	90	90

\*Excluding depreciation.

Source: City of Racine and SEWRPC

Table F-16

## CHANGE IN BASIC FINANCIAL CAPACITY ANALYSIS INDICATORS FOR THE CITY OF RACINE TRANSIT SYSTEM: 1999-2008

Data Element	Actual/Estimated					Projected				
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Operating Expenses <sup>a</sup>										
o Change in Total Operating Expenses										
1. Absolute Amount	\$397,586	\$477,975	\$270,683	\$360,199	\$436,951	\$197,933	\$203,875	\$209,990	\$216,285	\$222,775
2. Percentage Change	8.5	9.5	4.9	6.2	7.1	3.0	3.0	3.0	3.0	3.0
o Total Cost per Revenue Vehicle Mile										
1. Absolute Amount	\$3.81	\$4.02	\$4.32	\$4.43	\$4.64	\$4.77	\$4.92	\$5.07	\$5.22	\$5.37
2. Percentage Change	6.9	5.6	7.4	2.5	4.7	3.0	3.0	3.0	3.0	3.0
o Cost per Revenue Vehicle Hour										
1. Absolute Amount	\$52.09	\$53.73	\$57.59	\$59.37	\$62.08	\$63.94	\$65.86	\$67.84	\$69.87	\$71.97
2. Percentage Change	10.4	3.1	7.2	3.1	4.6	3.0	3.0	3.0	3.0	3.0
o Cost per Revenue Passenger										
1. Absolute Amount	\$3.36	\$3.64	\$4.12	\$4.94	\$5.16	\$5.16	\$5.16	\$5.16	\$5.16	\$5.16
2. Percentage Change	7.5	8.2	13.2	19.8	4.6	--	--	--	--	--
o Cost per Passenger Mile										
1. Absolute Amount	\$0.76	\$0.88	\$0.98	\$1.14	\$1.21	\$1.21	\$1.21	\$1.21	\$1.21	\$1.21
2. Percentage Change	-32.7	15.9	11.1	17.1	5.5	--	--	--	--	--
Operating Revenues										
o Percentage Change in										
1. Passenger Revenue	1.5	0.6	-4.5	-7.3	18.0	3.0	3.0	3.0	3.0	3.0
2. Total Revenue	1.7	2.9	-6.5	-6.2	17.8	3.0	3.0	3.0	3.0	3.0
o Average Revenue per Revenue Passenger										
1. Absolute Amount	\$0.83	\$0.85	\$0.86	\$0.91	\$1.04	\$1.04	\$1.04	\$1.04	\$1.04	\$1.04
2. Percentage Change	0.7	1.7	0.9	5.8	15.0	--	--	--	--	--
o Percent of Operating Expenses Recovered from Operating Revenues										
1. Absolute Amount	24.8	23.3	20.8	18.4	20.2	20.2	20.2	20.2	20.2	20.2
2. Percentage Change	-6.3	-6.0	-10.9	-11.7	10.0	--	--	--	--	--
Operating Assistance Funds										
o Change in Total Operating Assistance										
1. Absolute Amount	\$376,802	\$441,999	\$354,754	\$434,995	\$236,070	\$157,965	\$162,700	\$167,590	\$172,605	\$177,810
2. Percentage Change	11.0	11.6	8.4	9.5	4.7	3.0	3.0	3.0	3.0	3.0
o Operating Assistance per Revenue Passenger										
1. Absolute Amount	\$2.53	\$2.79	\$3.26	\$4.03	\$4.12	\$4.12	\$4.12	\$4.12	\$4.12	\$4.12
2. Percentage Change	10.0	10.4	17.0	23.5	2.2	--	--	--	--	--
o Operating Assistance per Passenger Mile										
1. Absolute Amount	\$0.57	\$0.67	\$0.77	\$0.93	\$0.96	\$0.96	\$0.96	\$0.96	\$0.96	\$0.96
2. Percentage Change	-31.2	18.2	14.8	20.7	3.2	--	--	--	--	--
o Percentage Change in										
1. Federal Operating Assistance Funds	5.1	42.7	13.5	22.8	-22.0	-3.1	3.0	3.4	3.0	3.0
2. State Operating Assistance Funds	3.0	7.8	-2.5	-5.5	32.9	3.0	3.0	3.0	3.0	3.0
3. Local Operating Assistance Funds	44.0	-13.8	28.5	19.0	2.6	10.6	3.0	2.6	3.0	3.0
Capital Expenditures and Assistance Funds										
o Change in Total Capital Expenditures										
1. Absolute Amount	-\$49,551	\$55,936	\$270,515	\$230,173	\$2,999,173	\$2,140,000	-\$4,672,000	\$2,940,000	-\$4,000,000	--
2. Percentage Change	-57.8	154.5	293.6	63.5	505.9	59.6	-81.5	277.4	-100.0	--
o Percentage Change in										
1. Federal Capital Assistance Funds	-77.9	278.8	412.2	65.6	500.9	59.6	-81.5	277.4	-100.0	\$48,050
2. State Capital Assistance Funds	--	--	--	--	--	--	--	1.0	2.0	3.0
3. Local Capital Assistance Funds	14.9	67.7	106.7	55.0	527.0	59.5	-81.5	277.4	-100.0	\$43,660

Table F-16 (continued)

Data Element	Actual/Estimated					Projected				
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Total Operating and Capital Assistance Funds										
o Change in Total Assistance										
1. Absolute Amount	327,251	497,935	625,269	665,168	3,235,243	2,297,965	-4,509,300	3,107,590	-3,827,395	177,810
2. Percentage Change	9.3	13.0	14.4	13.4	57.5	25.9	-40.4	46.8	-39.2	3.0
o Percentage Change in										
1. Federal Assistance	-0.5	46.3	29.1	29.4	81.8	38.0	-61.1	102.2	-66.3	3.0
2. State Assistance	3.0	7.8	-2.5	-5.5	32.9	3.0	3.0	3.0	3.0	3.0
3. Local Assistance	43.1	-11.9	32.0	21.5	49.0	28.8	-36.0	39.2	-34.2	3.0
Non-Financial Operating Data										
o Change in Revenue Passengers										
1. Absolute Amount	14,207	17,268	-111,972	-159,830	30,284	38,358	39,475	40,655	41,890	43,155
2. Percentage Change	1.0	1.1	-7.4	-11.4	2.4	3.0	3.0	3.0	3.0	3.0
o Change in Revenue Vehicle Miles										
1. Absolute Amount	19,862	49,031	-32,610	48,921	31,491	--	--	--	--	--
2. Percentage Change	1.5	3.7	-2.4	3.6	2.3	--	--	--	--	--
o Change in Revenue Vehicle Hours										
1. Absolute Amount	-1,682	5,947	-2,211	3,049	2,506	--	--	--	--	--
2. Percentage Change	-1.7	6.1	-2.1	3.0	2.4	--	--	--	--	--
o Change in Buses in Active Fleet										
1. Absolute Amount	--	2	-3	--	--	-4	--	--	--	--
2. Percentage Change	--	5.0	-7.1	--	--	-10.3	--	--	--	--
o Change in Total Employees										
1. Absolute Amount	2	-3	4	--	--	--	--	--	--	--
2. Percentage Change	2.3	-3.4	4.7	--	--	--	--	--	--	--

<sup>a</sup>Excluding depreciation.

Source: City of Racine Department of Transportation and SEWRPC.

Table F-17

## PUBLIC TRANSIT OPERATOR REPORT: 2004–2006

Transit System Name: Washington County Transit


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I.	2004 Projected Operating Budget	\$	2,049,526	Total Operating Budget
			412,000	Total Federal Operating Assistance
			603,013	Total State Operating Assistance
			353,400	Total Local Operating Assistance
			246,842	Total Farebox and Other Revenue

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II. 2004 Projected Operation Characteristics:<sup>a</sup>

Basic Transit System: \$

	<u>Weekdays</u>	<u>Saturdays</u>	<u>Sundays</u>	<u>Holidays</u>
Routes .....	11	0	0	0
Route Miles .....	600	0	0	0
(round trip)		0	0	0
Headway Range .....		0	0	0
(average)		0	0	0
Vehicle Hours .....	30	0	0	0
(average)		0	0	0
Vehicles in Service.....	4	0	0	0
Operating Budget .....	\$ 533,000	\$ 0	\$ 0	\$ 0
(average)				

---

III. 2004 Projected Operating Characteristics:<sup>a</sup>

Specialized Service for Elderly and Handicapped: \$      Included in Shared-Ride taxi      Total Operating Budget 1,017,457.00

*[Please provide a brief description of total budget and type of operation—including service providers, eligible users, hours of service, service level, fares, method of payment, and average daily ridership.]*

Washington County operates a shared-ride taxi service. It is a door to door demand-response service. It is available Monday-Saturday from 6:00 a.m. to 10:00 p.m. and on Sundays 8:00am to 4:00 p.m. Door through Door service is available for Elderly and Disabled upon request. The taxi service is accessible to the disabled at all times. Contract provider is G&G Enterprises.

Washington County also operates a Commuter Bus service between Washington County and Milwaukee. This service provides fixed-route service Monday-Friday for persons commuter into Milwaukee and for Milwaukee residents to access jobs in Washington County. As of June 1, 2003, there are two main routes. The Downtown Express service and the Germantown shuttle service. Local connections to Express bus park and rides are served by the Shared-Ride taxi. Contract provider is Riteway Bus, Inc. Festival routes are also provided during summer to the State Fair, Germanfest, Festa Italiana, and Irish Fest.



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IV. 2004 Projected Implementation of New or Restructured Transit Services<sup>a</sup>

*[Please provide a brief description of projected changes in transit operations, focusing on new or significantly restructured transit services to be implemented during the upcoming year.]*

Most changes to the Commuter Express were made in 2003. We have no major anticipated changes for 2004

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V. 2004 Projected Planning for New or Restructured Transit Services:<sup>a</sup>

*[Please provide a brief description of any projected planning projects to be undertaken during the upcoming year to review changes in transit operations, particularly with respect to new or significantly restructured transit services.]*

We have requested that WISDOT review the Park and Ride situation in Washington County. We have given them a list of priorities for the park and rides used by the Commuter Express. West Bend @ Paradise and 45, development of a park and ride at the 41/45 split near Pioneer Rd and a study of the expansion of the Lannon Road park and ride by 2005.

We may request an update to the transit plan as it relates to the Commuter Express portion of the service. At this time, this is not confirmed.

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<sup>a</sup>Use additional paper if space provided is insufficient

Table F-18

## PUBLIC TRANSIT OPERATOR CAPITAL PROJECT JUSTIFICATION: FY 2004-2006

Transit System Name: Washington County Commuter Express

TIP Project Number	Fiscal Year (FY)	Description	Justification
402	2004 2005 2006	1 Medium Bus for the WCCE for each year (\$260,000) (\$260,000) (\$260,000)	Ability to enhance service provided. More cost effective for the county to own the vehicle and lease back to the provider.

Table F-19

## FINANCIAL CAPACITY ANALYSIS BACKGROUND DATA FOR THE WASHINGTON COUNTY TRANSIT SYSTEM: 1999-2008

Data Element	Actual/Estimated					Projected				
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Operating Expenses <sup>a</sup>	\$703,772	\$830,277	\$931,936	\$1,517,038	\$1,989,831	\$2,049,526	\$2,111,012	\$2,174,342	\$2,237,398	\$2,302,282
Operating Revenues										
Passenger Revenue	\$91,769	\$109,908	\$123,142	\$210,587	\$241,987	\$246,826	\$251,763	\$256,796	\$264,243	\$271,906
School District Revenue										
Other Revenue										
Subtotal	\$91,769	\$109,908	\$123,142	\$210,587	\$241,987	\$246,826	\$251,763	\$256,796	\$264,243	\$271,906
Operating Assistance	\$612,003	\$720,369	\$808,794	\$1,306,451	\$1,747,844	\$1,802,700	\$1,859,249	\$1,917,546	\$1,973,155	\$2,030,376
Sources of Operating Assistance										
Federal Funds										
FTA Section 5307										
FTA Section 3037										
CMAQ										
Other	\$209,337	\$241,240	\$257,070	\$435,421	\$400,000	\$412,000	\$424,360	\$437,090	\$449,766	\$462,809
Subtotal	\$209,337	\$241,240	\$257,070	\$435,421	\$400,000	\$412,000	\$424,360	\$437,090	\$449,766	\$462,809
State Funds										
WisDOT Section 85.20										
(Operating Assistance)	\$103,350	\$153,670	\$214,126	\$690,792	\$585,450	\$603,013	\$621,102	\$639,736	\$658,288	\$677,379
WisDOT Section 85.24 (TDM)										
Other										
Subtotal	\$103,350	\$153,670	\$214,126	\$690,792	\$585,450	\$603,013	\$621,102	\$639,736	\$658,288	\$677,379
Local Funds										
Property Taxes	\$195,791	\$211,116	\$255,579	\$192,762	\$343,108	\$353,400	\$364,002	\$374,922	\$385,795	\$396,983
Funds from Other										
Communities										
Other										
Subtotal	\$195,791	\$211,116	\$255,579	\$192,762	\$343,108	\$353,400	\$364,002	\$374,922	\$385,795	\$396,983
Total	\$508,478	\$606,026	\$726,775	\$1,318,975	\$1,328,558	\$1,368,413	\$1,409,464	\$1,451,748	\$1,493,849	\$1,537,170
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	--	--	--	--	--	--	--	--	--	--
Sources of Capital Project Funding										
Federal Funds										
FTA Section 5307					\$96,000	\$200,000	\$200,000	\$200,000	\$200,000	\$200,000
FTA Section 5309										
FTA Section 3037										
CMAQ										
Other				\$212,000	\$124,842	\$80,000	\$56,000	\$56,000	\$56,000	\$56,000
Subtotal	--	--	--	\$212,000	\$220,842	\$280,000	\$256,000	\$256,000	\$256,000	\$256,000
State Funds	--	--	--	\$42,400	\$50,158	\$70,000	\$64,000	\$64,000	\$64,000	\$64,000

Table F-19 (continued)

Data Element	Actual/Estimated					Projected				
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Local Funds										
Property Taxes										
Bonding										
Other										
Subtotal	--	--	--	--	--	--	--	--	--	--
Total	--	--	--	\$254,400	\$271,000	\$350,000	\$320,000	\$320,000	\$320,000	\$320,000
Total Operating Assistance and Capital Project Funds										
Federal	\$209,337	\$241,240	\$257,070	\$647,421	\$620,842	\$692,000	\$680,360	\$693,090	\$705,766	\$718,809
State	--	--	--	42,400	50,158	70,000	64,000	64,000	64,000	64,000
Local	\$195,791	\$211,116	\$255,579	\$192,762	\$343,108	\$353,400	\$364,002	\$374,922	\$385,795	\$396,983
Total	\$405,128	\$452,356	\$512,649	\$882,583	\$1,014,108	\$1,115,400	\$1,108,362	\$1,132,012	\$1,155,560	\$1,179,792
Non-Financial Operating Data										
Revenue Passengers	35,924	45,006	52,257	110,616	112,828	115,084	117,385	119,733	122,127	124,570
Unlinked Passenger Trips			377	787	448	500	500	500	500	500
Passenger Miles										
Revenue Vehicle Miles	631,627	682,180	852,653	1,149,331	1,150,000	1,150,000	1,150,000	1,150,000	1,150,000	1,150,000
Revenue Vehicle Hours	35,603	39,952	45,253	54,213	55,000	55,000	55,000	55,000	55,000	55,000
Buses Operated in Peak Service				4	4	6	6	6	6	6
Buses in Active Fleet				4	6	6	6	6	6	6
Total Employees										

\*Excluding depreciation.

Source: Washington County and SEWRPC

## CHANGE IN BASIC FINANCIAL CAPACITY ANALYSIS INDICATORS FOR THE WASHINGTON COUNTY TRANSIT SYSTEM: 1999-2008

[illegible]

Table F-20 (continued)

Data Element	Actual/Estimated					Projected				
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Total Operating and Capital Assistance Funds										
o Change in Total Assistance	--	\$47,228	\$60,293	\$369,934	\$131,525	\$101,292	-\$7,038	\$23,650	\$23,548	\$24,231
1. Absolute Amount	--	11.7	13.3	72.2	14.9	10.0	-0.6	2.1	2.1	2.1
2. Percentage Change										
o Percentage Change in	--	15.2	6.6	151.8	-4.1	11.5	-1.7	1.9	1.8	1.8
1. Federal Assistance	--	--	--	--	18.3	39.6	-8.6	--	--	--
2. State Assistance	--	7.8	21.1	-24.6	78.0	3.0	3.0	3.0	2.9	2.9
3. Local Assistance										
Non-Financial Operating Data										
o Change in Revenue Passengers										
1. Absolute Amount	--	9,082	7,251	58,359	2,212	2,256	2,301	2,348	2,395	2,443
2. Percentage Change	--	25.3	16.1	111.7	2.0	2.0	2.0	2.0	2.0	2.0
o Change in Revenue Vehicle Miles										
1. Absolute Amount	--	50,553	170,473	296,678	669	--	--	--	--	--
2. Percentage Change	--	8.0	25.0	34.8	0.1	--	--	--	--	--
o Change in Revenue Vehicle Hours										
1. Absolute Amount	--	4,349	5,301	8,960	787	--	--	--	--	--
2. Percentage Change	--	12.2	13.3	19.8	1.5	--	--	--	--	--
o Change in Buses in Active Fleet										
1. Absolute Amount	--	--	--	4	2	--	--	--	--	--
2. Percentage Change	--	--	--	10.3	5.1	--	--	--	--	--
o Change in Total Employees										
1. Absolute Amount	--	--	--	--	--	--	--	--	--	--
2. Percentage Change	--	--	--	--	--	--	--	--	--	--

<sup>a</sup>Excluding depreciation.

Source: Washington County Department of Public Works and SEWRPC.

Table F-21

## PUBLIC TRANSIT OPERATOR REPORT: 2004–2006

Transit System Name: Waukesha Metro Transit System (City & County)

I.	2004 Projected Operating Budget	\$	7,880,129	Total Operating Budget
			1,263,491	Total Federal Operating Assistance
			3,583,245	Total State Operating Assistance
			1,437,163	Total Local Operating Assistance
			1,596,230	Total Farebox and Other Revenue

II. 2004 Projected Operation Characteristics:<sup>a</sup>

Basic Transit System:	\$	NA		
	<u>Weekdays</u>	<u>Saturdays</u>	<u>Sundays</u>	<u>Holidays</u>
Routes .....	21	12	12	2
Route Miles .....	NA	NA	NA	NA
(round trip)				
Headway Range .....	10-60	30-60	30-60	NA
(average)				
Vehicle Hours .....	NA	NA	NA	NA
(average)				
Vehicles in Service.....	60	11	11	2
Operating Budget .....	\$ NA	\$ NA	\$ NA	\$ NA
(average)				

III. 2004 Projected Operating Characteristics:<sup>a</sup>

Specialized Service for  
Elderly and Handicapped: \$ NA Total Operating Budget

*[Please provide a brief description of total budget and type of operation—including service providers, eligible users, hours of service, service level, fares, method of payment, and average daily ridership.]*

Waukesha Metrolift provides curb to curb service within  $\frac{3}{4}$  mile of fixed routes. Curative Transportation services provides door through door service within one (1) mile of Route 901.

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IV. 2004 Projected Implementation of New or Restructured Transit Services<sup>a</sup>

*[Please provide a brief description of projected changes in transit operations, focusing on new or significantly restructured transit services to be implemented during the upcoming year.]*

Waukesha Metro: Minor route changes and schedule cut-backs

Waukesha County: Elimination of most late night and weekend service. Restructure Routes 9, 106 and 901. Possible new Route 11 to serve Pewaukee.

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V. 2004 Projected Planning for New or Restructured Transit Services:<sup>a</sup>

*[Please provide a brief description of any projected planning projects to be undertaken during the upcoming year to review changes in transit operations, particularly with respect to new or significantly restructured transit services.]*

None.

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<sup>a</sup>Use additional paper if space provided is insufficient



Table F-22

**PUBLIC TRANSIT OPERATOR CAPITAL PROJECT JUSTIFICATION: FY 2004-2006**Transit System Name: Waukesha Metro Transit System (City & County)

TIP Project Number	Fiscal Year (FY)	Description	Justification
474	2004 2005 2006	Capital Maintenance for Waukesha County Transit Service (\$562,500) & (\$537,200) (\$562,500) & (\$537,200) (\$562,500) & (\$537,200)	The FTA allows for the capitalization of the entire maintenance budget. Because of limited formula funds, only part of maintenance costs are capitalized.
475	2004 2005 2006	Capital Cost of Third Party Contracting for Waukesha County Transit Service (\$562,500) (\$562,500) (\$562,500)	Funds the depreciation of privately owned assets under purchase of transit service contracts.
476	2004 2005 2006	Capital Cost of Paratransit for Waukesha County Transit Service (\$40,000) & (\$30,000) (\$40,000) & (\$30,000) (\$40,000) & (\$30,000)	The FTA allows up to 10% of paratransit costs to be capitalized if the paratransit service is fully in compliance.
526	2004 2005 2006	Bus Engine & Transmission Rebuilds for Waukesha Metro Transit (\$200,000) (\$200,000) (\$150,000)	This project will rebuild 4 units in 2004, 4 units in 2005, and 3 units in 2006. These engines and transmissions will have exceeded 300,000 miles when rebuilt.
530	2006	Office Equipment Replacement for Waukesha Metro Transit (\$8,500)	Replaces miscellaneous large office equipment items.
523	2004 2005 2006	Automated Data Processing Software Upgrades for Waukesha Metro Transit (\$2,500) (\$2,500) (\$2,500)	Allows for upgrades to software packages including engine diagnostics programs.
531	2004 2005 2006	Replacement of Wheelchair Ramps & Restraints on Waukesha Metro Buses (\$32,400) (\$32,400) (\$32,400)	Allows for the replacement of worn wheelchair ramps and restraints on 1998 buses.
524	2006	Service Vehicle Replacements and Additions for Waukesha Metro Transit (\$72,000)	This project will replace a van and sedan in 2006.
521	2004 2005 2006	Capital Cost of Paratransit for Waukesha Metro Transit (\$30,000) (\$30,000) (\$30,000)	The FTA allows up to 10% of paratransit costs to be capitalized if the paratransit service is fully in compliance.

Table F-22 (continued)

TIP Project Number	Fiscal Year (FY)	Description	Justification
525	2005	Purchase of 4 Paratransit Replacement Buses for Waukesha Metro Transit (\$880,000)	Replaces 4 1995 paratransit buses that have exceeded their useful life.
529	2004 2005 2006	Shop Equipment for Waukesha Metro Transit (\$10,000) (\$10,000) (\$190,000)	This is an on-going project to replace worn-out shop equipment that is more than 10 years old at the transit operations facility. In 2006, the bus washer will be replaced.
527	2004 2005 2006	Bus Parts for Waukesha Metro Transit (\$36,000) (\$36,000) (\$36,000)	The FTA allows capitalization of bus parts equal in value to ½ of 1% of the current value of a bus. This allows the city to purchase bus parts with only a 20% city share, as opposed to purchasing parts with operating funds, where the city share would be larger.
528	2004 2005 2006	Tire Lease for Waukesha Metro Transit (\$32,000) (\$32,000) (\$32,000)	The FTA allows for the capitalization of certain leases if it is more economical than a purchase. The transit system leases all of its bus tires.
522	2004 2005 2006	Capital Maintenance for Waukesha Metro Transit Waukesha (\$537,200) (\$537,200) (\$537,200)	The FTA allows for the capitalization of the entire maintenance budget. Because of limited formula funds, only part of maintenance costs are capitalized.
532	2004	Downtown Transfer Terminal Construction for Waukesha Metro Transit (\$7,906,000)	The downtown transfer center will be moved to a new site. The existing site is too small and congested and does not comply with the ADA.
533	2006	Construction of a Walkway from the New Waukesha Metro Transit Center to the Riverwalk in the City of Waukesha (\$160,000)	This project will construct a walkway from the new transit terminal to the Riverwalk and the historic section of downtown Waukesha.
534	2004 2005 2006	Automated Data Processing Hardware for Waukesha Metro Transit (\$17,800) (\$7,700) (\$9,000)	Allows for replacement of worn-out and obsolete equipment.

Table F-23

**FINANCIAL CAPACITY ANALYSIS BACKGROUND DATA FOR THE CITY OF WAUKESHA TRANSIT SYSTEM: 1999-2008**  
**FINANCIAL CAPACITY ANALYSIS BACKGROUND DATA FOR THE COUNTY OF WAUKESHA TRANSIT SYSTEM: 2003-2008**

Data Element	Actual/Estimated					Projected				
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Operating Expenses <sup>a</sup>	\$2,609,356	\$2,899,872	\$3,112,680	\$3,350,746	\$7,650,611	7,880,129	8,116,533	8,360,029	8,610,830	8,869,155
Operating Revenues										
Passenger Revenue	\$404,560	\$421,027	\$447,520	\$536,667	\$1,425,799	\$1,468,572	\$1,512,630	\$1,558,009	\$1,604,749	\$1,652,892
School District Revenue	--	--	--	--	--	--	--	--	--	--
Other Revenue	\$30,758	\$28,095	\$40,078	\$56,236	\$123,939	\$127,657	\$131,487	\$135,431	\$139,494.44	\$143,679
Total	\$435,318	\$449,122	\$487,598	\$592,902	\$1,549,738	\$1,596,230	\$1,644,117	\$1,693,441	\$1,744,244	\$1,796,571
Operating Assistance	\$2,174,038	\$2,450,750	\$2,625,081	\$2,757,844	\$6,100,873	\$6,283,899	\$6,472,416	\$6,666,589	\$6,866,586	\$7,072,584
Sources of Operating Assistance Funds										
Federal Funds										
FTA Section 5307	\$126,617	\$174,308	\$185,336	\$196,522	\$930,420	\$958,332	\$987,082	\$1,016,695	\$1,047,195	\$1,078,611
FTA Section 3037	--	--	--	--	--	--	--	--	--	--
CMAQ	\$172,490	\$67,854	\$134,871	\$195,059	\$296,270	\$305,158	\$314,312	\$323,742	\$333,454	\$343,458
Other	--	--	--	--	--	--	--	--	--	--
Subtotal	\$299,107	\$242,162	\$320,206	\$391,581	\$1,226,690	\$1,263,491	\$1,301,395	\$1,340,437	\$1,380,650	\$1,422,070
State Funds										
WisDOT Section 85.20	\$1,275,257	\$1,800,135	\$1,515,670	\$1,523,885	\$3,297,379	\$3,396,300	\$3,498,189	\$3,603,135	\$3,711,229	\$3,822,566
WisDOT Section 85.24	\$13,798	\$5,221	--	--	--	--	--	--	--	--
Other	--	\$71,302	\$192,925	\$179,389	\$181,500	\$186,945	\$192,553	\$198,330	\$204,280	\$210,408
Subtotal	\$1,289,055	\$1,876,658	\$1,708,595	\$1,703,274	\$3,478,879	\$3,583,245	\$3,690,743	\$3,801,465	\$3,915,509	\$4,032,974
Local Funds										
Property Taxes	\$532,108	\$277,891	\$540,886	\$605,547	\$1,334,904	\$1,374,951	\$1,416,200	\$1,458,686	\$1,502,446	\$1,547,520
Funds from Other Communities	\$53,768	\$54,039	\$55,394	\$57,441	\$60,400	\$62,212	\$64,078	\$66,001	\$67,981	\$70,020
Other	--	--	--	--	--	--	--	--	--	--
Subtotal	\$585,876	\$331,930	\$596,280	\$662,988	\$1,395,304	\$1,437,163	\$1,480,278	\$1,524,686	\$1,570,427	\$1,617,540
Total	\$2,174,038	\$2,450,750	\$2,625,081	\$2,757,844	\$6,100,873	\$6,283,899	\$6,472,416	\$6,666,589	\$6,866,586	\$7,072,584
Depreciation	\$679,300	\$641,360	\$668,580	\$684,195	\$683,670	\$704,180	\$725,305	\$747,064	\$769,476	\$792,560
Capital Project Expenditures										
Bus Fleet Rehabilitation, Replacement, and Expansion	--	--	\$140,000	\$795,890	\$1,113,000	\$232,400	\$1,112,400	\$182,400	\$1,086,550	--
Bus Facility Renovation, Replacement, and Expansion	\$1,452,690	\$2,500,000	\$1,332,674	\$260,019	\$393,454	\$1,000,000	--	--	--	--
Fixed Guideway Fleet Rehabilitation and	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
Other	\$396,471	\$626,000	\$679,000	\$278,500	\$1,865,126	\$2,026,179	\$2,026,179	\$2,076,179	\$2,092,379	\$2,258,579
Total	\$1,849,161	\$3,126,000	\$2,151,674	\$1,334,409	\$3,371,580	\$3,258,579	\$3,138,579	\$2,258,579	\$3,178,929	\$2,258,579

Table F-23 (continued)

Data Element	Actual/Estimated					Projected				
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Sources of Capital Assistance Funds										
Federal Funds										
TA Section 5307	\$473,577	\$500,800	\$655,200	\$859,512	\$1,806,863	\$1,806,863	\$1,806,863	\$1,806,863	\$1,806,863	\$1,806,863
FTA Section 5309	\$1,008,752	\$2,000,000	\$1,066,139	\$208,015	\$890,400	\$800,000	\$704,000	--	\$736,280	--
FTA Section 3037	--	--	--	--	--	--	--	--	--	--
CMAQ	--	--	--	--	--	--	--	--	--	--
Other	--	--	--	--	--	--	--	--	--	--
Subtotal	\$1,482,329	\$2,500,800	\$1,721,339	\$1,067,527	\$2,697,263	\$2,606,863	\$2,510,863	\$1,806,863	\$2,543,143	\$1,806,863
State Funds	--	--	--	--	--	--	--	--	--	--
Local Funds										
Property Taxes	\$366,832	\$125,200	\$163,800	\$214,878	\$451,717	\$451,716	\$451,716	\$451,716	\$451,716	\$451,716
Bonding	--	\$500,000	\$266,535	\$52,004	\$222,600	\$200,000	\$176,000	--	\$184,070	--
Other	--	--	--	--	--	--	--	--	--	--
Subtotal	\$366,832	\$625,200	\$430,335	\$266,882	\$674,317	\$651,716	\$627,716	\$451,716	\$635,786	\$451,716
Total	\$1,849,161	\$3,126,000	\$2,151,674	\$1,334,409	\$3,371,580	\$3,258,579	\$3,138,579	\$2,258,579	\$3,178,929	\$2,258,579
Total Operating Assistance and Capital Project Funds										
Federal	\$1,781,436	\$2,742,962	\$2,041,545	\$1,459,108	\$3,923,953	\$3,870,354	\$3,812,258	\$3,147,300	\$3,923,793	\$3,228,933
State	\$1,289,055	\$1,876,658	\$1,708,595	\$1,703,274	\$3,478,879	\$3,583,245	\$3,690,743	\$3,801,465	\$3,915,509	\$4,032,974
Local	\$952,708	\$957,130	\$1,026,615	\$929,870	\$2,069,621	\$2,088,879	\$2,107,994	\$1,976,402	\$2,206,213	\$2,069,256
Total	\$4,023,199	\$5,576,750	\$4,776,755	\$4,092,253	\$9,472,453	\$9,542,478	\$9,610,995	\$8,925,168	\$10,045,515	\$9,331,163
Non-Financial Operating Data										
Revenue Passengers-										
City Service	571,511	603,269	633,858	646,435	648,008	667,448	687,472	708,096	729,339	751,219
Revenue Passengers-										
County Service	N/A	N/A	N/A	588,528	539,100	555,273	571,931	589,089	606,762	624,965
Unlinked Passenger Trips-										
City Service	713,296	753,364	789,095	807,591	811,078	835,410	860,473	886,287	912,875	940,262
Unlinked Passenger Trips-										
County Service	N/A	N/A	N/A	588,528	539,100	555,273	571,931	589,089	606,762	624,965
Passenger Miles-										
City Service	2,501,031	2,652,077	2,777,549	2,606,383	2,619,782	2,698,375	2,779,327	2,862,706	2,948,588	3,037,045
Passenger Miles-										
County Service	N/A	N/A	N/A	7,564,642	6,927,435	7,135,258	7,349,316	7,569,795	7,796,889	8,030,796
Revenue Vehicle Miles-										
City Service	843,599	817,727	860,975	894,939	907,019	934,230	962,257	991,124	1,020,858	1,051,484
Revenue Vehicle Miles-										
County Service	N/A	N/A	N/A	1,076,296	824,021	848,742	874,204	900,430	927,443	955,266
Revenue Vehicle Hours-										
City Service	62,658	60,700	66,394	69,559	69,696	71,787	73,941	76,159	78,444	80,797
Revenue Vehicle Hours-										
County Service	N/A	N/A	N/A	55,425	42,930	44,218	45,544	46,911	48,318	49,768
Buses Operated in Peak Service-										
City Service	21	26	23	23	23	23	23	23	23	23
Buses Operated in Peak Service-										
County Service	N/A	N/A	N/A	30	30	30	30	30	30	30
Buses in Active Fleet	26	34	33	33	31	31	31	31	31	31
Total Employees	59	76	77	76	76	76	76	76	76	76

\*Excluding depreciation.

Source: Waukesha Metro Transit and SEWRPC

F-47  
Table F-24

**CHANGE IN FINANCIAL CAPACITY ANALYSIS INDICATORS FOR THE CITY OF WAUKESHA TRANSIT SYSTEM: 1999-2008**  
**CHANGE IN FINANCIAL CAPACITY ANALYSIS INDICATORS FOR THE COUNTY OF WAUKESHA TRANSIT SYSTEM: 2003-2008**

Data Element	Actual/Estimated					Projected				
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Operating Expenses <sup>a</sup>										
o Change in Total Operating Expenses										
1. Absolute Amount	\$753,598	\$290,516	\$212,808	\$238,066	\$4,299,865	\$229,518	\$236,404	\$243,496	\$250,801	\$258,325
2. Percentage Change	14.2	11.1	7.3	7.6	128.3	3.0	3.0	3.0	3.0	3.0
o Total Cost per Revenue Vehicle Mile										
1. Absolute Amount	\$0.79	\$2.99	\$3.16	\$4.63	\$8.31	\$7.78	\$7.78	\$7.78	\$7.78	\$7.78
2. Percentage Change	-74.3	276.7	5.4	46.7	79.5	-6.4	--	-0	--	--
o Cost per Revenue Vehicle Hour										
1. Absolute Amount	\$41.64	\$47.77	\$46.88	\$48.17	\$109.77	\$109.77	\$109.77	\$109.77	\$109.77	\$109.77
2. Percentage Change	1.6	14.7	-1.9	2.8	127.9	--	--	--	--	--
o Cost per Revenue Passenger										
1. Absolute Amount	\$4.57	\$4.33	\$4.12	\$2.71	\$6.44	\$17.81	\$17.98	\$18.16	\$18.32	\$6.44
2. Percentage Change	6.9	-5.3	-4.8	-34.1	137.5	--	--	--	--	--
o Cost per Passenger Mile										
1. Absolute Amount	\$1.04	\$0.98	\$0.94	\$0.33	\$0.80	\$0.80	\$0.80	\$0.80	\$0.80	\$0.80
2. Percentage Change	1.4	-5.7	-4.5	-64.9	143.2	--	--	--	--	--
Operating Revenues										
o Percentage Change in										
1. Passenger Revenue	-68.1	4.1	6.3	19.9	165.7	3.0	3.0	3.0	3.0	3.0
2. Total Revenue	-66.5	3.2	8.6	21.6	161.4	3.0	3.0	3.0	3.0	3.0
o Average Revenue per Revenue Passenger										
1. Absolute Amount	\$0.76	\$0.74	\$0.77	\$0.48	\$1.31	\$1.31	\$1.31	\$1.31	\$1.31	\$1.31
2. Percentage Change	1.4	-2.3	3.3	-37.6	171.9	--	--	--	0.9	0.9
o Percent of Operating Expenses Recovered from Operating Revenues										
1. Absolute Amount	16.7	15.5	15.7	17.7	20.3	20.3	20.3	20.3	20.3	20.3
2. Percentage Change	-47.1	-7.2	1.1	13.0	14.5	--	-1.0	-1.0	--	--
Operating Assistance Funds										
o Change in Total Operating Assistance										
1. Absolute Amount	\$118,170	\$276,712	\$174,331	\$132,762	\$3,343,029	\$183,026	\$188,517	\$194,172	\$199,998	\$205,998
2. Percentage Change	5.7	12.7	7.1	5.1	121.2	3.0	3.0	3.0	3.0	3.0
o Operating Assistance per Revenue Passenger										
1. Absolute Amount	\$3.80	\$4.06	\$4.14	\$2.23	\$5.14	\$5.14	\$5.14	\$5.14	\$5.14	\$5.14
2. Percentage Change	8.1	6.8	1.9	-46.1	130.1	--	--	--	--	--
o Operating Assistance per Passenger Mile										
1. Absolute Amount	\$0.87	\$0.87	\$0.87	\$0.87	\$0.64	\$0.64	\$0.64	\$0.64	\$0.64	\$0.64
2. Percentage Change	-65.8	--	--	--	--	--	--	--	--	--
o Percentage Change in										
1. Federal Operating Assistance Funds	-12.2	-19.0	32.2	22.3	213.3	3.0	3.0	3.0	3.0	3.0
2. State Operating Assistance Funds	-1.0	45.6	-9.0	-0.3	104.2	3.0	3.0	3.0	3.0	3.0
3. Local Operating Assistance Funds	41.9	-43.3	79.6	11.2	110.5	3.0	3.0	3.0	3.0	3.0
Capital Expenditures and Assistance Funds										
o Change in Total Capital Expenditures										
1. Absolute Amount	\$1,414,023	\$1,276,839	-\$974,326	-\$817,265	\$2,037,171	-\$113,001	-\$120,000	-\$880,000	\$920,350	-\$920,350
2. Percentage Change	325.0	69.0	-31.2	-38.0	152.7	-3.4	-3.7	-28.0	40.7	-29.0
o Percentage Change in										
1. Federal Capital Assistance Funds	325.0	68.7	-31.2	-38.0	152.7	-3.4	-3.7	-28.0	40.7	-29.0
2. State Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
3. Local Capital Assistance Funds	321.5	70.4	-31.2	-38.0	152.7	-3.4	-3.7	-28.0	40.7	-29.0

Table F-24 (continued)

Data Element	Actual/Estimated					Projected				
	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
Total Operating and Capital Assistance Funds										
o Change in Total Assistance										
1. Absolute Amount	\$1,532,193	\$1,553,551	-\$799,995	-\$684,503	\$5,380,200	\$70,025	\$68,517	-\$685,828	\$1,120,348	-\$741,352
2. Percentage Change	61.5	38.6	-14.3	-14.3	131.5	0.7	0.7	-7.1	12.6	-7.1
o Percentage Change in										
1. Federal Assistance	158.6	54.0	-25.6	-28.5	168.9	-1.4	-1.5	-17.4	24.7	-17.7
2. State Assistance	-1.0	45.6	-9.0	-0.3	104.2	3.0	3.0	3.0	3.0	3.0
3. Local Assistance	-61.8	0.5	7.3	-9.4	122.6	0.9	0.9	-6.2	11.6	-6.2
Non-Financial Operating Data										
o Change in Revenue Passengers										
1. Absolute Amount	-12,719	31,758	30,589	12,577	1,573	19,440	2,301	2,348	2,395	2,443
2. Percentage Change	--	5.6	5.1	2.0	0.2	3.0	3.0	3.0	3.0	3.0
o Change in Revenue Vehicle Miles										
1. Absolute Amount	-1,580,384	-25,872	43,248	1,110,260	-240,194	51,931	53,489	55,094	56,747	58,449
2. Percentage Change	-65.2	-3.1	5.3	9.4	-12.2	3.0	3.0	3.0	3.0	3.0
o Change in Revenue Vehicle Hours										
1. Absolute Amount	2,440,152	151,046	125,472	-171,166	13,399	78,593	80,957	83,380	85,881	88,458
2. Percentage Change	2.9	-3.1	9.4	88.2	-9.9	3.0	3.0	3.0	3.0	3.0
o Change in Buses in Active Fleet										
1. Absolute Amount	--	8	-1	--	-2	--	--	--	--	--
2. Percentage Change	--	30.8	-2.9	--	-6.1	--	--	--	--	--
o Change in Total Employees										
1. Absolute Amount	-2	17	1	-1	--	--	--	--	--	--
2. Percentage Change	-3.3	28.8	1.3	-1.3	--	--	--	--	--	--

<sup>a</sup>Excluding depreciation.

Source: Waukesha Metro Transit and SEWRPC.

## Appendix G

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

The regional transportation improvement program lists the public transit, transportation systems and demand management, and arterial street and highway projects which each level and unit of government—State, county, and municipal—has programmed for implementation in the years 2004 through 2006.

This section of this report provides an assessment of the location of the proposed regional transportation improvement program projects relative to the minority and low-income populations within Southeastern Wisconsin. Estimates of the magnitude and location of the minority and low-income populations are taken from data available in the decennial U.S. Census of Population. The Commission's definition of the magnitude and location of minority populations is based upon the recent year 2000 census and is shown in Maps G-1 through G-5 and in Tables G-1 and G-2. The magnitude and location of the low-income population within Southeastern Wisconsin is based upon the year 2000 census and is shown on Map G-6 and summarized in Table G-3. The low-income population was defined as families with income below federally-defined poverty levels.

Map G-7 shows the existing public transit system and programmed improvements for the years 2004 to 2006. Comparison of the existing and programmed transit system improvements to the locations of minority and low-income populations indicates that the existing and programmed transit services serve the principal concentrations of minority and low-income populations of southeastern Wisconsin.

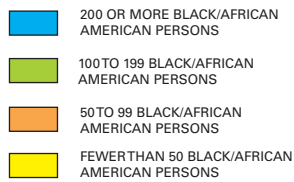
Map G-8 shows the arterial street and highway system preservation, improvement, and expansion projects programmed for the years 2004 through 2006. Comparison of the programmed projects to the locations of minority and low-income populations indicates that there is a balance of programmed highway projects, located within and outside areas of minority and low-income populations. Also, projects which would significantly improve and expand arterial system capacity are not predominately located in areas of minority and low-income populations.

Map G-9 shows the bicycle and pedestrian facility projects programmed for the years 2004 through 2006. Review of the programmed projects indicates that there is a balance of projects located within and outside areas of minority and low-income population.

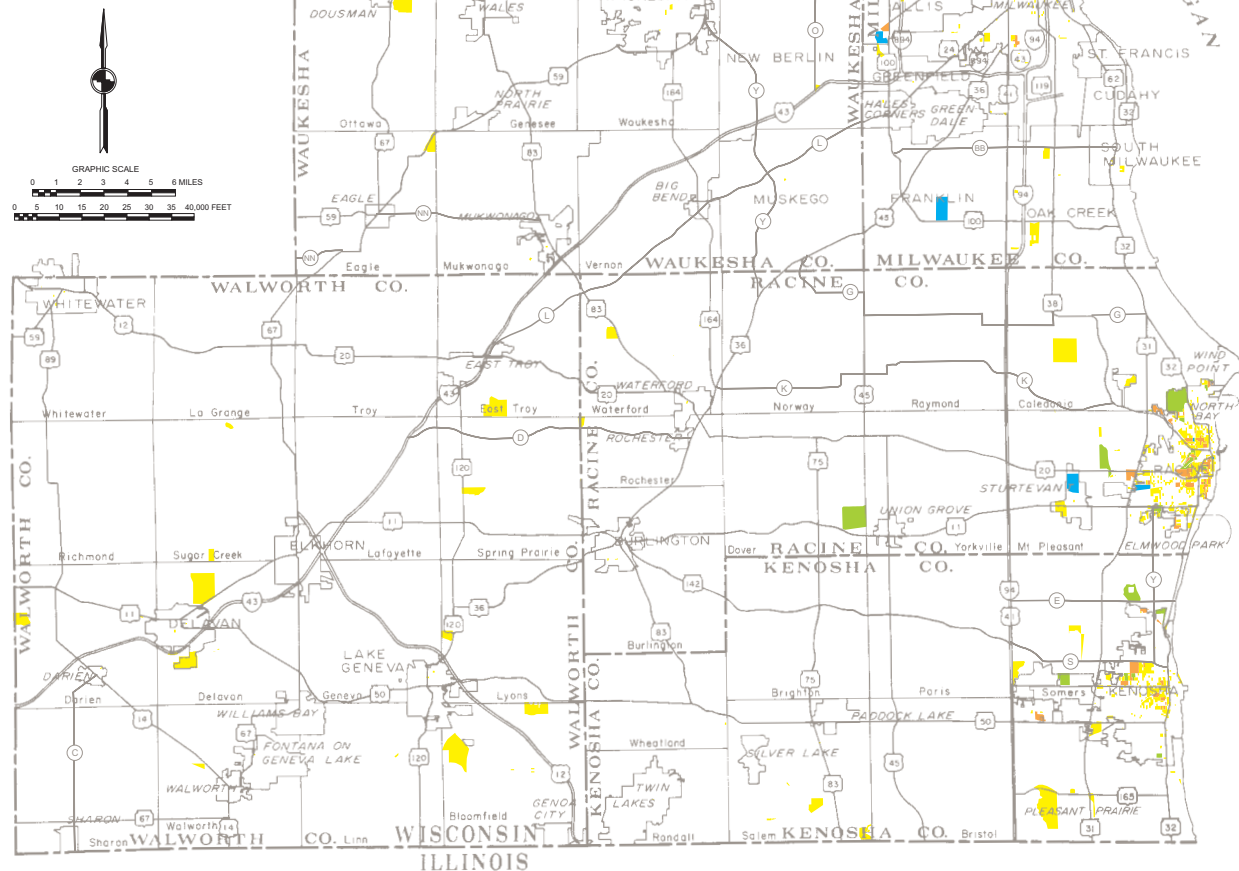
## Map G-1

**CONCENTRATIONS OF  
BLACK/AFRICAN AMERICAN  
PERSONS WITHIN SOUTHEASTERN  
WISCONSIN: 2000**

CENSUS BLOCKS WHEREIN BLACK/AFRICAN  
AMERICAN POPULATION EXCEEDS THE AVERAGE  
REGIONAL PERCENTAGE OF 14.3 PERCENT



NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS BLOCKS WHEREIN THE BLACK/AFRICAN AMERICAN POPULATION IS LESS THAN OR EQUAL TO THE REGIONAL PERCENTAGE OF 14.3 PERCENT



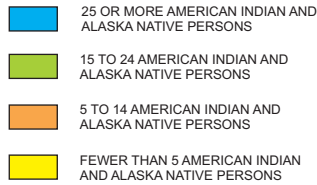
Source: U.S. Bureau of the Census and SEWRPC.



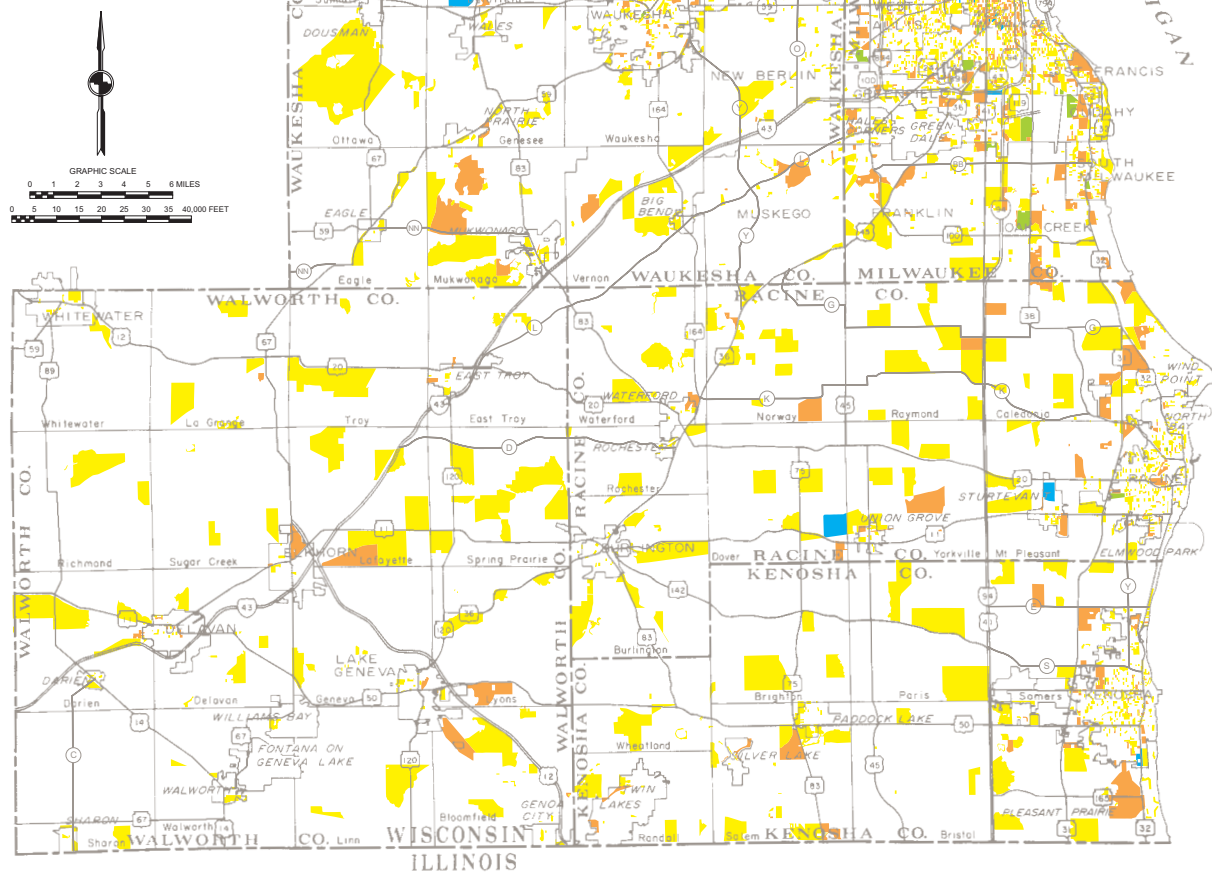
Map G-2

# **CONCENTRATIONS OF AMERICAN INDIAN AND ALASKA NATIVE PERSONS WITHIN SOUTHEASTERN WISCONSIN: 2000**

CENSUS BLOCKS WHEREIN AMERICAN INDIAN AND ALASKA NATIVE POPULATION EXCEEDS THE AVERAGE REGIONAL PERCENTAGE OF 0.9 PERCENT



NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS BLOCKS WHEREIN THE AMERICAN INDIAN AND ALASKA NATIVE POPULATION IS LESS THAN OR EQUAL TO THE REGIONAL PERCENTAGE OF 0.9 PERCENT



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

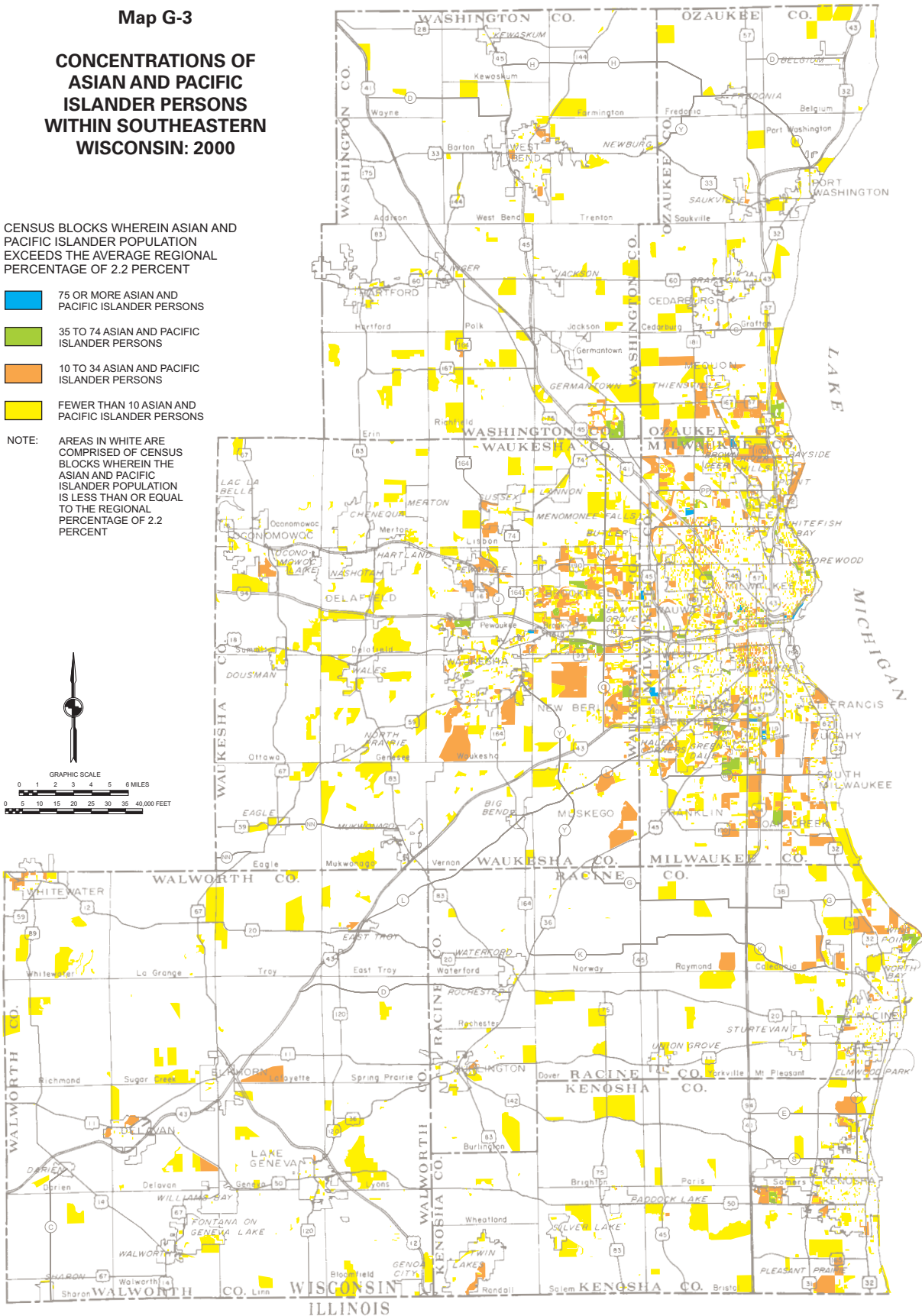
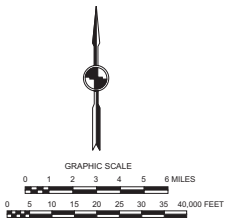
Map G-3

# **CONCENTRATIONS OF ASIAN AND PACIFIC ISLANDER PERSONS WITHIN SOUTHEASTERN WISCONSIN: 2000**

CENSUS BLOCKS WHEREIN ASIAN AND PACIFIC ISLANDER POPULATION EXCEEDS THE AVERAGE REGIONAL PERCENTAGE OF 2.2 PERCENT

- 75 OR MORE ASIAN AND PACIFIC ISLANDER PERSONS
- 35 TO 74 ASIAN AND PACIFIC ISLANDER PERSONS
- 10 TO 34 ASIAN AND PACIFIC ISLANDER PERSONS
- FEWER THAN 10 ASIAN AND PACIFIC ISLANDER PERSONS

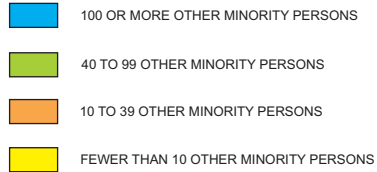
NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS BLOCKS WHEREIN THE ASIAN AND PACIFIC ISLANDER POPULATION IS LESS THAN OR EQUAL TO THE REGIONAL PERCENTAGE OF 2.2 PERCENT



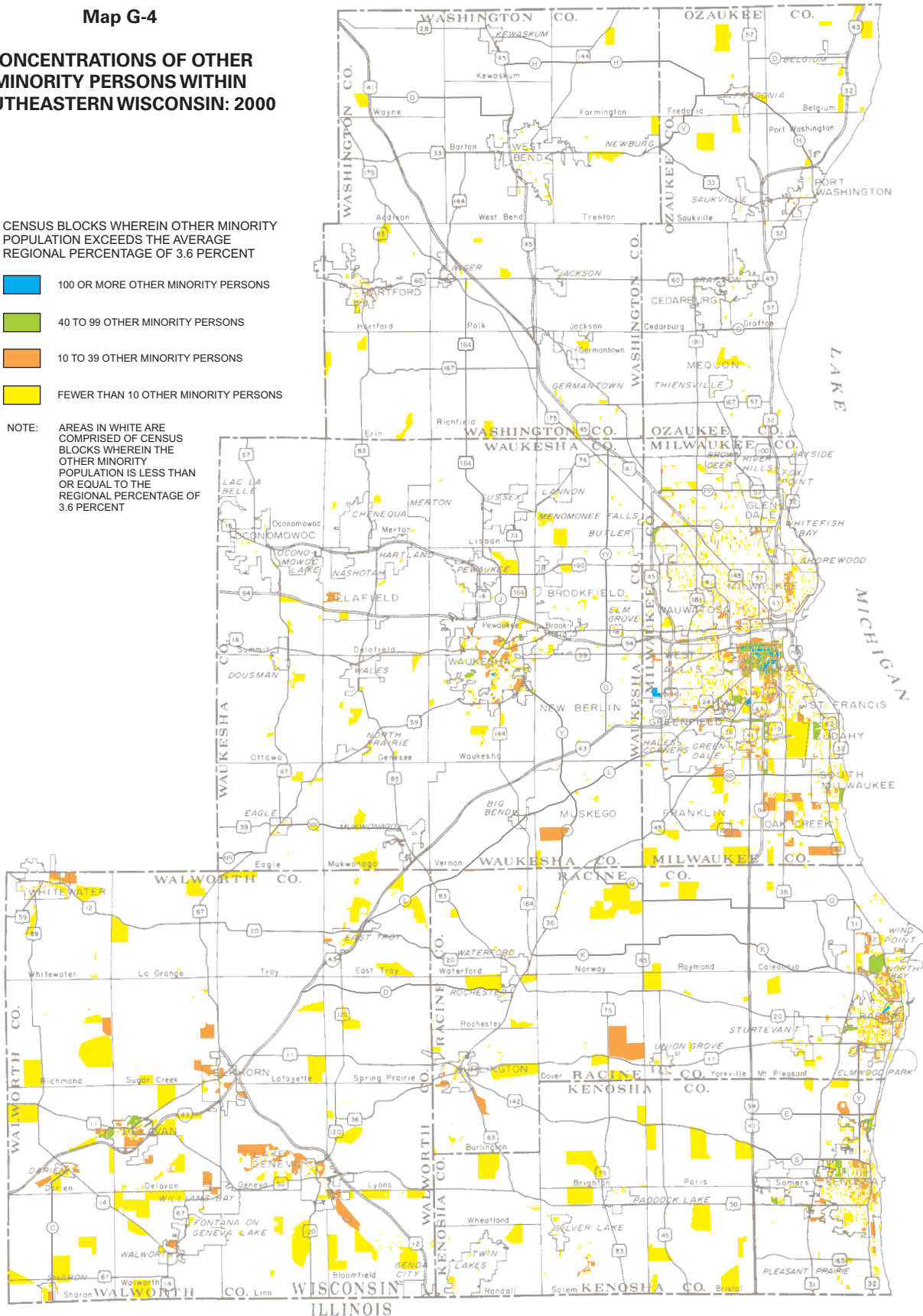
Source: U.S. Bureau of the Census and SEWRPC.

**Map G-4**  
**CONCENTRATIONS OF OTHER**  
**MINORITY PERSONS WITHIN**  
**SOUTHEASTERN WISCONSIN: 2000**

CENSUS BLOCKS WHEREIN OTHER MINORITY  
 POPULATION EXCEEDS THE AVERAGE  
 REGIONAL PERCENTAGE OF 3.6 PERCENT



NOTE: AREAS IN WHITE ARE  
 COMPRISED OF CENSUS  
 BLOCKS WHEREIN THE  
 OTHER MINORITY  
 POPULATION IS LESS THAN  
 OR EQUAL TO THE  
 REGIONAL PERCENTAGE OF  
 3.6 PERCENT



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



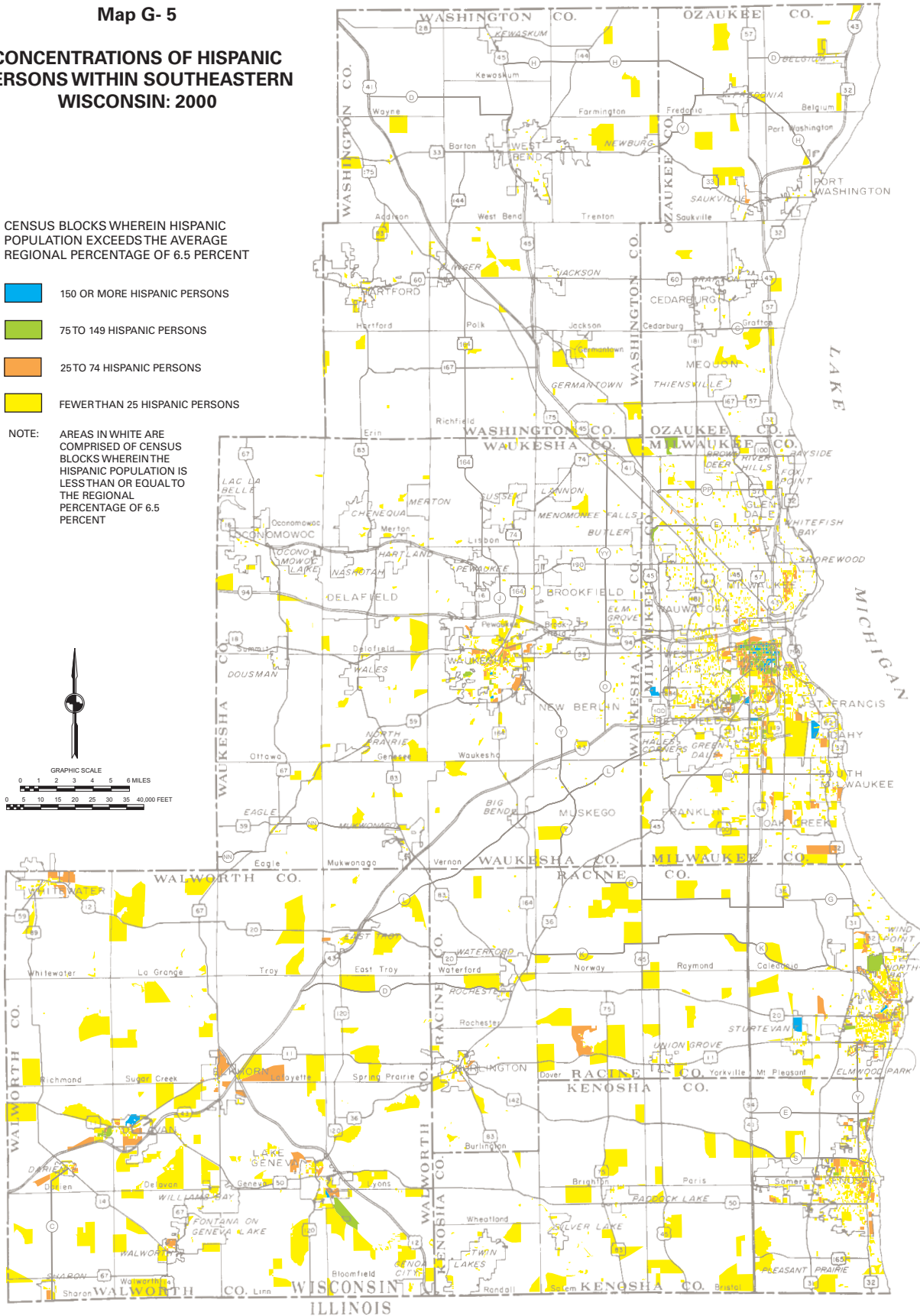
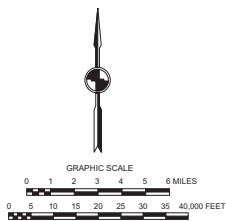
Map G-5

# **CONCENTRATIONS OF HISPANIC PERSONS WITHIN SOUTHEASTERN WISCONSIN: 2000**

CENSUS BLOCKS WHEREIN HISPANIC POPULATION EXCEEDS THE AVERAGE REGIONAL PERCENTAGE OF 6.5 PERCENT

- 150 OR MORE HISPANIC PERSONS
- 75 TO 149 HISPANIC PERSONS
- 25 TO 74 HISPANIC PERSONS
- FEWER THAN 25 HISPANIC PERSONS

NOTE: AREAS IN WHITE ARE COMPRISED OF CENSUS BLOCKS WHEREIN THE HISPANIC POPULATION IS LESS THAN OR EQUAL TO THE REGIONAL PERCENTAGE OF 6.5 PERCENT



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

**Table G-1****POPULATION BY RACE IN THE REGION BY COUNTY: 2000**

County	White		Nonwhite								Total Population
			Black/African American		American Indian and Alaska Native		Asian and Pacific Islander		Other Race		
	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	Number	Percent of Total	
Kenosha	134,737	90.1	8,629	5.8	1,314	0.9	1,930	1.3	5,990	4.0	149,577
Milwaukee	633,446	67.4	240,113	25.5	11,907	1.3	28,930	3.1	48,227	5.1	940,164
Ozaukee	80,186	97.4	917	1.1	335	0.4	1,131	1.4	382	0.5	82,317
Racine	159,582	84.5	21,100	11.2	1,448	0.8	1,885	1.0	8,168	4.3	188,831
Walworth	89,584	95.5	983	1.0	495	0.5	859	0.9	2,946	3.1	93,759
Washington	115,491	98.3	641	0.5	587	0.5	938	0.8	659	0.6	117,493
Waukesha	348,496	96.6	3,480	1.0	1,733	0.5	6,497	1.8	4,013	1.1	360,767
Region	1,561,522	80.8	275,863	14.3	17,819	0.9	42,170	2.2	70,385	3.6	1,932,908

NOTE: As part of the 2000 Federal census, individuals could be reported as being of more than one race. The figures on this table indicate the number of persons reported as being of a given race (as indicated by the column heading), including those who were reported as that race exclusively and exclusively and those who were reported as that race and one or more other races. Accordingly, the population figures by race sum to more than the total population for each area.

Source: U.S. Census Bureau and SEWRPC.

**Table G-2****HISPANIC POPULATION IN THE REGION BY COUNTY: 2000**

County	Total Population	Hispanic Population	
		Number	Percent of Total Population
Kenosha	149,577	10,757	7.2
Milwaukee	940,164	82,406	8.8
Ozaukee	82,317	1,073	1.3
Racine	188,831	14,990	7.9
Walworth	93,759	6,136	6.5
Washington	117,493	1,529	1.3
Waukesha	360,767	9,503	2.6
Region	1,932,908	126,394	6.5

NOTE: Persons of Hispanic origin may be of any race.

Source: U.S. Census Bureau and SEWRPC.

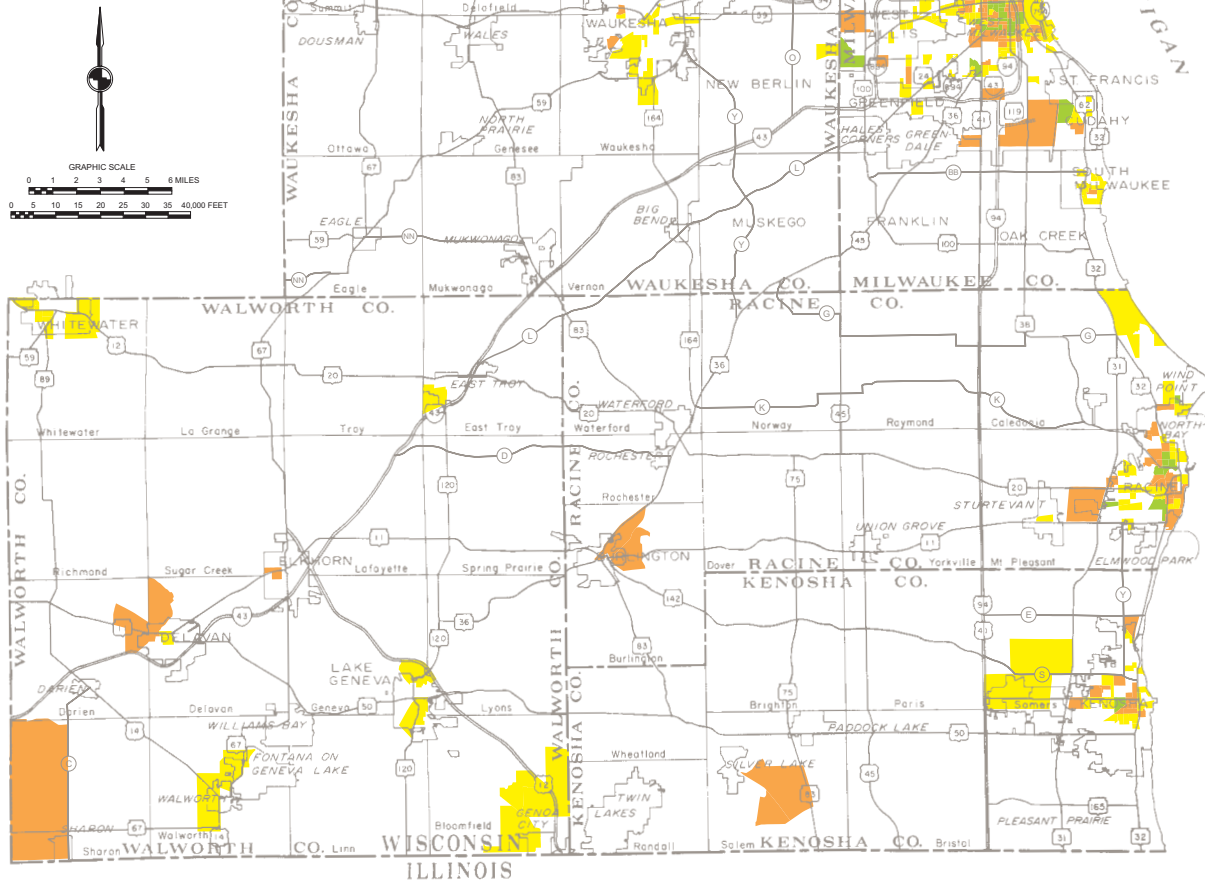
Map G-6

# **CONCENTRATIONS OF FAMILIES IN POVERTY WITHIN SOUTHEASTERN WISCONSIN: 2000**

CENSUS BLOCK GROUPS WHEREIN FAMILIES  
IN POVERTY EXCEEDS THE AVERAGE  
REGIONAL PERCENTAGE OF 7.2 PERCENT

- 150 OR MORE FAMILIES IN POVERTY
- 75 TO 149 FAMILIES IN POVERTY
- 35 TO 74 FAMILIES IN POVERTY
- FEWER THAN 35 FAMILIES IN POVERTY

NOTE: AREAS IN WHITE ARE  
COMPRISED OF CENSUS  
BLOCK GROUPS WHEREIN  
THE FAMILIES IN POVERTY IS  
LESS THAN OR EQUAL TO  
THE REGIONAL PERCENTAGE  
OF 7.2 PERCENT



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

Table G-3

**FAMILIES WITH INCOME BELOW THE POVERTY  
LEVEL IN THE REGION BY COUNTY: 2000**

County	Total Families	Families With Income Below the Poverty Level	
		Number	Percent of Total Families
Kenosha	38,671	2,094	5.4
Milwaukee	226,685	26,454	11.7
Ozaukee	23,153	391	1.7
Racine	50,052	2,908	5.8
Walworth	23,388	1,078	4.6
Washington	32,953	867	2.6
Waukesha	101,008	1,674	1.7
Region	495,910	35,466	7.2

NOTE: The U.S. Census Bureau uses a set of money income thresholds that vary by family size and composition to determine poverty status. If a family's total income is less than that family's threshold, then that family, and every individual in it, is considered to be below poverty. Poverty is not defined for people in military barracks, institutional group quarters, or for unrelated individuals under age 15, such as foster children.

**POVERTY THRESHOLDS BY SIZE OF FAMILY AND NUMBER OF RELATED  
CHILDREN UNDER 18 YEARS OF AGE FOR PURPOSES OF THE 2000 CENSUS**

Size of family unit	Weighted Average Thresholds	Related Children Under 18 Years								
		None	One	Two	Three	Four	Five	Six	Seven	Eight or more
One person (unrelated individual).....	\$8,501	--	--	--	--	--	--	--	--	--
Under 65 years .....	8,667	\$8,667	--	--	--	--	--	--	--	--
65 years and over.....	7,990	7,990	--	--	--	--	--	--	--	--
Two persons.....	10,869	--	--	--	--	--	--	--	--	--
Householder under 65 years .....	11,214	11,156	\$11,483	--	--	--	--	--	--	--
Householder 65 years and over .....	10,075	10,070	11,440	--	--	--	--	--	--	--
Three persons.....	13,290	13,032	13,410	\$13,423	--	--	--	--	--	--
Four persons.....	17,029	17,184	17,465	16,895	\$16,954	--	--	--	--	--
Five persons .....	20,127	20,723	21,024	20,380	19,882	\$19,578	--	--	--	--
Six persons.....	22,727	23,835	23,930	23,436	22,964	22,261	\$21,845	--	--	--
Seven persons.....	25,912	27,425	27,596	27,006	26,595	25,828	24,934	\$23,953	--	--
Eight persons.....	28,967	30,673	30,944	30,387	29,899	29,206	28,327	27,412	\$27,180	--
Nine persons or more.....	34,417	36,897	37,076	36,583	36,169	35,489	34,554	33,708	33,499	\$32,208

Source: U.S. Census Bureau and SEWRPC.



Map G-7

## EXISTING PUBLIC TRANSIT SERVICE WITHIN THE SOUTHEASTERN WISCONSIN REGION

TRANSIT IMPROVEMENT AND EXPANSION PROJECTS  
PROGRAMMED FOR THE YEARS 2004 THROUGH 2006

## KENOSHA COUNTY

CONSTRUCTION OF PARKING RAMP TO SERVE METRA AND CITY OF KENOSHA TRANSIT PATRONS (300 SPACES) - \$4,206,700  
 RECONSTRUCTION AND EXPANSION OF METRA TRAIN STATION IN THE CITY OF KENOSHA - \$625,000  
 CONSTRUCTION OF AN OVERFLOW PARKING LOT FOR THE METRA TRAIN STATION IN THE CITY OF KENOSHA - \$100,000  
 CONSTRUCTION OF WEST SIDE TRANSFER STATION FOR THE CITY OF KENOSHA TRANSIT - \$440,000  
 EXPANSION OF TRANSIT SERVICE TO INCLUDE MORE REGULAR SERVICE WITH ADDED ROUTE MILES TO THE SOUTH AND WEST OF THE CURRENT SERVICE AREA - \$124,800

## MILWAUKEE COUNTY

CONTINUED AND IMPROVED OPERATION OF THE "HAWAIIAN" INTERCITY FROM MILWAUKEE TO CHICAGO (PENDING) - \$16,064,500  
 DESIGN/CONSTRUCTION OF AN INTERMODAL TRAIN STATION AT GENERAL MITCHELL INTERNATIONAL AIRPORT - \$6,500,000  
 PRELIMINARY ENGINEERING FOR POSSIBLE EXTENSION OF INTERCITY RAIL SERVICE FROM MILWAUKEE TO MADISON - \$2,200,000  
 RENOVATION AND TRANSFORMATION OF MILWAUKEE AMTRAK DEPOT INTO MULTIMODAL TRANSPORTATION CENTER - \$5,100,000  
 TRANSIT SERVICE WITHIN MILWAUKEE COUNTY TO AND FROM UWM/MILWAUKEE - \$900,000  
 MILWAUKEE DOWNTOWN TRANSIT CONNECTOR LOCALLY PREFERRED ALTERNATIVE - \$6,000,000

## OZAUKEE COUNTY

INITIATE UBUS CONNECTOR SHUTTLE PROVIDING SERVICE FOR UWM - \$127,000

## RACINE COUNTY

PURCHASE AND REHABILITATION OF PASSENGER DEPOT ON STATE STREET IN THE CITY OF RACINE - \$1,877,500  
 CONSTRUCTION OF AN OFF-STREET TRANSIT CENTER FOR THE RACINE TRANSIT SYSTEM NEAR THE FORMER C&NW RAILWAY PASSENGER DEPOT - \$1,900,000

## WAUKESHA COUNTY

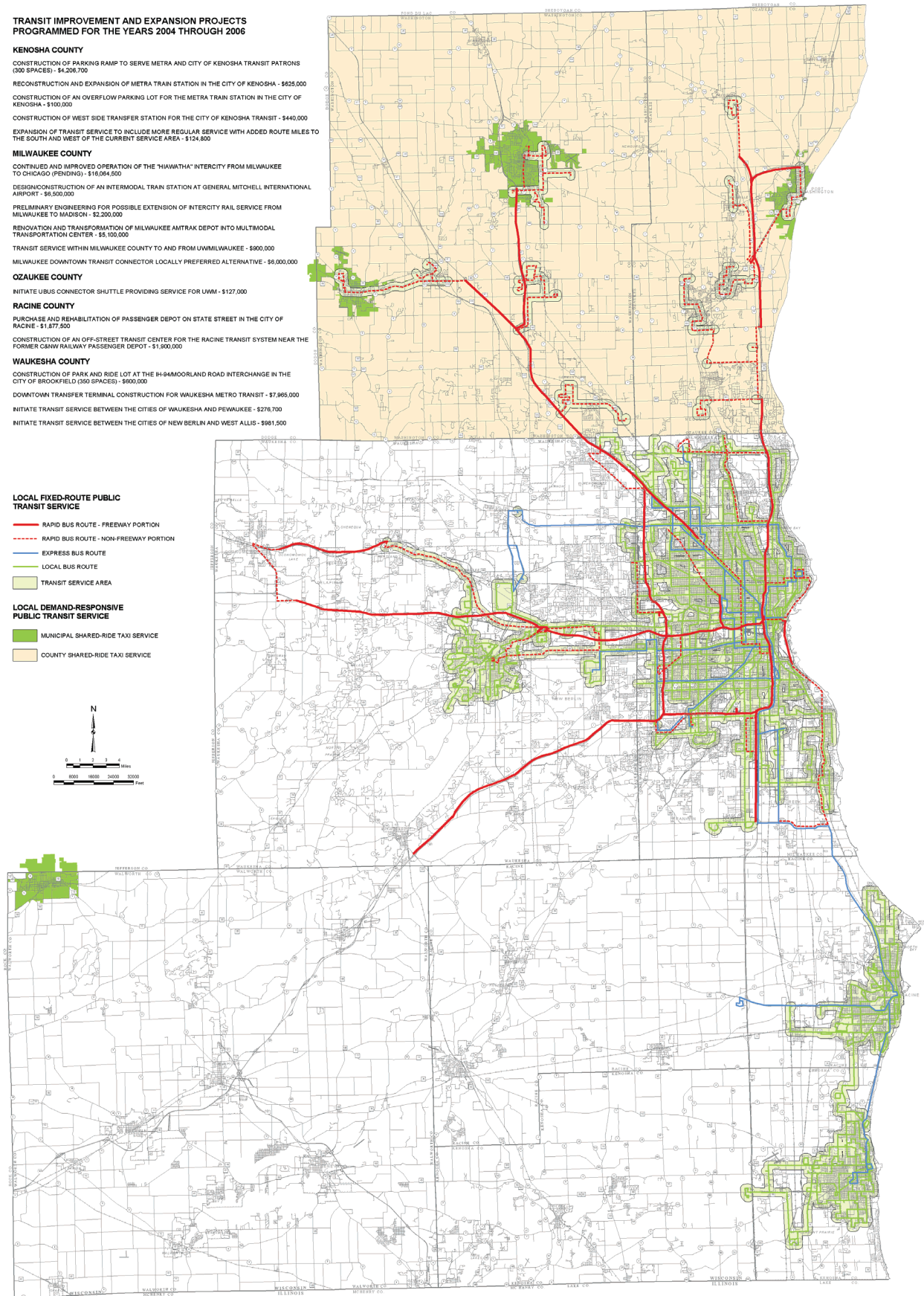
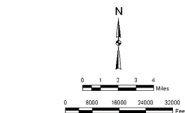
CONSTRUCTION OF PARK AND RIDE LOT AT THE IH-94/MOORLAND ROAD INTERCHANGE IN THE CITY OF BROOKFIELD (350 SPACES) - \$900,000  
 DOWNTOWN TRANSFER TERMINAL CONSTRUCTION FOR WAUKESHA METRO TRANSIT - \$7,965,000  
 INITIATE TRANSIT SERVICE BETWEEN THE CITIES OF WAUKESHA AND PEWAUKEE - \$276,700  
 INITIATE TRANSIT SERVICE BETWEEN THE CITIES OF NEW BERLIN AND WEST ALLIS - \$981,500

LOCAL FIXED-ROUTE PUBLIC  
TRANSIT SERVICE

- RAPID BUS ROUTE - FREEWAY PORTION
- RAPID BUS ROUTE - NON-FREEWAY PORTION
- EXPRESS BUS ROUTE
- LOCAL BUS ROUTE
- TRANSIT SERVICE AREA

LOCAL DEMAND-RESPONSIVE  
PUBLIC TRANSIT SERVICE

- MUNICIPAL SHARED-RIDE TAXI SERVICE
- COUNTY SHARED-RIDE TAXI SERVICE

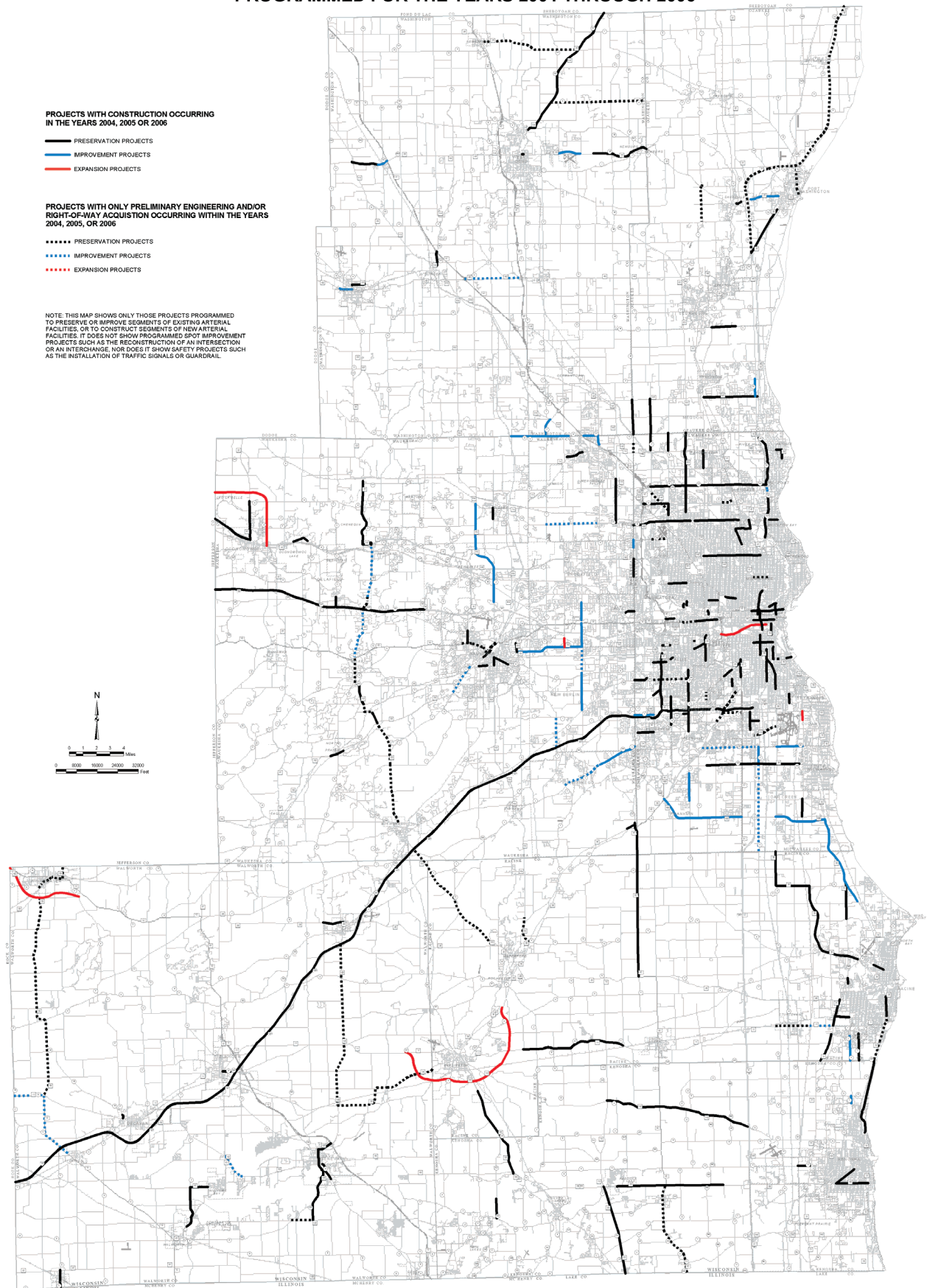


Source: SEWRPC.



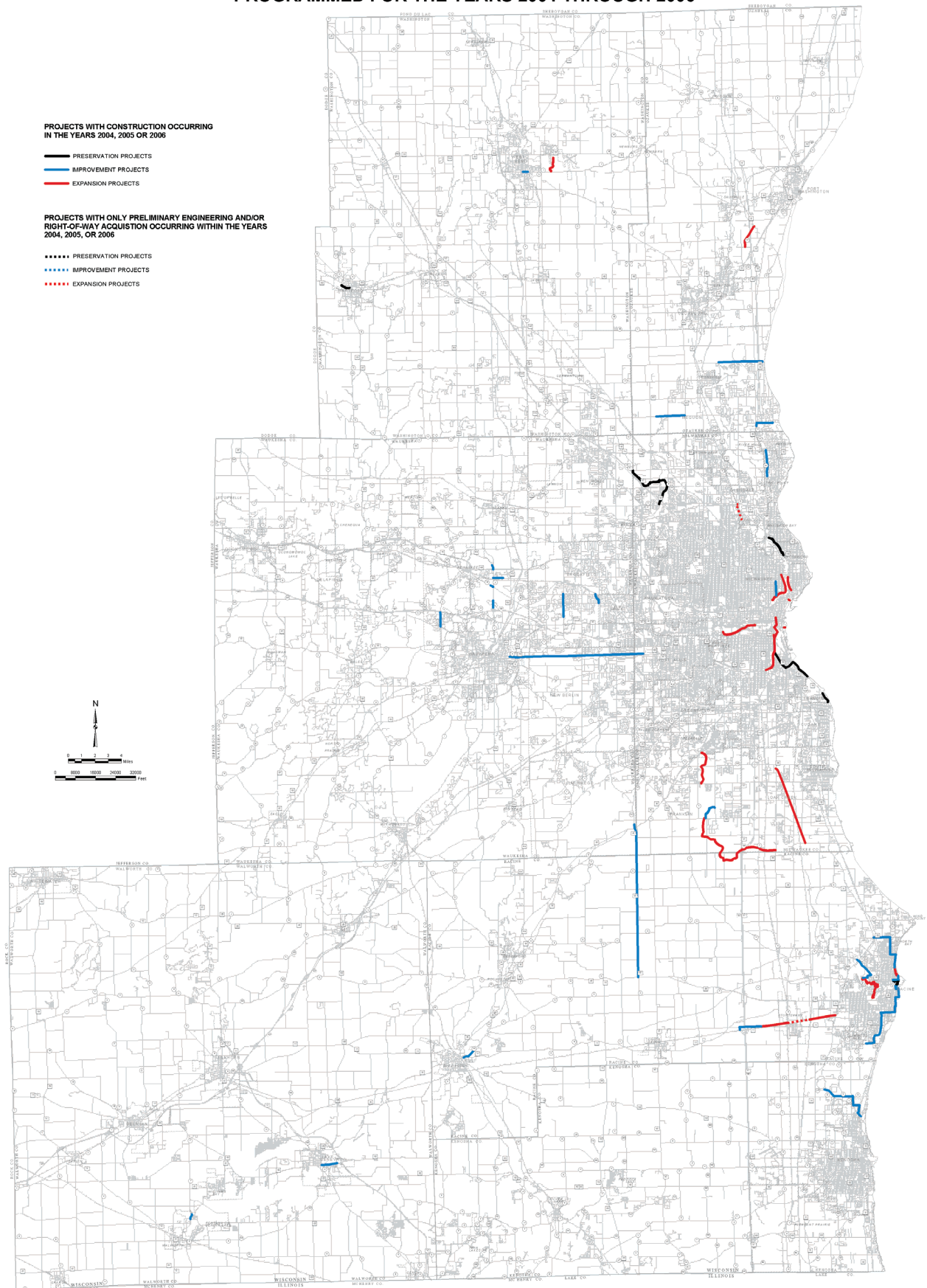
G-11  
Map G-8

**HIGHWAY PRESERVATION, IMPROVEMENT, AND EXPANSION PROJECTS  
PROGRAMMED FOR THE YEARS 2004 THROUGH 2006**



Source: SEWRPC.

**BICYCLE AND PEDESTRIAN PRESERVATION, IMPROVEMENT, AND EXPANSION PROJECTS  
PROGRAMMED FOR THE YEARS 2004 THROUGH 2006**



## APPENDIX H

### SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION SUMMARY OF RECORD OF PUBLIC INVOLVEMENT

#### A TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN: 2004-2006

#### BACKGROUND AND CONTEXT

This appendix constitutes the formal record of public involvement in the preparation and review of the 2004 through 2006 transportation improvement program (TIP). The TIP was compiled by an interagency staff team drawn from the Wisconsin Department of Transportation, District 2; the Milwaukee County Department of Public Works; the Milwaukee County Transit System; the City of Milwaukee; and the Regional Planning Commission. This staff team contacted all local engineers, planners, and transit operators within the Region in an attempt to include all proposed State and local government transportation projects in the TIP. The TIP is reviewed by the Regional Planning Commission's Advisory Committees for Transportation System Planning and Programming for the Kenosha, Milwaukee, and Racine 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 also representatives of Federal and State transportation and environmental protection agencies. The TIP is also reviewed by the Regional Planning Commission for consistency with the regional transportation system plan.

The public comment period on the draft TIP extended from October 31, 2003 to December 1, 2003. A public meeting was held on the draft TIP on November 12, 2003, during this comment period. A court reporter was available during the entire public meeting to record the statement of any person desiring to comment for the record on the draft transportation improvement program. Formal announcement of the public meeting was provided through paid notices appearing in the *Milwaukee Journal-Sentinel* on October 31, 2003, in *The Milwaukee Courier* on November 1, 2003 and November 8, 2003, and in *El Conquistador* on October 31, 2003. A copy of these notices is included in Figure H-1 of this appendix.

Also, beginning on Friday, October 31, 2003, copies of the preliminary *Transportation Improvement Program for Southeastern Wisconsin: 2004-2006* were available for review at the Commission offices during normal business hours of 8:00 a.m. to 5:00 p.m., Monday through Friday. The preliminary draft transportation improvement program was also posted on the Commission's web site--[www.sewrpc.org](http://www.sewrpc.org)--along with a summary description, notice of the public meeting on the draft TIP, and opportunity to submit email comments. Comments on the transportation improvement program could be submitted by fax, electronically via electronic mail, or via the U.S. mail. Persons with special needs were encouraged to contact the Commission offices in advance so that appropriate arrangements to review a copy of the document could be made.

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. Also, 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 assessment processes.

No oral comments were made at the public meeting and one written comment was received. Figure H-2 provides a summary of, and attendance record for, the public meeting. Figure H-3 includes the one written comment received on the TIP. Statements made in this one written comment with respect to the draft year 2004 to 2006 transportation improvement program, and as well the regional transportation plan, and the recently completed regional freeway system reconstruction study which provided an amendment to the plan, are summarized below along with the Commission staff response to each statement:

Comment: The SEWRPC regional transportation plan and the regional transportation improvement program for the years 2004 to 2006 do not meet the environmental justice and Title VI requirements of Federal law.

Response: The recent review and reevaluation of the regional transportation plan documented in SEWRPC Memorandum Report No. 157, *Review and Reaffirmation of Year 2020 Regional Land Use and Transportation Plans and Extension of Plan Design Year to 2025*, included an evaluation of the impacts of proposed highway and transit projects on minority and low income populations. This evaluation concluded that the areas of the region to be provided with significantly improved transit accessibility under the plan coincide with areas having the largest concentrations of minority and low income

populations. Also, the evaluation concluded that no area of the region—including areas of minority and low income population—disproportionately bears the impact of plan-recommended arterial street and highway capacity improvement and expansion.

Also, the recent amendment of the regional transportation plan to include recommendations of the regional freeway reconstruction study included an extensive evaluation of the impacts of freeway reconstruction on minority and low income populations, as documented in Appendix C of SEWRPC Planning Report No. 47, *A Regional Freeway System Reconstruction Plan for Southeastern Wisconsin*. In summary, the analysis of the impacts of the recommended freeway system reconstruction plan on minority and low income populations indicated no significant disproportionate adverse impacts:

- Minority and low income populations are not significantly disproportionately represented in areas in proximity to proposed widened freeways.
- While some segments of the freeway system, including those proposed to be widened, are located adjacent to minority and low income populations, the vast majority of the freeway system and freeway segments proposed to be widened are not adjacent to minority populations. Also the vast majority of census blocks having above average concentrations of minority populations are not located adjacent to, or in proximity to, the freeway system or freeway segments proposed to be widened under the recommended plan.
- The residences and businesses which are estimated to need to be acquired under this preliminary plan, particularly those required for additional lanes, are generally not disproportionately located in areas with above county or regional averages of minority or low income populations.

With respect to the potential benefits of improved accessibility under the recommended plan for rebuilding the freeway system, as compared to an alternative of rebuilding the freeway system as it exists today, analyses indicate that the recommended plan for freeway system reconstruction would reduce peak hour highway travel times throughout the Region similarly in areas of above regional average and below regional average

concentrations of minority populations, and the recommended plan would provide similar percentage increases in the number of jobs accessible within 10, 20, and 30 minutes of peak hour highway travel time in areas of above regional average and below regional average concentrations of minority concentrations.

The transportation improvement program (TIP) for the years 2004 to 2006 includes a review of the projects proposed in the program to assure conformity with the regional transportation plan. Also, a mapping analysis of the projects proposed in the TIP, and a comparison of the location of those projects to the location of minority and low income populations in Southeastern Wisconsin, was presented at the public meeting on the TIP, and has been included in the final TIP. This mapping analysis indicates that projects to maintain and improve transit service principally serve the largest concentrations of minority and low income populations within Southeastern Wisconsin. Also, the analysis indicates that programmed highway projects are balanced with respect to location within, and outside, minority and low income areas of population. Also, projects which would significantly improve and expand arterial system capacity, are not predominantly located in areas of minority and low income populations.

The Commission's regional transportation planning process has included public involvement and outreach to minority and low income populations, including public meetings in areas of the region with concentrations of minority and low income populations, the conduct of special outreach efforts to provide information about regional transportation planning and to obtain input from minority and low income populations, and special meetings held at the request of minority and low income groups to discuss regional transportation plans and alternatives.

Comment: The year 2004 to 2006 transportation improvement program costs reported for the Milwaukee area which indicate that approximately 31 percent of programmed expenditures in the year 2004 in the Milwaukee area are programmed for public transit projects do not include programmed expenditures in Ozaukee, Washington, and Waukesha Counties.

Response: The summary of programmed expenditures reported in the transportation improvement program for the Milwaukee area include programmed expenditures for all four counties

of the Milwaukee area, including Milwaukee, Ozaukee, Washington, and Waukesha Counties. Public transit expenditures represent over 31 percent of the total programmed expenditures in the total of these four counties for the year 2004.

Comment: The cost of the proposed reconstruction of freeways in the regional transportation plan of \$6.25 billion dwarfs the programmed expenditure in the year 2004 for the seven counties of Southeastern Wisconsin of approximately \$700 million, and the programmed \$203 million expenditure on public transit in the year 2004.

Response: The estimated costs to reconstruct the regional freeway system of \$6.25 billion are an estimated cost over the next 30 or more years as the freeway system is reconstructed segment-by-segment, or about \$200 million per year. The transportation improvement program (TIP) for the years 2004 to 2006 includes the initiation of freeway system reconstruction beginning with the reconstruction of the Marquette interchange. It is anticipated that the freeway system would be reconstructed segment by segment over the next 30 or more years, with the reconstruction of the next segment of the freeway system beginning in the year 2009. Other than the Marquette interchange, no work is proposed in the 2004-2006 TIP on freeway system reconstruction.

The street and highway system carries about 95 percent of average weekday travel in southeastern Wisconsin, with the freeway system itself carrying about 33 percent of daily travel. The public transit system carries less than 3 percent of daily travel. The regional transportation plan proposes about 32 percent of total transportation expenditures be made on public transit, and 68 percent on arterial streets and highways, including freeways.

Comment: SEWRPC should prioritize public transit and focus on public transit expansion before finalizing reconstruction plans or beginning highway expansion.

Response: As the regional transportation plan is prepared, arterial street and highway improvement and expansion are added to the plan at the end of the planning process to address traffic congestion which may not be expected to be alleviated by land use, travel demand management measures, transportation systems management measures, or public transit. Highway improvement and expansion is, therefore, considered as a measure of last resort

to address the projected growth in travel and traffic volume and congestion. The regional transportation plan therefore recommends both the improvement and expansion of public transit and highway system capacity.

The Regional Planning Commission monitors the degree of implementation of regional transportation plan recommendations, including with respect to public transit and arterial street and highways, as implemented by State and local government through decisions made by elected officials in their annual or biennial budgets.

Comment: The transportation improvement program does not adequately address the pollution and health affects on minority and low income populations, including with respect to ozone and asthma.

Response: With respect to ozone and asthma, the Regional Planning Commission prepares, as part of the regional transportation improvement program and regional transportation plan, a projection of anticipated future ozone-related air pollutant emissions of volatile organic compounds and nitrogen oxides. Such a projection was prepared as part of the compilation of this year 2004 to 2006 transportation improvement program. This analysis indicates that projected ozone-related emissions by transportation in Southeastern Wisconsin are within budgets prescribed in the State of Wisconsin implementation plan to achieve national ozone air quality standards by the year 2007. The analysis indicates that volatile organic compounds generated by transportation in Southeastern Wisconsin have significantly declined in recent years and may be expected to continue to decline under the regional transportation plan and transportation improvement program from approximately 155 tons per hot summer weekday in 1990, to 61 tons in 1999, to 32 tons in the year 2007, and to under 13 tons in the year 2020. Similar reductions are expected with respect to transportation system generated nitrogen oxides on a hot summer weekday in Southeastern Wisconsin from 136 tons in 1990, to 118 tons in 1999, to 73 tons in the year 2007, and to less than 18 tons in the year 2020. These projected significant reductions in motor vehicle emissions are principally a result of new vehicle and fuel emission standards and are expected even with increasing traffic volumes.



With respect to other health-related effects of motor vehicle pollutant emissions, the Commission continues to review and consider available studies and research, particularly studies and research done by the U.S. Environmental Protection Agency (U.S. EPA). The U.S. EPA expects that even with increasing traffic volumes, mobile source toxic emissions will be reduced by 40 percent in 2007 from 1996 levels. The regional transportation plan has considered and recommended measures which attempt to reduce traffic volumes and attendant emissions. The regional transportation plan recommends a substantial improvement and expansion of public transit, and has considered improvement and expansion of the arterial street and highway system as a measure of last resort, following consideration of land use, travel demand management, and transportation systems management measures.

Comment: SEWRPC should review and evaluate studies regarding induced travel which results from improvement and expansion of arterial streets and highways, and particularly freeways.

Response: The Commission staff is familiar with recent and historic studies and research regarding induced travel, and will continue to stay abreast of this issue. The Commission has based its conclusions regarding the potential for induced travel related to the planned addition of surface arterial, and particularly freeway, lanes with the knowledge of those studies, the forecast levels of traffic volumes and freeway traffic congestion, and studies that have been conducted regarding historic growth of traffic volumes and congestions levels specifically in Southeastern Wisconsin.

- Influences on daily travel Daily travel is influenced by the time and cost attendant to travel. For example, commuters will typically search for, and take, the route with the least travel time. And, the cost of travel is certainly a factor in the choice of mode—automobile or public transit. However, travel is a derived demand. Travel is rarely made for the purposes of travel alone, but rather for the purpose of work, school, medical and dental appointments, other personal business, shopping, and social and recreational activities.

Theoretically, there are a number of ways travel could change as a result of changes in the time and cost of travel—for example, in response to adding lanes on a freeway system and thereby reducing freeway traffic congestion and travel time:

- Changes in the route of travel;
- Changes in the time of travel;
- Changes in the choice of mode of travel (automobile or public transit);
- Changes in travel origin and destination, and attendant distance of travel; and,
- Changes in the amount of travel-making, that is, the generation of new and additional trips.

The Commission travel forecasting and simulation models directly incorporate the effects that changes in travel time and cost may be expected to have on travel route, travel time period, choice of travel mode, and travel destination. The Commission's travel models, as is standard practice for travel models in metropolitan areas, do not account for changes in the amount of trip-making with travel cost and time. This is because analyses of trip-making have indicated that the characteristics of the trip-maker—income, vehicle ownership, household size, participation in the labor force, and stage in family life cycle—are the most significant influences on the amount of travel, while travel time and cost have relatively very little influence. Moreover, trips made during periods of traffic congestion are generally for work and school purposes, and would need to be made regardless of the level of traffic congestion. In addition, nobody may be expected to make additional trips to or from work or school on a typical weekday if traffic congestion was significantly reduced. The number of trips to and from work and school made by individuals, and as well as to and from medical and dental appointments and other personal business purposes, may not reasonably be expected to vary with the level of traffic congestion or travel cost. Trips for social and recreational purposes and shopping are typically made during mid-day and evening off-peak travel periods of weekdays or weekends when traffic congestion is not present, or if present, is not severe.

- Historic growth of traffic in Southeastern Wisconsin It may be instructive to consider the time period within Southeastern Wisconsin from 1972 to 1991. Nearly all freeways which are part of the existing freeway system were completed by 1972, and were opened

to traffic in the mid- to late-1960s and early 1970s. The construction of the freeway system not only alleviated nearly all existing traffic congestion within Southeastern Wisconsin, but also significantly reduced both peak period and off-peak period travel times due to the relatively higher travel speeds of freeway travel compared to surface arterial street travel. In the early 1990s the Commission staff prepared estimates based upon areawide annual traffic counting programs of the growth in highway traffic over the time period of 1972 to 1991, and comprehensively considered the potential factors influencing that traffic growth utilizing the 1970 and 1990 U.S. Censuses, employment estimates, land use inventories, and travel surveys of over 15,000 Southeastern Wisconsin households in 1972 and 1991. The analyses indicated that highway traffic increased by about 65 percent over that period, and about one-half (49%) of the traffic growth (a 32 percent increase in traffic from 1972 to 1991) can be directly attributed to the increase in households of about 26 percent and employment of 36 percent in the Region over the period 1972 to 1991. Another 23 percent of the traffic growth increase, or about a 15 percent increase in traffic from 1972 to 1991, can be attributed to a decline in ridesharing, or automobile occupancy, for work trips (from 1.17 persons per vehicle in 1972 to 1.06 in 1991), and for all trips (from 1.42 persons per vehicle in 1972 to 1.26 in 1991). This reduction in ridesharing and vehicle occupancy was not due to the significant reductions in traffic congestion or travel time, but rather due to changes in lifestyle, income, and vehicle ownership. Another 2 percent of the traffic growth increase, or about a one percent increase in traffic from 1972 to 1991, can be attributed to a decline in transit use. The remaining 26 percent of the increase in traffic within Southeastern Wisconsin between 1972 and 1991, or about a 17 percent increase in traffic between 1972 and 1991, may be attributed to an increase in vehicle trip length between 1972 and 1991. Part of this increase may be a result of the significant reduction in travel time and congestion as a result of the completion of the freeway system largely by 1972, but also contributing could be the decline over that time period in the out-of-pocket cost of operating an automobile (2.9 cents per mile in 1972 and 1.7 cents per mile in 1991—both in 1972 constant dollars), and as well changing lifestyles, including two worker households, and increases in household income.

- Forecast of freeway traffic congestion with additional lanes Reconstruction of the regional freeway system with additional lanes may only be expected to result in levels of freeway traffic congestion in the year 2020 which are marginally less than current levels

of traffic congestion – a much smaller change in traffic congestion compared to that which occurred following the original construction of the freeway system. Therefore, it would be unreasonable to expect any increase in induced traffic—either from longer trips, new induced trips, or trips shifting from public transit to automobile.

- Increase in traffic volumes on freeways The Commission’s analysis does indicate that providing more freeway capacity may be expected to shift traffic from surface arterials to freeways—with greater increases of traffic on segments of freeway and lesser increases on selected surface arterial streets. It is important to understand the difference between the overall level of traffic in the Region and traffic volumes on freeways. The planned widening of freeways is expected to increase the volume of traffic on the freeways, but not to increase the total volume of traffic in the Region. Without the planned additional freeway lanes, traffic that would otherwise be on the Region’s freeway system would continue to be diverted to arterial and local streets – shifting the burden of that traffic.

\* \* \*

Figure H-1

## NOTICE OF PUBLIC MEETING AND REVIEW PERIOD

**Public Informational Meeting And Review Period On Southeastern Wisconsin Regional Transportation Improvement Program: 2004-2006**

The public is invited to review and submit comments on the draft *Transportation Improvement Program for Southeastern Wisconsin: 2004-2006* during the public comment period through December 1, 2003. The Transportation Improvement Program (TIP) is a federally required listing of federally and non-federally funded arterial highway and public transit projects within the seven county Southeastern Wisconsin Region which have been proposed by the counties, local governments, and the Wisconsin Department of Transportation. The projects are intended for development in calendar years 2004, 2005, and 2006 and have been reviewed for consistency with the year 2025 regional transportation plan.

The proposed projects include resurfacing and repair of arterial roads and bridges; construction, equipment acquisition, and operating funds for transit services; bicycle and pedestrian facilities; traffic management systems; construction of new arterial streets; widening of existing arterial streets; and other improvements to the regional transportation system.

Copies of the draft TIP will be available electronically at the Commission's web site [www.sewrpc.org/transportation](http://www.sewrpc.org/transportation) - or may be reviewed starting October 30, 2003, at the Commission offices. Staff will be available weekdays between 8:00 a.m. and 5:00 p.m. to meet with the public and to answer any questions concerning the TIP.

Public comments are encouraged and invited. A public informational meeting will be held on Wednesday, November 12, 2003. Staff will be available in an "open house" format from 4:00 p.m. to 7:00 p.m. to individually answer questions and provide information about the TIP. Two formats will be available during the public informational meeting to comment on the draft TIP: 1) oral comment may be given to a court reporter, or 2) written comments may be submitted. The public informational meeting will be held at the following location:

**Milwaukee County Downtown Transit Center  
Harbor Lights Room  
909 E. Michigan Avenue  
Milwaukee, Wisconsin**

Persons with special needs are asked to contact the Commission offices a minimum of 48 hours in advance so that appropriate arrangements can be made.

Written comments may also be provided following the public informational meeting via the U.S. Postal Service or may be submitted electronically via e-mail, and should be received no later than December 1, 2003. Please submit them to:

**Southeastern Wisconsin Regional Planning Commission  
P.O. Box 1607  
W239 N1812 Rockwood Drive  
Waukesha, Wisconsin 53187-1607  
Phone: 262-547-6721 • Fax: 262-547-1103  
E-mail: [TIP@sewrpc.org](mailto:TIP@sewrpc.org) • Web Site: [www.sewrpc.org/transportation](http://www.sewrpc.org/transportation)**

El Conquistador  
October 31, 2003

**Junta de Información al Público y Revisión de Período Del Programa de Mejora de Transportación de la Región Sureste de Wisconsin: 2004-2006**

El público está invitado a revisar y comentar acerca del borrador del Programa de Mejora de Transportación de la Región Sureste de Wisconsin: 2004-2006 durante el período de opinión pública hasta diciembre 1, 2003. El Programa de Mejora de Transportación (TIP siglas en inglés) es un listado requerido por orden federal de proyectos de carreteras y tránsito público con fondos federales y no federales en los siete condados de la región sureste de Wisconsin, la cual ha sido propuesta por los condados, gobiernos locales, y el Departamento de Transportación de Wisconsin. Los proyectos tienen fecha de desarrollo en los años de calendario 2004, 2005, y 2006 y han sido revisados por consistencia con el plan regional de transportación del año 2025.

Los proyectos propuestos consisten reparaciones y pulimiento de carreteras y puentes; construcción, equipo adquirido, y fondos de operación para servicios de tránsito, instalaciones para bicicletas y peatones, sistemas de manejo de tráfico, construcciones de nuevas calles, expansión de calles ya existentes, y otras mejoras al sistema regional de transportación.

Copias del borrador del TIP estarán disponibles vía electrónica en la página de Web de la Comisión: [www.sewrpc.org/transportation](http://www.sewrpc.org/transportation) - o puede ser revisado comenzando el 30 de octubre del 2003 en las oficinas de la Comisión. Personal estará disponible los días entre semana entre 8:00 a.m. y 5:00 p.m. para atender a las personas interesadas y así responder todas sus preguntas acerca del TIP.

Comentarios del público son bienvenidos y esperados. Una junta informativa pública tomará lugar el miércoles 12 de noviembre del 2003. Personal estará disponible en un formato estilo "Casa Abierta" de 4:00 p.m. a 7:00 p.m. para responder preguntas de manera individual y proveer información acerca del TIP. Dos tipos de formatos estarán disponibles durante la junta informativa para comentar acerca del borrador del TIP: 1) Comentarios de manera oral se darán al reportero de la corte, o 2) Comentarios escritos pueden ser dados. La junta pública de información se llevará a cabo en la siguiente dirección:

**Milwaukee County Downtown Transit Center  
Harbor Lights Room  
909 E. Michigan Avenue  
Milwaukee, Wisconsin**

Personas con acomodaciones especiales se les pide se comuniquen con oficiales de la Comisión con un mínimo de 48 horas de anticipación para hacer los arreglos necesarios.

Comentarios escritos pueden ser mandados después de la junta mediante la oficina postal de los Estados Unidos o pueden ser enviados vía e-mail, y deben ser recibidos no después del 1ro. de diciembre del 2003. Por favor envíelos a:

**Southeastern Wisconsin Regional Planning Commission  
P.O. Box 1607  
W239 N1812 Rockwood Drive  
Waukesha, Wisconsin 53187-1607  
Phone: 262-547-6721 • Fax: 262-547-1103  
E-mail: [TIP@sewrpc.org](mailto:TIP@sewrpc.org) • Página de Web: [www.sewrpc.org/transportation](http://www.sewrpc.org/transportation)**

El Conquistador  
October 31, 2003

**PUBLIC INFORMATION MEETING AND REVIEW PERIOD ON  
SOUTHEASTERN WISCONSIN REGIONAL  
TRANSPORTATION IMPROVEMENT PROGRAM: 2004-2006**

The public is invited to review and submit comments on the draft *Transportation Improvement Program for Southeastern Wisconsin: 2004-2006* during the public comment period through December 1, 2003. The Transportation Improvement Program (TIP) is a federally required listing of federally and non-federally funded arterial highway and public transit projects within the seven county Southeastern Wisconsin Region which have been proposed by the counties, local governments, and the Wisconsin Department of Transportation. The projects are intended for development in calendar years 2004, 2005, and 2006 and have been reviewed for consistency with the year 2025 regional transportation plan.

The proposed projects include resurfacing and repair of arterial roads and bridges; construction, equipment acquisition, and operating funds for transit services; bicycle and pedestrian facilities; traffic management systems; construction of new arterial streets; widening of existing arterial streets; and other improvements to the regional transportation system.

Copies of the draft TIP will be available electronically at the Commission's web site - [www.sewrpc.org/transportation](http://www.sewrpc.org/transportation) - or may be reviewed starting October 30, 2003, at the Commission offices. Staff will be available weekdays between 8:00 a.m. and 5:00 p.m. to meet with the public and to answer any questions concerning the TIP.

Public comments are encouraged and invited. A public informational meeting will be held on Wednesday, November 12, 2003. Staff will be available in an "open house" format from 4:00 p.m. to 7:00 p.m. to individually answer questions and provide information about the TIP. Two formats will be available during the public informational meeting to comment on the draft TIP: 1) oral comment may be given to a court reporter, or 2) written comments may be submitted. The public informational meeting will be held at the following location:

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Persons with special needs are asked to contact the Commission offices a minimum of 48 hours in advance so that appropriate arrangements can be made.

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E-mail: [TIP@sewrpc.org](mailto:TIP@sewrpc.org)  
Web Site: [www.sewrpc.org/transportation](http://www.sewrpc.org/transportation)**

Milwaukee Journal Sentinel  
October 31, 2003

Figure H-1 (continued)

**PUBLIC INFORMATIONAL MEETING AND REVIEW PERIOD  
ON SOUTHEASTERN WISCONSIN REGIONAL  
TRANSPORTATION IMPROVEMENT PROGRAM: 2004-2006**

The public is invited to review and submit comments on the draft Transportation Improvement Program for Southeastern Wisconsin: 2004-2006 during the public comment period through December 1, 2003. The Transportation Improvement Program (TIP) is a federally required listing of federally and non-federally funded arterial highway and public transit projects within the seven county Southeastern Wisconsin Region which have been proposed by the counties, local governments, and the Wisconsin Department of Transportation. The projects are intended for development in calendar years 2004, 2005, and 2006 and have been reviewed for consistency with the year 2025 regional transportation plan.

The proposed projects include resurfacing and repair of arterial roads and bridges; construction, equipment acquisition, and operating funds for transit services; bicycle and pedestrian facilities; traffic management systems; construction of new arterial streets; widening of existing arterial streets; and other improvements to the regional transportation system.

Copies of the draft TIP will be available electronically at the Commission's web site—[www.sewrpc.org/transportation](http://www.sewrpc.org/transportation)—or may be reviewed starting October 30, 2003, at the Commission offices. Staff will be available weekdays between 8:00 a.m. and 5:00 p.m. to meet with the public and to answer any questions concerning the TIP.

Public comments are encouraged and invited. A public informational meeting will be held on Wednesday, November 12, 2003. Staff will be available in an "open house" format from 4:00 p.m. to 7:00 p.m. to individually answer questions and provide information about the TIP. Two formats will be available during the public informational meeting to comment on the draft TIP: 1) oral comment may be given to a court reporter, or 2) written comments may be submitted. The public informational meeting will be held at the following location:

Milwaukee County Downtown Transit Center  
Harbor Lights Room  
909 E. Michigan Avenue  
Milwaukee, Wisconsin

Persons with special needs are asked to contact the Commission offices a minimum of 48 hours in advance so that appropriate arrangements can be made.

Written comments may also be provided following the public informational meeting via the U.S. Postal Service or may be submitted electronically via e-mail, and should be received no later than December 1, 2003. Please submit them to:

**Southeastern Wisconsin Regional Planning Commission**  
P.O. Box 1607  
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Phone: 262-547-6721  
Fax: 262-547-1103  
E-mail: [TIP@sewrpc.org](mailto:TIP@sewrpc.org)  
Web Site: [www.sewrpc.org/transportation](http://www.sewrpc.org/transportation)

**Figure H-2**

**SUMMARY AND ATTENDANCE RECORD, PUBLIC MEETING**

WEDNESDAY, NOVEMBER 12, 2003

TRANSPORTATION IMPROVEMENT PROGRAM  
FOR SOUTHEASTERN WISCONSIN: 2004-2006

4:00-7:00 p.m.

Milwaukee Downtown Transit Center  
Harbor Lights Room  
909 E. Michigan Street  
Milwaukee, Wisconsin

The public meeting began at 4:00 p.m. and ended at 7:00 p.m. The meeting was held in an open house format, displaying information regarding and relevant to the *Transportation Improvement Program for Southeastern Wisconsin: 2004-2006*. Staff from the Southeastern Wisconsin Regional Planning Commission was available to discuss the transportation improvement program (TIP) and to answer questions from the public.

A court reporter was in attendance from 4:00 p.m. to 7:00 p.m. to record statements from the public on the TIP for the record. The single attendee did not make an oral comment on the draft TIP.

**ATTENDANCE RECORD**

SEWRPC Staff

Kenneth R. Yunker  
Robert E. Beglinger  
Christopher T. Hiebert  
Rebecca K. Horne

Deputy Director  
Chief Transportation Engineer  
Senior Engineer  
Planner

Court Reporter

Lisa C. Horvath

Brown & Jones Reporting, Inc.

Attendees

Martin J. Wall

Citizen, City of Milwaukee

Figure H-3

**WRITTEN COMMENTS RECEIVED BY THE COMMISSION REGARDING THE  
TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN: 2004-2006,  
DURING THE FORMAL PUBLIC COMMENT PERIOD: OCTOBER 30, 2003 THROUGH DECEMBER 2, 2003**

**American Civil Liberties Union of Wisconsin  
Sierra Club  
Midwest Environmental Advocates  
Federation for Civic Action**

December 1, 2003

Philip Evenson, Executive Director  
SEWRPC  
W239 N1812 Rockwood Dr  
PO Box 1607  
Waukesha WI 53187-1607

TRANSMITTED VIA FAX, 262-547-1103

RE: TIP and Pollution and Health Effects of Highway Reconstruction and  
Expansion on Low Income and Minority Residents

Dear Mr. Evenson:

We are submitting these comments in response to SEWRPC's issuance of the TIP. We also request that these comments, as well as the "Evaluation of the Impacts of the Preliminary Recommended Freeway System Reconstruction Plan on Minority and Low-Income Populations in Southeastern Wisconsin" submitted by the ACLU of Wisconsin in December 2002, be incorporated into the record and considered.

Like previous SEWRPC reports and documents, the TIP fails to meaningfully address the environmental justice and civil rights requirements of federal law. As we assume you are aware, "To certify compliance with Title VI and address environmental justice, MPOs need to:

Enhance their analytical capabilities *to ensure that the* long-range transportation plan and the *transportation improvement program (TIP)* *comply with Title VI.*

Identify residential, employment, and transportation patterns of low income and minority populations so that their needs can be identified and

addressed, and the benefits and burdens of transportation investments can be fairly distributed.

Evaluate and - where necessary - improve their public involvement processes to eliminate participation barriers and engage minority and low-income populations in transportation decision making."

*An Overview of Transportation and Environmental Justice*, FHWA (May 2000).

The environmental justice principles set forth in Executive Order 12898, U.S. Department of Transportation Order 5610.2, and FHWA Order 6640.23, "are primarily a reaffirmation of the principles of Title VI of the Civil Rights Act of 1964 (Title VI) and related statutes, the National Environmental Policy Act (NEPA), 23 U.S.C. 109(h) and other Federal environmental laws." FHWA Order 6640.23.

As in the past, SEWRPC has simply failed to comply with these requirements. Despite the explicit requirement that MPOs consider Title VI requirements in developing TIPs, SEWRPC's proposal contains no environmental justice analysis or Title VI discussion, or even any mention of race or income limitations. Residential, transportation, and employment patterns of low income and minority communities are not mentioned or addressed. And no one on the advisory or planning committee for the TIP represented low income and/or minority community organizations, despite the fact that concerns over similar omissions have repeatedly been raised to SEWRPC for more than a year. As we have said of similar studies in the past, SEWRPC needs to go back to the drawing board and redo its analysis - with meaningful prior involvement from low income and minority communities.

Further, although the TIP's stated purpose is to address arterial highways and mass transit, not the highway reconstruction itself, those issues cannot be divorced. It is noteworthy that the projected cost for SEWRPC's freeway reconstruction plan, \$6.25 billion, dwarfs the projected expenses for projects contained in the TIP and renders disingenuous the maps at p. 11 of the TIP and the statements at p. 12 which purport to show that transit represents a major proportion of projected expenditures. Also striking is the complete omission of the distribution of transit expenditures in three of the seven SEWRPC counties, Waukesha, Washington, and Ozaukee.

Nor can mass transit improvements be divorced from highway expansion, so that previous concerns raised about expansion by the ACLU and others, including the need for increased transit and the limited resources for all transportation projects, remain relevant here. Spending billions on highways will inevitably reduce the financial resources available for transit operations. The reconstruction and expansion process itself will inevitably put greater strains on local roads and transit systems. And the increase in vehicle traffic that will likely result from highway expansion will have air quality and health effects on local populations.

Among our many concerns is SEWRPC's previous and current plainly inadequate discussion of pollution and health effects on low income and minority residents. While App. C of the TIP claims that the SEWRPC plan complies with the state's air quality implementation plan, we are extremely concerned about SEWRPC's past and continuing failure to meaningfully consider the health and environmental impacts of transportation decisions in general, or on low income and minority populations in particular, and whether consideration of the studies and information discussed in this letter would affect that determination. SEWRPC's approach was set out in its March 25, 2003 letter to the ACLU of Wisconsin's December 2002 comments. But SEWRPC's statements, and the current TIP, fail to seriously or meaningfully consider validated scientific studies regarding health affects, or to in any way analyze those effects on minority and low income populations.

On page 30 of the SEWRPC letter, the Commission offers several reasons for why it declined to address the issue of increased health effects and disease. We believe that these reasons do not accurately assess the facts about highway air pollution and attempt to discount an important and very dangerous issue. These issues have serious environmental justice implications for many reasons, including the fact that according to data from the state Department of Health & Family Services diseases such as asthma are far more prevalent in minority communities than among whites in southeastern Wisconsin. The evaluation must also be linked to the fact that low income and minority communities in southeastern Wisconsin are far more dependent upon public transportation than other communities.

1. In its letter to the ACLU, SEWRPC claimed that: "The validity of the research findings on . . . the health effects of vehicle traffic including the results of the research cited by the ACLU, continues to be questioned."

There are 22 peer-reviewed and published studies that we have attached to this letter that point to quite the opposite conclusion. These studies show a direct link between air pollution generated by highways and adverse health effects such as cancer, asthma and heart disease. SEWRPC, however, failed to meaningfully evaluate these or other potential health risks, or their potential effects on low income and minority communities.

2. SEWRPC claims that: "The study cited by the ACLU in its December 2002 letter shows a substantial decline in air pollution emissions and associated cancer risks compared to a decade earlier."

According to EPA data posted by Environmental Defense at [www.scorecard.org](http://www.scorecard.org), the cancer risk in Milwaukee is almost a thousand times greater than EPA's standard of one in a million. As a result, it is irresponsible for SEWRPC not to take aggressive steps to curb the pollution problem. Increasing transportation choices such as clean buses and rail lines can make a dramatic difference and should be considered as an alternative to any highway project.

3. In its letter to the ACLU, SEWRPC claimed that: "The impact of reconstruction with additional lanes on ozone-related transportation air pollutant emissions compared to reconstruction without additional lanes is expected to be negligible."

Particularly given the health effects of vehicle traffic, and given the transit dependence of low income and minority communities, instead of focusing on two different highway options, SEWRPC must take a hard look at how it can reduce pollution by creating more choices for commuters. A 2001 Journal of the American Medical Association study showed that increasing public transportation along with other traffic control measures during the 1996 Atlanta Olympics reduced acute asthma attacks by up to 44% in children, reduced ozone concentrations by 28% and morning traffic peak traffic by 22.5%. These data provide support for efforts to reduce air pollution and improve health via reductions in motor vehicle traffic. Further, SEWRPC's public transportation suggestions are inadequate, particularly in light of the reality of recent reductions, rather than increases, in local bus service, and increases in bus fares that will make the well-run Milwaukee County Transit System among the most expensive in the country for bus riders. As the ACLU previously suggested, SEWRPC needs to prioritize public transit, and focus on public transit expansion *before* finalizing reconstruction plans or beginning highway expansion.

4. SEWRPC claims that: "No new freeway segments are proposed under the preliminary recommended plan, and, therefore, the reconstruction of the freeway system would not result in any changes in any additional areas located in proximity to freeways."

In 2000 a study published in the Journal of Air and Waste Management Association showed that the corridor of dispersion of cancer-causing pollutants along a highway depended on the volume of traffic. The greater the traffic volume, the further the pollution will disperse. Therefore, increasing the number of lanes and thus the volume of trucks and cars will undoubtedly cause pollution to affect a wider corridor of homes and businesses. Although SEWRPC also claimed in its letter that widening the freeways will not increase traffic volume, that conclusion itself is seriously disputed by studies, which were not meaningfully considered by SEWRPC. These studies indicate that induced travel is the inevitable result of freeway expansion. For example, a January 2000 study by the Transportation Research Board, "Analysis of Metropolitan Highway Capacity and the Growth in Vehicle Miles of Travel," indicates that traffic can increase by up to 38% due to added lanes. This reinforces the points



made above, that more detailed attention needs to be paid to dramatically improving transit options.

SEWRPC must not ignore issues involving environmental justice, civil rights and public health. SEWRPC's discussion concerning pollution and disease in the response letter to the ACLU does not fairly assess the threat that highways create for nearby communities, which often include low income and minority neighborhoods and businesses.

The Lake Michigan Air Directors are assessing the added health risks of highways in the Cincinnati area and EPA is doing so in the Houston area. We have attached maps of their analyses. We look forward to working with you to do a similar analysis in Southeastern Wisconsin.

Maintaining the *status quo*, even if it means gradual pollution reductions, does not address the direct risk of cancer, asthma and heart disease that highways create. We believe that we can do better. Solutions do exist, but they must include significant improvements in transportation choices such as clean buses and new rail lines and a reduced emphasis on highway construction and expansion. SEWRPC must carefully review and evaluate the attached 22 studies and the studies regarding induced travel; reassess the affects of its decisions on low income and minority communities with community involvement; and clearly formulate a clear and legitimate bases for its transportation decisions.

Sincerely,

Rosemary Wehnes  
Southeast Wisconsin Organizer  
Sierra Club  
Project

Karyn Rotker  
Staff Attorney  
Poverty, Race & Civil Liberties  
ACLU-WIF

Oscar Cervera  
Director  
Federation for Civic Action

Melissa Scanlon  
Executive Director  
Midwest Environmental Advocates

cc: Gov. James Doyle  
Sec. Frank Busalacchi, WisDOT  
Mary Peters, Administrator, FHWA  
Seth Foldy, Commissioner, Milwaukee Dept. of Health

## Twenty-Two Scientific Studies Link Health Risk with Highway Pollution

"We know that children who live near busy roads are more likely to get leukemia and other forms of cancer. We should study these cancer risks near all busy roads."

--Dr. Howard Wachtel, neuroscientist, University of Colorado

The following peer-reviewed, published studies concluded that there is a link between traffic-related air pollution and health risks. The health risks include increased likelihood of asthma, cancer, premature and low-birth weight babies, and generally higher risk of death. Where possible, we put the researcher's contact information.

### 1. Children Living Near Busy Roads More Likely to Develop Leukemia, Cancer

A 2000 Denver study showed that children living within 250 yards of streets or highways with 20,000 vehicles per day are six times more likely to develop all types of cancer and eight times more likely to get leukemia. The study looked at associations between traffic density, power lines, and all childhood cancers with measurements obtained in 1979 and 1990. It found a weak association from power lines, but a strong association with highways. It suggested that volatile organic compound pollution from the roadway may be the cancer promoter causing the problem.

Pearson, Wachtel, et al. (2000). Distance-weighted traffic density in proximity to a home is a risk factor for leukemia and other childhood cancers. *Journal of Air and Waste Management Association* 50:175-180.

Contact: Professor Howard Wachtel, Department of Electrical Engineering, University of Colorado. phone: (303) 492-7713, e-mail: [wachtel@colorado.edu](mailto:wachtel@colorado.edu).

### 2. Increasing Public Transportation and Cutting Traffic Reduces Asthma Attacks

This 2001 Journal of the American Medical Association study found that increasing public transportation along with other traffic control measures during the 1996 Atlanta Olympics reduced acute asthma attacks by up to 44% in children, reduced ozone concentrations by 28% and morning peak traffic by 22.5%. These data provide support for efforts to reduce air pollution and improve health via reductions in motor vehicle traffic.

Friedman, et al, Impact of Changes in Transportation and Commuting Behaviors During the 1996 Summer Olympic Games in Atlanta on Air Quality and Childhood Asthma, JAMA, 2001; 285:897-905.

<sup>1</sup> Thanks to the staff of the Environmental Law and Policy Center (ELPC) for helping to compile many of these studies. For more information, see [www.elpc.org](http://www.elpc.org).

Contact: Michael S. Friedman, National Center for Environmental Health, Center for Disease Control and Prevention, email: [mff7@cdc.gov](mailto:mff7@cdc.gov).

### 3. Fine Particulate Matter Linked to Lung Cancer, Cardiopulmonary Mortality

A recent study appearing in the Journal of the American Medical Association showed that day-to-day exposure to fine particulate matter, a major component of diesel exhaust increased the risk of various adverse health effects. More specifically the study shows that each 10 microgram/meter<sup>3</sup> elevation in fine particulate air pollution leads to an 8% increased risk of lung cancer deaths, a 6% increased risk of cardiopulmonary mortality and 4% increased risk of death from general causes.

Pope, C. Arden III, et al. Lung Cancer, Cardiopulmonary Mortality, and Long-term Exposure to Fine Particulate Air Pollution. *Journal of American Medical Association*, March 6 2002— Vol. 287, No. 92.

Contact: Clive Arden Pope, Brigham Young University, phone: (801) 422-2157, e-mail: [arden\\_pope@byu.edu](mailto:arden_pope@byu.edu).

### 4. Truck Traffic Linked to Childhood Asthma Hospitalizations

A study in Erie County, New York (excluding the city of Buffalo) found that children living in neighborhoods with heavy truck traffic within 220 yards of their homes had increased risks of asthma hospitalization. The study examined hospital admission for asthma amongst children ages 0-14, and residential proximity to roads with heavy traffic.

Lin, Munsie, Hwang, Fitzgerald, and Cayo. (2002). Childhood Asthma Hospitalization and Residential Exposure to State Route Traffic. *Environmental Research*, Section A, Vol. 88, pp. 73-81.

### 5. Pregnant Women Who Live Near High Traffic Areas More Likely to Have Premature and Low Birth Weight Babies

Researchers observed an approximately 10-20% increase in the risk of premature birth and low birth weight for infants born to women living near high traffic areas in Los Angeles County. In particular, the researchers found that for each one part-per-million increase in annual average carbon monoxide concentrations where the women lived, there was a 19% and 11% increase in risk for low birth weight and premature births, respectively.

Wülhelm, Ritz. (2002). Residential Proximity to Traffic and Adverse Birth Outcomes in Los Angeles County, California, 1994-1996. *Environmental Health Perspectives*. doi: 10.1289/ehp.5688.

Contact: B. Ritz, Department of Epidemiology, School of Public Health, UCLA, phone: (310) 206-7458, e-mail: [britz@ucla.edu](mailto:britz@ucla.edu).

### 6. Traffic Increased Cancer-Causing Pollution Levels at Tollbooth

A 2003 study published in the Journal of Air & Waste Management shows that there is a "significant association between vehicle traffic and curbside concentrations of the carcinogens benzene, 1,3-butadiene, and particle-bound polycyclic aromatic hydrocarbons (PAH)." The measurements, which were taken at the Baltimore Harbor Tunnel tollbooth, show that much of the daily pollutant variability was explained by traffic volume, class and meteorology. The study provides a model for estimating curbside pollution levels associated with traffic that may be relevant to exposures in the urban environment.

Sapkota, Amir and Buckley, Timothy J. The Mobile Source Effect on Curbside 1,3-Butadiene, Benzene, and Particle-Bound Polycyclic Aromatic Hydrocarbons Assessed at a Tollbooth. *Journal of Air & Waste Management*. 53:7400748.

Contact: Dr. Timothy J. Buckley, Department of Environmental Health Sciences, Johns Hopkins Bloomberg School of Public Health; phone: (410) 614-5750, e-mail: [tbuckley@jhsp.edu](mailto:tbuckley@jhsp.edu).

### 7. Air Inside Cars Typically Contains More Dangerous Air Pollutants than Outside

The results of 23 separate scientific studies shows that in-car air pollution levels frequently reach concentrations that may threaten human health. The reports show that the air inside of cars typically contain more carbon monoxide, benzene, toluene, fine particulate matter, and nitrogen oxides than ambient air at nearby monitoring stations. These pollutants are particularly dangerous for children, the elderly and people with asthma or some other respiratory condition.

Kimbrell, Andrew. In-Car Air Pollution: The Hidden Threat to Automobile Drivers. International Center for Technology Assessment. July 2000.

Contact: Andrew Kimbrell, phone: 202-547-9359.

### 8. People Who Live Near Freeways Exposed to 25 Times More Soot Particle Pollution

Studies conducted in the vicinity of Interstates 405 and 710 in Southern California found that the number of ultra-fine particles in the air was approximately 25 times more concentrated near the highways and that pollution levels gradually decrease back to normal (background) levels around 300 meters, or nearly 330 yards, downwind from the highway. The researchers note that motor vehicles are the most significant source of ultra-fine particles, which have been linked to increases in mortality and morbidity. Recent research concludes that ultra-fine particles are more toxic than larger particles with the same chemical composition. Moreover, the researchers found considerably higher concentrations of carbon monoxide pollution near the highways.

Zhu, Hinds, Kim, Sioutas. Concentration and size distribution of ultra-fine particles near a major highway. *Journal of the Air and Waste Management Association*. September

2002. And, Study of ultra-fine particles near a major highway with heavy-duty diesel traffic. *Atmospheric Environment*. 36(2002), 4323-4335.

### 9. Motor Vehicle Pollution Dominate Cancer Risk

The most comprehensive study of urban toxic air pollution ever undertaken shows that motor vehicles and other mobile sources of air pollution are the predominant source of cancer-causing air pollutants in Southern California. Overall, the study showed that motor vehicles and other mobile sources accounted for about 90% of the cancer risk from toxic air pollution, most of which is from diesel soot (70% of the cancer risk). Industries and other stationary sources accounted for the remaining 10%. The study showed that the highest risk is in urban areas where there is heavy traffic and high concentrations of population and industry.

South Coast Air Quality Management District. Multiple Air Toxics Exposure Study-II. March 2000. Contact: Steve Barbosa, phone: (909) 396-2171, [sbarbosa@aqmd.gov](mailto:sbarbosa@aqmd.gov).

Contact: Barbara Weller, California Air Resources Board, phone: (916) 324-4816.

### 10. Lung Function Reduced Among Children Living Near Truck Traffic

A European study determined that exposure to traffic-related air pollution, "in particular diesel exhaust particles," may lead to reduced lung function in children living near major motorways.

Brunekeerf B; Janssen NA; de Hartog J; Hattsema H; Knappe M; van Vliet P. (1997). "Air pollution from truck traffic and lung function in children living near motorways." *Epidemiology*. 8(3):298-303.

### 11. Traffic-Related Air Pollution Associated with Respiratory Symptoms in Two-Year Old Children

This cohort study in the Netherlands found that two year old children who are exposed to higher levels of traffic-related air pollution are more likely to have self-reported respiratory illnesses, including wheezing, ear/nose/throat infections, and reporting of physician-diagnosed asthma, flu or serious cold.

Brauer et al. (2002). Air Pollution from Traffic and the Development of Respiratory Infections and Asthmatic and Allergic Symptoms in Children. *Am J Respiratory and Critical Care Medicine*. Vol. 166 pp 1092-1098.

Contact: Dr Michael Brauer, School of Occupational and Environmental Hygiene, University of British Columbia, Vancouver, British Columbia, Canada. e-mail: [brauer@interchange.ubc.ca](mailto:brauer@interchange.ubc.ca), phone: 604-822-9585.

### 12. Asthma Symptoms Caused by Truck Exhaust

A study was conducted in Munster, Germany to determine the relationship between truck traffic and asthma symptoms. In total, 3,703 German students, between the ages of 12-15 years, completed a written and video questionnaire in 1994-1995. Positive associations between both wheezing and allergic rhinitis and truck traffic were found during a 12 month period. Potentially confounding variables, including indicators of socio-economic status, smoking, etc., did not alter the associations substantially.

Duhme, H., S. K. Weiland, et al. (1996). The association between self-reported symptoms of asthma and allergic rhinitis and self-reported traffic density on street of residence in adolescents. *Epidemiology* 7(6):578-82.

### 13. Proximity of a Child's Residence to Major Roads Linked to Hospital Admissions for Asthma

A study in Birmingham, United Kingdom, determined that living near major roads was associated with the risk of hospital admission for asthma in children younger than 5 yrs of age. The area of residence and traffic flow patterns were compared for children admitted to the hospital for asthma, children admitted for non-respiratory reasons, and a random sample of children from the community. Children admitted with an asthma diagnosis were significantly more likely to live in an area with high traffic flow (> 24,000 vehicles/ 24 hrs) located along the nearest segment of main road.

Edwards, J., S. Walters, et al. (1994). Hospital admissions for asthma in preschool children: relationship to major roads in Birmingham, United Kingdom. *Archives of Environmental Health*. 49(4): 223-7.

### 14. Exposure to Carcinogenic Benzene Higher for Children Living Near High Traffic Areas

German researchers compared 48 children who lived in a central urban area with high traffic density with 72 children who lived in a small city with low traffic density. They found that the blood levels of benzene in children who lived in the high-traffic-density area were 71% higher than those of children who lived in the low-traffic-density area. Blood levels of toluene and carboxyhemoglobin (formed after breathing carbon monoxide) were also significantly elevated (56% and 33% higher, respectively) among children regularly exposed to vehicle pollution. Aplastic anemia and leukemia are associated with excessive exposure to benzene.

Jermann E, Hajimiragha H, Brockhaus A, Freier I, Fwerts U, Roscovanu A: Exposure of children to benzene and other motor vehicle emissions. *Zentralblatt für Hygiene und Umweltmedizin* 189:50-61, 1989.

### 15. Air Pollution from Busy Roads Linked to Shorter Life Spans for Nearby Residents

Dutch researchers looked at the effects of long-term exposure to traffic-related air pollutants on 5,000 adults. They found that people who lived near a main road were almost twice as likely to die from heart or lung disease and 1.4 times as likely to die from any premature cause compared with those who lived in less-trafficked areas. The authors say traffic emissions contain many pollutants that might be responsible for the health risks, such as ultra-fine particles, diesel soot, and nitrogen oxides, which have been linked to cardiovascular and respiratory problems.

Hoek, Brunekreef, Goldbohn, Fischer, van den Brandt. (2002). Association between mortality and indicators of traffic-related air pollution in the Netherlands: a cohort study. *Lancet*, 360 (9341): 1203-9.

### 16. Asthma More Common for Children Living Near Highways

A study of nearly 10,000 children in England found that wheezing illness, including asthma, was more likely with increasing proximity of a child's home to main roads. The risk was greatest for children living within 90 yards of the road.

Venn et al. (2001). Living Near A Main Road and the Risk of Wheezing Illness in Children. *American Journal of Respiratory and Critical Care Medicine*. Vol. 164, pp 2177-2180.

### 17. Most Traffic-Related Deaths Due to Air Pollution, Not Traffic Accidents

This study analyzed the affect of traffic-related air pollution and traffic accidents on life expectancy in the area of Baden-Wurttemberg, Germany. It estimated that almost five times more deaths in this region resulted from motor vehicle pollution than from traffic accidents.

Szagon and Seidel. (2000). Mortality due to road traffic in Baden-Aurtemberg – air pollution, accidents, noise. *Gesundheitswesen*. 62(4): 225-33.

### 18. Cancer Risk Higher Near Major Sources of Air Pollution, Including Highways

A 1997 English study found a cancer corridor within three miles of highways, airports, power plants, and other major polluters. The study examined children who died of leukemia or other cancers from the years 1953-1980, where they were born and where they died. It found that the greatest danger lies a few hundred yards from the highway or pollution facility and decreases as you get further away from the facility.

Knox and Gilman (1997). Hazard proximities of childhood cancers in Great Britain from 1953-1980. *Journal of Epidemiology and Community Health*. 51: 151-159.

### 19. A School's Proximity to Highways Associated with Asthma Prevalence

A study of 1498 children in 13 schools in the Province of South Holland found a positive relationship between school proximity to highways and asthma occurrence. Truck traffic intensity and the concentration of pollutants measured in schools were found to be significantly associated with chronic respiratory symptoms.

Speizer, F. E. and B. G. Ferris, Jr. (1973). Exposure to automobile exhaust. 1. Prevalence of respiratory symptoms and disease. *Archives of Environmental Health*. 26(6): 313-8. van Vliet, P., M. Knappe, et al. (1997). Motor vehicle exhaust and chronic respiratory symptoms in children living near freeways. *Environmental Research*. 74(2): 122-32.

### 20. Exposure to Nitrogen Dioxide (NO<sub>2</sub>) from Vehicles Exacerbates Asthma Attacks

Researchers at St. Mary's Hospital in Portsmouth, England determined that while 80 percent of asthma attacks are initially caused by viral infections, exposure to traffic pollution can increase symptoms as much as 200 percent. The team measured the exposure of 114 asthmatic children between ages 8-11 from nonsmoking families over almost a whole year. They found a strong correlation between higher NO<sub>2</sub> pollution and the severity of an attack.

Chauhan, A.J., et al. Personal exposure to nitrogen dioxide (NO<sub>2</sub>) and the severity of virus-induced asthma in children. *The Lancet*. Volume 361 Issue 9373 Page 1939.

### 21. Diesel Exhaust Linked to Asthma

This study found that particulate matter from diesel trucks can act as an irritant in the airway causing asthma. The authors show that diesel exhaust can trigger asthma attacks in individuals with no pre-existing asthmatic history. When a natural allergen, such as pollen, was added to the situation, the reaction was even more dramatic.

Pandya, Robert, et al. Diesel Exhaust and Asthma: Hypothesis and Molecular Mechanisms of Action." *Environmental Health Perspectives Supplements* Volume 110, Number 1, February 2002.

### 22. Low Levels of Air Pollution Cause Asthma Attacks

Exposure to ozone and particulate matter of 2.5 µm or less (PM<sub>2.5</sub>) in air at levels above current US Environmental Protection Agency (EPA) standards is a risk factor for respiratory symptoms in children with asthma.

Daily respiratory symptoms and medication use were examined prospectively for 271 children younger than 12 years with physician-diagnosed, active asthma residing in southern New England. Exposure to ambient concentrations of ozone and PM<sub>2.5</sub> from April 1 through September 30, 2001, was assessed using ozone (peak 1-hour and 8-hour) and 24-hour PM<sub>2.5</sub>. Logistic regression analyses using generalized estimating equations were performed separately for maintenance medication users (n = 130) and nonusers (n = 141).

Associations between pollutants (adjusted for temperature, controlling for same- and previous-day levels) and respiratory symptoms and use of rescue medication were evaluated.

Mean (SD) levels were 59 (19) ppb (1-hour average) and 51 (16) ppb (8-hour average) for ozone and 13 (8)  $\mu\text{g}/\text{m}^3$  for  $\text{PM}_{2.5}$ . In copollutant models, ozone level but not  $\text{PM}_{2.5}$  was significantly associated with respiratory symptoms and rescue medication use among children using maintenance medication; a 50-ppb increase in 1-hour ozone was associated with increased likelihood of wheeze (by 35%) and chest tightness (by 47%). The highest levels of ozone (1-hour or 8-hour averages) were associated with increased shortness of breath and rescue medication use. No significant, exposure-dependent associations were observed for any outcome by any pollutant among children who did not use maintenance medication.

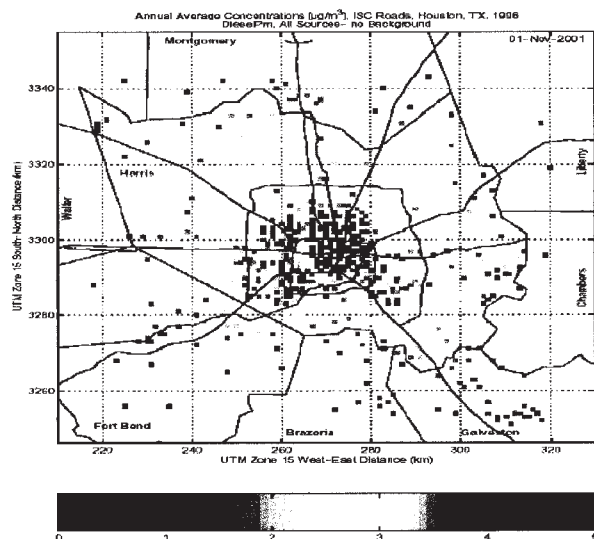
Asthmatic children using maintenance medication are particularly vulnerable to ozone, controlling for exposure to fine particles, at levels below EPA standards.

Jannane F. Gent, PhD; Elizabeth W. Triche, PhD; Theodore R. Holford, PhD; Kathleen Belanger, PhD; Michael B. Bracken, PhD; William S. Beckett, MD; Brian P. Leaderer, PhD, Association of Low-Level Ozone and Fine Particles With Respiratory Symptoms in Children With Asthma, *JAMA*. 2003; 290:1859-1867.  
http://jama.ama-assn.org/cgi/content/abstract/290/14/1859.

## Highway Health Hazard Maps

Figure 1: Particulate Matter Concentrations in the Houston Metro Area

Figure 2.2.1-2 Annual Average Ambient Concentrations of Diesel PM in Houston, 1996, based on Dispersion Modeling Using Industrial Source Complex Short Term (ISCST3) model.



This map shows the high levels of diesel particulate which already pollute downtown Houston. Further highway expansion will undoubtedly worsen this problem, expanding the elevated pollution levels further from the city center. We should assess the risk of all major roadways on highway health hazards. Source: Nonroad Diesel EIS, from [www.epa.gov/nonroad](http://www.epa.gov/nonroad).

Figure 2: Fine Soot Pollution near highways in Cincinnati



This map shows the extensive coverage of highways in the Cincinnati metropolitan area, and the areas of highest risk for cancer. New or expanded highways will only augment these cancer corridors and put more of the population at risk.

### Explanations:

- Yellow area - exposed population (<400 m from a highway)
- Green area - intermediate area (400-1600 m from a highway)
- Blue area - unexposed population (>1600 m from a highway)
- Black dots - houses, recruited for allergy tests.

## INCLUDED BY REFERENCE IN THE ABOVE LETTER DATED DECEMBER 1, 2003



December 16, 2002

Philip Evenson  
Executive Director  
SEWRPC  
W239 N1812 Rockwood Dr  
PO Box 1607  
Waukesha WI 53187-1607

RE: *Impact of Freeway Reconstruction on Low Income and Minority Communities*

Dear Mr. Evenson:

We are writing to express our serious concerns regarding the Preliminary Draft of the *Evaluation of the Impacts of the Preliminary Recommended Freeway System Reconstruction Plan on Minority and Low Income Populations in Southeastern Wisconsin*. For decades, freeway planning failed to meaningfully involve low income and minority communities or seriously address their needs. We assume that some form of reconstruction ultimately will occur, and it is crucial to ensure that significant numbers of disadvantaged business enterprises and significant numbers of minority and low income residents benefit from any such project. However, the current evaluation simply does not remedy the long history of neglect, nor does it come close to meaningfully or adequately addressing the broad range of related needs and circumstances of low income and minority residents of the planning area.

For half a century, transportation planning in metropolitan Milwaukee has emphasized freeway construction and automobile travel. Although the original freeway plan made it clear that it was crucial to "encourage" the use of buses,<sup>1</sup> mass transit never received the same support as automobile travel. During the 1960s, SEWRPC vigorously promoted a freeway plan to "provide practically unlimited capability for automobile users to drive anywhere in the Milwaukee urban area in relatively short periods of time."<sup>2</sup> At the same time, federal mandates for regional transportation planning limited the influence of the central city, thereby increasing the bias in favor of automobiles.<sup>3</sup>

Compounding the problem was the enormous financial disparity between funds available for

<sup>1</sup>Preliminary Plan for a Comprehensive Expressway System for the City of Milwaukee, by Ammann & Whitney (Sept. 1952), p. 13.

<sup>2</sup>Freeway Task Force Report (Milwaukee Dept. of City Development, June 1972), p. 11.

<sup>3</sup>Id., p. 10.



highway construction and for public transit.<sup>4</sup> By 1972, Milwaukee's mass transit system - then operated by a private company - was in financial crisis. The costs of abandoning mass transit, however, were even more serious. For the more than 90% of transit users who lacked any alternative mode of travel, the deterioration of mass transit would lead to difficulty accessing schools, jobs and medical care.<sup>5</sup> Community consequences also would be severe.

It should be emphasized that at this point there can be far-ranging consequences from ignoring or abandoning the public passenger transportation system . . . One consequence can be that for each dollar *not* spent on the mass transit system, several dollars of the public money may be required to accommodate the private automobile. For each dollar *not* spent on transit, an undefinable amount of public money may be needed to meet increased welfare costs. In addition, aside from costs measurable in terms of dollars, there can be costs incurred in terms of social and human values.<sup>6</sup>

The urban sprawl facilitated by freeway expansion was overlaid with, and related to, racial segregation in housing. Federal housing policies that tended to encourage segregation were "exacerbated by real estate steering, insurance redlining and other housing business practices in metropolitan Milwaukee intended to safeguard property values by preventing racial and ethnic mixing. Together, these practices set the pattern for and reinforced neighborhood segregation . . ."<sup>7</sup> Residential relocations caused by freeway construction compounded the problem,<sup>8</sup> while sprawl quite literally paved the way for white flight from the city.

By 1972:

the over-emphasis on the auto and the efforts to serve the public demands for eliminating congestion [had] produced some serious detrimental side effects. Contrary to the former claims of the planners that transportation facilities only serve planned land uses, there are strong indications that there exists an important feedback

<sup>4</sup>*Id.* pp. 10-12.

<sup>5</sup>*Analysis of Milwaukee's Transit Service* by Barton-Aschman Associates (April 1970), p. 17.

<sup>6</sup>*Id.*, pp. 24-25.

<sup>7</sup>*Embracing Diversity: Housing in Southeast Wisconsin*, by Public Policy Forum (Feb. 2002), p. 3.

<sup>8</sup>Various relocation studies, done primarily in relation to urban renewal projects, have found that white households, on the average, migrate longer distances than black households of similar economic circumstances. Presumably, this is due to residential segregation, imposed or self-imposed. *Freeway Impact in Milwaukee, Phase I Final Report*, by Theodore K. Miller (Milwaukee Urban Observatory, March 1972), p. 14.

whereby the freeway is an important determinant of land use. The existing spread of costly urban sprawl has been accelerated to a large degree by the extension of the freeway system into vast amounts of formerly rural lands. The central city has also belatedly come to realize that as a result of freeway construction, it has had to bear a number of social and economic costs such as removal of needed housing, increased pollution, reduced tax base, and the loss of jobs.<sup>9</sup>

Racial and economic disparities in methods of transportation were evident by the 1990 census.

Nearly all (95 percent) of Waukesha County residents, 93 percent of Washington/Ozaukee County residents, 91 percent of northern Milwaukee County suburban residents, and 92 percent of southern Milwaukee County suburban residents used a car to commute to work. By contrast, 62 percent of central city residents used a car to travel to work, and 23 percent used the bus.<sup>10</sup>

During the 1990s, it appeared that the transportation planning process finally had begun to meaningfully consider the needs of minority and low income families. The process of developing a Locally Preferred Alternative (LPA) for the Milwaukee East-West corridor "was inclusive of all residents and population groups in the study area and did not exclude any person because of income, race, color, religion, national origin, sex, age or handicap."<sup>11</sup> In the early 1990s, an Alternative Analysis of transit needs in the Milwaukee East-West corridor began. By 1993, an LPA had emerged. The AA then transitioned into a Major Investment Study (MIS), which was completed in 1996.<sup>12</sup>

By 1997, the LPA had been selected. It included four components: reconstruction of the Marquette Interchange in downtown Milwaukee; reconstruction of I-94 with the addition of special lanes for carpools and buses ("high occupancy vehicle," or HOV, lanes) from the Marquette Interchange to State Hwy. 164 in Waukesha; light rail transit in Milwaukee County, from downtown to the zoo with stops at key destinations (such as the medical complex on the county grounds) and consideration of a possible spur through the central city along Fond du Lac Ave. or the 30<sup>th</sup> St. rail corridor; and a 21% expansion of bus service in Milwaukee and Waukesha counties "targeted at

<sup>9</sup>*Freeway Task Force Report*, p. 12.

<sup>10</sup>*Removing Transportation Barriers to Employment: Assessing Driver's License and Vehicle Ownership Patterns of Low-Income Populations*, by John Pawasarat and Frank Stetzer, (University of Wisconsin-Milwaukee Employment and Training Institute, July 1998.)

<sup>11</sup>*Milwaukee East-West Corridor Transportation Study*, Major Investment Study/Draft Environmental Impact Statement, Locally Preferred Alternative (Wisc. Dept. of Transportation, Federal Highway Administration, Federal Transit Administration, May 1997), pp. 2-6.

<sup>12</sup>*Id.*

getting workers to jobs in the two counties."<sup>13</sup> The expansion of public transit was crucial for minority and low income communities: at the time the MIS/DEIS was issued, the central city unemployment rate was 12%, while many jobs in Waukesha County remained unfilled.<sup>14</sup> Both employers and employees frequently cited public transportation problems as a major problem.<sup>15</sup>

But actual implementation of the LPA never occurred. In late 1997, the Secretary of the Wisconsin Department of Transportation and the Wisconsin Governor flatly refused to allocate funding for any portion of the Preliminary Engineering/Final Environmental Impact Study dealing with light rail. These and subsequent actions, such as attempts to transfer transit authorization money to highway modernization and reconstruction, effectively prevented the use of federal mass transit funds for the locally preferred transit options.

Thus, fifty years after the initial freeway plan was developed, inadequate mass transit, the lack of affordable housing, pollution, reductions in the tax base, and job loss remain of crucial concern, especially for low income and minority communities.

Limited automobile access, and therefore limited benefit from the proposed freeway reconstruction, continues to disproportionately burden minority and low income residents. There are clear disparities in auto ownership and drivers licensure between the predominantly low income and minority residents of Milwaukee's central city and the predominantly white residents of suburban counties.<sup>16</sup> Census data from 2000 confirms that Milwaukee residents, especially those in the central city, remain far more likely to rely on public transportation than do suburban residents.<sup>17</sup> In fact, in some urban census tracts the number of people carpooling, using public transportation or even walking to get to work far exceeds the number of persons driving to work alone.<sup>18</sup> Yet, as discussed

<sup>13</sup>*Id.*, p. S-1.

<sup>14</sup>*Major Impact Study/Draft Environmental Impact Statement* (Wisc. Dept. of Transportation, Federal Highway Administration, Federal Transit Administration, Oct. 1996), p. 1-17. Numerous other studies and reports confirmed this mismatch, which clearly and disproportionately affected minority and low income residents of the central city.

<sup>15</sup>*Id.*

<sup>16</sup>*Removing Transportation Barriers to Employment*.

<sup>17</sup>In the city of Milwaukee - which has far greater than average percentages of minority and low income residents - 10.3% of residents rely on public transportation, while in Washington, Ozaukee and Waukesha counties fewer than 1% of residents do so.

<sup>18</sup>For example, in census tract 156 on the near south side of Milwaukee, near the freeway - which is only 13.5% white/non-Hispanic and in which 28% of residents are poor - of workers age 16 or older, 29% carpoled, 25% drove alone, 24% took the bus, and 18% walked to work. In census

above, opposition from certain state officials, suburban officials, and their supporters undermined the Locally Preferred Alternative for corridor development, an alternative which would have meaningfully expanded the scope and capacity of the public transportation system. Now, neither HOV lanes nor light rail along the East-West corridor - both of which would significantly benefit those who lack access to automobiles - are even part of SEWRPC's plan.

The effects of inadequate access to transportation for low income and minority residents is exacerbated by the fact that Metropolitan Milwaukee remains one of the most segregated areas in the nation. About 45% of the people who live in the city of Milwaukee are white, while every local municipality except two in Waukesha, Ozaukee and Washington Counties is 95% or more white.<sup>19</sup> Racial isolation is particularly severe for African-Americans.<sup>20</sup> Nor can segregation be blamed simply on income rather than race: even high-income African-Americans and Hispanics are more likely to live in lower-income neighborhoods than are poor whites.<sup>21</sup>

Freeway reconstruction and expansion also will disproportionately burden Milwaukee County - where the vast majority of the region's minority and low income residents live - by resulting in a greater loss of tax base than in suburban counties.<sup>22</sup> At the same time, it is unlikely to enhance economic development opportunities in the city of Milwaukee as much as in suburban counties, because of such factors as the short supply of existing in-fill opportunities in the city. Thus, central city residents will likely be subject to the double burden of a greater decline in property tax revenue and a lesser increase in economic benefits. Further, to the extent that reconstruction facilitates

tract 140 on the near north side, where 56% of the residents are poor and only 5% are white/non-Hispanic, 45.5% of workers relied on public transportation.

<sup>19</sup>*Embracing Diversity*, p. 2. The two "less white" municipalities are the city of Waukesha, which is 87% white, and Mequon, which is 93% white.

<sup>20</sup>In metropolitan Milwaukee, African-Americans tend to live in neighborhoods that are 69% black, while whites tend to live in neighborhoods that are 87% white. Latinos tend to live in neighborhoods that are about 31% Latino and about 52% white. *Separate and Unequal: The Neighborhood Gap for Blacks and Hispanics in Metropolitan America*, by the Lewis Mumford Center (SUNY-Albany, Oct. 15, 2002), data for Metropolitan Milwaukee PMSA.

<sup>21</sup>In metropolitan Milwaukee, the median income of neighborhoods in which poor whites live was \$45,014 - higher than the median income of neighborhoods in which affluent blacks (\$35,111) and affluent Hispanics (\$43,049) live. *Separate and Unequal*, Sources of Neighborhood Inequality for Metropolitan Milwaukee PMSA.

<sup>22</sup>*Southeastern Wisconsin Regional Freeway Reconstruction Study and Preliminary Recommended Plan*, Overview pp. 15-16. Much of this loss apparently will be concentrated in the city of Milwaukee, which has even larger percentages of minority and low income residents than the county.

economic development outside of Milwaukee, many central city residents will have a difficult time obtaining and retaining those jobs due to their limited access to transportation and the lack of affordable housing in suburban communities. In addition, even with respect to employment on any reconstruction which occurs, it must be noted that for FFY 2003 the Wisconsin Department of Transportation is seeking to use a mere 7.2% of its Federal Highway Administration (FHWA) funds for disadvantaged business enterprises meeting "race and gender conscious" goals.<sup>23</sup>

Consequently, Milwaukee's low income and minority residents will almost certainly receive fewer benefits from any increased employment due to freeway expansion - and racial disparities in earnings are already severe. An analysis of 2000 census data showed that black households in the Milwaukee area earned an average of 49 cents for every dollar earned by whites, with Milwaukee ranking 49<sup>th</sup> among the nation's 50 largest metropolitan areas in the size of that disparity. The median income of white households was \$50,754 while it was less than half that amount - \$24,957 - for black residents in metropolitan Milwaukee (which includes Milwaukee, Waukesha, Ozaukee and Washington counties).<sup>24</sup>

In addition, there is no question that Southeastern Wisconsin has excessive levels of ozone pollution, which is itself caused in large part by motor vehicles. The U.S. E.P.A. classifies it as a "severe" nonattainment area.<sup>25</sup> Ozone can cause childhood asthma,<sup>26</sup> a disease which affects nearly 100,000 Wisconsin children under age 18; which is far more common in southeastern Wisconsin,<sup>27</sup> and which is far more prevalent among blacks than whites.<sup>28</sup>

<sup>23</sup>Disadvantaged Business Enterprise Plan, FFY 2003 (Wisc. Dept. of Transportation), p. 1.

<sup>24</sup>Racial gap in pay runs deep: Disparity among blacks, whites remains sharp, census shows, by Dennis Chaptman and Vikki Ortiz (Milwaukee Journal Sentinel, Sept. 25, 2002), citing data analysis by the Mumford Center.

<sup>25</sup>Green Book: Classifications of Ozone Nonattainment Areas (U.S. E.P.A., Air Quality Planning and Standards, Nov. 4, 2002). Milwaukee-Racine is one of only five communities listed in this second-most-serious nonattainment classification. (Los Angeles is the only community listed in the most serious "extreme" nonattainment classification.)

<sup>26</sup>Study Shows Link Between Ozone and Asthma: 10 year-long USC study demonstrates ozone, found in smog, to cause asthma in children (ENS, Feb. 2, 2002); see also, e.g., Primate research shows link between ozone pollution, asthma, by Andy Feil (Dateline UC Davis, Oct. 13, 2000).

<sup>27</sup>Wisconsin Medicaid HMO Comparison Report: 1998/1999 (Wisc. DHFS), citing Children's Health System: Milwaukee Allies Against Asthma (April 2000).

<sup>28</sup>Id.

#### **A. Federal Law Requires Consideration of Freeway Reconstruction Impacts on Minority and Low-Income Persons.**

Numerous federal laws, regulations and orders make it clear that transportation planners must address issues of concern to low-income and minority residents. Title VI of the Civil Rights of 1964<sup>29</sup> and its implementing regulations prohibit applicants for or recipients of federal funds - including transportation funds - from discriminating based on race, color or national origin. Under federal regulations, no recipient of U.S. DOT funds may, on the grounds of race, color or national origin, "[p]rovide any service, financial aid, or other benefit to a person which is different, or is provided in a different manner, from that provided to others under the program;"<sup>30</sup> "[r]estrict a person in any way in the enjoyment of any advantage or privilege enjoyed by others receiving any service, financial aid, or other benefit under the program;"<sup>31</sup> "[d]eny a person an opportunity to participate in the program through the provision of services or otherwise or afford him an opportunity to do so which is different from that afforded others under the program;"<sup>32</sup> or "[d]eny a person the opportunity to participate as a member of a planning, advisory, or similar body which is an integral part of the program."<sup>33</sup>

In determining the site or location of facilities, a recipient or applicant may not make selections with the purpose or effect of excluding persons from, denying them the benefits of, or subjecting them to discrimination under any program to which this regulation applies, on the grounds of race, color, or national origin; or with the purpose or effect of defeating or substantially impairing the accomplishment of the objectives of the Act or this part.<sup>34</sup>

Even in the absence of prior discriminatory practice or usage, a recipient in administering a program or activity to which this part applies, is expected to take affirmative action to assure that no person is excluded from participation in or denied the benefits of the program or activity on the grounds of race, color, or national origin.<sup>35</sup>

<sup>29</sup> 42 U.S.C. §2000d

<sup>30</sup> 49 C.F.R. §21.5 (1)(ii).

<sup>31</sup> 49 C.F.R. §21.5 (1)(iv).

<sup>32</sup> 49 C.F.R. §21.5 (1)(vi).

<sup>33</sup> 49 C.F.R. §21.5 (1)(viii).

<sup>34</sup> 49 C.F.R. §21.5 (3).

<sup>35</sup> 49 C.F.R. §21.5 (7).

These civil rights protections apply to programs administered by the Federal Highway Administration (FHWA).<sup>36</sup>

In addition, federal law requires that "possible adverse economic, social, and environmental effects relating to any proposed project on any Federal-aid system have been fully considered in developing such project, and that the final decisions on the project are made in the best overall public interest."<sup>37</sup> Highway projects also must be consistent with implementation of a national ambient air quality standard for each pollutant for which an area is designated as a nonattainment area under the Clean Air Act.<sup>38</sup>

Federal Orders on environmental justice also must be considered. In 1994, the President issues Executive Order 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*. This Order directs all federal agencies to identify and address disproportionately high and adverse human health or environmental effects of their programs, policies and activities on minority populations and low-income populations.

The Federal Highway Administration subsequently issued its own Environmental Justice Order<sup>39</sup> to provide more extensive instructions on environmental justice requirements. As the FHWA made clear:

it is FHWA's continuing policy to identify and prevent discriminatory effects by actively administering its programs, policies, and activities to ensure that social impacts to communities and people are recognized early and continually throughout the transportation decisionmaking process - from early planning through implementation.

Should the potential for discrimination be discovered, action to eliminate the potential shall be taken.

Requirements of the transportation planning process include:

providing public involvement opportunities and considering the results thereof, including providing meaningful access to public information concerning the human health or environmental impacts and soliciting input from affected minority and

<sup>36</sup> 23 C.F.R. §200.7.

<sup>37</sup> 23 U.S.C. §109(h).

<sup>38</sup> 23 U.S.C. §109(j)(1).

<sup>39</sup> FHWA Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, Order 6640.23 (Dec. 2, 1998).

low-income populations in considering alternatives during the planning and development of alternatives and decisions.<sup>40</sup>

The FHWA Order also requires data collection on, among other things:

- (1) population served and/or affected by race, or national origin, and income level;
- (2) proposed steps to guard against disproportionately high and adverse effects on persons on the basis of race, or national origin; and,
- (3) present and proposed membership by race, or national origin, in any planning or advisory body that is part of the program.<sup>41</sup>

The FHWA Order mandates not only local community involvement, but also consideration of potential adverse effects of FHWA programs and activities on minority and low-income populations.

Adverse Effects means the totality of significant individual or cumulative human health or environmental effects, including interrelated social and economic effects, which may include, but are not limited to: bodily impairment, infirmity, illness or death; air, noise, and water pollution and soil contamination; destruction or disruption of man-made or natural resources; destruction or diminution of aesthetic values; destruction or disruption of community cohesion or a community's economic vitality; destruction or disruption of the availability of public and private facilities and services; vibration; adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; increased traffic congestion, isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community; and the denial of, reduction in, or significant delay in the receipt of, benefits of FHWA programs, policies, or activities.<sup>42</sup>

#### **B. The Planning Process Violated the Rights of Minority Residents.**

##### 1) The Planning Process Failed to Adequately Involve Low-Income and Minority Persons.

Thirty years ago, reports made it clear that transportation planners largely ignored the concerns and needs of central city residents. The rejection of the LPA, and SEWRPC's subsequent

<sup>40</sup>Id.

<sup>41</sup>Id.

<sup>42</sup>Id.



inadequate evaluations mean that the situation has simply not been remedied.<sup>43</sup>

Current federal regulations explicitly require that planners "seek out and consider the needs of those traditionally underserved by existing transportation systems, such as low-income and minority households which may face challenges accessing employment and other amenities."<sup>44</sup> In addition, the FHWA Environmental Justice Order requires obtaining input from low income and minority communities. Moreover, the fact that the Order requests data on the racial composition of planning and advisory boards indicates that there is an obligation for such bodies to actively seek representation from, and participation of, low-income and minority persons in the planning process.

At the time the reconstruction study was issued, every one of the 21 SEWRPC commissioners and the 11-member management team was white. Moreover, the fact that each of the seven counties in the region has three members on SEWRPC - even though Milwaukee County has nearly half the region's population and at least three-quarters of its poor and minority households, and even though all the major redesign will occur in Milwaukee - continues to dilute the voices of low income and minority families, as it has for decades.

Further, nothing in the *Evaluation of the Impacts of the Preliminary Recommended Freeway System Reconstruction Plan on Minority and Low Income Populations in Southeastern Wisconsin* indicates that SEWRPC sought broad and meaningful participation from minority and low income households. The record does not show that efforts were made to request, encourage, facilitate or ensure the participation of low income and minority persons on planning committees. To the contrary, not a single representative of any organization serving minority or low income communities was included on the Study Advisory Committee.<sup>45</sup> The record also fails to show that the Commission solicited testimony or other input from low income and minority communities in such a way that

<sup>43</sup>It is also striking that SEWRPC rejected the comments it did receive at public hearings - the vast majority of which opposed widening the freeway. According to the Commission itself, of the 310 persons who provided comments specific to the preliminary freeway plan, 46 persons supported the plan; 23 persons supported a plan alternative; 19 persons commented, but did not express support or opposition; 222 persons opposed the plan; and nearly 1500 postcards opposing the plan were received. *SEWRPC Memorandum Report 153*. In addition, SEWRPC's *Model Resolution for Counties: Resolution Providing Comments on the Preliminary Plan for Reconstruction of the Regional Freeway System in Southeastern Wisconsin* included only two options: for counties to express "full support" for the plan, or for counties to "generally support[]" the preliminary recommended regional freeway plan" with modifications. The Model Resolution did not, however, include an option for counties to reject the plan. The structure of this resolution clearly indicates the Commission's bias in favor of freeway expansion.

<sup>44</sup>23 C.F.R. §450.212(a)(6).

<sup>45</sup>*Southeastern Wisconsin Regional Freeway Reconstruction Study and Preliminary Recommended Plan* (Oct. 2002), p. 6.

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significant numbers of these households were likely to participate (by holding meetings and public hearings in central city locations in all affected communities;<sup>46</sup> by holding those meetings at times and locations accessible by public transportation; by advertising those meetings through local community media and other methods likely to garner attention from Central City residents; etc.). Further, the Commission failed to publicize its data on the racial effects of the project prior to the time public hearings were held or provide a meaningful opportunity for public input on issues of concern to low income and minority communities.

Instead, "outreach" - which occurred after the preliminary reconstruction plan had already been issued - consisted of sending representatives to "briefing sessions" with unnamed members of the minority community, selected by a marketing firm chosen and paid by the Commission, to emphasize the benefits of freeway reconstruction.<sup>47</sup> This simply does not equate with ensuring meaningful involvement from a broad spectrum of the community at all stages of the planning process. It is critical that such participation be ensured and that such input be obtained and meaningfully considered before any further steps are taken.

## 2) The Planning Process Failed to Involve Persons Who Do Not Speak English.

According to U.S. Census data from 2000, 5.8% of the Milwaukee County population age 5 and older - more than 50,000 people - do not speak English well. This includes more than 30,000 Spanish speakers, more than 10,000 speakers of "other Indo-European languages," and more than 8000 speakers of Asian and Pacific Island languages. This data also shows that in the city of Milwaukee, 7.5% of the persons age 5 and older do not speak English well.

<sup>46</sup>For example, no public hearings were held in the largely Latino neighborhoods on the near south side of Milwaukee.

<sup>47</sup>*SEWRPC Memorandum Report 153*, Additional Briefings to Interested Groups and Municipalities; *Agreement Governing Consultant Services for Community Outreach to be Performed for a Planning Study of the Reconstruction of the Freeway System of Southeastern Wisconsin* (May 9, 2002), which includes, *inter alia*, strategic planning to develop a "community relation's [sic] strategy that identifies the benefits of SEWRPC's projects to the community." Further, while SEWRPC's report states that the minority persons contacted expressed support for ensuring that there be "significant" participation of minority and disadvantaged firms on the reconstruction and that there was a need for minorities to be a significant portion of the labor force - goals which do need to be supported - no specific goals for such participation were included in SEWRPC's evaluation. Nor is it clear that these briefings mentioned the fact that Wisc. Dept. of Transportation has a goal of using only 7.2% of its FHWA funds for gender and race conscious disadvantaged business enterprises, or whether such information would have affected the opinions of those who were briefed. There also is no indication that at these briefings the Commission or its consultant addressed such issues as access to mass transit; long term job development; tax base reduction in Milwaukee; the relationship between housing and transportation; community cohesion; or health and environmental issues.

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Moreover, in Milwaukee, Kenosha and Racine counties disproportionate percentages of the anticipated residential and commercial/industrial relocations will be borne by persons living in census tracts with higher-than-average Latino concentrations.<sup>48</sup> In addition, in Milwaukee, Racine and Waukesha Counties disproportionate shares of the anticipated residential relocations will be borne by persons living in census tracts with higher-than-average concentrations of Asians and Pacific Islanders, and in Milwaukee County this is also true of the anticipated business relocations.<sup>49</sup>

In a letter dated June 5, 2002, the ACLU of Wisconsin specifically raised the need to provide information to persons who do not speak Spanish. Yet SEWRPC never provided information or held hearings in any language other than English. Thus, the Commission intentionally and completely failed to ensure the participation of LEP persons in the planning process.

The failure to provide proper services for limited English proficient (LEP) persons can constitute national origin discrimination. Federal agencies, including the U.S. Department of Transportation, have made it clear that:

in order to avoid discrimination against LEP persons on the grounds of national origin, recipients must take reasonable steps to ensure that such persons have meaningful access to the programs, services, and information those recipients provide, free of charge.

Title VI and its regulations require recipients to take reasonable steps to ensure "meaningful" access to DOT recipients' programs and activities. The key to providing meaningful access to LEP persons is to ensure that recipients and LEP beneficiaries can communicate effectively and act appropriately based on that communication.<sup>50</sup>

## **C. The Preliminary Recommendations Fail to Adequately Evaluate the Effects of Reconstruction on Low-Income and Minority Residents.**

### 1. SEWRPC Wrongly Asserts that Minority and Low Income Persons are Not Over-Represented Among Those Living in Proximity to the Freeways.

SEWRPC's evaluation starts with the assertion that "there is not a significant over-representation of minority or low income populations in areas located in proximity to the freeways

<sup>48</sup>*Evaluation of the Impacts of the Preliminary Recommended Freeway System Reconstruction Plan on Minority and Low Income Populations in Southeastern Wisconsin (Preliminary Draft)*, (SEWRPC Planning Report No. 47), Table 11.

<sup>49</sup>*Id.*, Table 9.

<sup>50</sup>*DOT Guidance to Recipients on Special Language Services to Limited English Proficient (LEP) Beneficiaries*, 66 Fed. Reg. 6733-6747 (Jan. 22, 2001).

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proposed to be widened . . ."<sup>51</sup> In defining "proximity," SEWRPC states that census blocks "within one-half to three-fourths of a mile adjacent to the freeway system, or bisected by a freeway system, were considered as located in proximity to the freeway system."<sup>52</sup> Yet nothing in the study explains or supports this method of calculating the effects of the reconstruction. Nowhere does the study identify which adverse effects were considered, why the ½ to ¾ mile figures were chosen, what potential adverse effects exist in this range that do not exist in locations closer to (or more distant from) freeways,<sup>53</sup> or whether SEWRPC evaluated the effects of spending years in proximity to the actual reconstruction as well as the ultimate impact of the freeway itself.

Second, in determining who was likely to be affected by freeway widening, the study considered the full 127 miles proposed to be widened. However, the segments proposed for what SEWRPC itself defines as "Major Redesign" cover far fewer miles and are located entirely within Milwaukee County<sup>54</sup> - where 87% of the region's African-Americans, 77% of its minorities, and 75% of its poor families reside.<sup>55</sup>

Third, although most of SEWRPC's studies evaluate freeway widening segment by segment - not the 127 miles as a whole<sup>56</sup> - its assessment of the effects of reconstruction on minorities and low income families provides no such breakdown. This precludes any analysis of whether, as seems likely, minorities or low income persons are disproportionately affected by particular and/or more controversial portions of the proposal, such as the expansion of I-94 to eight lanes in the city of Milwaukee.<sup>57</sup>

<sup>51</sup>*Evaluation of the Impacts . . . on Minority and Low Income Populations*, p. 2.

<sup>52</sup>*Id.*

<sup>53</sup>The study does not evaluate, for example, whether noise pollution is a greater problem for persons living 1/4 mile from the freeway than for those living 3/4 of a mile away, nor does it address the racial or economic composition of persons living in the "1/4 mile" rather than "3/4 mile" distances.

<sup>54</sup>*Design, Evaluation and Consideration of Freeway System Reconstruction Alternatives* (SEWRPC Planning Report No. 47), Map 6-1.

<sup>55</sup>*Evaluation of the Impacts . . . on Minority and Low Income Populations*. Calculations derived from Table 4.

<sup>56</sup>See, e.g., *Design, Evaluation and Consideration of Freeway System Reconstruction Alternatives*.

<sup>57</sup>Notably, the city of Milwaukee - where the largest concentration of low income and minority persons resides - opposes the freeway reconstruction plan, and especially the widening of I-94 within the city. *Resolutions of County Boards of Supervisors and of Municipalities Regarding the Preliminary Freeway System Reconstruction Plan*.

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Fourth, even under SEWRPC's questionable methodology, 18.1% of the persons located in proximity to freeways proposed to be widened are African-American, but only 14.3% of the area's residents are African-American, and 9.2% in proximity are Hispanic, even though only 6.5% of area residents are Hispanic.<sup>58</sup> All other minority groups and poor families are also over-represented among those residing in proximity to the freeways proposed to be widened. The evaluation fails to indicate how or why the Commission decided that such disparities are not significant.

## 2. Minority and Low Income Persons Will Be Disproportionately Affected by Relocation Caused by Freeway Reconstruction.

Factors which must be included in evaluating the effect of transportation projects on minority and low-income communities include "destruction or disruption of community cohesion or a community's economic vitality; . . . adverse employment effects; displacement of persons, businesses, farms, or nonprofit organizations; . . . [and] isolation, exclusion or separation of minority or low-income individuals within a given community or from the broader community."<sup>59</sup> Although SEWRPC's evaluation of the effect of freeway reconstruction on minority and low-income residents includes an assessment of whether these groups will be disproportionately affected by residential and business relocations, it does not appear that the Commission adequately evaluated the data or considered the required factors in determining that minorities and low income households were not significantly affected by the reconstruction plan. Instead, SEWRPC claims that the residences and businesses "which are estimated to need to be acquired under the preliminary plan - particularly those required for additional lanes - are not disproportionately located in areas with above county or regional averages of minority or low income populations."<sup>60</sup>

However, 82% of the total expected residential relocations and 65% of the business relocations - and 92% of the residential relocations and 100% of the residential relocations attributed to adding lanes - are in Milwaukee County, where the vast majority of the region's minority and low income families live.<sup>61</sup> At the same time, the adverse tax base effects on Milwaukee County, particularly those from adding lanes, far exceed the adverse tax base effects in the suburban counties.<sup>62</sup>

<sup>58</sup>Evaluation of the Impacts . . . on Minority and Low Income Populations, Table 4.

<sup>59</sup>FHWA Environmental Justice Order.

<sup>60</sup>Evaluation of the Impacts . . . on Minority and Low Income Populations, p. 8.

<sup>61</sup>Id., compiled from Tables 7-13.

<sup>62</sup>The tax base will be reduced .21% in Milwaukee and .13% in the suburban counties. Of this, the tax base reduction for additional lanes is .13% in Milwaukee and .05% in the suburbs. *Southeastern Wisconsin Regional Freeway Reconstruction Study and Preliminary Recommended Plan*, Overview pp. 15-16. Apparently the city of Milwaukee - where even greater numbers of poor

Second, the extent of minority and low income concentration - not just the fact that it is above average - is a significant factor in determining such effects as adverse employment effects and adverse effects on such issues as community cohesion. Yet in determining that relocation poses no significant impact on minority communities, the commission compares the number of affected census blocks with "above regional average concentrations of minorities" to the total number of census blocks with "above regional average concentrations of minorities" without identifying just how far "above average" the "total" blocks are. In other words, it cannot be ascertained whether the areas with greater effects are more heavily minority or low income than the total number of areas with above average concentrations of minority and low income persons.<sup>63</sup>

Third, there is no analysis of whether construction of particular freeway segments have disproportionate impacts on particular minority or low income communities. For example, 20% of the residences to be relocated are in neighborhoods which are 93-97% minority, yet there is no analysis of whether or how relocation could affect those communities.<sup>64</sup>

Fourth, even under SEWRPC's own analysis, there is clearly a disproportionate impact on minority and low income communities. For example, 25% of the residences to be acquired are in census blocks with above regional average total concentrations of minorities. Twenty-nine percent of the businesses to be acquired and 16.2% of the residences are in regions with above average concentrations of Hispanic persons; 34.3% of the residences and 16.1% of businesses are in areas with above average concentrations of Asian/Pacific Islander persons; and 36.6% of the residences and 22.6% of the businesses are in areas with above average concentrations of American Indians and Alaska Native persons. In addition, 45% of the businesses to be acquired are in areas with above-average concentrations of low income persons.<sup>65</sup> Nevertheless, the Commission does not evaluate whether there are likely to be adverse business, employment, community or other effects for these minority or low-income communities.

and minority families live - will be hit hardest by the tax base reduction.

<sup>63</sup>For example, SEWRPC uses as its denominator for low-income census tracts all those with "above average" - i.e., more than 7.5% - of low income persons, but does not identify which tracts in that denominator have 8% low income persons and which have 80% low income persons, and whether the tracts with greater numbers of low income persons are more likely to be affected by relocations. *Evaluation of the Impacts . . . on Minority and Low Income Populations*, p. 7.

<sup>64</sup>Id., p. 7.

<sup>65</sup>Id., pp. 4-7.

## 3. The Planning Process Failed to Adequately Consider the Transportation Needs and Circumstances of Low Income and Minority Residents or to Guarantee Implementation of Mass Transit Options.

Federal regulations require that transportation planners consider "methods to reduce traffic congestion and to prevent traffic congestion from developing in areas where it does not yet occur, including methods which reduce motor vehicle travel, particularly single-occupant motor vehicle travel," as well as "methods to expand and enhance appropriate transit services and to increase the use of such services (including commuter rail)."<sup>66</sup> Civil rights regulations and the Environmental Justice Order also requires specific consideration of how such issues affect low income and minority communities. In addition, Wisconsin's Smart Growth statute requires that by 2010 local communities consider "objectives, policies, goals, maps and programs to guide the future development of the various modes of transportation, including . . . transit, transportation systems for persons with disabilities, bicycles, electric personal assistive mobility devices, [and] walking . . ."<sup>67</sup>

As discussed above, in metropolitan Milwaukee minorities are far less likely than whites to have drivers licenses or automobiles, and far more likely to rely on public transportation - facts which obviously affect the benefits these communities are likely to realize from freeway reconstruction. These concerns were clearly recognized and addressed in the LPA process - but are largely ignored by the current evaluation. Instead, in stark contrast to the detailed analysis which pervades those portions of its report minimizing the effect of reconstruction on minorities and low income families, SEWRPC's comment on modes of transportation is limited to a vague statement that in the "central urban areas of the Region . . . many residents are of minority population and/or low income and do not have access to an automobile."<sup>68</sup> This omission occurred even though data on transportation patterns and methods from the 2000 census is publicly available. SEWRPC's failure to use available data or to meaningfully evaluate how low income and minority persons get to work, child care, school, medical care, and other locations, results in an insufficient analysis of the effects of providing - or failing to provide - expanded mass transit options on low income and minority communities.

An equally critical concern is that SEWRPC's inclusion of suggestions for increased bus service is simply insufficient to ensure actual implementation. History shows that recommendations

<sup>66</sup>23 C.F.R. §§450.208(12),(13).

<sup>67</sup>§66.1001(2)(c), Stats.

<sup>68</sup>Evaluation of the Impacts . . . on Minority and Low Income Populations, p. 11. For example, 2000 census data shows that in many census tracts in the city of Milwaukee the number of persons who commute using public transportation exceeds the number who drive their own automobiles. There is also no indication from the study as to how many people walk to work, school or other locations, and what improvements and protections are necessary for this population.

for regional rapid bus transit, which SEWRPC again suggests, were made at least 30 years ago<sup>69</sup> but have yet to occur. Many other proposals urged by low income and minority residents over the decades, such as the light rail and HOV lanes included in the LPA, are not even part of SEWRPC's current proposal, largely because of resistance from predominantly white suburban communities and their supporters. While it is a positive step that SEWRPC recommends a 70% increase in bus service,<sup>70</sup> the plan fails to guarantee full and permanent funding for mass transit alternatives. Further, the plan does no more than suggest future study - not implementation - of options such as "detailed corridor transit alternatives" including commuter rail or light rail, or "hold[ing] open the potential to restructure local transit service . . ."<sup>71</sup>

As it has been for decades, regionalizing and expanding mass transit remains critical to providing low income and minority residents with meaningful access to jobs and other necessary services and amenities. The evaluation's omission of final studies on transit alternatives; the failure to address the relationship between transit and non-employment needs such as medical care; the lack of specific steps and concrete timetables for mass transit expansion; the failure to incorporate the high occupancy vehicle lanes or the light rail proposal urged in the LPA as part of the reconstruction plan; and the refusal to delay a final decision on freeway reconstruction and widening until this information is available, significantly reduces the likelihood that necessary transit options will ever be implemented.

The completion of necessary studies - and the actual expansion and maintenance of mass transit - must occur before a final decision on freeway widening is made for a number of reasons. Implementation of high-quality, effective, and affordable mass transit alternatives may well reduce the need for additional freeway capacity. In addition, for the years during which the actual reconstruction is expected to occur, increased transit options will be critical to preventing even greater congestion on both freeways and surface streets.<sup>72</sup> Finally, requiring expansion of mass transit prior to any automobile-focused freeway reconstruction will help ensure that the needs and circumstances of low-income and minority residents are not shunted aside, as they have been so many times in the past.

<sup>69</sup>Analysis of Milwaukee's Transit Service, p. 36.

<sup>70</sup>Evaluation of the Impacts . . . on Minority and Low Income Populations, p. 11.

<sup>71</sup>Id.

<sup>72</sup>Notably, to date only 75 of the planned 529 miles of arterial surface street improvements have been implemented. *Southeastern Wisconsin Regional Freeway Reconstruction Study and Preliminary Recommended Plan*, Overview p. 41.



4. The Planning Process Failed to Adequately Consider the Employment Needs and Circumstances of Low Income and Minority Residents.

SEWRPC also seeks to justify freeway expansion by asserting that the effect of expansion will be to increase the number of jobs available to central city residents by the year 2020. Once again, the analysis is simply inadequate.

First of all, even under SEWRPC's own analysis, freeway expansion is projected to lead to greater access to jobs for residents of communities which have few minority or low income persons than for persons in communities that are predominantly minority or low income.<sup>73</sup>

Second, SEWRPC's analysis of job creation benefits is based on a projected increase in jobs accessible within one-half hour by car. As discussed above, many - and in some census tracts, most - residents do not have automobiles, a burden disproportionately borne by low income and minority families. Although this concern was recognized and addressed in the LPA, the current evaluation contains no discussion of whether, with or without freeway reconstruction, the jobs it touts will be accessible by public transportation (or other modes of transportation than automobiles) at all, or what the expected commuting times will be for persons who do not own automobiles.

Third, an analysis that a certain number of jobs will be accessible says nothing about the quality of those jobs, such as wage levels, fringe benefits, and opportunities for advancement. Nor does the study establish whether good-paying jobs will be as accessible to low income and minority households as they are to other households, with or without freeway reconstruction.

Fourth, even with respect to jobs on the reconstruction project itself, SEWRPC fails to guarantee jobs for low income and minority residents even in proportion to their prevalence in the regional population, much less in proportion to their prevalence in Milwaukee, where most of the major reconstruction work will occur.

Fifth, freeway widening will result in a significant reduction of travel on surface streets including some, such as North and National Aves., which cross through low income and minority neighborhoods.<sup>74</sup> However, SEWRPC fails to evaluate whether such a reduction in automobile travel could have adverse effects on businesses located along these corridors, or related adverse employment and community effects for these neighborhoods.

<sup>73</sup> SEWRPC's study projects a 15.9% increase of jobs accessible within 30 minutes for central city residents and a 16.9% increase for suburban residents. *Evaluation of the Impacts . . . on Minority and Low Income Populations*, Table 15.

<sup>74</sup> *Design, Evaluation and Consideration of Freeway System Alternatives*, p. 21.

5. The Planning Process Failed to Adequately Consider Alternate Possibilities to Address the Housing Needs - and Related Transportation Needs - of Low Income and Minority Residents.

FHWA regulations mandate consideration of the "overall social, economic, energy and environmental effects of transportation decisions (including housing & community development effects. . .)."<sup>75</sup> and the "effect of transportation decisions on land use and land development, including the need for consistency between transportation decisionmaking and the provisions of all applicable short-range and long-range land use and development plans."<sup>76</sup> As noted above, FHWA's Environmental Justice Order also requires the planning agency to consider the social and economic effects of transportation decisions on minority and low-income populations. In addition, Wisconsin's Smart Growth law mandates that, by 2010, local governments consider affordable housing issues. This housing element:

shall also identify specific policies and programs that . . . provide a range of housing choices that meet the needs of persons of all income levels and of all age groups and persons with special needs, [and] policies and programs that promote the availability of land for the development or redevelopment of low-income and moderate-income housing . . .<sup>77</sup>

As part of its regional planning, SEWRPC issued *A Regional Land Use Plan for Southeastern Wisconsin: 2020*. Yet in its 146 pages, this study fails to mention race, much less evaluate the intersection of race, income, housing and transportation planning. There is no question that this failure discriminates against minority and low income residents of the planning region.

As discussed above, residential segregation in the metropolitan Milwaukee area - especially in the suburbs - is among the worst in the nation. These hyper-segregated housing patterns are now reinforced by suburban zoning and development ordinances which preclude construction of affordable housing and therefore make it virtually impossible for many low income and minority persons to move to the suburbs.

Addressing the affordable housing issue has clear and direct implications for transportation planning.<sup>78</sup> If a decision on freeway expansion is made contingent upon the compliance of suburban

<sup>75</sup> 23 C.F.R. §450.208(a)(11).

<sup>76</sup> 23 C.F.R. §450.208(a)(14).

<sup>77</sup> §66.1001(2)(b), Stats.

<sup>78</sup> SEWRPC argues that freeway expansion does not cause sprawl. *Design, Evaluation and Consideration of Freeway System Reconstruction Alternatives*, pp. 22-23. Incredibly, the Commission relies, among other factors, on the claim that "travel time" has little influence on travel

governments with Smart Growth mandates for including low- and moderate-income housing in development plans, as well as with fair housing enforcement, the need for transportation capacity enhancements will likely decrease as low- and moderate-income persons (including persons of color) who work in the suburbs are able to live closer to their places of employment. On the other hand, if these issues are ignored, the tax dollars of low income and minority residents will continue to be used to subsidize freeway expansion for communities where they are unable to live.

6. The Planning Process Failed to Adequately Consider the Pollution and Health Effects on Low Income and Minority Residents.

Federal regulations mandate consideration of the environmental effects of transportation decisions, including the effects on the "human, natural and manmade environments."<sup>79</sup> FHWA's Environmental Justice Order requires the planning agency to consider the health and environmental effects of transportation decisions on minority and low income populations. Under the Clean Air Act, agency actions must be consistent with attainment of ambient air quality standards. SEWRPC's evaluation fails to comply with these requirements.

As much as half of ozone-related pollution (VOCs and NOx) is caused by motor vehicles. As discussed above, southeastern Wisconsin is classified a "severe" nonattainment area for ozone pollution.<sup>80</sup>

As also discussed above, asthma is far more prevalent among blacks than whites.<sup>81</sup> Studies also show that ozone is one of the causes of childhood asthma.<sup>82</sup> As the Wisconsin Department of

decisions. *Id.*, p. 24. If that is the case, there seems to be even less reason to spend \$6 billion to reduce commuting time from the suburbs to Milwaukee by 5 minutes. It is also striking that while in one report SEWRPC minimizes the role of travel time, in another it touts the increase in jobs which freeway widening purportedly will make available within one-half hour driving time (*i.e.*, SEWRPC itself believes that widening the freeways will make it possible for more persons who live (or "sprawl") farther away to reach more jobs). *Evaluation of the Impacts . . . on Minority and Low Income Populations*, Table 15. Moreover, SEWRPC's conclusion that sprawl is not related to freeway expansion runs counter to E.P.A. and other reports. *See, e.g., Plain English Guide to the Clean Air Act: Mobile Sources* (U.S. E.P.A. Air Quality & Standards); *Freeway Task Force Report*, p. 12.

<sup>79</sup> 23 C.F.R. §450.208(11).

<sup>80</sup> *Plain English Guide to the Clean Air Act: Mobile Sources*.

<sup>81</sup> *Id.*

<sup>82</sup> *Study Shows Link Between Ozone and Asthma: 10 year-long USC study demonstrates ozone, found in smog, to cause asthma in children* (ENS, Feb. 2, 2002); *see also, e.g., Primate research*

Health and Family Services is aware, asthma is the most common chronic childhood illness.<sup>83</sup> It affects nearly 100,000 Wisconsin children under age 18, a majority of whom live in southeastern Wisconsin.<sup>84</sup>

Nor is asthma the only ozone-related respiratory problem.

Scientific evidence indicates that ambient levels of O<sub>3</sub> [ozone] not only affect people with impaired respiratory systems, such as asthmatics, but healthy adults and children as well. Exposure to O<sub>3</sub> for several hours at relatively low concentrations has been found to significantly reduce lung function and induce respiratory inflammation in normal, healthy people during exercise. This decrease in lung function generally is accompanied by symptoms including chest pain, coughing, sneezing and pulmonary congestion.<sup>85</sup>

A correlation between elevated ambient ozone levels and increases in daily hospital admission rates, as well as mortality, has also been reported.<sup>86</sup> In addition, older persons who reside in areas with higher levels of air pollution are "significantly" more likely to require medical treatment, particularly for lung ailments.<sup>87</sup>

In addition, recent research indicates a significant increase in cancer risk for those living near freeway corridors, caused primarily by mobile source (*i.e.*, vehicle) emissions.<sup>88</sup>

The preliminary evaluation, however, fails to address these issues. Instead, SEWRPC simply asserts that ozone levels will be reduced because newer vehicles emit lower levels of the compounds

*shows link between ozone pollution, asthma*, by Andy Fell (Dateline UC Davis, Oct. 13, 2000).

<sup>83</sup> Notably, neither the Wisc. Dept. of Health and Family Services nor any public health organization was included in the freeway reconstruction Study Advisory Group.

<sup>84</sup> *Wisconsin Medicaid HMO Comparison Report*.

<sup>85</sup> *Green Book: Criteria Pollutants: Ozone* (U.S. E.P.A., Air Quality Planning & Standards); 40 C.F.R. §50.10.

<sup>86</sup> 1997 *Air Quality Management Plan*, Chapter 2, by South Coast Air Quality Management District.

<sup>87</sup> *Bad Air Means Poor Health, Study Says*, by Associated Press (Milwaukee Journal-Sentinel, Nov. 12, 2002), citing a study by Health Affairs.

<sup>88</sup> *Multiple Air Toxics Exposure Study-II*, by South Coast Air Quality Management District (2000).



which create smog.<sup>89</sup> This conclusion runs completely contrary to E.P.A. studies showing that despite efforts to reduce vehicle emissions, "most types of air pollution from mobile sources have not improved significantly."<sup>90</sup> These emission problems are due largely to the continued increase in automobile travel, which is itself caused largely by the fact that people live farther from where they work and mass transit is unused or unavailable.<sup>91</sup>

The Commission fails to evaluate whether disproportionate health or environmental effects will continue to occur among low income and minority communities. Nor does SEWRPC analyze whether, as seems likely, lower-income and minority residents of the central city tend to drive older vehicles, and therefore will be more likely to continue to be subject to higher levels of vehicle-related emissions and associated health and pollution problems. It does not evaluate whether low income and minority residents tend to live closer to heavily traveled freeways (or to freeways which may become more heavily traveled as a result of widening), and thus risk higher levels of potentially associated diseases such as cancer. It does not establish a contingency plan to offset any growth in emissions from increased vehicle use if in fact induced travel or increased emissions do occur. And, as discussed above, it fails to meaningfully evaluate methods to ensure a significant expansion of mass transit use and of affordable housing in the suburbs in order to minimize these health and environmental effects in minority and low income communities.

#### Conclusion

It is clear that in developing its freeway reconstruction and expansion plan, SEWRPC has failed to meaningfully or adequately involve low income and minority communities or to address the needs of those communities. It is critical that the Commission cease any further efforts to press


<sup>89</sup>SEWRPC's own documentation indicates that NOx levels did not decrease significantly from 1990 - 1999, and it is unclear why the Commission projects a significant future decrease. *Design, Evaluation and Consideration of Freeway System Reconstruction Alternatives*, p. 13 and Figure 6-26.

<sup>90</sup>*Plain English Guide to the Clean Air Act: Mobile Sources*.

<sup>91</sup>*Id.* SEWRPC argues that freeway widening will not induce increased traffic because, it claims, "transportation is one of many possible causes of decentralization, and is generally not considered a significant cause compared to rising affluence, cost of living, schools, environmental amenities, preferences for single family homes and larger lots, perceived and/or actual crime and safety, and other factors." *Southeastern Wisconsin Regional Freeway Reconstruction Study and Preliminary Recommended Plan*, Overview, p. 21. Yet it is completely unclear why SEWRPC asserts that such factors as choosing to live farther from urban centers - when commuting times remain short - do not represent travel induced or facilitated by freeway expansion, and it cites no studies or data to support a position which conflicts with the E.P.A.'s conclusions.

forward with the freeway plan unless and until these issues have been fully resolved.

Sincerely,

  
Karyn L. Rotker  
Staff Attorney  
Poverty, Race & Civil Liberties Project

#### Southeastern Wisconsin Regional Planning Commission

##### Staff Memorandum

#### COMMISSION STAFF RESPONSE TO DECEMBER 16, 2002, AMERICAN CIVIL LIBERTIES UNION OF WISCONSIN LETTER

This memorandum responds to the letter of December 16, 2002, from the American Civil Liberties Union of Wisconsin (ACLU) which provided comments and questions regarding the Regional Freeway System Reconstruction Study for Southeastern Wisconsin, and specifically with respect to the Preliminary Draft of Appendix C of the study report, entitled "Evaluation of the Impacts of the Preliminary Recommended Freeway System Reconstruction Plan on Minority and Low Income Populations in Southeastern Wisconsin."

The following responds to each of the principal points contained in the letter:

- A. On pages 9 through 12 of the December 16 letter, the ACLU stated that it believed the planning process for the freeway study violated the rights of minority residents of the Region. It was also stated that the planning process failed to adequately involve low income and minority persons and persons who do not speak English. Associated with these statements, the ACLU made the following specific comments:
- The Commission has rejected the comments received at public hearings.
  - The model resolution distributed to each County Board Chair for their use in taking action on the preliminary recommended plan indicated the Commission's bias in favor of freeway expansion.
  - That the Commission is comprised of 21 members, three from each of the seven counties of the Region, and that all of whom are white, and that, therefore, "the voices of low income and minority families" are diluted.
  - The Study Advisory Committee does not include any representatives of organizations that serve low income and minority persons.
  - The Commission report prepared under the freeway reconstruction study, entitled "Evaluation of the Impacts of the Preliminary Recommended Freeway System Reconstruction Plan on Minority and Low Income Populations in Southeastern Wisconsin," did not document the Commission's public participation efforts for the study. Not documented in that draft report were efforts to solicit input from minority and low income communities, including the locations and times of public meetings and hearings and efforts to notify minority and low income communities about those public meetings and hearings.
  - Outreach occurred only after the preliminary plan had been issued, and consisted only of meetings conducted with the assistance of Creative Marketing Resources, Inc., to emphasize the benefits of freeway reconstruction.
  - The Commission has failed to ensure participation of limited English proficiency (LEP) persons in the planning process.

The ACLU stated in its letter that the comments received at public hearings have been rejected. That is not correct. The Study Advisory Committee, to date, has taken no action in response to comments received regarding the preliminary recommended plan. The Advisory Committee completed the preliminary recommended plan in March 2002, and directed Commission staff to solicit comments and feedback on the preliminary plan. The most recent series of public meetings and hearings was completed in June 2002, but other activities continue. Six of the seven County Boards within the

Region acted on the preliminary plan in 2002, but Commission staff continued to meet with the Milwaukee County Board to obtain its action on the preliminary plan in February 2003. Additionally, Commission staff continues to participate in meetings to provide information about the study and the preliminary recommended plan, and to obtain public input. For example, the Commission has recently participated in meetings in the Village of Whitefish Bay and in the Cities of West Allis, Wauwatosa, and Milwaukee - including two meetings on the near south side of the City of Milwaukee, a predominantly Hispanic community. The Advisory Committee will consider all comments received on the preliminary plan prior to formulating a final recommended plan to be considered by the Regional Planning Commission.

Second, with respect to actions by County Boards within the Region, the Commission did transmit a model resolution to each County Board Chair to obtain County Board reaction to the preliminary plan. The distribution of a model resolution reflecting the preliminary plan recommended by the Study Advisory Committee - which includes County Board Chairs and Executives from each county - is standard procedure. The County Boards within the Region are under no obligation to make use of the model resolution, and can - and do - modify the model resolution or develop new resolutions as they see fit. Also, the model resolution had a section where County boards could identify changes to the preliminary plan which they desired.

Third, regarding the membership of the Commission, the representation of each county - three Commissioners from each of the seven counties in the Region - is specified in the State law which established the Commission. All of the current Commissioners are white, but that has not always been the case. The membership of the Commission is not decided by the Commissioners or by Commission staff, but chosen by the counties and the Governor. Notably, the Commission has yet to take action in any way regarding the freeway reconstruction study. The Study Advisory Committee is guiding the study, and the preliminary recommended plan reflects the action of the Study Advisory Committee, not the Commission. The Commission will not act upon the findings of the regional freeway study until after the Study Advisory Committee has considered all public comment on the preliminary plan, formulated a final recommended plan, and forwarded that final recommended plan to the Commission.

Fourth, with respect to the membership of the Study Advisory Committee, the Advisory Committee includes representatives from each county of the Region. The members of the Advisory Committee are expected to represent their respective constituencies, with Milwaukee County having more representatives than any other county in the Region. In fact, seven of the 15 - almost half - of the local government representatives are from Milwaukee County, approximately the County's representation of the total population of the Region. As noted in the ACLU letter, Milwaukee County has the highest concentrations of low income and minority persons in the Region. Milwaukee County representatives include the Milwaukee County Executive; the Milwaukee County Board Chair; the Milwaukee County Board Public Works, Transportation, and Transit Committee Chair; the Mayor and Common Council President of Milwaukee; and the Mayors of Oak Creek and Wauwatosa. The representatives from City and County of Milwaukee include three African American elected officials.

Fifth, with respect to the public outreach efforts - including the involvement of low income and minority persons in the planning process, comprehensive public outreach efforts have been undertaken throughout the study. Those efforts were not documented in the "Evaluation of the Impacts of the Preliminary Recommended Freeway System Reconstruction Plan on Minority and Low Income Populations in Southeastern Wisconsin," but rather in the first two volumes of the study "Record of Public Comments"-which are available on the study web site ([www.sewrpc.org/freewaystudy](http://www.sewrpc.org/freewaystudy)). These two reports are entitled, "Record of Public Comments: Regional Freeway System Reconstruction Study for Southeastern Wisconsin: Volume One-

February 1-August 31, 2001" and "Record of Public Comments: Regional Freeway System Reconstruction Study for Southeastern Wisconsin: Volume Two-September 1, 2001-August 31, 2002." A third volume is under preparation that will include the period from September 1, 2002 to the conclusion of the study. We note that the first two reports contain detailed information regarding the public outreach efforts, and mention only some of the activities here.

- A total of 19 public meetings and hearings were held on the study. Eleven of those meetings were held after the completion of the preliminary recommended plan by the Study Advisory Committee. Of those 11 meetings, five were held in Milwaukee County, and the locations of all meetings were chosen where transit service is available. Examples of meeting locations include the Martin Luther King Community Center and Manitoba Elementary School in Milwaukee, and a Goodwill Industries Community Center in Waukesha. All public meetings and hearings were publicized through paid advertisements in numerous newspapers, including the Milwaukee Community Journal; through press releases distributed to a comprehensive regionwide media list, including the Milwaukee Community Journal, the Milwaukee Courier, the Milwaukee Star, the Spanish Journal, and the Spanish Times; and through the direct mailing of study newsletters which announced the meetings to individuals and groups, including groups that represent low income and minority persons. Examples of groups that received all study newsletters include the American Indian Chamber of Commerce, the Hispanic Chamber of Commerce of Wisconsin, the Council for the Spanish Speaking, Inc., the African American Chamber of Commerce of Greater Milwaukee, Inc., the Hmong-American Friendship Association, the Lao Family Center, the United Community Center, and the National Association of Minority Contractors, Wisconsin Chapter. (Each of these groups received all five issues of the study newsletters distributed from March 2001 through April 2002—the media contacts received all newsletters and press releases.)
- A survey was conducted in July and August of 2002, with 55,000 of the Region's households randomly selected to receive survey forms. Of the over 15,000 completed survey forms returned, nearly half were from Milwaukee County residents.
- The Commission contracted with a firm, Creative Marketing Resources, Inc., to assist with outreach efforts to minority communities, and numerous meetings were held with minority community leaders to provide information regarding the freeway reconstruction study and receive feedback on the study.

Sixth, it was suggested in the ACLU letter that outreach occurred only after the preliminary plan had been issued, and consisted only of meetings conducted with the assistance of Creative Marketing Resources, Inc. As previously noted, and documented in the first two volumes of the study "Record of Public Comments," a comprehensive public outreach campaign was undertaken throughout the conduct of the study. This effort included numerous activities prior to the completion of the preliminary plan, including the issuance of newsletters, the conduct of a series of public meetings in 2001, the development and maintenance of a study web site, and the conduct of meetings with interested groups and municipalities. Some of these meetings were with groups that represent minority and low income communities. Examples of such groups include the African American Chamber of Commerce of Greater Milwaukee, Inc., the Business Council Inc., Congregations United to Serve Humanity (CUSH), and the Racine/Kenosha Economic Inclusion Coalition.

Regarding the involvement of Creative Marketing Resources, Inc., the Commission contracted with this firm because the Commission believed that Creative Marketing Resources, Inc., could assist the Commission in soliciting input regarding the study and reaction to the preliminary plan. The purpose of a preliminary plan is to attempt to determine what elected officials and citizens agree or disagree with so that a final recommended plan—developed to respond to the feedback received—can be supported by each of the Region's counties. Information developed by Commission staff was provided to the minority community leaders regarding costs, benefits, and impacts of the preliminary

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plan. Among those attending these meetings were State representatives, Milwaukee County Board supervisors, and City of Milwaukee aldermen that represent minority constituents; representatives of minority-owned businesses, the Hmong-American Friendship Association, United Migrant Opportunity Services (UMOS); minority media representatives from the Milwaukee Times and the Milwaukee Courier; and representatives of the Metcalfe Park Residents Association, the Milwaukee Public Schools Board of School Directors, and the Community Brainstorming Conference. Additional information was requested of Commission staff regarding contracting and employment opportunities for minorities and the Wisconsin Department of Transportation (WisDOT) real estate relocation and acquisition program, and provided to meeting attendees with the assistance of WisDOT staff. The minority community and business leaders, elected officials, and media expressed particularly the need for minority-owned businesses—disadvantaged business enterprise (DBE) firms—to significantly participate in the reconstruction of the regional freeway system, and the building of the capacity of minority-owned and DBE firms through the work of the freeway reconstruction. Also, they particularly expressed the need for minorities to be a significant part of the labor force involved in the reconstruction of the entire regional freeway system. This input was obtained with the assistance of Creative Marketing Resources, Inc., and reported in the second volume of the study "Record of Public Comments," but recommendations regarding this issue have yet to be completed or presented to the Study Advisory Committee for its review. It is expected that those recommendations will be included in final study recommendations.

Seventh, the ACLU stated in its letter that it believed the planning process failed to involve persons who do not speak English. The Commission is aware of its obligation under Federal law to take reasonable steps to ensure meaningful access to documents to those persons with limited English proficiency. The Commission is in the process of preparing a language assistance plan that will guide our steps in this respect, as we continue transportation planning efforts. While the Commission is developing a plan for future implementation of steps to provide language assistance, steps have been taken, and continue to be taken, with respect to the ongoing freeway reconstruction study and other transportation planning efforts. The meetings held with the assistance of Creative Marketing Resources, Inc., included participation from representatives of the Hmong-American Friendship Association and United Migrant Opportunity Services (UMOS). An eight-page brochure regarding the freeway reconstruction study and the preliminary plan has now been produced in both English and Spanish. The Spanish language version of the brochure includes a phone number for Spanish-speaking persons to call should they desire more information in Spanish. The Commission is currently taking additional steps to continue to work to involve LEP populations.

- B. On pages 12 through 22 of the letter, the ACLU stated that it believed there was a failure to adequately evaluate the effects of freeway reconstruction on minority and low income persons. The ACLU made numerous more specific statements within that portion of the letter, and each statement will be addressed in turn.

1. On pages 12 through 14 the ACLU stated that it believed the Commission incorrectly asserts that minority and low income persons are not over-represented among those living in proximity to freeways. Associated with that statement the ACLU made the following specific comments:
- There was no explanation included in the "Evaluation of the Impacts of the Preliminary Recommended Freeway System Reconstruction Plan on Minority and Low Income Populations in Southeastern Wisconsin" to indicate why a distance of  $\frac{1}{2}$  to  $\frac{3}{4}$  of a mile was considered "in proximity" to a freeway, or what potential adverse impacts were considered for residents residing in proximity to freeways. Also, there was no documentation of the potential adverse effects of living in proximity to freeways during actual reconstruction, and following reconstruction.

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- The "Evaluation of the Impacts of the Preliminary Recommended Freeway System Reconstruction Plan on Minority and Low Income Populations in Southeastern Wisconsin" specifically addressed the potential impacts of the 127 miles of proposed additional lanes, but did not consider the potential "major redesign" preliminarily recommended for many Milwaukee County freeways.
- The "Evaluation of the Impacts of the Preliminary Recommended Freeway System Reconstruction Plan on Minority and Low Income Populations in Southeastern Wisconsin" did not analyze the potential impacts to low income and minority persons on a segment-by-segment basis, but rather on a county-by-county and regional basis.
- The percentages of persons that are members of some minority groups residing in proximity to freeways proposed to be widened is greater than the regional representation of those groups—18.1 percent of the persons located in proximity to freeways proposed to be widened are Black/ African American, but 14.3 percent of the Region's residents are Black/ African American and 9.2 percent of the persons located in proximity to freeways proposed to be widened are Hispanic, but 6.5 percent of the Region's residents are Hispanic. The Commission failed to explain why the differences are not significant.
- The ACLU also indicated in this section of its letter that it believes that the City of Milwaukee opposes the preliminary recommended plan, citing the resolution of the City of Milwaukee Common Council.

First, regarding the definition of being "in proximity to" freeways proposed to be widened of  $\frac{1}{2}$  to  $\frac{3}{4}$  of a mile from the freeway, that distance was utilized because the analysis used census block information, and this is the approximate size of census blocks that were available for the analysis regionwide. Also, the distance reflects the size of the neighborhood immediately adjacent to the freeway, with a high density neighborhood having dimensions of about one-half mile by one-half mile, and a medium density neighborhood having dimensions of about one mile by one mile.

With respect to the effects of living in proximity to a freeway during its actual reconstruction, the freeway system will require reconstruction, regardless of how the freeway system is reconstructed—with or without additional lanes and design improvements. The effects of the actual reconstruction itself will need to be identified and proposed for mitigation when preliminary engineering studies are conducted by WisDOT prior to reconstruction for each freeway segment.

Second, the ACLU suggested that the study has attempted to address the impacts of the proposed freeway widening on minority and low income populations, but did not address the impacts of the redesign of the freeway system to meet modern design standards. Prior to the development of the freeway reconstruction plan alternatives and the preliminary plan, the Commission staff attempted to define the physical design deficiencies of the freeway system, and prepared a qualitative summary of that work in a map which identified segments of the freeway which may require major redesign or minor redesign to address those design deficiencies. Many segments of the freeway system in Milwaukee County were identified as potentially requiring "major redesign" as those segments are among the oldest in the Region, with multiple design and safety problems along much of their lengths. The actual level of redesign, and specific design improvements to be included in each segment of the freeway system upon reconstruction, will not be determined until subsequent preliminary engineering and environmental impact studies are completed by WisDOT for each segment of the freeway system.

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Moreover, the Commission staff did attempt to identify the impacts of possible redesign on minority and low income populations. The text on pages 3 through 8 and Tables 5 through 13 of the freeway reconstruction study report entitled "Evaluation of the Impacts of the Preliminary Recommended Freeway System Reconstruction Plan on Minority and Low Income Populations in Southeastern Wisconsin" addresses the impacts of potential freeway redesign on low income and minority populations by identifying the number of residential and commercial/industrial relocations attendant to freeway redesign within census blocks with above regional average concentrations of minority populations and low income families.

Third, the ACLU noted that the "Evaluation of the Impacts of the Preliminary Recommended Freeway System Reconstruction Plan on Minority and Low Income Populations in Southeastern Wisconsin" did not provide information on a freeway segment-by-segment basis, but rather at a county and regional level. While it may be possible to conduct some of the analyses included in the evaluation at a finer level of detail, the level of detail provided in the report is appropriate for a broad systems-level planning study as opposed to a more narrowly focused preliminary engineering study on a freeway segment. Moreover, the level of detail is sufficient to an assessment as to whether minority and low income populations are disproportionately impacted, that is, whether higher percentages of minority and low income populations are located along the freeways proposed to be widened, and whether residential and commercial/industrial building acquisitions are disproportionately located in areas with above regional or county average percentages of minority or low income populations. Subsequent multi-year preliminary engineering and environmental studies will be conducted on a segment-by-segment basis and will address potential impacts on low income and minority populations in greater detail and seek public input for each segment of the freeway system prior to final decisions being made as to how each freeway segment will be reconstructed.

Fourth, the ACLU noted that the percentages of two minority groups residing in proximity to proposed widened freeways are greater than the regional average percentages of these groups—African Americans and Hispanic persons. In response, Table 1 below presents the full results of the analysis of minority and low income populations living in proximity to freeways proposed to be widened. The analysis demonstrates that the percentages of the populations in proximity to the freeways proposed to be widened that are of a minority or low income population are reasonably similar to the percentages of the minority and low income populations of Milwaukee County and the Region.

Table 1

Percentages of Entire Milwaukee County and Southeastern Wisconsin Populations that Are Minority or Low Income Compared to Percentages of Populations that are Minority or Low Income that Reside in Proximity to Freeway Proposed to be Widened

Milwaukee County			
Minority/Low Income Group	Percent of Total Population that is Minority/Low Income	Percent of Total Population in Areas Located in Proximity to Freeways Proposed to be Widened that is Minority/Low Income	
Black/ African American Persons	25.5	22.4	
American Indian and Alaskan Native Persons	1.3	1.2	
Asian and Pacific Islander Persons	3.1	2.9	
Other Minority Persons	5.1	6.0	
Hispanic Persons	8.8	11.2	
Families in Poverty	11.7	11.9	

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Table 1 (continued)

Entire Southeastern Wisconsin Region		
Minority/Low Income Group	Percent of Total Population that is Minority/Low Income	Percent of Total Population in Areas Located in Proximity to Freeways Proposed to be Widened that is Minority/Low Income
Black/ African American Persons	14.3	18.1
American Indian and Alaskan Native Persons	0.9	1.1
Asian and Pacific Islander Persons	2.2	2.9
Other Minority Persons	3.6	4.9
Hispanic Persons	6.5	9.2
Families in Poverty	7.2	8.3

The representation of minority and low income populations along freeway corridors proposed for widening is higher than in the population as a whole in some cases, but lower in others. In all cases, the differences are modest. The two differences the ACLU chose to cite in its letter – differences of 3.8 percent for Black/African American persons and 2.7 percent for Hispanic persons at a regional level – while modest, are the biggest differences where minority or low income populations have a higher representation along freeway corridors proposed for widening than in Milwaukee County or Region.

Regarding the ACLU's comment that the "City of Milwaukee...opposes the freeway reconstruction plan..." the City of Milwaukee Common Council expressed support for most of the preliminary recommended plan including rebuilding to modern design standards and widening to provide additional lanes on 108 miles of freeway. (City of Milwaukee Common Council Resolution No. 011729 dated April 23, 2002.) The Common Council opposed the widening of 19 miles of freeway, including IH 94 between the Zoo and Marquette Interchanges, and of IH 43 between the Mitchell Interchange and Silver Spring Drive. Additionally, the Common Council indicated a lack of support for rebuilding the freeway system to meet modern design standards on the segment of IH 94 between Mitchell Boulevard and Hawley Road.

- On pages 14 and 15 of the December 16 letter, the ACLU stated that it believed that minority and low income persons will be disproportionately affected by relocations associated with freeway reconstruction. Associated with that statement the ACLU made the following specific comments:
  - The majority of estimated residential and commercial/industrial relocations are located in Milwaukee County, and the majority of the Region's low income and minority persons reside in Milwaukee County.
  - The tax base impacts on Milwaukee County, particularly those associated with the proposed additional lanes, far exceed the tax base effects in the outlying counties.
  - The data demonstrate that there is clearly a disproportionate impact on minority and low income communities. There should be an analysis of whether or how potential relocations could affect minority and low income communities, including potential business, employment, community, or other potential effects. Also, the analysis should display how much above average are affected concentrations of minority and low income populations.

With respect to the ACLU's statements that the majority of estimated residential and commercial/industrial relocations are located in Milwaukee County, and that the majority of the Region's low income and minority persons reside in Milwaukee County, those statements are true. Table 2 below indicates the amount of residential and commercial/industrial relocations in the Region and the amount of those located in Milwaukee County. Most of the relocations are

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attendant to rebuilding the freeway system to modern design standards, and not to rebuilding the freeway system with additional lanes. Table 3 below displays the proportion of minority and low income residents of the Region that reside in Milwaukee County.

Table 2

## Estimated Right-of-Way Requirements under the Preliminary Recommended Plan

Estimated Residential Relocations			
	Relocations Due to Design and Design-Related Safety Improvements	Relocations Due to Additional Lanes	Total Relocations Under Preliminary Recommended Plan
Milwaukee County	131	46	177
Region	166	50	216
Estimated Commercial/Industrial Relocations			
	Relocations Due to Design and Design-Related Safety Improvements	Relocations Due to Additional Lanes	Total Relocations Under Preliminary Recommended Plan
Milwaukee County	12	8	20
Region	23	8	31

Table 3

## Comparison of Minority and Low Income Populations of Milwaukee County and the Southeastern Wisconsin Region: 2000

Minority or Low Income Group	Region	Milwaukee County	Percent of Region's Minority or Low Income Population that is Located in Milwaukee County
Black/ African American Persons	275,863	240,113	87.0
American Indian and Alaskan Native Persons	17,819	11,907	66.8
Asian and Pacific Islander Persons	42,170	28,930	68.6
Other Minority Persons	70,385	48,227	68.5
Hispanic Persons	126,394	82,406	65.2
Families in Poverty	35,466	26,454	74.6

While the ACLU's statements regarding the locations of minority and low income populations and estimated relocations being primarily located in Milwaukee County are correct, it is not accurate to infer that a majority of the estimated relocations required under the preliminary plan in Milwaukee County or the Region as a whole are located in areas with above regional average concentrations of low income or minority populations. As may be seen in Table 4 below – and was documented in the evaluation – relocations in areas with above regional average concentrations of low income or minority persons under the preliminary recommended plan represent a minority of the total numbers of relocations – for Milwaukee County and the Region as a whole.

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Table 4

## Estimated Right-of-Way Acquisition under the Preliminary Recommended Plan Located in Areas with Above Regional Average Concentrations of Minority and Low Income Populations

Residential Relocations- Region			
Minority or Low Income Group	Total Relocations in All Areas	Relocations in Census Blocks with Above Regional Average Concentrations of Minority or Low Income Persons	Percent of Relocations in Census Blocks with Above Regional Average Concentrations of Minority or Low Income Persons
Black/ African American Persons	216	29	13.4
American Indian and Alaskan Native Persons	216	78	36.1
Asian and Pacific Islander Persons	216	74	34.3
Other Minority Persons	216	39	18.1
Hispanic Persons	216	35	16.2
Total Minority Persons	216	54	25.0
Families in Poverty	216	57	26.4

## Residential Relocations- Milwaukee County

Minority or Low Income Group	Total Relocations in All Areas	Relocations in Census Blocks with Above Regional Average Concentrations of Minority or Low Income Persons	Percent of Relocations in Census Blocks with Above Regional Average Concentrations of Minority or Low Income Persons
Black/ African American Persons	177	28	15.8
American Indian and Alaskan Native Persons	177	71	40.1
Asian and Pacific Islander Persons	177	59	33.3
Other Minority Persons	177	38	21.5
Hispanic Persons	177	31	17.5
Total Minority Persons	177	54	30.5
Families in Poverty	177	57	31.6

## Commercial/Industrial Relocations- Region

Minority or Low Income Group	Total Relocations in All Areas	Relocations in Census Blocks with Above Regional Average Concentrations of Minority or Low Income Persons	Percent of Relocations in Census Blocks with Above Regional Average Concentrations of Minority or Low Income Persons
Black/ African American Persons	31	2	6.5
American Indian and Alaskan Native Persons	31	7	22.6
Asian and Pacific Islander Persons	31	5	16.1
Other Minority Persons	31	3	9.7
Hispanic Persons	31	9	29.0
Total Minority Persons	31	1	3.2
Families in Poverty	31	14	45.2

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Table 4 (continued)

## Commercial/Industrial Relocations- Milwaukee County

Minority or Low Income Group	Total Relocations in All Areas	Relocations in Census Blocks with Above Regional Average Concentrations of Minority or Low Income Persons	Percent of Relocations in Census Blocks with Above Regional Average Concentrations of Minority or Low Income Persons
Black/ African American Persons	20	2	10.0
American Indian and Alaskan Native Persons	20	4	20.0
Asian and Pacific Islander Persons	20	4	20.0
Other Minority Persons	20	1	5.0
Hispanic Persons	20	4	20.0
Total Minority Persons	20	1	5.0
Families in Poverty	20	13	65.0

With regards to possible property tax base impacts, the majority of the property tax base impacts estimated under this study are located in Milwaukee County, as is documented in Table 5 below.

Table 5

## ESTIMATED VALUE OF LAND AND BUILDINGS TO BE ACQUIRED UNDER PRELIMINARY RECOMMENDED PLAN FOR FREEWAY SYSTEM RECONSTRUCTION\*

Area	Estimated Value of Land and Buildings to be Acquired Under Preliminary Plan (millions)	Due to Design and Design-Related Safety Improvements	Due to Additional Lanes	Total	Percent of Total County and Region Equalized Property Value Affected by Preliminary Plan Acquisitions <sup>2</sup>
Milwaukee County	\$87.0 <sup>1</sup>	\$53.5	\$140.5 <sup>3</sup>	\$199.8 <sup>3</sup>	0.21
Region	\$143.3 <sup>3</sup>	\$56.5	\$199.8 <sup>3</sup>	\$199.8 <sup>3</sup>	0.13

\*The estimated value of land and buildings required under the preliminary freeway system reconstruction plan does not include the estimated costs associated with the acquisition of three buildings – a Milwaukee County Sheriff's building and a Milwaukee County Zoo building with an estimated total value \$1.0 million required due to design and design-related safety improvements and the Milwaukee County Courthouse Annex with an estimated value of \$15.7 million required to due to the provision of additional lanes. These estimated costs were not included because the buildings are not part of the equalized property value. The total estimated value of land and buildings acquired under the preliminary plan with these excluded buildings would be \$216.5 million, rather than the total of \$199.8 million included in the table. The estimated property tax base impacts are conservatively high, as they include acquisition administration and relocation costs.

<sup>1</sup>Includes \$55.0 million associated with the Marquette Interchange already approved through preliminary engineering.

<sup>2</sup>Total year 2001 Milwaukee County and Region equalized property value is \$40,806 million and \$112,541 million, respectively.

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While the majority of the estimated property tax base impact under the preliminary plan is in Milwaukee County, there are several important points to keep in mind, including the following:

- More than 60 percent in Milwaukee County—and over 70 percent regionwide—of the estimated property tax impact is associated with the modernization of the freeway system, not the proposed additional lanes.
- A significant portion of the estimated property tax base impact in Milwaukee County—39 percent—is associated with the reconstruction of the Marquette Interchange, which has already been through preliminary engineering.
- The estimates of property tax base impact are conservatively high, as they include acquisition administration and relocation costs.
- The conservatively high estimated property tax base reduction for Milwaukee County under the preliminary plan of a total 0.34 percent reduction would represent an annual reduction of about 0.01 percent over the 30 or more years required to rebuild the freeway system. By comparison, the Milwaukee County tax base has been growing at about 1.5 percent annually from new construction and at about 4.0 percent annually from inflation.
- The property tax base impact may not represent an actual loss in tax base. For example, Aldrich Chemical, which will be acquired as part of the Marquette Interchange, has announced that they will be building a new plant in the City of Milwaukee.

With respect to the ACLU's comment that there is clearly a disproportionate impact on minority and low income populations, the analyses of data do not support the ACLU's comment. One of the analyses completed by Commission staff compared the percentage of census blocks located adjacent to, or traversed by, a freeway segment which had above regional average concentrations of minority populations to the percentage of census blocks throughout the entire Region which have above average concentration of minority population. This analysis, as summarized below in Table 6, demonstrated that there is not an over-representation of minority populations in areas adjacent to freeways, including those freeways proposed to be widened.

Table 6

**PERCENT OF CENSUS BLOCKS WITHIN THE SOUTHEASTERN WISCONSIN REGION WITH ABOVE REGIONAL AVERAGE CONCENTRATIONS OF MINORITY POPULATIONS: TOTAL AND IN AREAS ADJACENT TO OR TRAVERSED BY A FREEWAY SEGMENT**

Percent of All Census Blocks in County/Region with Above Regional Average Concentrations of Minority Populations: 2000						
County/Region	Black/African American	American Indian and Alaskan Native	Asian and Pacific Islander	Other Minority	Hispanic	Total Minority Populations
Milwaukee County	25.9	24.4	22.8	18.3	20.1	33.1
Region	12.2	15.1	14.6	12.9	15.5	17.3

Percent of Census Blocks in County/Region Adjacent to or Traversed by a Freeway Segment Proposed to be Widened with Above Regional Average Concentrations of Minority Populations: 2000						
County/Region	Black/African American	American Indian and Alaskan Native	Asian and Pacific Islander	Other Minority	Hispanic	Total Minority Populations
Milwaukee County	10.6	15.1	15.0	11.8	13.9	17.4
Region	6.9	11.3	11.7	7.8	9.7	11.3

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Table 6 (continued)

**Percent of Census Blocks in County/Region Adjacent to Any Freeway Segment with Above Regional Average Concentrations of Minority Populations: 2000**

County/Region	Black/African American	American Indian and Alaskan Native	Asian and Pacific Islander	Other Minority	Hispanic	Total Minority Populations
Milwaukee County	13.6	15.1	14.4	11.2	13.0	19.2
Region	6.7	9.5	9.1	6.3	7.5	9.5

For example, 12.2 percent of all census blocks in the Region have above regional average concentrations of Black/ African American persons, but only 6.9 percent of all census blocks in the Region adjacent to or traversed by freeway segments proposed to be widened have above regional average concentrations of Black/ African American persons. Also, while 15.5 percent of all census blocks in the Region have above regional average concentrations of Hispanic persons, only 9.7 percent of all census blocks in the Region adjacent to or traversed by freeway segments proposed to be widened have above regional average concentrations of Hispanic persons.

Another analysis completed by Commission staff compared the percentage of estimated residential and commercial/industrial relocations located in census blocks with above regional average concentrations of low income and minority persons to the percentage of census blocks regionwide which had above regional average concentrations of minority populations. The analysis demonstrated that the percentages of relocations in census blocks with above regional average concentrations of low income and minority persons was about the same or moderately greater than the percentages of census blocks regionwide which had above regional average concentrations of minority and low income populations. The analysis further demonstrated that the majority of the relocations—regionwide, within Milwaukee County, and within census blocks with minority and low income population concentration—are not related to the proposed additional lanes, but to the design and design-related safety improvements (see Table 7 below).

Table 7

**Residential Relocations- Region**

Relocations in Census Blocks with Above Regional Average Concentrations of Minority or Low Income Persons					
Minority or Low Income Group	Due to Design and Design-Related Safety Improvements	Due to Additional Lanes	Total Under Preliminary Plan	Percent of Total 216 Residential Relocations Under Preliminary Plan	
Black/ African American Persons	21	8	29	13.4	
American Indian and Alaskan Native Persons	69	9	78	36.1	
Asian and Pacific Islander Persons	54	20	74	34.3	
Other Minority Persons	30	9	39	18.1	
Hispanic Persons	26	9	35	16.2	
Total Minority Populations	44	10	54	25.0	
Families in Poverty	54	3	57	26.4	

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Table 7 (continued)

**Residential Relocations- Milwaukee County**

Relocations in Census Blocks with Above Regional Average Concentrations of Minority or Low Income Persons				
Minority or Low Income Group	Due to Design and Design-Related Safety Improvements	Due to Additional Lanes	Total Under Preliminary Plan	Percent of Total 177 Residential Relocations Under Preliminary Plan
Black/ African American Persons	21	7	28	15.8
American Indian and Alaskan Native Persons	62	9	71	40.1
Asian and Pacific Islander Persons	42	17	59	33.3
Other Minority Persons	29	9	38	21.5
Hispanic Persons	22	9	31	17.5
Total Minority Populations	44	10	54	30.5
Families in Poverty	53	3	56	31.6

**Commercial/Industrial Relocations- Region**

Relocations in Census Blocks with Above Regional Average Concentrations of Minority or Low Income Persons				
Minority or Low Income Group	Due to Design and Design-Related Safety Improvements	Due to Additional Lanes	Total Under Preliminary Plan	Percent of Total 31 Commercial/Industrial Relocations Under Preliminary Plan
Black/ African American Persons	--	2	2	6.5
American Indian and Alaskan Native Persons	7	--	7	22.6
Asian and Pacific Islander Persons	4	1	5	16.1
Other Minority Persons	3	--	3	9.7
Hispanic Persons	9	--	9	29.0
Total Minority Populations	1	--	1	3.2
Families in Poverty	9	5	14	45.2

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Table 7 (continued)

**Commercial/Industrial Relocations- Milwaukee County**

Relocations in Census Blocks with Above Regional Average Concentrations of Minority or Low Income Persons				
Minority or Low Income Group	Due to Design and Design-Related Safety Improvements	Due to Additional Lanes	Total Under Preliminary Plan	Percent of Total 20 Commercial/Industrial Relocations Under Preliminary Plan
Black/ African American Persons	--	2	2	10.0
American Indian and Alaskan Native Persons	4	--	4	20.0
Asian and Pacific Islander Persons	3	1	4	20.0
Other Minority Persons	1	--	1	5.0
Hispanic Persons	4	--	4	20.0
Total Minority Populations	1	--	1	5.0
Families in Poverty	8	5	13	65.0

The findings of this analysis may be summarized as follows:

- The percentage of residences and businesses within the Region which will need to be acquired under the preliminary plan within census blocks with above regional average concentrations (more than 14.3 percent of the total population) of Black/African American persons is 13.4 percent and 6.5 percent, respectively. These percentages are about the same as the percentage of census blocks in the Region—12.2 percent—which have above average concentrations of Black/African American persons.
- The percentage of residences and businesses within the Region which will need to be acquired under the preliminary plan within census blocks with above regional average concentrations (more than 0.9 percent of total population) of American Indian and Alaska Native persons is 36.6 percent and 22.6 percent, respectively. These percentages are greater than the percentage of census blocks in the Region—15.1 percent—with above regional average concentrations of American Indian and Alaska Native persons, that is, more than 0.9 percent of the total population in the census block were American Indian or Alaska Native persons. However, of the 78 residences estimated to need to be acquired under the preliminary plan within census blocks with above regional average (0.9 percent of total population) concentrations of American Indian and Alaska Native persons, 58 residences or 74 percent would be located within census blocks with less than 3.0 percent American Indian or Alaska Native populations, 17 residences, or 22 percent, would be located within census block with between 3.0 and 6.1 percent American Indian and Alaska Native population, and three residences, or 4 percent, would be located within census blocks with 13.1 percent American Indian and Alaska Native persons. Also, of the 78 residences estimated to need to be acquired under the preliminary plan with above regional average concentrations (more than 0.9 percent to total population) of American Indian and Alaska Native populations, 69, or 88 percent, are attendant to rebuilding the freeway system to modern design standards and only 9, or 12 percent, are attendant to additional lanes.

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With respect to the seven businesses estimated to need to be acquired under the preliminary plan in census blocks with above regional average concentrations (more than 0.9 percent of total population) of American Indian and Alaska Native persons, all of the seven businesses would need to be acquired due to rebuilding the freeway system to modern design standards, and none are attributable to rebuilding the freeway system with additional lanes. All of the seven businesses would be located within census blocks with between 2.0 and 4.0 percent American Indian and Alaska Native population.

- The percentage of residences and businesses within the Region which will need to be acquired under the preliminary plan within census blocks with above regional average concentrations (more than 2.2 percent of the total population) of Asian and Pacific Islander persons is 34.3 percent and 16.1 percent, respectively. The percentage of blocks within the Region with above regional average concentrations of Asian and Pacific Islander persons is 14.6 percent. The percentage—34.3 percent—of residences to be acquired under the preliminary plan within census blocks with above regional average concentrations of Asian and Pacific Islander persons exceeds the percentage—14.6 percent—of census blocks within the Region with above regional average concentrations of Asian and Pacific Islander persons, while the percentage—16.1 percent—of businesses to be acquired under the preliminary plan within census blocks with above regional average concentrations of Asian and Pacific Islander persons is about the same as the percentage—14.6 percent—of census blocks within the Region with above regional average concentrations of Asian and Pacific Islander persons. With respect to the estimated 74 residences to be acquired under the preliminary plan within census blocks with above regional average concentrations of Asian and Pacific Islander persons, 38, or 51 percent, would be located within census blocks with between 2.2 to 5.9 percent Asian and Pacific Islander population, 21, or 28 percent, would be located within census blocks with between 6.0 and 9.0 percent Asian and Pacific Islander population, and 15, or 20 percent, would be located within census blocks with between 10.0 and 14.0 percent Asian and Pacific Islander population. Also, of the 74 residences and 5 businesses estimated to need to be acquired under the preliminary plan within census blocks with above regional average concentrations (more than 2.2 percent of total population) of Asian and Pacific Islander persons, 54, or 73 percent, of the residences and 4, or 80 percent of the businesses would be needed to rebuild the freeway system to modern design standards, and are not attributable to the proposed additional lanes on the freeway system under the preliminary plan.
- The percentage of residences and businesses within the Region which will need to be acquired under the preliminary plan within census blocks with above regional average concentrations (more than 3.6 percent of the total population) of Other Minority persons is 18.1 percent and 9.7 percent, respectively. The percentage of blocks within the Region with above regional average concentrations of Other Minority persons is 12.9 percent. Thus, the percentage of residences—18.1 percent—and businesses—9.7 percent—to be acquired under the preliminary plan within census blocks with above regional average concentrations of Other Minority persons is about the same as the percentage of census blocks within the Region with above regional average concentrations of Other Minority persons—12.9 percent. Of the 39 residences and three businesses estimated to need to be acquired under the preliminary plan within census blocks with above regional average concentrations (more than 3.6 percent of total population) of Other Minority persons, 30, or 77 percent, of the residences and all 3, or 100 percent, of the businesses would be needed to rebuild the freeway system to modern design standards, and are not attributable to the proposed additional lanes on the freeway system under the preliminary plan.
- The percentage of residences and businesses within the Region which will need to be acquired under the preliminary plan within census blocks with above regional average concentrations (more than 6.5 percent of total population) of Hispanic persons is 16.2 percent

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and 29.0 percent, respectively. The percentage of census blocks within the Region with above regional average concentrations of Hispanic persons is 15.5 percent. Thus, the percentage—16.2 percent—of residences to be acquired under the preliminary plan within census blocks with above regional average concentrations of Hispanic persons is about the same as the percentage—15.5 percent—of census blocks within the Region with above regional average concentrations of Hispanic persons, while the percentage—29.0 percent—of businesses to be acquired under the preliminary plan within census blocks with above regional average concentration of Hispanic persons exceeds the percentage—15.5 percent—of census blocks within the Region with above regional average concentrations of Hispanic persons. With respect to the estimated nine businesses to be acquired under the preliminary plan within census blocks with above regional average concentrations of Hispanic persons (more than 6.5 percent of total population), 6, or 67 percent, would be located within census blocks with between 6.5 to 8.5 percent Hispanic population, 2, or 22 percent would be located within census blocks with between 8.5 and 14.0 percent Hispanic population, and 1, or 11 percent would be located with a census block with approximately 90 percent Hispanic population. Also, of the 35 residences and nine businesses estimated to need to be acquired under the preliminary plan within census blocks with above regional average concentrations (more than 6.5 percent of total population) of Hispanic persons, 26, or 74, percent of the residences and all nine, or 100 percent, of the businesses would be needed to rebuild the freeway system to modern design standards, and are not attributable to the proposed additional lanes on the freeway system under the preliminary plan.

- The percentage of residences and businesses within the Region which will need to be acquired under the preliminary plan within census blocks with above regional average concentrations (more than 24.3 percent of the total population) of minority persons (Black/African American, Asian and Pacific Islander, American Indian and Alaska Native, Other Minority, and Hispanic) is 25.0 percent and 3.2 percent, respectively. The percentage of blocks within the Region with above regional average concentrations of the total combined minority population is 17.3 percent. The percentage—25.0 percent—of residences to be acquired under the preliminary plan within census blocks with above regional average concentrations of minority persons exceeds the percentage—17.3 percent—of census blocks within the Region with above regional average concentrations of minority persons, while the percentage—3.2 percent—of businesses to be acquired under the preliminary plan within census blocks with above regional average concentrations of Asian and Pacific Islander persons is less than the percentage—17.3 percent—of census blocks within the Region with above regional average concentrations of minority persons. With respect to the estimated 54 residences to be acquired under the preliminary plan within census blocks with above regional average concentrations of minority persons, 16, or 30 percent, would be located within census blocks with between 24 to 34 percent total combined minority population, 16, or 30 percent, would be located within census blocks with between 35 and 67 percent total combined minority population, and 22, or 20 percent, would be located with census blocks with between 93 and 97 percent minority population. Also, of the 54 residences and one business estimated to need to be acquired under the preliminary plan within census blocks with above regional average concentrations (more than 24.3 percent of total population) of minority persons, 44, or 81 percent, of the residences and the one business, or 100 percent of the businesses, would be needed to rebuild the freeway system to modern design standards, and are not attributable to the proposed additional lanes on the freeway system under the preliminary plan.
- The percentage of residences and business within the Region which will need to be acquired under the preliminary plan within census block groups with above regional average concentrations (more than 7.2 percent of total families) of low income families is 26.4 percent and 45.2 percent, respectively. The percentage of census block groups within the

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Region with above regional average concentrations of low income families is 33.8 percent. Thus, the percentage—26.4 percent—of residences to be acquired under the preliminary plan within census block groups with above regional average concentrations of low income families is less than the percentage—33.8 percent—of census block groups within the Region with above regional average concentrations of low income families, while the percentage—45.2 percent—of businesses to be acquired under the preliminary plan within census blocks with above regional average concentrations of low income families exceeds the percentage—33.8 percent—of census block groups within the Region with above regional average concentrations of low income families. Of the 57 residences and 14 businesses estimated to need to be acquired under the preliminary plan within census blocks with above regional average concentrations (more than 7.2 percent of total families) of low income families, 54, or 95 percent, of the residences and nine, or 64 percent, of the businesses would be needed to rebuild the freeway system to modern design standards, and are not attributable to the proposed additional lanes on the freeway system under the preliminary plan.

It should be noted that where the percent of relocations located in census blocks with above regional average concentrations of minority or low income populations exceeded the percent of census blocks regionwide that had regional average concentrations of those populations, the evaluation specifically addressed the degree to which census blocks with relocations were above regional average.

The detailed analysis of the business, employment, community, and other impacts of relocations the ACLU suggested was not conducted as part of this systems level study – whether the relocations were located in areas with above average concentrations of minority or low income populations or not. Additional analysis of the possible impacts of any relocations – residential or otherwise – will be appropriately conducted during subsequent preliminary engineering and environmental studies that have yet to be initiated for each segment of the freeway system. Those additional studies will necessarily consider the possible impacts of relocations on the communities in which they are located in greater detail than at this systems level of study prior to final decisions being made as to how each segment of the freeway system will be reconstructed.

Not only will the potential impacts of relocations need to be evaluated in subsequent studies, the actual number and locations of relocations will need to be determined. While the regional freeway reconstruction study has included the estimation of right-of-way impacts, including possible relocations, the numbers and general locations of relocations are only systems level estimates. The evaluation of impacts on low income and minority persons conducted by the Commission is an important evaluation, but it does not document the actual right-of-way impacts that will definitely occur upon freeway reconstruction and all specific impacts that may potentially affect low income and minority persons. The actual specific right-of-way impacts of freeway reconstruction will not be determined until the completion of subsequent preliminary engineering and environmental studies for each segment of the regional freeway system. During the subsequent studies, alternatives for the reconstruction of each freeway segment will be evaluated and considered in much greater detail, and additional county, municipal, and public input will be solicited. The Wisconsin Department of Transportation will attempt to avoid, minimize, and mitigate all potential impacts associated with freeway reconstruction during those subsequent studies and during actual reconstruction.

3. On pages 16 and 17 of the December 16 letter, the ACLU stated that the planning process failed to adequately consider the transportation needs and circumstances of low income and minority residents, and failed to guarantee implementation of expanded public transit service. Associated with that statement the ACLU made the following specific comments:

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- The freeway reconstruction study did not address the issue of minority and low income population lack of access to automobiles and dependence on transit in the manner those issues were addressed during the East-West Corridor Study. The Commission's failure to use available data or to meaningfully evaluate how low income and minority persons get to work, child care, school, medical care, and other locations, resulted in an insufficient analysis of the effects of providing – or failing to provide – expanded public transit service on low income and minority communities, and reduces the likelihood that expanded public transit service will be implemented.
- Light rail transit and high-occupancy vehicle (HOV) lanes – that were considered in the East-West Corridor Study – were not included in the preliminary freeway system reconstruction plan because of resistance from predominantly white suburban communities and their supporters. The exclusion of those possible transportation systems improvements from the freeway reconstruction study reduces the likelihood that those possible improvements will be implemented.
- The regional transportation plan recommends a substantial expansion of public transit in the Region, but fails to guarantee full and permanent funding for implementation for such expansion.
- The regional transportation plan recommends the further consideration of light rail and commuter rail service, but does not recommend its implementation.
- There is a lack of specific steps and concrete timetables for planned public transit system expansion that reduces the likelihood that the planned expansion will be implemented.
- The completion of additional transit-related studies and the actual implementation and maintenance of public transit must occur before a final decision is made regarding the proposed additional lanes included in the preliminary recommended plan. This must occur for several reasons: to reduce the need for additional freeway capacity, to prevent greater congestion during actual construction, and to ensure that the needs and circumstances of low income and minority persons are addressed. Refusal to delay a final decision on how to rebuild the regional freeway system until after additional transit-related studies and actual transit service expansion take place reduces the likelihood that expanded transit service will be implemented.

With respect to the consideration of the needs of persons without access to automobiles and persons dependent on public transit service under the freeway reconstruction study compared to under the East-West Corridor Study, the different levels of consideration are directly related to the purpose and scope of each study. The focus of the East-West Corridor Study was improving public transit and the IH 94 freeway in the IH 94 East-West corridor. The focus of the freeway reconstruction study is on rebuilding an existing portion of the regional transportation system within the entire seven county Region. The Commission has conducted comprehensive transportation planning for over 40 years, and this study is one element of that comprehensive planning. The regional transportation plan has three elements: public transit, transportation systems management, and the arterial street and highway system (of which the freeway system is a subset). The study is being conducted within the context of the regional transportation plan, and structured to consider additional lanes as a measure of last resort – to address the expected traffic volumes and congestion even if all recommendations of the regional land use and transportation plans were implemented, and even if complete light rail and commuter rail systems were implemented in southeastern Wisconsin. By structuring and conducting the freeway reconstruction study as the Commission has, it has in no way reduced the need for public transit system expansion. The final recommendations of the freeway reconstruction study will be added as an amendment to the regional transportation plan, but will not replace existing recommendations of the plan, including those related to public transit, or be of higher priority.

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The Commission will continue to pursue the implementation of all elements of the regional land use and transportation plans following the completion of the freeway reconstruction study.

With respect to the comment that light rail transit and HOV lanes were considered as part of the East-West Corridor Study but not under the freeway reconstruction study, the difference again is due to the difference in purpose and scope of the studies. The focus of the East-West Corridor Study was at studying improvements to public transit and the IH 94 freeway within the IH 94 freeway East-West corridor, whereas the focus of the freeway reconstruction study is the necessary reconstruction of the freeway system of the entire seven county Region which needs to be rebuilt as it reaches the end of its useful life. The fact that light rail transit is not included in a freeway reconstruction study does not diminish its likelihood for implementation. Light rail transit and guided bus transit are currently being considered under a separate study – the Milwaukee Downtown Transit Connector Study – and the final recommendations of that study could result in an amendment of the regional transportation plan.

While the current freeway reconstruction study and the previously-completed East-West Corridor Study are fundamentally different, lessons learned from the previous study have not been ignored during the current study. One lesson learned was that when HOV lanes were proposed under the East-West Corridor study, there was very little public or political support for such lanes. Additionally, reconstruction with additional lanes operated as HOV lanes may be expected to have substantially greater right-of-way impacts – and associated costs – than reconstruction with additional “standard” lanes. That is why HOV lanes were not considered as part of the freeway reconstruction study.

Regarding the comment that the Commission’s recommended expansion of public transit service in the Region is insufficient, as the regional transportation plan does not “guarantee full and permanent funding for mass transit alternatives,” the Commission cannot guarantee funding—or implementation—of any element of the regional transportation system – including the regional freeway system. By law, the plans of the Commission are advisory to State, county, and municipal government. Also, no recommendation of the regional transportation plan proceeds directly to implementation. Public transit plan recommendations are considered in short-range planning and programming by local government transit operators. Transit operators determine whether and when recommended transit improvement and expansion may be implemented. Arterial street and highway recommendations are considered in preliminary engineering and environmental studies by the responsible State, county, or municipal government, and at the conclusion of preliminary engineering and environmental studies, the responsible State, county, or local government determines whether and how each arterial street and highway recommendation may proceed to implementation.

With regard to the comment that the regional plan does not recommend the implementation of light rail or commuter rail, the regional transportation plan does recommend the consideration of the implementation of such services. The regional transportation plan recommends the substantial improvement and expansion of transit service in the Region, including major increases in the levels of rapid and express bus transit service. Light rail and commuter rail are recommended to be considered through the conduct of corridor transit alternatives analysis studies as upgrades from recommended bus express transit and bus rapid transit, respectively. Two transit alternatives analysis studies are currently underway, including the study of commuter rail in the Kenosha-Racine-Milwaukee Corridor Transit Study and of bus guideway and light rail in the Milwaukee Downtown Transit Connector Study. Upon completion of such studies, the local units of government concerned – specifically the transit operator concerned – WisDOT and the Commission would have to affirm the study findings, determine to pursue guideway

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implementation, and, as necessary, amend the regional transportation plan. The preliminary recommended plan advanced by the Advisory Committee for the Kenosha-Racine-Milwaukee study proposes the implementation of commuter rail.

The recommendation for further consideration of light rail and commuter rail service, but not implementation, does not diminish the likelihood of implementation of such services. Alternatives analysis studies would be required to be conducted prior to any project qualifying for Federal discretionary transit funding whether the project’s implementation is recommended in the regional transportation plan or not. Additionally, the recommendations for further consideration in alternatives analysis studies of light rail and commuter rail in the regional transportation plan reflect the desires of the Region’s transit systems and of the Milwaukee County Board.

Regarding specific steps and “concrete” timetables for the planned expansion of the Region’s public transit system and whether any expansion will ever occur without definition of such steps and timetables, the regional transportation plan does recommend a substantial increase in the amount of transit service provided and significant increases have been implemented since the plan’s completion. The planned public transit service expansion, implementation of the planned expansion to date, and additional steps being taken include the following:

- Planned public transit service expansion – A planned increase of about 70 percent in the amount of transit service is proposed in the regional plan from year 1995 plan base year levels of 65,000 bus-miles of service on an average weekday to 111,500 bus-miles on an average weekday in the year 2020. The plan includes recommendations to increase local, express, and rapid transit services.
- Actual implementation of planned expansion - Measured in terms of bus-miles of service provided on an average weekday between 1995 and 2001, transit service increased by over 20 percent from about 65,000 to 80,000 bus-miles of service with new rapid transit service between Milwaukee County and Ozaukee and Washington Counties, expansion of rapid and express transit service between Milwaukee and Waukesha Counties, and expanded local transit service provided by each operator of such service in the Region – Milwaukee and Waukesha Counties and the Cities of Kenosha, Racine, and Waukesha. However, it is expected that transit service reductions which occurred in 2002 and are budgeted for 2003 – principally associated with the Milwaukee, Washington, and Waukesha County transit systems – will result in about 72,600 bus-miles of transit service being provided in 2003. The level of service expected to be provided in 2003 represents about a 12 percent increase in transit service since 1995. The estimated level of transit service to be provided within southeastern Wisconsin in the year 2003 may be considered consistent with, and even slightly ahead of the schedule in the year 2020 plan. However, to stay on schedule in future years will require stabilization of transit service levels in the next few years and then a return to annual increases in transit service levels as did occur in the mid to late 1990s. Also, since 1995, public shared-ride taxi service has significantly increased from 1,700 vehicle-miles of service in 1995, to 7,600 vehicle-miles of service in 2001, and is expected to further increase to 8,100 vehicle-miles of service in 2003, with much of the expansion due to the implementation of countywide shared-ride public taxi service in Ozaukee and Washington Counties.
- Additional steps - planning efforts for new or expanded transit services have recently been completed and additional studies are underway. The Commission has recently completed short-range transit plans for Ozaukee and Waukesha Counties. The Commission is near completion of a short-range transit plan for the City of Waukesha and the Kenosha-Racine-Milwaukee Corridor Transit Study, which includes the consideration of commuter rail service. Also underway is the Milwaukee Downtown Transit Connector Study, which includes the consideration of light rail transit and fixed bus guideway alternatives.

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Lastly, the letter suggests that a decision regarding the proposed additional lanes to be provided on the regional freeway system as it is reconstructed over the next 30 years should be delayed until the Region’s public transit system is expanded. The public transit system has expanded since 1995 and the Commission will continue to pursue implementation of the recommendations of the regional land use and transportation plans including those recommendations regarding public transit, but the reconstruction of the regional freeway system cannot be delayed further. The purpose of the freeway reconstruction study is to determine the design and capacity improvements that should be incorporated in the reconstruction of the freeway system. Any delay in freeway reconstruction will result in further deterioration of the freeway pavements and bridges, and more costly and inefficient maintenance of the freeway system. Also, reconstructing the freeway system without design or capacity improvements now, and then retrofitting the freeway system later, would mean reconstructing the freeway system twice – a waste of scarce public resources.

With respect to the potential for public transit to solve the Region’s existing and forecast freeway congestion problems, the forecasts of future freeway traffic congestion assumes the full implementation of the regional land use and transportation plans, including the recommended 70 percent expansion of public transit service. The forecast year 2020 freeway traffic congestion would be nearly double year 1999 levels, even with full implementation of the plans’ recommendations and even if complete light rail and commuter rail systems are implemented. This analysis has been done to make clear the choice which this Region and each County faces in rebuilding the freeway system, that is, whether to reconstruct the freeway system to its same capacity and accept substantially increased future freeway traffic congestion, or to rebuild the freeway system with additional lanes to avoid this substantial increase in traffic congestion and provide additional capacity for economic growth.

Regarding the potential of public transit service to reduce freeway traffic congestion during actual reconstruction, it may be expected that increased transit service developed to serve affected motorists will be considered for implementation during reconstruction activities. As WisDOT prepares for reconstruction of the Marquette Interchange, it is considering various traffic mitigation efforts, including transit options, to reduce the effects on motorists while reconstruction takes place.

With respect to improving and expanding the Regional transit system before making a decision regarding the proposed additional freeway lanes to ensure that the needs and circumstances of low income and minority persons are addressed, the Commission is not planning the improvement of one element of the regional transportation system at the expense of another. The final recommendations of the freeway reconstruction study will not replace existing recommendations in the regional transportation plan, but will be added to the existing recommendations. The Commission will continue to pursue the implementation of all elements of the regional transportation plan following the completion of the freeway reconstruction study.

4. On page 18 of the December 16 letter, the ACLU stated that the planning process has failed to adequately consider the employment needs and circumstances of low income and minority residents. Associated with that statement are the following specific comments:

- The proposed additional lanes are expected to result in greater access to jobs for residents of suburban areas – a 16.9 percent increase in jobs accessible within 30 minutes – than for residents of central city areas with above regional average concentrations of low income and minority populations – a 15.9 percent increase in jobs accessible within 30 minutes.
- The “Evaluation of the Impacts of the Preliminary Recommended Freeway System Reconstruction Plan on Minority and Low Income Populations in Southeastern Wisconsin”

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did not indicate if the estimated jobs accessible under the preliminary recommended plan would be accessible by public transit, and if so, what the travel times to those jobs would be by public transit.

- There is no discussion concerning the quality of the estimated jobs accessible. The evaluation of accessibility to jobs did not establish whether good-paying jobs will be as accessible to low income and minority persons as they are to other persons.
- The Commission fails to guarantee jobs during the freeway system reconstruction to low income and minority persons based on their representation of the Region’s total population or on the population of Milwaukee County, where much of the freeway reconstruction will occur.
- The proposed additional lanes on the freeway system are expected to result in reductions in traffic volumes on selected surface arterial streets, but the Commission has failed to evaluate whether such reductions could have adverse effects on businesses located along these corridors.

While the percentage increase in jobs accessible is slightly higher for suburban locations—16.9 percent—than for central city locations – 15.9 percent – within a 30 minute travel time in the year 2020, the central city locations would have the same percentage increase with respect to jobs accessible within 20 minutes as suburban locations—10.0 percent, and would have a greater percentage increase with respect to jobs accessible within 10 minutes—5.0 percent—as compared to suburban locations—0.4 percent. In addition, central city locations would have a greater numeric increase in jobs accessible within 10, 20, and 30 minutes, and would continue to have a higher number of jobs accessible. The percentage increase in jobs accessible within a 30 minute travel time of 16.9 percent for suburban locations and 15.9 percent for central city locations cited in the ACLU letter was the only case which could be used to point out a greater increase for suburban areas than central city locations. Table 8 below summarizes the finding of the analysis documented in the evaluation report.

Table 8

**COMPARISON OF PEAK HOUR TRAFFIC ACCESSIBILITY FROM CENTRAL CITY AND SUBURBAN LOCATIONS TO JOBS UNDER THE PRELIMINARY RECOMMENDED PLAN AND REBUILD AS-IS ALTERNATIVE: 2020**

**Jobs Accessible within 10 Minutes**

Location	Rebuild As-Is Alternative	Jobs Accessible		
		Total	Preliminary Recommended Plan	
			Increase in Jobs Accessible	
			Number	Percent
Total of Central City Locations	317,900	334,000	16,100	5.1
Total of Suburban Locations	187,300	188,000	700	0.4

**Jobs Accessible within 20 Minutes**

Location	Rebuild As-Is Alternative	Jobs Accessible		
		Total	Preliminary Recommended Plan	
			Increase in Jobs Accessible	
			Number	Percent
Total of Central City Locations	1,427,500	1,570,800	143,300	10.0
Total of Suburban Locations	688,100	757,900	68,900	10.0

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Table 8 (continued)

**Jobs Accessible within 30 Minutes**

Location	Rebuild As-is Alternative	Jobs Accessible		
		Preliminary Recommended Plan		
		Total	Increase in Jobs Accessible	
			Number	Percent
Total of Central City Locations	2,839,800	3,290,800	451,000	15.9
Total of Suburban Locations	1,694,800	1,981,200	286,400	16.9

With respect to the comment concerning accessibility to jobs by public transit, an additional analysis was also included in the report to specifically demonstrate the expected increase in public transit accessibility to jobs in the year 2020 under the transit element of the regional transportation plan which includes a substantial improvement and expansion of the Region's public transit service. This analysis as presented on page 12 and in Maps 32 and 33 of the report indicates that a significant portion of the areas provided with improved transit accessibility – and, particularly, improved transit accessibility to jobs – under the regional transportation plan are those areas having the largest concentrations of minority and low income persons.

With respect to the comment that the analysis of improved accessibility to jobs addressed the quantity of jobs, but not the quality of jobs, an analysis of the quality of jobs is not feasible. The analysis of accessibility to jobs is for the forecast year 2020, and is not available with respect to the type or quality of jobs forecast for the year 2020. Regardless of the quality of jobs accessible, the analysis clearly showed that there would be improved accessibility to jobs under the preliminary plan compared to a rebuild as-is alternative from the central city and suburban locations considered.

It was also stated in the ACLU letter that the Commission failed to guarantee jobs for low income and minority residents during the actual reconstruction of the regional freeway system. The Commission is an advisory regional planning agency, and cannot guarantee jobs to any group or individual with respect to any element of regional transportation system. However, the Commission does intend to do what it can to support increased participation of minority-owned businesses and minority workers in the freeway reconstruction labor force, and WisDOT intends to set ambitious goals for minority participation and monitor the achievement of those goals.

During the conduct of the regional freeway study, the Commission engaged minority community leaders to seek input on the study and the preliminary plan. A primary concern raised by those minority community leaders was the need for significant participation of minority-owned businesses and minority workers in the reconstruction labor force. Commission staff will use the comments from those minority community leaders to draft a recommendation for the freeway reconstruction study regarding minority participation. That recommendation – yet to be written and forwarded to the Study Advisory Committee for its consideration – will reflect the comments of not only the minority community leaders contacted during the freeway reconstruction study, but also input from the Marquette Interchange DBE (disadvantaged business enterprise) Advisory Committee. WisDOT will be responsible for the actual reconstruction of the freeway system starting with the Marquette Interchange. As WisDOT has prepared for the reconstruction of the Marquette Interchange, it has worked with a DBE Advisory Committee to ensure that minority contractors and laborers obtain a significant level of participation during that considerable

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project. Members of the DBE Advisory Committee and participants in DBE Advisory Committee meetings included representatives from the following groups:

- State legislature
- Milwaukee County Board of Supervisors
- City of Milwaukee Common Council
- Minority-owned businesses
- Non-minority transportation consulting firms
- Wisconsin Association of Consulting Engineers
- Wisconsin Transportation Builders Association
- National Association of Minority Contractors
- Employment and employment training agencies including the Milwaukee Area American Indian Manpower Council
- Milwaukee Private Industry Council
- Labor unions
- WisDOT District 2 and central office staff
- Federal Highway Administration (FHWA)
- SEWRPC

The DBE Advisory Committee has proven instrumental in WisDOT's preparations for the reconstruction of the Marquette Interchange, but the Commission and WisDOT recognize that efforts to insure increased participation will not end with the reconstruction of the Marquette Interchange. Both WisDOT and the Commission recognize that the reconstruction of the regional freeway system, beginning with the Marquette Interchange, represents an unprecedented, long-term opportunity to foster growth of minority-owned business and minority participation in the labor force for reconstruction.

The ACLU letter also expressed concern that the levels of traffic on selected surface arterial streets—forecast to be reduced under the preliminary recommended plan due to the proposed additional lanes—may have adverse effects on the businesses located along those streets. The estimated reductions are reductions from forecast year 2020 traffic volumes, not from existing traffic volumes. Much of the freeway system in Milwaukee County is currently carrying traffic volumes equal to its capacity during morning and afternoon rush hours, and without additional lanes, will in the future increasingly do so as well during hours surrounding the rush hour, the mid-day, and the evening. As a result, any growth in traffic must be carried on surface arterials, which will in time result in increasing congestion on surface arterials. As surface arterials become congested, motorists may use travel routes on local residential streets and travel through neighborhoods. Increased traffic and congestion on surface arterials may negatively affect businesses where travel and parking become more difficult. Providing additional capacity on the freeway will avoid increasing traffic congestion on surface arterial streets and through traffic in neighborhoods. Avoiding such increases will also address potential safety concerns of residents facing increased through traffic diverted from congested freeways.

- On pages 19 and 20 of the ACLU letter, it was stated that it believed the planning process failed to adequately consider alternative possibilities to address the housing needs—and related transportation needs—of low income and minority residents. Associated with that statement the ACLU made the following specific comments:
  - The failure of the Commission to address race—specifically the intersection of race, income, housing, and transportation planning—in the regional land use plan discriminates against minority and low income residents of the Region.

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- The affordable housing issue has clear and direct implications for transportation planning. A decision regarding how the regional freeway system should be rebuilt should be made contingent on the compliance of suburban communities with smart growth mandates and fair housing enforcement, as that will result in a decrease in the need for freeway capacity expansion.
- The Commission states—in reference to urban sprawl—that the proposed freeway expansion does not cause sprawl and travel time has little influence on travel decisions.
- If the Commission is correct that travel time has little influence on travel decisions, then there is little reason to spend \$6 billion to reduce commuting time from the suburbs to Milwaukee by five minutes.
- The Commission's conclusion that sprawl is not related to freeway expansion runs counter to United States Environmental Protection Agency's (USEPA) *Plain English Guide to the Clean Air Act* and other reports (Freeway Task Force Report – Milwaukee Department of City Development, June 1972).

With respect to the comment that the regional land use plan discriminates against minority and low income residents of the Region, the fact that race is not addressed in the regional land use plan—specifically the intersection of race, income, housing, and transportation planning—does not equate to discrimination. In its letter, the ACLU labeled the land use plan as discriminatory, but offered no explanation as to how the ACLU believed the land use plan discriminates. The regional land use and transportation plans are developed to address physical development in the Region with input from local elected and appointed officials from throughout the Region—including representatives of minority and low income populations—and from the general public. The Commission develops the land use and transportation plans cognizant of the relationship between land use and transportation—the transportation plan is developed to serve the land use plan.

It was indicated that the ACLU believes that mandates for smart growth land use practices and fair housing enforcement in suburban communities will reduce the need for freeway capacity expansion, but this is not the case. "Smart" land use growth at the regional and neighborhood levels—recommended in the regional land use plan – was assumed to be implemented during the forecasting of freeway traffic congestion. As previously noted in this letter, all forecasts of freeway traffic congestion assume the implementation of the recommendations of both the regional land use and transportation plans.

Regarding affordable housing, and fair housing enforcement in particular, the Commission cannot mandate the local development of affordable housing or fair housing enforcement by local governments. Moreover, the regional land use plan does recognize that residential zoning regulations may have a significant influence on housing costs and the supply of affordable housing. In order to enable the provision of affordable housing, the plan recommends that all urban communities should incorporate provisions for a full range of residential structure types—single-family, two-family, and multi-family—as well as a reasonable range of housing sizes within their zoning ordinances. Additionally, the plan recommends that urban communities should incorporate provisions for a full range of residential lot sizes and include one or more residential districts specifying lot sizes of no more than 7,200 square feet for single-family detached housing units and 8,000 square feet for two-family structures. Delaying a decision regarding the reconstruction of the regional freeway system would not be reasonable, as implementation of such measures would not be expected to reduce the need for freeway widening or redesign as proposed under the preliminary recommended plan.

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With respect to the comment regarding the Commission's conclusion on the relationship between the proposed freeway capacity expansion and urban sprawl, it has been concluded that the freeway expansion proposed under the preliminary plan will not be expected to be a significant cause of, or contributor to, urban decentralization or sprawl in southeastern Wisconsin. There are two primary reasons for this conclusion:

- Studies of urban decentralization in the United States and other countries and opinion surveys indicate that a variety of other factors which have nothing to do with transportation have contributed to decentralization, including: rising affluence, preferences for single family homes and larger lots, cost of living, schools, environmental amenities, pace of life, perceived and/or actual crime and safety, societal changes, industrial restructuring, and information technology.
- While rebuilding the freeway system with additional lanes may be expected to permit avoiding a substantial future increase in freeway system traffic congestion, the resultant level of future freeway system traffic congestion will only be moderately less than the existing level of freeway system traffic congestion—no significant change between current and future freeway traffic congestion and freeway travel times is expected.

The statement cited in the December 16 letter regarding the impact on travel time on urban sprawl was made by the Commission regarding induced travel, not urban sprawl. As was documented in the final draft of Chapter VI of the study report, "Design, Evaluation, and Consideration of Freeway System Reconstruction Alternatives," it would not be reasonable to expect travel to be induced by the freeway expansion under the preliminary recommended plan. The following points were made in Chapter VI to support that conclusion:

- Analyses of trip-making have indicated that the characteristics of the trip-maker—income, vehicle ownership, household size, participation in the labor force, and stage in family life cycle—are the most significant influences on the amount of travel, while travel time and cost have relatively very little influence.
- The construction of the freeway system – nearly all freeways were complete by 1972 – not only alleviated nearly all existing traffic congestion within southeastern Wisconsin, but also significantly reduced both peak period and off-peak period travel times due to the relatively higher travel speeds of freeway travel compared to surface arterial street travel. Between 1972 and 1991 there was an increase in traffic within southeastern Wisconsin, but only about one-quarter of the increase in traffic may be attributed to an increase in vehicle trip length. Part of this increase in vehicle trip length may be a result of the significant reduction in travel time and congestion as a result of the completion of the freeway system largely by 1972, but also contributing could be the decline over that time period in the out-of-pocket cost of operating an automobile (2.9 cents per mile in 1972 and 1.7 cents per mile in 1991—both in 1972 constant dollars), and as well changing lifestyles, including two worker households, and increases in household income.
- The proposed freeway capacity expansion under the preliminary recommended plan would not have the impact on congestion and travel time as that which was experienced with the original construction of the freeway system. The possible effect of travel time on travel decisions is not significant in this case, as the proposed additional lanes are expected to result in congestion levels and travel times similar to those that exist today.
- The analysis did indicate that more traffic would be expected to travel on freeways with expanded capacity, but that is not new, induced travel. That additional traffic would result from a shift of vehicle traffic from selected surface arterial streets to freeways.

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The ACLU stated in its letter that there would be little reason to spend \$6.25 billion to reduce commuting time from the suburbs to Milwaukee by five minutes, but the estimated cost of \$6.25 referenced in the ACLU letter is for the reconstruction of the entire regional freeway system under the preliminary plan, and not the incremental cost of the proposed additional lanes. Of the total cost of \$6.25 billion, \$730 million, or about 12 percent, is associated with the proposed additional lanes. The remainder of the total cost includes the cost to rebuild the freeway system as-is and to provide design and design-related safety improvements.

The statement regarding the savings of five minutes for commuters traveling from the suburbs to the City of Milwaukee reflects multiple misconceptions - regarding both the magnitude of the expected benefits of additional freeway capacity and the users of the freeway system. The travel time reduction of five minutes - under the preliminary plan compared to an alternative without additional lanes - the ACLU quoted was for IH 94 between the Zoo and Marquette Interchanges in the City of Milwaukee, but the following should be considered as well:

- While the travel time savings provided by the proposed additional lanes may not be substantial for short freeway trips, the increase in travel delay that may be avoided for many trips with the proposed additional lanes will be much more than five minutes. For example, a trip from General Mitchell International Airport in the southeastern portion of the City of Milwaukee to the northwest side of the City of Milwaukee currently takes 17 minutes in uncongested free-flow conditions and 30 minutes during congested peak-hour conditions, but would take 39 minutes in the congested peak hour in the year 2020 if additional lanes are not provided. Similarly, a trip from southwestern Milwaukee County to northeastern Milwaukee County currently takes 24 minutes in uncongested free-flow conditions and 34 minutes during congested peak-hour conditions, but would take 42 minutes in the peak hour in the year 2020 if additional lanes are not provided. These examples are entirely within Milwaukee County. The final draft of chapter VI of the study report documents additional 1999 and forecast year 2020 travel times between ten locations throughout the Region.
- Another way to measure the expected benefit of the proposed additional lanes is through the comparison of existing and expected freeway travel delay. The total amount of travel delay on an average weekday was 11,500 vehicle-hours in 1999. By 2020, if the freeway system is rebuilt to modern design standards but without additional lanes, the total travel delay is expected to more than double to 26,200 vehicle-hours. By comparison, if the freeway system is rebuilt with additional lanes on selected freeway segments, a total of 13,600 vehicle-hours of delay may be expected by 2020 (the increase in vehicle-hours of travel delay from 1999 to 2020 even with additional lanes would be due to a greater number of vehicles—not new induced trips, but trips shifted from surface arterial streets - traveling at similar levels of congestion as in 1999).
- In the ACLU letter, it was depicted that the reduction in travel times would benefit only suburban residents, not residents of the City of Milwaukee and Milwaukee County. The freeway system is of vital importance to residents of Milwaukee County and the entire Region. About 33 percent of all travel made on an average weekday by Milwaukee County residents and by City of Milwaukee residents is made on the freeway system. Over 50 percent of the daily traffic on the Milwaukee County freeway system is made by Milwaukee County residents, and another 40 percent of Milwaukee County freeway system daily traffic is to and from Milwaukee County businesses. The Commission also documented the directional balance—a comparison of the amount of traffic moving in opposite directions on a freeway segment—for each freeway segment in the final draft of Chapter III of the study report, “The Function of the Freeway System and Its Components.” For many segments—including the segment of IH 94 between the Zoo and Marquette Interchanges for which a reduction in travel delay of five minutes is forecast—there was a nearly equal amount of travel in each direction of the freeway during morning and afternoon peak hours in the year 2000. Between

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the Zoo and Marquette Interchanges, about 50 percent of travel in the morning peak hour was eastbound, and about 50 percent of travel was westbound. This balance of traffic was also achieved in the evening peak hour. This clearly indicates that there is no longer a traditional traffic pattern on this freeway segment, with commuters primarily “inbound” to the City of Milwaukee in the morning and “outbound” in the afternoon, but rather a balanced flow of traffic.

Regarding the statement by the ACLU that the Commission’s conclusion regarding the relationship between the proposed freeway expansion and urban decentralization contradict the *Plain English Guide to the Clean Air Act* and the 1972 Freeway Task Force Report of the Milwaukee Department of City Development, the Commission has clearly stated in the study report and in this memorandum report the reasons for its conclusions.

- Studies of urban decentralization in the United States and other countries and opinion survey indicate that a variety of other factors which have nothing to do with transportation have contributed to decentralization, including: rising affluence, preferences for single-family homes and larger lots, cost of living, schools, environmental amenities, pace of life, perceived and/or actual crime and safety, societal changes, industrial restructuring, and information technology.
  - While rebuilding the freeway system with additional lanes may be expected to permit avoiding a substantial future increase in freeway system traffic congestion, the resultant level of future freeway system traffic congestion will only be moderately less than the existing level of freeway system traffic congestion—no significant change between current and future freeway traffic congestion and freeway travel times is expected.
- C. On pages 20 through 22 of the December 16 letter, the ACLU suggested that the planning process failed to adequately consider the pollution and health effects on low income and minority residents. Associated with that statement, the following specific comments were made:
- As much as half of ozone-related pollution - Volatile Organic Compounds (VOC) and Nitrous Oxides (NO<sub>x</sub>) - is caused by motor vehicles according to the *Plain English Guide to the Clean Air Act* developed by the U.S. Environmental Protection Agency (USEPA).
  - Recent research indicates a significant increase in cancer risk for those living near freeway corridors caused primarily by transportation sources and studies show ozone is one of the causes of childhood asthma, but the Commission has failed to address ozone-related transportation air pollution and associated health risks.
  - The Commission’s assertion that ozone-related transportation air pollution will decrease is completely contrary to findings of USEPA studies, showing that “most types of air pollution from mobile sources have not improved significantly.” Emissions problems are due largely to the continued increase in automobile travel.
  - The Commission has indicated that Nitrous Oxides (NO<sub>x</sub>) emissions levels did not decrease significantly from 1990 to 1999 and it is unclear why the Commission expects a significant future decrease in emissions.
  - The Commission did not evaluate if central city residents are subject to higher levels of transportation emissions and associated health and pollution problems because central city residents are more likely to own older, more polluting, vehicles.
  - The Commission did not evaluate if low income and minority persons are more likely to live in proximity to freeways, and therefore be exposed to possible health risks.
  - There is no “contingency” plan to reduce emissions if they increase due to induced travel or increased emissions per vehicle.

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First, regarding the ACLU comment that as much as half of ozone-related pollution is caused by motor vehicles, in 1999, much less than half of ozone-related emissions in the six-county southeastern Wisconsin severe nonattainment area were from transportation sources based upon estimates prepared by the Wisconsin Department of Natural Resources (WisDNR) and approved by the USEPA. In 1999, about 26.9 percent of the VOC emissions were from transportation sources. Also in 1999, about 35.8 percent of the NO<sub>x</sub> emissions were from transportation sources. In the case of both VOC and NO<sub>x</sub>, transportation sources represented not only less than half of the emissions, but were not the single largest contributors to the total emissions. Also, Commission staff has been informed by the USEPA’s Region 5 office that the report cited in the ACLU letter - *Plain English Guide to the Clean Air Act* - is out of date, particularly with respect to the information referenced in the ACLU letter.

Second, with respect to the ACLU statement that the Commission has failed to address ozone-related air pollution, the Commission staff has presented the study findings regarding the expected impact of freeway reconstruction with or without the proposed additional lanes on the level of transportation system ozone-related and other air pollutant emissions and air quality. As has previously been presented to, and reviewed by, the Study Advisory Committee and its Technical Subcommittee in the final draft of Chapter VI of the study report, reconstruction with or without the proposed additional lanes is expected to have a negligible impact with respect to air pollutant emissions - VOC, NO<sub>x</sub>, carbon dioxide, and carbon monoxide - and ozone air quality. This is because similar levels of total regional vehicle-miles of travel may be expected whether or not the freeways are widened. What will vary is the amount of traffic which may be expected to travel under congested traffic conditions, and the amount of travel on the freeway system as opposed to surface arterial streets. The forecast future transportation system air pollutant emissions for the seven county Southeastern Wisconsin Region are shown below in Table 9.

Table 9  
Forecast Future Year 2020 7 County Southeastern Wisconsin Region Transportation System Air Pollutant Emissions by Freeway Reconstruction Alternatives

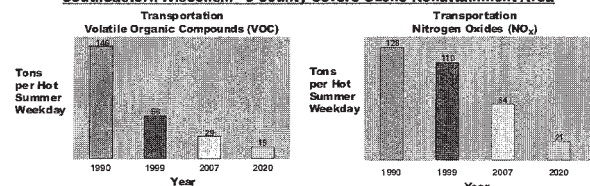
Freeway Reconstruction Alternative	Year 2020 Forecast Air Pollutant Emissions (Tons per Hot Summer Weekday)			
	Volatile Organic Compounds	Nitrogen Oxides	Carbon Monoxide	Carbon Dioxide
Design and Design-Related Safety Improvements Only	20.5	26.8	217.3	19,326.6
Preliminary Plan: Design and Design-Related Safety Improvements and Additional Lanes	20.5	26.8	217.3	19,218.5

Historic, current, and forecast future VOC and NO<sub>x</sub> ozone-related transportation system emissions for the six county severe ozone non-attainment area within the Southeastern Wisconsin Region have been presented by Commission staff and included in numerous study-related materials. Emissions from the transportation system have substantially declined, and are projected to continue to decline, even with increasing traffic volume, principally due to new motor vehicle

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standards for air pollutant emissions. The recent forecasts (shown below) prepared by the Commission have been reviewed and approved by U.S. Department of Transportation (USDOT), WisDOT, the USEPA, and the WisDNR.

#### Southeastern Wisconsin—6 County Severe Ozone Nonattainment Area

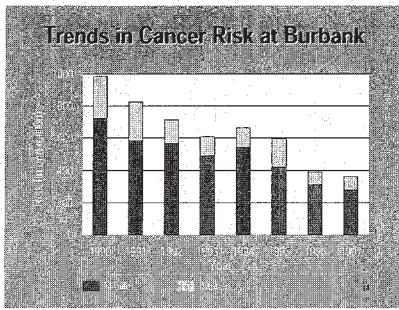


Regarding recent research cited by the ACLU- *Multiple Air Toxics Exposure Study-II* by the South Coast Air Quality Management District (Los Angeles area) - that has indicated significant increase in cancer risk for those living near freeway corridors, that issue was not addressed in the “Evaluation of the Impacts of the Preliminary Recommended Freeway System Reconstruction Plan on Minority and Low Income Populations in Southeastern Wisconsin” for the following reasons:

- No new freeway segments are proposed under the preliminary recommended plan, and, therefore, the reconstruction of the freeway system would not result in any change in any additional areas located in proximity to freeways.
- The impact of reconstruction with additional lanes on ozone-related transportation air pollutant emissions compared to reconstruction without additional lanes is expected to be negligible - transportation air pollutant emissions are projected to continue to decline from current levels whether or not additional lanes are provided.
- The validity of the research findings on this issue, including the results of the research cited by the ACLU, continues to be questioned. In fact, the research cited has been criticized because the study’s method of inventorying diesel engine emissions varies from methods used in other similar studies. Those who question the study’s validity also argue that a cancer risk factor used in the study cited was not supported by the USEPA. Further, the report referenced stated that “There is considerable debate on appropriate risk values, and often the levels established by the USEPA and CalEPA differ.” and “There is further debate as to the appropriate levels of risk ascribed to diesel particulates”.
- The study that cited by the ACLU shows a substantial decline in air pollutant emissions and associated cancer risks compared to a decade earlier. The chart below (taken directly from a presentation regarding the study given by the South Coast Air Quality Management District, the agency that conducted the study) is an example of the study findings regarding the decrease in cancer risks including those owing to transportation sources.

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The South Coast Air Quality Management District's executive officer stated in 1999 regarding the results of this study, "Clearly we're on the right path to reducing toxic air pollution and the associated cancer risk in our area. Regulation now on the books will make cars and industries cleaner in the future and assure continued progress." That statement is consistent with the Regional Planning Commission's statements that transportation ozone-related air pollutant emissions have been declining, and are projected to continue to decline – reflecting forecasts that have been reviewed and approved by the USDOT, the WisDOT, the USEPA, and the WisDNR.

Regarding the cause of asthma and the number of asthma cases in the State and southeastern Wisconsin particularly, it has been documented that transportation system ozone-related pollutant emissions have been decreasing and are projected to further decrease in the future regardless of how the freeway system is rebuilt. If the incidence of asthma is increasing in southeastern Wisconsin, that increase is taking place during a period of decreasing transportation system ozone-related pollutant emissions-not during increases that could be blamed for health effects.

Third, regarding the statement by the ACLU that the Commission's forecast that transportation air pollution will decrease in southeastern Wisconsin is contrary to USEPA studies, this issue has previously been addressed in this letter in two ways. First, as was previously stated, the Commission has been informed by USEPA Region 5 staff that the document cited, *Plain English Guide to the Clean Air Act*, is out of date and the statements referenced by the ACLU are not valid. Second, as was also previously stated, the USEPA is among the agencies that has reviewed and approved the Commission's transportation system ozone-related emissions forecasts.

Fourth, with respect to the statement by the ACLU that transportation system NO<sub>x</sub> emissions in southeastern Wisconsin did not decrease significantly from 1990 to 1999 and it is unclear why a significant future decrease is forecast, the forecast future decrease is largely related to governmental standards set for new vehicle emissions and low sulfur fuels. It was only in recent years that the USEPA concluded that NO<sub>x</sub> is an ozone-related pollutant and motor vehicle standards for that pollutant were established. The forecast future decrease reflects the implementation of those standards and operation of vehicles that meet those standards. It is important to note that these forecasts assume no further advancements in technology beyond what is already mandated by the U.S. Congress.

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Fifth, regarding the comments in the ACLU letter of the possibility that central city residents are subject to higher levels of transportation system or potential associated health problems due to the age and/or type of vehicles operated by central city residents, WisDNR ozone monitoring data indicates higher ozone levels along the shoreline of Lake Michigan from Kenosha to Door County than in the central city. Also, the reconstruction of the freeway system – however it is reconstructed – would not affect the age and/or type of vehicles operated in any area of southeastern Wisconsin.

Sixth, with respect to the statement by the ACLU that the Commission did not evaluate if low income and minority persons are more likely to live in proximity to freeway and therefore exposed to possible health risks, the Commission did conduct such an analysis of whether higher than regional average minority and low income populations live in proximity to freeways. It is documented in the "Evaluation of the Impacts of the Preliminary Recommended Freeway System Reconstruction Plan on Minority and Low Income Populations in Southeastern Wisconsin." In fact, the ACLU made numerous comments regarding that analysis on pages 12 through 14 of the December 16 letter, and the Commission staff has provided responses to those comments in this memorandum.

Seventh, regarding the ACLU statement that the Commission does not have a "contingency" plan to reduce emissions if they increase due to induced travel or increased emissions, the Commission did not develop a "contingency" plan. The Commission did evaluate the potential for reconstruction of the freeway system with or without the proposed additional lanes to affect transportation system ozone-related emissions. The results of that evaluation, as noted previously in this letter, were that reconstruction with the proposed additional lanes would have a negligible effect on transportation system ozone-related emissions and emissions would be expected to decrease significantly – by 70 to 80 percent – from current levels. The Commission's responsibility - under the direction of the USDOT, WisDOT, the USEPA, and the WisDNR - for preparing transportation system ozone-related emissions forecasts extends beyond the freeway reconstruction study. The Commission will continue to work with the aforementioned agencies in the future, as it has in the past, to ensure that appropriate forecasts are developed and maintained.

In addition to the principal points of the ACLU letter addressed above, the letter began with introductory text that contained statements not yet addressed in this memorandum. The additional statements are identified and addressed below:

- A. On pages 1 and 2 of the ACLU letter, it was suggested that transportation planning in metropolitan Milwaukee has emphasized freeway construction and automobile travel, and there has historically been an enormous disparity between funds available for highway construction and for public transit.

Public transit has historically been, and continues to be, an emphasis of transportation planning in southeastern Wisconsin. This is demonstrated in the long- and short-range plans developed by the Commission and in the actual implementation of public transit system expansion. As was noted previously in this letter, the historic expansion of public transit service in the Region includes recent expansion – about a 12 percent increase in service provided from 1995 to 2003. A significant portion of the annual expenditures on the overall regional transportation system have been – and continue to be – allocated to public transit. Trips made on the Region's public transit system represent about 3 percent of all trips on an average weekday. During the period of 1995 through 1999, on average, about 30 percent of transportation expenditures in the Region were for the public transit system. The Commission agrees that investment in public transit is important, but even implementation of the planned substantial increase would not eliminate a substantial increase in freeway traffic congestion.

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- B. On page 5 of the ACLU letter, it was suggested that freeway reconstruction and capacity expansion will disproportionately burden Milwaukee County due to a greater loss of tax base than suburban counties, and there will be fewer economic benefits for the City and County of Milwaukee because of factors such as the short supply of existing in-fill opportunities.

The issue of estimated tax base impact was previously addressed in this letter, but the potential economic benefits for Milwaukee County, the Southeastern Wisconsin Region, and the entire State need to be addressed. The freeway system is of vital importance to residents of the entire Region and to Milwaukee County. About 33 percent of all travel made on an average weekday by Southeastern Wisconsin residents and by Milwaukee County residents is made on the freeway system. Over 50 percent of the daily traffic on the Milwaukee County freeway system is made by Milwaukee County residents, and another 40 percent of Milwaukee County freeway system daily traffic is to and from Milwaukee County businesses. The freeway system must serve the economy of Milwaukee County, the Region, and the State for 50 to 75 years in the future – the expected useful life of the reconstructed pavements and bridges.

- C. On page 6 of the ACLU letter, it was noted that WisDOT is seeking to use "a mere" 7.2 percent of its FHWA funds in Federal fiscal year 2003 for disadvantaged business enterprise firms through "race and gender conscious" goals, so City of Milwaukee minority and low income persons will receive fewer benefits from increased employment due to freeway expansion. It was also pointed out the disparity in average incomes of White and Black/African American households in metropolitan Milwaukee – Black/African American households earn on average about 49 percent of the average annual earnings of White households.

The notation regarding WisDOT's "race and gender conscious" goal of 7.2 percent of FHWA funds for disadvantaged business enterprise firms was correct, but the ACLU failed to note several important points regarding that goal – including the following:

- The overall goal for disadvantaged business enterprise firms is actually 9.5 percent, including 7.2 percent race and gender conscious and 2.3 percent race and gender neutral.
- The goal set by WisDOT does not include the reconstruction of the Marquette Interchange or the reconstruction of the remainder of the regional freeway system.
- The goal is an overall, statewide goal, not a goal for southeastern Wisconsin, Milwaukee County, or the City of Milwaukee.
- The process for goal-setting (which was described in WisDOT's Disadvantaged Business Enterprise Plan cited in the ACLU letter) is one that includes the National Association of Minority Contractors, the Wisconsin Transportation Builders Association, and the FHWA.

In upcoming years, as the southeastern Wisconsin regional freeway system is rebuilt, additional funds will be invested in the area of the State with the greatest concentrations of minority residents and disadvantaged business enterprises. It is expected that WisDOT will be able to reach higher discretionary or voluntary goals, with area firms having increased opportunities to participate.

The ACLU further mentioned that there would be fewer opportunities for minority and low income persons during freeway expansion. First, a final recommendation has yet to be made regarding how the freeway system will be rebuilt, the Advisory Committee has yet to formulate a final recommended plan. Second, there will be opportunities for participation regardless of how the freeway system is rebuilt – modernization and widening is estimated to cost \$6.25 billion, but at \$5.5 billion, the investment to rebuild the freeway system with modernization only still

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represents substantial expenditure. Third, reconstruction with the additional lanes would actually result in greater expenditure – and opportunities – than reconstruction without the additional lanes.

Regarding the disparity in earnings between White and Black/African American households in metropolitan Milwaukee, the disparity is obviously not related to the reconstruction of the freeway system as it has not yet occurred. The reconstruction of the regional freeway system should not be portrayed as potentially exacerbating existing disparities – there is no evidence that it will, and as discussed above, the substantial expenditure will provide for additional opportunities for participation and the economic benefits associated with that participation.

- D. On pages 7 through 9 of the ACLU letter, it was stated that Federal law requires consideration of impacts on minority and low income persons, noting Title VI of the Civil Right Act of 1964, Executive Order 12898, the FHWA Environmental Justice Order, and the Clean Air Act.

The Commission is aware of its responsibilities under Federal law, and has conducted the freeway reconstruction study mindful of those responsibilities. The "Evaluation of the Impacts of the Preliminary Recommended Freeway System Reconstruction Plan on Minority and Low Income Populations in Southeastern Wisconsin" commented on in the ACLU letter provides extensive documentation of analyses of impacts, and the first two volumes of the study "Record of Public Comments" have documented the public involvement efforts (with a third volume yet to be prepared). This memorandum is a continuation of the Commission's efforts, responding to comments regarding the study. Moreover, the freeway reconstruction study is only the beginning of studies prior to reconstruction taking place. Much more detailed, multi-year preliminary engineering and environmental studies will be completed prior to reconstruction. Those studies will include the continuation of study of impact on minority and low income populations of the Region. Attempts to address - avoid, minimize, and mitigate - impacts will not end with the freeway reconstruction study.

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