A TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN: 2019-2022



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RESOLUTION NO. 2018-25

RESOLUTION OF THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION ENDORSING THE URBAN TRANSPORTATION PLANNING PROCESS IN SOUTHEASTERN WISCONSIN, THE ADOPTED YEAR 2050 REGIONAL TRANSPORTATION PLAN, AND THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN

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

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

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

WHEREAS, the Southeastern Wisconsin Regional Planning Commission has, in carrying out its responsibilities as the MPO, prepared, in full cooperation with all concerned State and local officials, transit operators, and other interested parties, a document entitled, *A Transportation Improvement Program for Southeastern Wisconsin: 2019-2022;* and

WHEREAS, the subject program identifies transportation improvements recommended for advancement during the period 2019-2022, provides for a staging of improvements over the period 2019-2022 consistent with the regional transportation plan, includes estimates of costs and revenues for the period 2019-2022, and relates the improvements recommended in the program to the adopted transportation plan for the Region; and

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

WHEREAS, the transportation improvement program was taken to public hearing on Thursday, November 15, 2018, and the comments received are documented in Appendix J of the aforereferenced document;

NOW, THEREFORE, BE IT RESOLVED:

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

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

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

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

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

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

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

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

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

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

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

SECOND: That the document entitled*, A Transportation Improvement Program for Southeastern Wisconsin: 2019-2022*, be, and hereby is, endorsed as the transportation improvement program for the seven-county Southeastern Wisconsin Region.

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

FOURTH: That a true, correct, and exact copy of this resolution and the document entitled, *A Transportation Improvement Program for Southeastern Wisconsin: 2019-2022*, shall be forthwith transmitted through the Secretary of the Wisconsin Department of Transportation to the Governor, the Federal Highway Administration, and the Federal Transit Administration.

The foregoing resolution, upon motion duly made and seconded, was regularly adopted at the meeting of the Executive Committee of the Southeastern Wisconsin Regional Planning Commission held on the 13th day of December 2018, the vote being Ayes 10, Nays 0.

Charles L. Colman, Chairman

ATTEST:

Michael G. Hahn, Deputy Secretary

A TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN: 2019-2022

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

December 2018

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INTRODUCTION

This transportation improvement program (TIP) is the thirtieth such program prepared for the Southeastern Wisconsin Region. The TIP is a Federally required listing of all arterial highway and public transit improvement projects proposed to be carried out by State and local governments over the next four years (2019-2022) in the seven-county Southeastern Wisconsin Region.

The TIP was developed under the guidance of the Southeastern Wisconsin Regional Planning Commission's Advisory Committees on Transportation System Planning and Programming for the Kenosha, Milwaukee, Racine, Round Lake Beach, and West Bend Urbanized Areas, and in close cooperation with municipal, county, and State transportation implementation agencies. The rosters of these committees are listed in Appendix F of this report. Map 1 shows the Southeastern Wisconsin Region and the approved adjusted boundaries for the five Census-defined urbanized areas within the Region. The TIP contains 321 projects within the Region for the four-year programming period of 2019 through 2022. The TIP represents a total potential investment in transportation improvements and services of $1.89 billion. Of this total, $658 million, or about 34.8 percent, is proposed to be provided in Federal aids; $870 million, or about 45.9 percent, in State funds; and $366 million, or about 19.3 percent, in local monies.

The first year of the four-year program—2019—is significant as it constitutes an agreed to list of projects for project selection purposes and no further project selection action is required for the implementing agency to proceed with its project. Under Federal regulations, the Commission in consultation with WisDOT and area transit operators can advance a project from the remaining three years of the TIP following the request by the implementing agency, with the exception of projects on the National Highway System (NHS) funded with National Highway Performance Program (NHPP) funds, which can be advanced by WisDOT in consultation with the Commission and the area transit operators from the remaining three years of the TIP. Proposed expenditures in the first year of the TIP—2019—total $467 million.

The key elements of this TIP document are:

1. A project-by-project listing of the transportation improvement projects constituting the 2019-2022 transportation improvement program, including identification of the projects programmed for each of the four years of the TIP: 2019, 2020, 2021, and 2022. (Appendix A)

2. A list of the status of projects contained in the previous 2017-2020 TIP including an identification of projects which were completed or dropped from the TIP (Appendix B)

3. An assessment of conformity of the 2019-2022 TIP with the Wisconsin State Implementation Plan for air quality. (Appendix C)

4. An assessment of the ability of available funding to implement the 2019-2022 TIP (Appendix D)

5. An assessment of how the projects programmed in the 2019-2022 TIP contribute to the achievement of both the VISION 2050 performance goals and the targets established for the National performance measures (Appendix E)

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

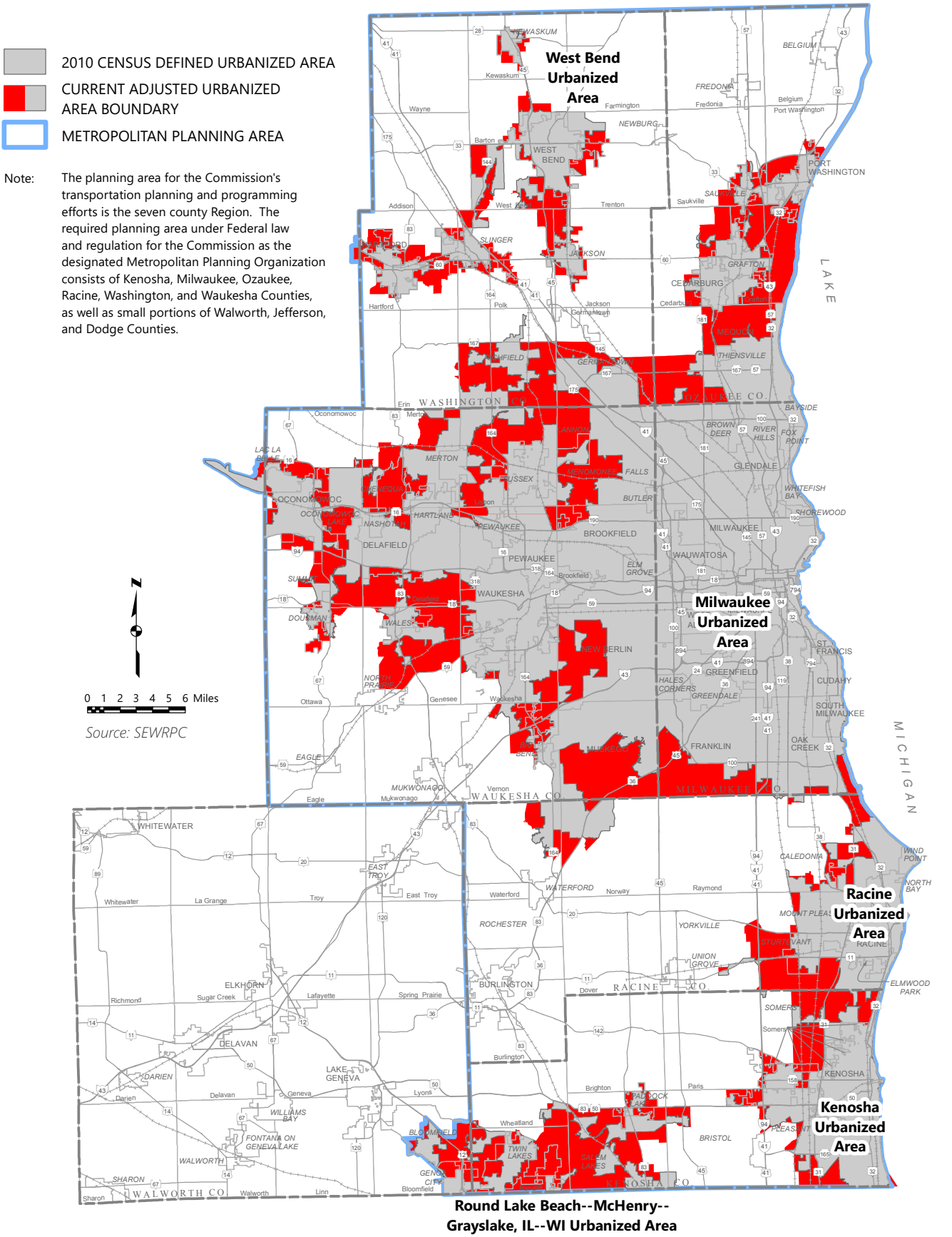
7. A summary of the selection processes used for Federal funding sources for local highway and transit projects (Appendix G)

8. A tabular description of projected 2019 operations of the nine transit operators in the Region and a description of the financial capacity of the nine transit operators in the Region (Appendix H)

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

10. A summary of the public comment received on the draft 2019-2022 TIP (Appendix J)

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



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

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

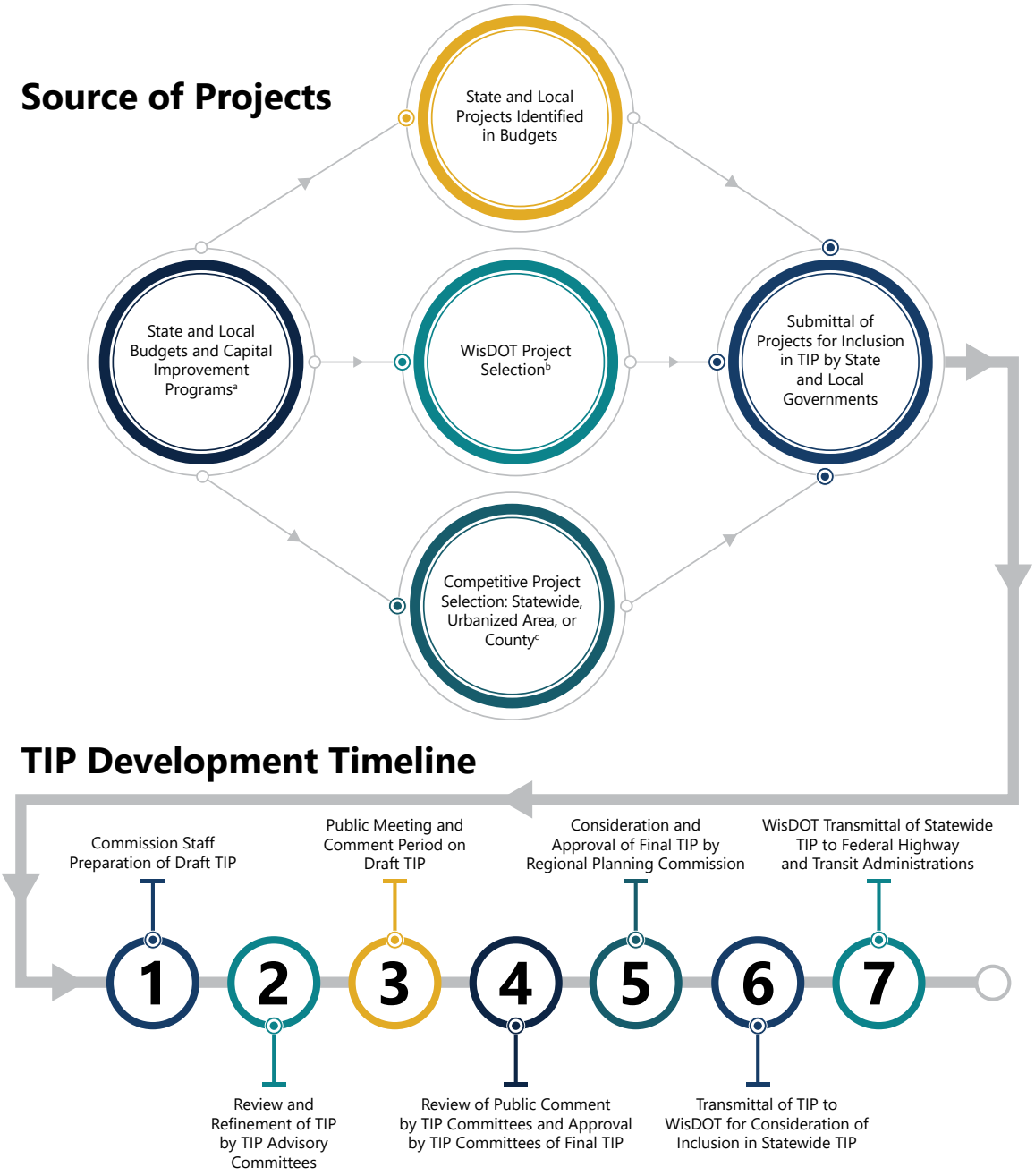
TIP DEVELOPMENT PROCESS

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

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

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

Figure 1
Transportation Improvement Program Development Process



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

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

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

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

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

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

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

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

The following sections provides more detail on the preparation of the TIP, the Advisory Committees established to guide TIP development, public involvement for the TIP, and project selection. Appendix G includes a summary of the project selection process, eligibility and limitations of the Federal funding sources available to local highway and transit projects.

Preparation of TIP

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

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

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

The Commission staff also compared the total costs of the proposed projects in the TIP to estimates of available Federal, State, and local funding to ensure that available funding sources are adequate to implement the TIP (see Appendix D). The estimate of available funding is based upon authorized Federal funding levels and historical State and local funding sources. Federal regulations allow projects eligible for a particular Federal and State funding source, but that are not approved for such funding, to be illustratively listed in the TIP for informational purposes. These projects would not be required to be included in the assessment of available funding. Such projects would be added to the TIP, and included in the assessment of available funding, should they be approved for the Federal or State funds being sought.

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

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

Advisory Committees

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

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

Public Involvement

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

During the development of the 2019-2022 TIP, the Commission staff prepared a draft copy of the TIP that was made available to the public on the Commission's website. Hard copies of the draft TIP were also available upon request. There was a 30-day comment period on the draft TIP, and a public meeting was held on the draft TIP, consistent with the Commission's public participation plan. Formal announcement of the public meeting and comment period was provided through paid notices appearing in the regional Milwaukee Journal-Sentinel newspaper and two minority newspapers—the Milwaukee Community Journal and El Conquistador—as well as the Commission's website.

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

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

Project Selection for Federal and State Transportation Funding

Federal and State transportation funding have specific project eligibility, and other limitations and requirements. Funding may be limited to a specific transportation mode, program, or geographic area, or may require funding to be used only for capital projects and not operating costs. Federal law allows the transfer, or flexing, of FHWA funds, such as Surface Transportation Block Grant Program (STP), National Highway Performance Program (NHPP), and Congestion Mitigation and Air Quality Improvement Program (CMAQ) funding, to fund transit capital projects, and in the case of CMAQ to also fund the operation of transit improvement or expansion projects for a limited number of years.

With regards to State funding for transportation projects, the amount of State and Federal funding that is available for State and local transportation projects is established in the State biennial budget. The biennial budget is very prescriptive with respect to the State and Federal funding available for different types of transportation projects throughout the State. For example, the State budget establishes the amount of State and Federal funding that will be available for transit operating expenses, and also for the maintenance and reconstruction of the freeway system in Southeastern Wisconsin.

The process used for selecting projects for State and Federal funding, and inclusion in the TIP, varies by funding source. The level of the Commission's involvement in the evaluation and recommendation of projects for funding also depends on the funding source. With regards to State projects, WisDOT provides the Commission a listing of projects proposed to be included in the TIP for use of State and Federal funding, including FHWA NHPP funding and STP funding that are available to State projects statewide, including within Southeastern Wisconsin. The process of selecting State highway projects for implementation (and inclusion in the TIP) varies depending on the size and complexity of the projects. Most State highway

rehabilitation and reconstruction projects are funded under the State Highway Rehabilitation (SHR) program. The WisDOT Southeast Region staff determines which projects are implemented based primarily on their roadway condition, rate of crashes, and public input. Larger projects are generally funded under the State Majors Program.[3] Potential Majors projects in the Region have to compete for Majors Program funding against other large projects statewide based on the basis of economic impact, traffic flow, safety, and environmental considerations. The evaluation of the potential Majors projects are considered by the State's Transportation Projects Commission in recommending projects for enumeration in the State biennial budget. The funding for large freeway reconstruction projects in Southeastern Wisconsin, such as the projects to reconstruct the Marquette Interchange, the Zoo Interchange, and IH 94 from the Mitchell Interchange to the State line—is specifically enumerated in the State biennial budget under the Southeast Wisconsin Freeway Megaproject Program.[4]

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

With regards to transit projects, the Commission works with the transit operators in the distribution of FTA Section 5307/5340 Urbanized Area Formula Program, FTA Section 5310 Enhanced Mobility of Seniors and Individuals with Disabilities Program, and FTA Section 5339 Bus and Bus Facilities Program funding that is specifically allocated to the Milwaukee urbanized area. The designated recipients of these funds—each transit operator in the Milwaukee urbanized area in the case of Section 5307/5340 and Section 5339 funds and Milwaukee County in the case of Section 5310 funds—applies directly to FTA for the projects recommended for these funding sources. Since the Round Lake Beach urbanized area was extended from Illinois into Kenosha County in 2000, and now into Walworth County, the FTA Section 5307/5340 funding allocated to the Wisconsin portion of the urbanized area has been transferred to transit operators located in the Illinois portion of the urbanized area. WisDOT determines the distribution of FTA Section 5307/5340 funding to the other urbanized areas having a population between 50,000 and 200,000 within Southeastern Wisconsin. For the FTA Section 5339 funding available to bus and bus facilities projects statewide, WisDOT distributes a portion of the funding to the urbanized areas within the State with a population of 200,000 or more, such as the Milwaukee urbanized area. WisDOT solicits, evaluates, and recommends projects for the remaining FTA Section 5339 that is available for all of the urbanized areas within the State. WisDOT also solicits, evaluates, and recommends mobility projects serving seniors and people with disabilities for FTA Section 5310 funding available to projects statewide, outside of the urbanized areas with populations of 200,000 or more. In addition, WisDOT distributes Section 5311 Non-Urbanized Area Formula Grant funds to transit systems outside of the urbanized areas, such as the share-ride taxi system in the City of Whitewater. The State also distributes State operating assistance funds to the transit operators in Southeastern Wisconsin to supplement the FTA funding used by the transit operators for the operation and maintenance of their systems.

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

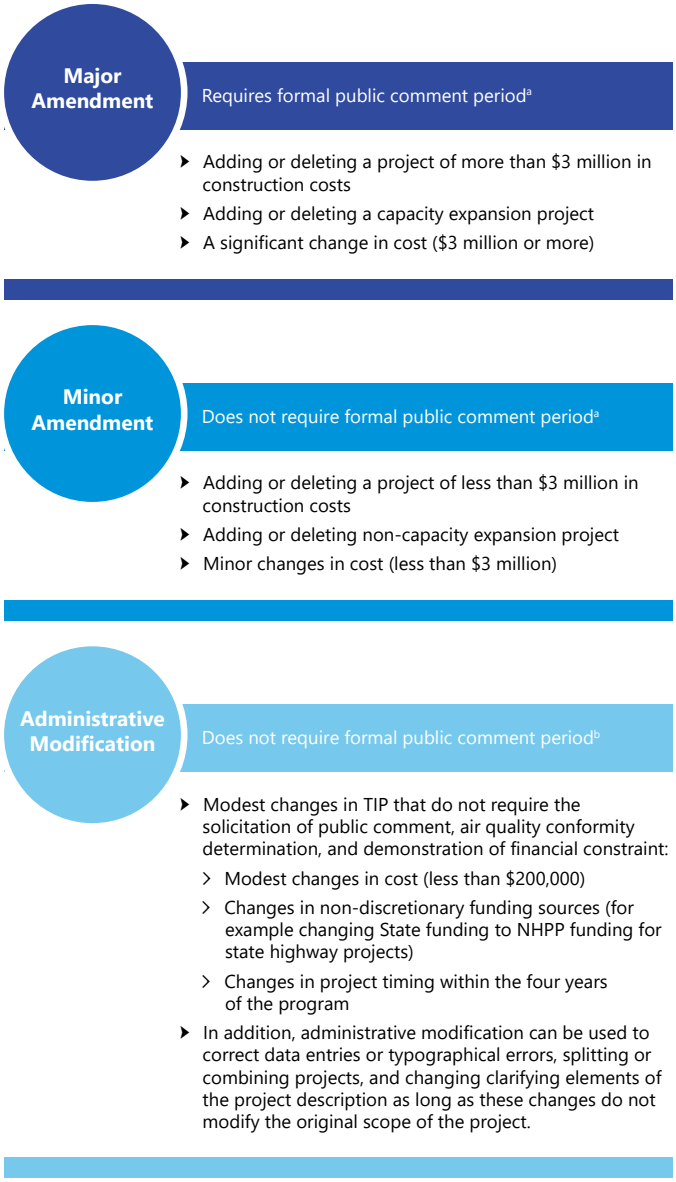
[4] *Based on Wisconsin State Statutes, projects in the Southeast Wisconsin Freeway Reconstruction Megaproject Program include the freeway reconstruction projects that have a minimum cost of $596.8 million (adjusted with inflation).*

TIP AMENDMENT PROCESS

Following approval of a TIP by the Commission and appropriate State and Federal agencies, changes to projects listed in the TIP, and the addition or deletion of projects within the TIP, are requested periodically by the various levels of government or agencies. Figure 2 summarizes the criteria used to determine the types of changes to the TIP (i.e., major amendment, minor amendment, or an administrative modification).

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

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



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

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

Source: SEWRPC

Projects shown illustratively in the TIP—based on them not being funded—that are subsequently proposed for full or partial Federal funding within the four-year timeframe of the TIP would be formally programmed within the TIP through an amendment. As part of the TIP amendment, the approved funding would be included in the assessment of available funding for implementation of the programmed projects in the TIP. Amendments programming the funding for an illustrative project within the TIP would be noticed and made available to the public for review consistent with the TIP amendment process. An exception is an amendment programming the funding for an illustrative TIP project involving a major amendment to the TIP—adding/deleting a project of more than $3 million in construction costs, adding/deleting a capacity expansion project, or significantly changing project scope, cost, or timing—that

was added to the TIP through full notification and formal review and comment by the public, as part of the biennial update of the TIP or a previous major amendment. An amendment adding such an illustrative project would be noticed on the Commission's website and sent to interested parties, similar to a minor amendment.

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

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

LIST OF OBLIGATED PROJECTS

Each year, the Commission staff, in coordination with staffs from the Wisconsin Department of Transportation, area transit operators, and the U.S. Department of Transportation Federal Highway Administration (FHWA) and Federal Transit Administration (FTA), prepares a listing of projects that were obligated for FHWA or FTA funding during the previous calendar year. The obligation of funds for a project by the appropriate Federal agency—FHWA or FTA—indicates the Federal government's commitment to fund the approved Federal share of the cost of a project. The listing of obligated projects is completed within the first three months of the year and made available to the public on the TIP webpage of the Commission's website. It should be noted that projects for which funds have been obligated are not necessarily initiated or completed in the four program years of the TIP. Further, the Federal funding for projects, or elements of projects, which have been previously obligated are not required to be listed in the TIP.

THE TRANSPORTATION IMPROVEMENT PROGRAM AND REGIONAL TRANSPORTATION PLANNING

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

VISION 2050 includes recommendations for which arterial facilities require preservation or improvement (widening to provide additional lanes) and new arterial facilities proposed as system expansion. VISION 2050 recommends those transit facilities and services that should be preserved, improved, and expanded. Demand and traffic management actions are also recommended to increase the capacity of the existing transportation system at low costs and disruption. VISION 2050 also recommends bicycle accommodations on surface arterial streets and off-street bicycle facilities. Appendix E includes an assessment of how the projects programmed in the 2019-2022 TIP contribute to the achievement of VISION 2050 performance goals.

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

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

THE 2019 THROUGH 2022 TRANSPORTATION IMPROVEMENT PROGRAM

Table 1 summarizes the total funds required to implement the projects located in each of the seven counties in Southeastern Wisconsin within each of the four years of the TIP. The total funds required to implement the projects contained within the first year—2019—of the TIP are $466,691,500; and, Federal funding sources would supply $214,234,000; State sources, $155,061,000; and local sources, the remaining $97,396,500. A more detailed program cost summary by Federal aid program, area, and project category is presented for the year 2019 in Tables 2 through 4.

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

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

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

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

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

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

Table 1
Cost Summary of Projects Within First Four Years of 2019-2022 Transportation Improvement Program

Milwaukee Area		2019	2020	2021	2022
Ozaukee County	Federal	19,473,900	1,485,500	1,085,100	1,094,600
	State	6,290,000	1,658,500	1,585,200	2,331,300
	Local	1,291,500	1,262,900	1,261,800	1,439,400
	Total	27,055,400	4,406,900	3,932,100	4,865,300
Milwaukee County	Federal	98,399,400	54,252,100	51,595,000	124,621,900
	State	109,228,500	262,822,500	99,561,100	167,964,700
	Local	68,053,200	58,725,100	63,213,200	52,981,100
	Total	275,681,100	375,799,700	214,369,300	345,567,700
Washington County	Federal	14,470,500	6,787,100	22,686,100	2,096,400
	State	5,229,500	2,752,800	8,784,600	3,347,100
	Local	2,377,400	1,804,700	2,118,300	2,176,500
	Total	22,077,400	11,344,600	33,589,000	7,620,000
Waukesha County	Federal	32,431,600	16,470,600	11,307,900	1,134,400
	State	13,200,900	10,585,200	7,107,700	6,815,600
	Local	11,427,000	23,137,900	12,025,000	10,847,400
	Total	57,059,500	50,193,700	30,440,600	18,797,400
Area Subtotal	Federal	164,775,400	78,995,300	86,674,100	128,947,300
	State	133,948,900	277,819,000	117,038,600	180,458,700
	Local	83,149,100	84,930,600	78,618,300	67,444,400
	Total	381,873,400	441,744,900	282,331,000	376,850,400
Kenosha, Racine, Walworth Area		**2019**	**2020**	**2021**	**2022**
Kenosha County	Federal	14,365,100	15,135,100	4,846,600	17,657,100
	State	9,569,900	41,075,600	36,321,600	15,076,400
	Local	9,903,800	13,818,500	6,640,000	3,494,700
	Total	33,838,800	70,029,200	47,808,200	36,228,200
Racine County	Federal	16,456,700	11,519,200	28,756,400	6,126,600
	State	6,682,500	8,820,400	10,033,100	3,224,000
	Local	3,442,400	4,055,300	3,083,000	2,694,000
	Total	26,581,600	24,394,900	41,872,500	12,044,600
Walworth County	Federal	18,636,800	51,847,300	563,600	12,286,200
	State	4,859,700	20,227,900	367,000	4,881,000
	Local	901,200	1,922,000	610,100	1,055,800
	Total	24,397,700	73,997,200	1,540,700	18,223,000
Area Subtotal	Federal	49,458,600	78,501,600	34,166,600	36,069,900
	State	21,112,100	70,123,900	46,721,700	23,181,400
	Local	14,247,400	19,795,800	10,333,100	7,244,500
	Total	84,818,100	168,421,300	91,221,400	66,495,800
Region		**2019**	**2020**	**2021**	**2022**
Region Total	Federal	214,234,000	157,496,900	120,840,700	165,017,200
	State	155,061,000	347,942,900	163,760,300	203,640,100
	Local	97,396,500	104,726,400	88,951,400	74,688,900
	Total	466,691,500	610,166,200	373,552,400	443,346,200

Source: SEWRPC

Table 2
Cost Summary of Projects in First Year of the Transportation Improvement Program—2019—by Federal Aid Program and Area

Federal Aid Program	Milwaukee Area[a]	Kenosha, Racine, and Walworth Area[b]	Total
FTA			
Section 5307	26,368,000	14,104,400	40,472,400
Section 5309	--	--	--
Section 5310	120,000	289,500	409,500
Section 5311	--	2,002,600	2,002,600
Section 5337	--	105,600	105,600
Section 5339	7,153,300	1,772,300	8,925,600
FTA Subtotal[c]	33,816,300	18,274,400	52,090,700
FHWA			
NHPP	111,218,000	39,874,900	151,092,900
IH-Substitution	1,000,000	--	1,000,000
STP-B	380,300	984,500	1,364,800
TAP	2,630,700	268,700	2,899,400
STP-M	35,024,600	--	35,024,600
STP-O	33,336,500	13,885,300	47,221,800
HSIP	5,743,500	42,300	5,785,800
CMAQ	16,561,400	4,452,900	21,014,300
PL	4,090,500	--	4,090,500
FHWA Subtotal[d]	209,985,500	63,009,700	272,995,200
Total[e]	243,911,800	81,284,100	325,195,900

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

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

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

[c] *Approximately $175,000 from a combination of Federal Transit Administration funding sources are programmed in the Milwaukee Transportation Management Area*

[d] *Approximately $3,501,100 from a combination of Federal Highway Administration funding sources are programmed in the Kenosha, Racine, and Walworth Area*

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

Source: SEWRPC

- Transit Improvement: Projects that improve the quality and level of service on the existing transit system.
- Transit Expansion: Projects that either expand the existing transit system or create new transit systems or subsystems.
- Bicycle/Pedestrian: Projects that involve preservation, improvement, and expansion of bicycle and pedestrian accommodations along arterial streets and highways, or on adjacent roadway corridors or off-roadway locations.
- Highway Safety: Projects designed to improve or eliminate existing unsafe conditions on the Federal aid highway system as it currently exists, and are candidates for special Federal safety program funding.
- Environmental Enhancement: Projects that can reduce air, noise, or visual pollution, and provide some benefit to highway system operation or capacity.
- Highway Off-System: Projects on streets or highways that are not on the arterial street and highway system and are candidates for special Federal funding.

Table 3
Cost Summary of FHWA-Funded Projects in the First Year of the Transportation Improvement Program—2019

Funding Source	Highway System			Transit System			Bike and Pedestrian	Off-System	Safety	Environmental Enhancement	Total
	Preservation	Improvement	Expansion	Preservation	Improvement	Expansion					
Interstate Highway – Completion or Substitution											
Federal	--	--	--	--	--	550	--	--	--	--	550
Local	--	--	--	--	--	450	--	--	--	--	450
Total	--	--	--	--	--	1,000	--	--	--	--	1,000
Federal Bridge											
Federal	--	--	--	--	--	--	--	964	--	--	964
Local	--	--	--	--	--	--	--	401	--	--	401
Total	--	--	--	--	--	--	--	1,365	--	--	1,365
Congestion Mitigation and Air Quality Improvement											
Federal	--	--	--	3,872	2,400	4,259	2,723	--	--	1,531	14,785
Local	--	--	--	4,168	600	1,065	716	--	--	398	6,947
Total	--	--	--	8,040	3,000	5,325	3,439	--	--	1,929	21,733
Highway Safety Improvement Program											
Federal	227	--	--	--	--	--	--	--	4,315	--	4,541
Local	25	--	--	--	--	--	--	--	1,471	--	1,496
Total	252	--	--	--	--	--	--	--	5,786	--	6,038
Surface Transportation Program – Milwaukee Urbanized Area											
Federal	22,427	--	--	--	--	--	--	--	--	--	22,427
Local	12,597	--	--	--	--	--	--	--	--	--	12,597
Total	35,025	--	--	--	--	--	--	--	--	--	35,025
Surface Transportation Program – Other (rural, other urban & urbanized areas, discretionary)											
Federal	26,938	4,710	2,756	--	--	--	--	--	--	--	34,449
Local	9,504	4,628	689	--	--	--	--	--	--	--	14,821
Total	36,487	9,338	3,445	--	--	--	--	--	--	--	49,270
Metropolitan Planning (PL) Funds											
Federal	3,272	--	--	--	--	--	--	--	--	--	3,272
Local	818	--	--	--	--	--	--	--	--	--	818
Total	4,091	--	--	--	--	--	--	--	--	--	4,091
Transportation Alternatives Program (TAP)											
Federal	--	--	--	--	--	--	2,582	--	--	--	2,582
Local	--	--	--	--	--	--	801	--	--	--	801
Total	--	--	--	--	--	--	3,382	--	--	--	3,382
National Highway Performance Program											
Federal	99,673	1,967	--	--	--	--	--	--	--	--	101,640
Local	27,779	21.674	--	--	--	--	--	--	--	--	49,453
Total	127,452	23,641	--	--	--	--	--	--	--	--	151,093
Total											
Federal	152,583	6,677	2,756	3,872	2,400	4,809	5,304	964	4,315	1,531	185,211
Local	50,723	36,302	689	4,168	600	1,515	1,517	401	1,471	398	87,784
Total	203,306	32,979	3,445	8,040	3,000	6,325	6,821	1,365	5,786	1,929	272,995

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

Source: SEWRPC

Table 4
Cost Summary of FTA-Funded Projects in the First Year of the Transportation Improvement Program—2019

Funding Source	Transit System			Environmental Enhancement	Total
	Preservation	Improvement	Expansion		
Section 5307 (Urban Area Formula Program)					
Federal	23,518	--	--	--	23,518
Local	17,054	--	--	--	17,054
Total	40,572	--	--	--	40,572
Section 5309 (Capital Program)					
Federal	--	--	--	--	--
Local	--	--	--	--	--
Total	--	--	--	--	--
Section 5310 (Elderly and People with Disabilities Program)					
Federal	352	--	--	--	352
Local	58	--	--	--	58
Total	410	--	--	--	410
Section 5339 (Bus and Bus Facilities Formula Program)					
Federal	4,218	--	--	--	4,218
Local	4,782	--	--	--	4,782
Total	9,001	--	--	--	9,001
Section 5311 (Nonurban Area Formula Program)					
Federal	792	--	--	--	792
Local	1,211	--	--	--	1,211
Total	2,003	--	--	--	2,003
Section 5337 (State of Good Repair)					
Federal	88	--	--	--	88
Local	18	--	--	--	18
Total	106	--	--	--	106
Total					
Federal	28,968	--	--	--	28,968
Local	23,123	--	--	--	23,123
Total	52,091	--	--	--	52,091

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

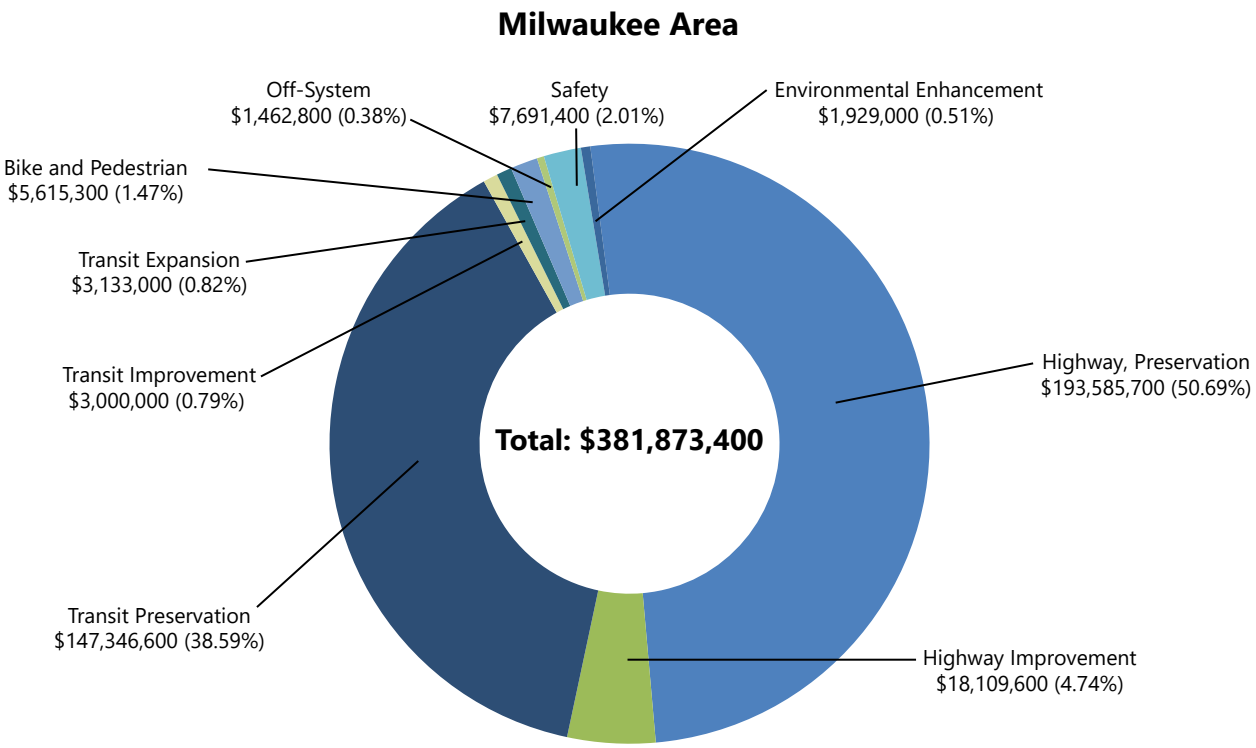
Source: SEWRPC

Figure 3 graphically presents the proposed expenditures in the first year of the TIP—2019—by each of the ten project categories for each of two areas, the Milwaukee Transportation Management Area including Milwaukee, Ozaukee, Washington, and Waukesha Counties, and the Kenosha, Racine, and Walworth Transportation Management Area including Kenosha, Racine, and Walworth Counties. Certain expenditure patterns are apparent from an examination of Figure 3. These include the following:

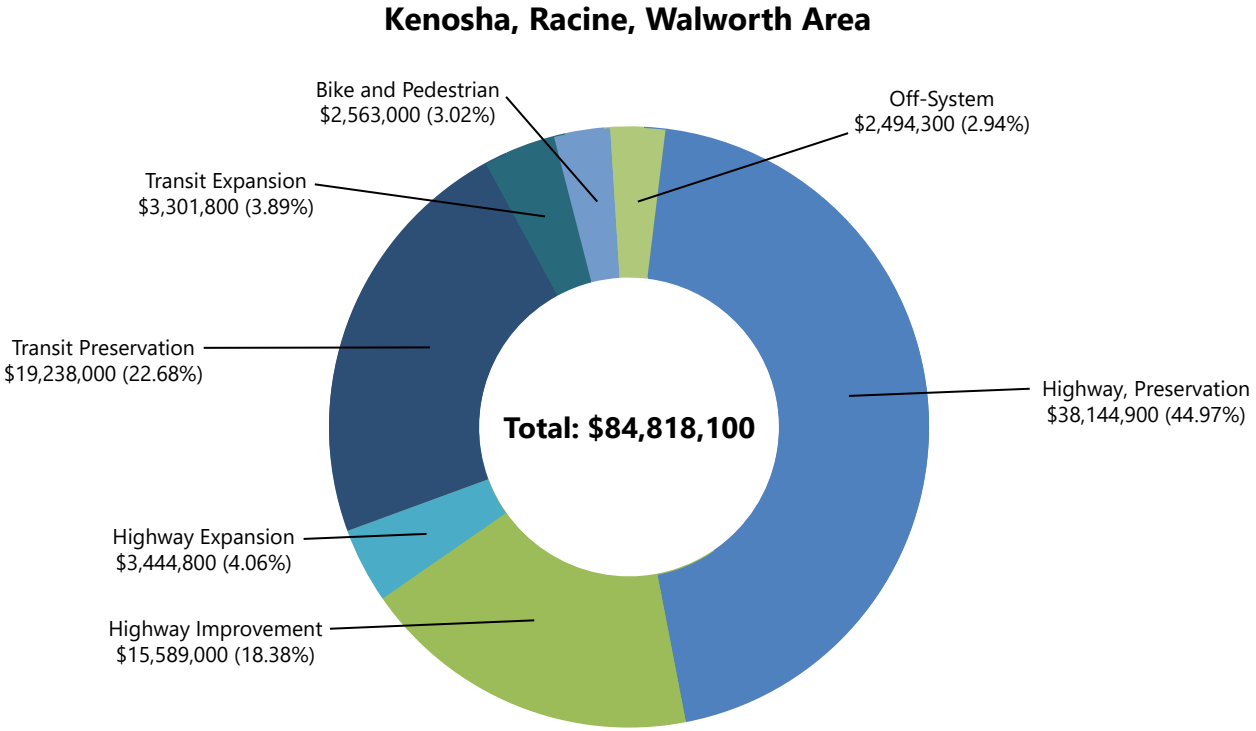
- A significant proportion of financial resources programmed for 2019 are to be devoted to the preservation of the existing transportation facilities and services—both highway and transit—about $398.3 million, or 85.3 percent in the Region. This allocation of resources is especially notable since none of the projects included in the TIP involve routine highway operations and maintenance activities—snowplowing, ice control, grass cutting, and power for traffic control and street lighting.

- The expenditures for highway improvement in 2019 are approximately $33.7 million, or 7.2 percent of total expenditures. (It should be noted that much of the cost of a highway improvement project is due to the reconstruction of the existing highway facility. The cost of additional traffic lanes provided may only represent 10 to 20 percent of the total costs of a highway improvement project.) About 0.7 percent, or $3.4 million, of the total expenditures are programmed for highway expansion projects.

Figure 3
Distribution of Expenditures in 2019 of the 2019-2022 Transportation Improvement Program by Project Category



Note: For 2019, no expenditures are expected to be incurred for highway expansion.



Note: For 2019, no expenditures are expected to be incurred for transit improvement, safety, or environmental enhancement.

- About $176.0 million, or 37.7 percent of total financial resources in 2019 is devoted to public transit projects. Of the total year 2019 programmed resources for public transit, $166.6 million, or 94.6 percent is for preservation, $3.0 million, or 1.7 percent is for service improvement, and $6.4 million, or 3.7 percent is for service expansion.

Similar programmed funding patterns exist for the full four years of the 2019-2022 TIP. About $1.14 billion or 60.0 percent of the total $1.89 billion 2019-2022 programmed funding is for highways. Of the total 2019-2022 programmed resources for highways, $715.9 million or 63.0 percent is for highway preservation, $417.7 million or 36.7 percent is for highway improvement, and about $3.4 million or 0.3 percent is for highway expansion. About $683.4 million or 36.1 percent of the 2019-2022 programmed funding is for transit. Of the total 2019-2022 programmed resources for transit, $666.7 million or 97.6 percent is for transit preservation, $6.0 million or 0.9 percent is for transit improvement, and $10.6 million or 1.6 percent is for transit expansion.

STATUS OF PROJECTS IDENTIFIED WITHIN ANNUAL ELEMENT OF THE 2017 THROUGH 2020 TRANSPORTATION IMPROVEMENT PROGRAM

Appendix B of the transportation improvement program reports on the status of projects contained within the 2017-2020 transportation improvement program. These projects have been completed; are underway having been initiated prior to, or during, the time period of the 2017-2020 transportation improvement program and are intended to continue or be completed within the time period of this 2019-2022 transportation improvement program as part of the established sequence of project development (especially complex multi-stage projects); are on schedule to be initiated during the time period of the 2019-2022 TIP; were deferred from the 2017-2020 TIP and contained in the 2019-2022 TIP; have been dropped from the 2019-2022 TIP due to the project no longer being considered for implementation or the project being combined with another project in the 2019-2022 TIP; or were programmed in the 2017-2020 TIP, but have no work scheduled until beyond the last year of the 2019-2022 TIP.

SUMMARY

This transportation improvement program sets forth, in tabular format in Appendix A, the list of projects for improving transportation facilities and services proposed for the years 2019 through 2022 by State and local governments within southeastern Wisconsin. All projects have been determined to be in conformance with the adopted regional transportation plan.

APPENDICES

2019 THROUGH 2022 TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN

APPENDIX A

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

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

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

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

An explanation of the abbreviations used in the appendix follows:

SOURCE OF FUNDS (FEDERAL AND STATE FUND CODES)

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

PROJECT NO.

1	Project number for project in 2019-2022 TIP
(1)	2017-2020 TIP project number for project contained in 2019-2022 TIP
I	Indicates that the project is being shown in the TIP for informational purposes, and is not included in the evaluation of fiscal constraint.

PROJECT DESCRIPTION

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

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

PROJECT TYPE

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

COST[6]

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

AIR QUALITY STATUS

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

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

Table A.1
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2019	2020	2021	2022	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	1	CONTINUATION OF THE REGIONAL TRANSPORTATION PLANNING PROGRAM CONDUCTED BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	4,090.5	4,090.5	4,090.5	4,090.5	- -	
	(1)				TOTAL	4,090.5	4,090.5	4,090.5	4,090.5	- -	
				SOURCE OF FUNDS	LOCAL	615.2	615.2	615.2	615.2		
					STATE	202.9	202.9	202.9	202.9		
					FEDERAL	3,272.4	3,272.4	3,272.4	3,272.4		
		8000180		PL	TOTAL	4,090.5	4,090.5	4,090.5	4,090.5		
	2	INSTALLATION OF NEW AND REPLACEMENT SIGNALS AT VARIOUS LOCATIONS IN SE WISCONSIN	HP	DETAIL COSTS	PE	- -	- -	50.0	50.0	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	2,300.0	2,200.0	250.0	250.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(2)				TOTAL	2,300.0	2,200.0	300.0	300.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	2,300.0	2,200.0	300.0	300.0		
					FEDERAL	- -	- -	- -	- -		
		8000046			TOTAL	2,300.0	2,200.0	300.0	300.0		
	3	INSPECTION OF VARIOUS BRIDGES IN MILWAUKEE, OZAUKEE, WAUKESHA, KENOSHA, RACINE, WALWORTH AND WASHINGTON COUNTIES	HP	DETAIL COSTS	PE	200.0	200.0	200.0	200.0	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(3)				TOTAL	200.0	200.0	200.0	200.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	200.0	200.0	200.0	200.0		
					FEDERAL	- -	- -	- -	- -		
		8000074			TOTAL	200.0	200.0	200.0	200.0		
	4	CRACK REPAIR AND SEALING ALONG VARIOUS LOCATIONS IN SOUTHEASTERN WISCONSIN	HP	DETAIL COSTS	PE	50.0	50.0	50.0	50.0	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,080.0	1,080.0	1,080.0	1,080.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(4)				TOTAL	1,130.0	1,130.0	1,130.0	1,130.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	1,130.0	1,130.0	1,130.0	1,130.0		
					FEDERAL	- -	- -	- -	- -		
		8009423 4890-00-00			TOTAL	1,130.0	1,130.0	1,130.0	1,130.0		
	5	REPLACEMENT AND REPAIR OF SIGN BRIDGES WITHIN SOUTHEASTERN WISCONSIN	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	700.0	150.0	150.0	150.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(5)				TOTAL	700.0	150.0	150.0	150.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	700.0	150.0	150.0	150.0		
					FEDERAL	- -	- -	- -	- -		
		8000189 1000-20-67			TOTAL	700.0	150.0	150.0	150.0		
	6	BRIDGE MAINTENANCE AT VARIOUS LOCATIONS IN SE WISCONSIN	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	550.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(6)				TOTAL	550.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	550.0	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		8000153 1000-09-03			TOTAL	550.0	- -	- -	- -		
	7	BRIDGE DECK OVERLAY OF VARIOUS BRIDGES IN SE WISCONSIN (LIST AVAILABLE UPON REQUEST)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	5,721.8	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(434)				TOTAL	- -	5,721.8	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	1,144.4	- -	- -		
					FEDERAL	- -	4,577.4	- -	- -		
		8008953 1000-51-02		NHPP	TOTAL	- -	5,721.8	- -	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	8	RAILROAD SURFACE CROSSING REPAIRS AT VARIOUS LOCATIONS IN SOUTHEASTERN WISCONSIN	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	300.0	300.0	300.0	300.0	- -	
	(7)				TOTAL	300.0	300.0	300.0	300.0	- -	
				SOURCE OF FUNDS	LOCAL	45.0	45.0	45.0	45.0		
					STATE	255.0	255.0	255.0	255.0		
					FEDERAL	- -	- -	- -	- -		
		8009682 2791-01-50			TOTAL	300.0	300.0	300.0	300.0		
	9	PAVEMENT MARKING WITHIN SOUTHEASTERN WISCONSIN	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,200.0	1,200.0	1,200.0	1,200.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(8)				TOTAL	1,200.0	1,200.0	1,200.0	1,200.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	240.0	240.0	240.0	240.0		
					FEDERAL	960.0	960.0	960.0	960.0		
		8009778 1000-77-13		STP-O	TOTAL	1,200.0	1,200.0	1,200.0	1,200.0		
	10	BRIDGE REHABILTATION OF IH 41 BRIDGES FROM MILWAUKEE COUNTY LINE TO STH 100 (B40-800-804, 806, 807, C30) IN MILWAUKEE COUNTY	HP	DETAIL COSTS	PE	400.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	900.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	400.0	- -	- -	900.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	80.0	- -	- -	180.0		
					FEDERAL	320.0	- -	- -	720.0		
		8008923 1030-07-07		NHPP	TOTAL	400.0	- -	- -	900.0		
	11	CONSTRUCTION OF NOISE BARRIERS ALONG IH 41 FROM MAYFAIR RD TO CENTER ST IN MILWAUKEE COUNTY (0.93 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	624.0	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*6,032.0*	
					OTHER	- -	- -	- -	- -	- -	
	(448)				TOTAL	- -	- -	- -	624.0	*6,032.0*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	124.8		
					FEDERAL	- -	- -	- -	499.2		
		8008946 1100-23-00		NHPP	TOTAL	- -	- -	- -	624.0		
	12	CONSTRUCTION OF NOISE BARRIERS ALONG IH 41/894 FROM 84TH ST TO NATIONAL AVE IN MILWAUKEE COUNTY (3.59 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	4,040.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(411)				TOTAL	4,040.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	2,020.0	- -	- -	- -		
					FEDERAL	2,020.0	- -	- -	- -		
		8008977 1060-52-70		NHPP	TOTAL	4,040.0	- -	- -	- -		
	13	REHABILITATION OF THE IH 41/94 BRIDGES OVER OAK CREEK (B40-805, B40-808) AND STH 100 BRIDGE OVER IH 41/94 (B40-809) IN THE CITY OF OAK CREEK	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	286.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(506)				TOTAL	- -	286.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	57.2	- -	- -		
					FEDERAL	- -	228.8	- -	- -		
		8000531 1030-07-08		NHPP	TOTAL	- -	286.0	- -	- -		
	14	BRIDGE REPLACEMENT OF THE IH 43 BRIDGES FROM BROWN STREET TO KEEFE STREET (1.81 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	47,445.0	- -	
					OTHER	- -	- -	- -	250.0	- -	
					TOTAL	- -	- -	- -	47,695.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	4,994.0		
					FEDERAL	- -	- -	- -	42,701.0		
		8000071 1228-22-00		NHPP	TOTAL	- -	- -	- -	47,695.0		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	15	BRIDGE DECK OVERLAY OF THE IH 43 BRIDGES FROM HAMPTON AVE TO BENDER RD IN MILWAUKEE COUNTY	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	8,337.4	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(13)				TOTAL	8,337.4	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	1,667.5	- -	- -	- -		
					FEDERAL	6,669.9	- -	- -	- -		
		8001024 1228-22-02		NHPP	TOTAL	8,337.4	- -	- -	- -		
	16	REHABILITATION OF BRIDGES ALONG IH 43 FROM W WISCONSIN AVE TO W WALNUT ST IN THE CITY OF MILWAUKEE (0.97 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	4,906.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(11)				TOTAL	4,906.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	981.2	- -	- -	- -		
					FEDERAL	3,924.8	- -	- -	- -		
		8009489 1228-28-00		NHPP	TOTAL	4,906.0	- -	- -	- -		
	17	RESURFACING OF IH 43 FROM WISCONSIN AVE TO NORTH AVE AND IH 94 FROM 15TH ST TO 20TH ST IN MILWAUKEE COUNTY (1.89 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	6,600.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(492)				TOTAL	- -	- -	6,600.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	1,320.0	- -		
					FEDERAL	- -	- -	5,280.0	- -		
		8000241 1228-09-04		NHPP	TOTAL	- -	- -	6,600.0	- -		
	18	REHABILITATION OF BRIDGES ALONG IH 43 FROM FOREST HOME AVE TO 68TH ST IN THE CITY OF GREENFIELD (0.72 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	6,036.4	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(9)				TOTAL	6,036.4	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	1,207.3	- -	- -	- -		
					FEDERAL	4,829.1	- -	- -	- -		
		8009493 1090-31-00		NHPP	TOTAL	6,036.4	- -	- -	- -		
	19	BRIDGE DECK OVERLAY ALONG IH 94 FROM PUETZ RD AND CTH BB/RAWSON AVE IN MILWAUKEE COUNTY	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	405.0	- -	- -	- -	- -	
					OTHER	100.0	- -	- -	- -	- -	
					TOTAL	505.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	101.0	- -	- -	- -		
					FEDERAL	404.0	- -	- -	- -		
		8008922 1030-38-00		NHPP	TOTAL	505.0	- -	- -	- -		
	20	REHABILITATION OF THE LAKE FREEWAY (IH 794) BRIDGES FROM MILWAUKEE ST TO CHICAGO ST IN THE CITY OF MILWAUKEE (0.58 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	1,900.0	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	21,800.0	
					OTHER	- -	- -	- -	- -	- -	
	(425)				TOTAL	- -	- -	- -	1,900.0	21,800.0	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	380.0		
					FEDERAL	- -	- -	- -	1,520.0		
		8008963 1300-03-06		NHPP	TOTAL	- -	- -	- -	1,900.0		
	21	REHABILITATION OF THE LAKE FREEWAY (IH 794) BRIDGES FROM CARFERRY DR TO E POLK ST IN THE CITY OF MILWAUKEE (1.94 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	1,900.0	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	16,500.0	
					OTHER	- -	- -	- -	- -	- -	
	(426)				TOTAL	- -	- -	- -	1,900.0	16,500.0	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	380.0		
					FEDERAL	- -	- -	- -	1,520.0		
		8008964 1300-03-05		NHPP	TOTAL	- -	- -	- -	1,900.0		

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Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	22	RESURFACING OF LAKE PARKWAY (STH 794) FROM E LINCOLN AVE TO S PENNSLYVANIA AVE IN MILWAUKEE COUNTY (3.82 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	21,535.2	- -	
					OTHER	- -	- -	- -	- -	- -	
	(16)				TOTAL	- -	- -	- -	21,535.2	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	4,307.0		
					FEDERAL	- -	- -	- -	17,228.2		
		8000248 1300-03-72		STP-O	TOTAL	- -	- -	- -	21,535.2		
	23	BRIDGE REHABILITATION OF THE BELOIT RD AND 92ND ST BRIDGES AND BRIDGE REPLACEMENT OF THE LINCOLN AVE AND HOWARD AVE BRIDGES OVER THE ZOO FREEWAY (IH 894)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	3,650.0	- -	- -	11,662.0	- -	
					OTHER	750.0	- -	- -	200.0	- -	
	(17)				TOTAL	4,400.0	- -	- -	11,862.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	1,480.0	- -	- -	2,532.4		
					FEDERAL	2,920.0	- -	- -	9,329.6		
		8000093 1100-35-00		NHPP	TOTAL	4,400.0	- -	- -	11,862.0		
	24	RECONSTRUCTION OF WELLS ST (USH 18) FROM N BROADWAY TO N PROSPECT AVE IN THE CITY OF MILWAUKEE (0.43 MI)	HP	DETAIL COSTS	PE	900.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*4,950.0*	
					OTHER	- -	- -	- -	- -	- -	
	(436)				TOTAL	900.0	- -	- -	- -	*4,950.0*	
				SOURCE OF FUNDS	LOCAL	225.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	675.0	- -	- -	- -		
		8008949 2195-04-00		STP-O	TOTAL	900.0	- -	- -	- -		
	25	DECK OVERLAY OF THE BRIDGES ALONG USH 45 BETWEEN HAMPTON AVE AND GOOD HOPE ROAD (2.95 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	8,391.0	- -	
					OTHER	- -	- -	- -	400.0	- -	
					TOTAL	- -	- -	- -	8,791.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	1,758.2		
					FEDERAL	- -	- -	- -	7,032.8		
		8009495 1100-01-07		NHPP	TOTAL	- -	- -	- -	8,791.0		
	26	RESURFACING OF STH 32 (N LAKE DR) FROM SOUTH VILLAGE LIMITS TO NORTH VILLAGE LIMITS IN THE VILLAGE OF WHITEFISH BAY (2.96 MI)	HP	DETAIL COSTS	PE	- -	360.0	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*3,300.0*	
					OTHER	- -	- -	- -	- -	- -	
	(428)				TOTAL	- -	360.0	- -	- -	*3,300.0*	
				SOURCE OF FUNDS	LOCAL	- -	90.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	270.0	- -	- -		
		8008958 2225-00-03		STP-O	TOTAL	- -	360.0	- -	- -		
	27	RESURFACING OF LAKE DR (STH 32) FROM NEWBERRY BLVD TO EDGEWOOD AVE IN THE CITY OF MILWAUKEE (0.85 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	700.0	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*5,610.0*	
					OTHER	- -	- -	- -	- -	- -	
	(437)				TOTAL	- -	- -	- -	700.0	*5,610.0*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	175.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	525.0		
		8008956 2225-15-00		NHPP	TOTAL	- -	- -	- -	700.0		
	28	MAINTENANCE OVERLAY OF STH 36 (LOOMIS RD) FROM 51ST ST TO FARDALE AVE IN THE CITY OF GREENFIELD (2.26 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	2,875.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(23)				TOTAL	2,875.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	2,875.0	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		8000106 2240-14-31			TOTAL	2,875.0	- -	- -	- -		

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Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			2019	2020	2021	2022	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	29	RECONSTRUCTION OF STH 38 (S CHASE AVE) FROM OHIO AVE TO LINCOLN AVE IN THE CITY OF MILWAUKEE (1.37 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	8,020.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(25)				TOTAL	8,020.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	156.1	- -	- -	- -		
					STATE	1,644.5	- -	- -	- -		
					FEDERAL	6,219.4	- -	- -	- -		
		8009747 2060-00-76		STP-O	TOTAL	8,020.0	- -	- -	- -		
	30	RECONDITIONING OF STH 57 FROM TEUTONIA AVE TO MEQUON RD (STH 57/167) IN THE VILLAGE OF BROWN DEER AND CITY OF MEQUON (3.6 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	16,200.0	- -	
					OTHER	- -	- -	525.0	- -	- -	
	(453)				TOTAL	- -	- -	525.0	16,200.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	18.8	- -		
					STATE	- -	- -	186.2	3,240.0		
					FEDERAL	- -	- -	320.0	12,960.0		
		8000201 2270-04-70		STP-O	TOTAL	- -	- -	525.0	16,200.0		
	31	RESURFACING OF N 20TH ST (STH 57) FROM NORTH AVE TO HOPKINS ST IN THE CITY OF MILWAUKEE (1.06 MI)	HP	DETAIL COSTS	PE	510.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*3,808.0*	
					OTHER	- -	- -	- -	- -	- -	
	(454)				TOTAL	510.0	- -	- -	- -	*3,808.0*	
				SOURCE OF FUNDS	LOCAL	127.5	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	382.5	- -	- -	- -		
		8008936 2275-05-00		STP-O	TOTAL	510.0	- -	- -	- -		
	32	RESURFACING OF STH 59 (GREENFIELD AVE) FROM 92ND ST TO 84TH ST IN THE CITY OF WEST ALLIS (0.5 MILES)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	672.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(507)				TOTAL	672.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	134.4	- -	- -	- -		
					FEDERAL	537.6	- -	- -	- -		
		8000532 1060-40-97		NHPP	TOTAL	672.0	- -	- -	- -		
	33	REHABILITATION OF THE BROWN DEER RD (STH 100) BRIDGES OVER THE MILWAUKEE RIVER IN MILWAUKEE COUNTY (B40-504 & B40-505)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	1,800.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	1,800.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	360.0		
					FEDERAL	- -	- -	- -	1,440.0		
		8000273 2150-00-02		NHPP	TOTAL	- -	- -	- -	1,800.0		
	34	RECONDITIONING OF STH 100 FROM IH 43 TO HANK AARON STATE TRAIL IN THE CITIES OF WEST ALLIS AND GREENFIELD (4.76 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	12,100.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(30)				TOTAL	- -	12,100.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	12,100.0	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		8009401 2030-13-00			TOTAL	- -	12,100.0	- -	- -		
	35	RESURFACING OF STH 100 (BROWN DEER RD) FROM 91ST ST TO DEERBOOK TRAIL IN MILWAUKEE COUNTY (3.19 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	11,880.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(27)				TOTAL	- -	- -	11,880.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	2,376.0	- -		
					FEDERAL	- -	- -	9,504.0	- -		
		8001029 2150-00-71		NHPP	TOTAL	- -	- -	11,880.0	- -		

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Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			2019	2020	2021	2022	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	**36**	MAINTENANCE OVERLAY OF STH 100 (RYAN RD/ST MARTINS RD) FROM 60TH ST TO STH 36 (LOOMIS RD) IN THE CITY OF FRANKLIN (3.00 MI)	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	1,710.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(28)				***TOTAL***	- -	- -	1,710.0	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	- -	- -	1,710.0	- -		
					FEDERAL	- -	- -	- -	- -		
		8000115 2040-15-30			***TOTAL***	- -	- -	1,710.0	- -		
	37	BRIDGE DECK REPLACEMENT OF RYAN RD (STH 100) OVER THE UP RR (B40-530/633) IN THE CITY OF OAK CREEK	HP	***DETAIL COSTS***	***PE***	138.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*1,552.5*	
					OTHER	- -	- -	- -	- -	- -	
	(29)				***TOTAL***	138.0	- -	- -	- -	*1,552.5*	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	138.0	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		8000155 2040-20-00			***TOTAL***	138.0	- -	- -	- -		
	38	RECONSTRUCTION OF THE STH 119 RAMPS AT HOWELL AVE IN THE CITY OF MILWAUKEE (0.21 MI)	HP	***DETAIL COSTS***	***PE***	180.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*2,160.4*	
					OTHER	- -	- -	50.0	- -	- -	
	(31)				***TOTAL***	180.0	- -	50.0	- -	*2,160.4*	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	180.0	- -	50.0	- -		
					FEDERAL	- -	- -	- -	- -		
		8000116 2015-10-01			***TOTAL***	180.0	- -	50.0	- -		
	39	BRIDGE REHABILITATION OF THE STH 119 BRIDGES AT STH 38 (B40-484/B40-485), 14TH ST (B40-838/B40-839), 13TH ST (B40-840/B40-841), 6TH ST (B40-844/B40-845), AND THE HIAWATHA RR (B40-842/B40-843) IN THE CITY OF MILWAUKEE	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,437.5	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(32)				***TOTAL***	- -	1,437.5	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	- -	287.5	- -	- -		
					FEDERAL	- -	1,150.0	- -	- -		
		8008996 2015-02-00		*NHPP*	***TOTAL***	- -	1,437.5	- -	- -		
	40	RESURFACING OF STH 145 FROM GOOD HOPE RD TO N 68TH ST IN THE CITY OF MILWAUKEE (4.1 MI)	HP	***DETAIL COSTS***	***PE***	1,410.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*11,880.0*	
					OTHER	- -	- -	- -	- -	- -	
	(455)				***TOTAL***	1,410.0	- -	- -	- -	*11,880.0*	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	282.0	- -	- -	- -		
					FEDERAL	1,128.0	- -	- -	- -		
		8008938 1360-15-00		*NHPP*	***TOTAL***	1,410.0	- -	- -	- -		
	41	BRIDGE REHABILITATION OF THE STH 145 BRIDGE OVER FLAGG AVE (B40-278 & B40-279) AND GRANTOSA DR BRIDGE OVER STH 145 (B40-280 & B40-281) IN THE CITY OF MILWAUKEE	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	8,040.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(33)				***TOTAL***	- -	- -	8,040.0	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	- -	- -	1,608.0	- -		
					FEDERAL	- -	- -	6,432.0	- -		
		8008997 1360-11-00		*NHPP*	***TOTAL***	- -	- -	8,040.0	- -		
	42	BRIDGE REHABILITATION OF THE STH 181/76TH ST BRIDGES OVER THE UP RR (B40-380/381) AND THE STH 175 BRIDGE OVER MENOMONEE RIVER (B40-402) IN MILWAUKEE COUNTY	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	5,500.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(38)				***TOTAL***	- -	5,500.0	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	- -	1,100.0	- -	- -		
					FEDERAL	- -	4,400.0	- -	- -		
		8008989 2967-17-00		*STP-O*	***TOTAL***	- -	5,500.0	- -	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	43	BRIDGE DECK POLYMER OVERLAY OF THE STH 181 BRIDGE OVER W DOUGLAS AVE (B40-378) AND THE SILVER SPRING DR BRIDGE OVER THE MILWAUKEE RIVER (B40-579/580) IN MILWAUKEE COUNTY	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,750.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(438)				***TOTAL***	1,750.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	350.0	- -	- -	- -		
					FEDERAL	1,400.0	- -	- -	- -		
		8008948 2984-38-01		*NHPP*	***TOTAL***	1,750.0	- -	- -	- -		
	44	RESURFACING OF STH 190 FROM GREEN BAY AVE TO 2ND ST AND BRIDGE REPLACEMENT OF THE STH 190 AND PORT WASHINGTON RD BRIDGE (B40-0219) IN THE CITY OF MILWAUKEE	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	5,152.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(40)				***TOTAL***	5,152.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	1,030.4	- -	- -	- -		
					FEDERAL	4,121.6	- -	- -	- -		
		8001051 2025-19-00		*NHPP*	***TOTAL***	5,152.0	- -	- -	- -		
	45	RESURFACING AND BRIDGE REPAIR ALONG 27TH ST (STH 241) FROM 8 MILE RD TO ELM RD IN THE CITIES OF OAK CREEK AND FRANKLIN (0.48 MI)	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	450.0	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*2,800.0*	
					OTHER	- -	- -	200.0	- -	- -	
	(41)				***TOTAL***	450.0	- -	200.0	- -	*2,800.0*	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	450.0	- -	200.0	- -		
					FEDERAL	- -	- -	- -	- -		
		8000120 2265-10-01			***TOTAL***	450.0	- -	200.0	- -		
	46	INTERSECTION MODIFICATIONS AT SWAN BLVD AND DISCOVERY PKWY IN THE CITY OF WAUWATOSA (0.02 MI)	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	4,520.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(18)				***TOTAL***	4,520.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	2,843.1	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	1,676.9	- -	- -	- -		
		8000094 1060-33-94		*STP-O*	***TOTAL***	4,520.0	- -	- -	- -		
	47	IMPROVEMENTS AT INTERSECTIONS OF W NORTH AVE WITH N 118TH ST AND N 116TH ST AS PART OF THE ZOO INTERCHANGE PROJECT IN THE CITY OF WAUWATOSA	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	223.6	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(42)				***TOTAL***	- -	223.6	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	223.6	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		8000277 1060-34-77			***TOTAL***	- -	223.6	- -	- -		
	48	RESURFACING AND RESTRIPING OF IH 41 FROM SWAN BLVD TO BURLEIGH ST TO PROVIDE EIGHT TRAFFIC LANES IN MILWAUKEE COUNTY (2.07 MI)	HI	***DETAIL COSTS***	***PE***	720.0	- -	- -	- -	- -	NON-EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*8,567.9*	
					OTHER	- -	- -	- -	- -	- -	
	(400)				***TOTAL***	720.0	- -	- -	- -	*8,567.9*	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	720.0	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		8009396 2010-14-00			***TOTAL***	720.0	- -	- -	- -		
	49	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF IH 94 (EAST-WEST FREEWAY) FROM 70TH ST TO 16TH ST IN THE CITY OF MILWAUKEE (3.5 MI)	HI	***DETAIL COSTS***	***PE***	- -	- -	5,100.0	27,700.0	- -	NON-EXEMPT
					ROW	- -	- -	- -	27,000.0	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	10,000.0	13,000.0	- -	
	(44)				***TOTAL***	- -	- -	15,100.0	67,700.0	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	- -	- -	15,100.0	67,700.0		
					FEDERAL	- -	- -	- -	- -		
		8009698			***TOTAL***	- -	- -	15,100.0	67,700.0		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			2019	2020	2021	2022	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	50	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF IH 94 FROM THE ILLINOIS STATE LINE TO THE MITCHELL INTERCHANGE IN MILWAUKEE, RACINE, AND KENOSHA COUNTIES (32.50 MI)	HI	DETAIL COSTS	PE	- -	- -	- -	- -	- -	NON-EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	13,213.9	- -	- -	- -	
					OTHER	3,405.6	450.0	- -	- -	- -	
	(45)				TOTAL	3,405.6	13,663.9	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	8.0	- -	- -	- -		
					STATE	2,178.6	13,663.9	- -	- -		
					FEDERAL	1,219.0	- -	- -	- -		
		8000076		NHPP	TOTAL	3,405.6	13,663.9	- -	- -		
	51	RECONSTRUCTION OF THE NORTH LEG OF THE ZOO INTERCHANGE AND APPROACHES ON IH 94, IH 894 AND USH 45 IN MILWAUKEE COUNTY	HI	DETAIL COSTS	PE	1,935.0	570.0	- -	- -	- -	NON-EXEMPT
					ROW	410.0	- -	- -	- -	- -	
					CONST	10,353.6	160,238.0	- -	- -	545.0	
					OTHER	1,285.4	- -	- -	- -	- -	
	(46)				TOTAL	13,984.0	160,808.0	- -	- -	545.0	
				SOURCE OF FUNDS	LOCAL	1,886.8	2,789.1	- -	- -		
					STATE	11,349.2	158,018.9	- -	- -		
					FEDERAL	748.0	- -	- -	- -		
		8000205 1060-33-00		NHPP	TOTAL	13,984.0	160,808.0	- -	- -		
	52	CONSTRUCTION OF A MULTI-USE PATH ON THE N SIDE OF USH 45 FROM SWAN BLVD TO WIL-O-WAY UNDERWOOD REC CENTER, INCLUDING RELOCATION OF SANITARY SEWER ON THE S SIDE FROM THE UP RR TO GILBERT AVE, IN MILWAUKEE COUNTY (0.2 MI)	BP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,357.2	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(59)				TOTAL	1,357.2	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	92.2	- -	- -	- -		
					STATE	1,265.0	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		8008980 1060-34-76			TOTAL	1,357.2	- -	- -	- -		
	53	OCR RAILROAD SAFETY IMPROVEMENT PROJECTS IN SE REGION (LIST AVAILABLE UPON REQUEST)	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	939.3	2,100.8	1,222.1	1,500.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(49)				TOTAL	939.3	2,100.8	1,222.1	1,500.0	- -	
				SOURCE OF FUNDS	LOCAL	368.7	126.2	- -	- -		
					STATE	199.7	691.1	427.7	525.0		
					FEDERAL	370.9	1,283.5	794.4	975.0		
		8009962		HSIP	TOTAL	939.3	2,100.8	1,222.1	1,500.0		
	54	IMPROVEMENT AND MAINTENANCE OF LIGHTING SYSTEMS ON VARIOUS INTERSTATE HIGHWAYS WITHIN SOUTHEASTERN WISCONSIN	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	500.0	500.0	500.0	500.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(50)				TOTAL	500.0	500.0	500.0	500.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	500.0	500.0	500.0	500.0		
					FEDERAL	- -	- -	- -	- -		
		8000218			TOTAL	500.0	500.0	500.0	500.0		
	55	ELIMINATION OF RAILROAD CROSSINGS AT HAZARDOUS LOCATIONS WITHIN THE SE REGION	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	30.0	30.0	30.0	30.0	- -	
	(51)				TOTAL	30.0	30.0	30.0	30.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	30.0	30.0	30.0	30.0		
		8009720		HSIP	TOTAL	30.0	30.0	30.0	30.0		
	56	REPLACE WARNING DEVICE EQUIPMENT AT VARIOUS RR CROSSINGS IN SOUTHEASTERN WISCONSIN (LIST AVAILABLE UPON REQUEST)	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	860.0	100.0	100.0	100.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(52)				TOTAL	860.0	100.0	100.0	100.0	- -	
				SOURCE OF FUNDS	LOCAL	352.3	50.0	50.0	50.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	507.7	50.0	50.0	50.0		
		8008992 2380-03-50		HSIP	TOTAL	860.0	100.0	100.0	100.0		

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Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	PROJECT TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	57	HIGH FRICTION SURFACE TREATMENT TO THE IH 94 CURVES THROUGH THE MITCHELL INTERCHANGE FROM S 13TH ST TO W LAYTON AVE IN THE CITY OF MILWAUKEE (0.52 MI)	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -		
					CONST	- -	1,622.8	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(485)				TOTAL	- -	1,622.8	- -	- -		
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	162.3	- -	- -		
					FEDERAL	- -	1,460.5	- -	- -		
		8008929 1030-15-00		HSIP	TOTAL	- -	1,622.8	- -	- -		
	58	IMPROVEMENTS AT INTERSECTION OF STH 24 (FOREST HOME AVE) AND 92ND ST IN THE CITY OF GREENFIELD	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,063.8	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(56)				TOTAL	1,063.8	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	106.4	- -	- -	- -		
					FEDERAL	957.4	- -	- -	- -		
		8009399 2120-16-00		HSIP	TOTAL	1,063.8	- -	- -	- -		
WISCONSIN DNR	59	CONSTRUCTION OF CONNECTIONS TO THE HANK AARON STATE TRAIL (ALONG HWY 100, BLUEMOUND RD, AND 72ND ST)	BP	DETAIL COSTS	PE	- -	- -	87.8	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	372.1	- -	
					OTHER	- -	- -	- -	- -	- -	
	(60)				TOTAL	- -	- -	87.8	372.1	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	17.6	74.4		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	70.2	297.7		
		8010007 1693-37-03		CMAQ	TOTAL	- -	- -	87.8	372.1		
MILWAUKEE COUNTY	60	RECONDITIONING OF W RAWSON AVE (CTH BB) FROM USH 45 TO HAWTHORNE LN IN THE CITY OF FRANKLIN (1.21 MI)	HP	DETAIL COSTS	PE	450.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	2,400.0		- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(61)				TOTAL	450.0	2,400.0		- -	- -	
				SOURCE OF FUNDS	LOCAL	450.0	1,607.0	- -	- -		
					STATE	- -	793.0	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000023		LRIP	TOTAL	450.0	2,400.0	- -	- -		
	61	RECONSTRUCTION OF W RAWSON AVE (CTH BB) FROM S 27TH ST TO S 20TH ST IN THE CITY OF OAK CREEK (0.5 MI)	HP	DETAIL COSTS	PE	360.0	- -	- -	- -	- -	EXEMPT
					ROW	100.0	- -	- -	- -	- -	
					CONST	- -	- -	3,000.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(62)				TOTAL	460.0	- -	3,000.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	460.0	- -	3,000.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000022			TOTAL	460.0	- -	3,000.0	- -		
	62	RECONSTRUCTION OF S 92ND ST (CTH N) FROM W FOREST HOME AVE (STH 24) TO W HOWARD AVE IN THE CITY OF GREENFIELD (1.5 MI)	HP	DETAIL COSTS	PE	100.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	3,600.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(65)				TOTAL	3,700.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	2,497.0	- -	- -	- -		
					STATE	1,203.0	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4009886		LRIP	TOTAL	3,700.0	- -	- -	- -		
	63	REPLACEMENT OF THE CTH PP (GOOD HOPE RD) BRIDGE OVER BROWN DEER PARK CREEK (B40-0370)	HP	DETAIL COSTS	PE	200.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	1,278.8	- -	
					OTHER	- -	- -	- -	- -	- -	
	(508)				TOTAL	200.0	- -	- -	1,278.8	- -	
				SOURCE OF FUNDS	LOCAL	41.5	- -	- -	255.8		
					STATE	158.5	- -	- -	1,023.0		
					FEDERAL	- -	- -	- -	- -		
		4000049 2130-15-00			TOTAL	200.0	- -	- -	1,278.8		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
MILWAUKEE COUNTY	64	RECONDITIONING OF W BELOIT RD (CTH T) FROM S 124TH ST TO S. WOLLMER RD IN MILWAUKEE COUNTY (1.10 MI)	HP	DETAIL COSTS	PE	125.0	375.0	100.0	- -	- -	EXEMPT
					ROW	- -	75.0	- -	- -	- -	
					CONST	- -	- -	3,000.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	125.0	450.0	3,100.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	125.0	450.0	2,292.0	- -		
					STATE	- -	- -	808.0	- -		
					FEDERAL	- -	- -	- -	- -		
		4009953		LRIP	TOTAL	125.0	450.0	3,100.0	- -		
	65	REHABILITATION OF THE S 76TH ST (CTH U) BRIDGE OVER W FOREST HOME AVE IN MILWAUKEE COUNTY (B-40-0164)	HP	DETAIL COSTS	PE	- -	- -	- -	170.0	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	1,000.0	
					OTHER	- -	- -	- -	- -	- -	
	(66)				TOTAL	- -	- -	- -	170.0	1,000.0	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	170.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000026			TOTAL	- -	- -	- -	170.0		
	66	BRIDGE DECK OVERLAY OF THE NB CTH U (76TH ST) BRIDGE OVER STH 36 (LOOMIS RD) (B40-0573) IN THE CITY OF FRANKLIN	HP	DETAIL COSTS	PE	149.5	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	1,184.3	- -	
					OTHER	- -	- -	- -	- -	- -	
	(509)				TOTAL	149.5	- -	- -	1,184.3	- -	
				SOURCE OF FUNDS	LOCAL	30.0	- -	- -	236.9		
					STATE	119.5	- -	- -	947.4		
					FEDERAL	- -	- -	- -	- -		
		4000051 2160-17-00			TOTAL	149.5	- -	- -	1,184.3		
	67	BRIDGE DECK OVERLAY OF THE SB CTH U (76TH ST) BRIDGE OVER STH 36 (LOOMIS RD) (B40-0574) IN THE CITY OF FRANKLIN	HP	DETAIL COSTS	PE	184.3	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	1,214.7	- -	
					OTHER	- -	- -	- -	- -	- -	
	(510)				TOTAL	184.3	- -	- -	1,214.7	- -	
				SOURCE OF FUNDS	LOCAL	36.9	- -	- -	242.9		
					STATE	147.4	- -	- -	971.8		
					FEDERAL	- -	- -	- -	- -		
		4000052 2160-18-00			TOTAL	184.3	- -	- -	1,214.7		
	68	RECONSTRUCTION OF S 76TH ST (CTH U) FROM THE SOUTH MILWAUKEE COUNTY LINE TO PUETZ RD IN THE CITY OF FRANKLIN (3.00 MI)	HP	DETAIL COSTS	PE	- -	500.0	250.0	250.0	- -	EXEMPT
					ROW	- -	- -	375.0	375.0	- -	
					CONST	- -	- -	- -	- -	13,800.0	
					OTHER	- -	- -	- -	- -	- -	
	(67)				TOTAL	- -	500.0	625.0	625.0	13,800.0	
				SOURCE OF FUNDS	LOCAL	- -	500.0	625.0	625.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000029			TOTAL	- -	500.0	625.0	625.0		
	69	REHABILITATION OF THE S 13TH ST (CTH V) BRIDGE OVER OAK CREEK IN MILWAUKEE COUNTY (B-40-0607)	HP	DETAIL COSTS	PE	- -	- -	- -	170.0	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	900.0	
					OTHER	- -	- -	- -	- -	- -	
	(68)				TOTAL	- -	- -	- -	170.0	900.0	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	170.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000025			TOTAL	- -	- -	- -	170.0		
	70	RECONSTRUCTION OF S 13TH ST (CTH V) FROM SOUTH MILWAUKEE COUNTY LINE TO PUETZ RD IN THE CITY OF OAK CREEK (3.0 MI)	HP	DETAIL COSTS	PE	- -	- -	500.0	250.0	250.0	EXEMPT
					ROW	- -	- -	- -	375.0	375.0	
					CONST	- -	- -	- -	- -	13,800.0	
					OTHER	- -	- -	- -	- -	- -	
	(69)				TOTAL	- -	- -	500.0	625.0	14,425.0	
				SOURCE OF FUNDS	LOCAL	- -	- -	500.0	625.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000027			TOTAL	- -	- -	500.0	625.0		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
MILWAUKEE COUNTY	71	RECONSTRUCTION OF S 13TH ST (CTH V) FROM PUETZ RD TO DREXEL AVE IN THE CITY OF OAK CREEK (1.00 MI)	HP	DETAIL COSTS	PE	- -	300.0	50.0	- -	- -	EXEMPT
					ROW	- -	250.0	250.0	- -	- -	
					CONST	- -	- -	- -	4,500.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(71)				TOTAL	- -	550.0	300.0	4,500.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	550.0	300.0	4,500.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000009			TOTAL	- -	550.0	300.0	4,500.0		
	72	RECONSTRUCTION OF N PORT WASHINGTON RD (CTH W) FROM W DAPHNE ST TO W GOOD HOPE RD (CTH PP) IN THE CITY OF GLENDALE (0.70 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	175.0	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*1,400.0*	
					OTHER	- -	- -	- -	- -	- -	
	(72)				TOTAL	- -	- -	- -	175.0	*1,400.0*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	175.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000016			TOTAL	- -	- -	- -	175.0		
	73	REHABILITATION OF W LAYTON AVE (CTH Y) FROM S 76TH ST TO S 60TH ST IN THE CITY OF GREENFIELD (1.0 MI)	HP	DETAIL COSTS	PE	- -	- -	175.0	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	1,450.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(73)				TOTAL	- -	- -	175.0	1,450.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	175.0	1,450.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4009888			TOTAL	- -	- -	175.0	1,450.0		
	74	REHABILITATION OF W LAYTON AVE (CTH Y) FROM S 60TH ST TO W LOOMIS RD IN THE CITY OF GREENFIELD (1.0 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	175.0	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*1,450.0*	
					OTHER	- -	- -	- -	- -	- -	
	(74)				TOTAL	- -	- -	- -	175.0	*1,450.0*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	175.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4009887			TOTAL	- -	- -	- -	175.0		
	75	RECONDITIONING OF W LAYTON AVE (CTH Y) FROM W LOOMIS RD (STH 36) TO S 27TH ST (STH 241) IN THE CITY OF GREENFIELD (1.20 MI)	HP	DETAIL COSTS	PE	- -	300.0	- -	- -	- -	EXEMPT
					ROW	- -	130.0	- -	- -	- -	
					CONST	- -	- -	4,250.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(75)				TOTAL	- -	430.0	4,250.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	430.0	4,250.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000021			TOTAL	- -	430.0	4,250.0	- -		
	76	RECONDITIONING OF W FOREST HOME AVE (CTH OO) FROM HI-VIEW DR TO S NORTH CAPE RD IN THE CITY OF FRANKLIN (2.04 MI)	HP	DETAIL COSTS	PE	200.0	300.0	115.0	- -	- -	EXEMPT
					ROW	- -	75.0	- -	- -	- -	
					CONST	- -	- -	- -	4,190.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	200.0	375.0	115.0	4,190.0	- -	
				SOURCE OF FUNDS	LOCAL	200.0	375.0	115.0	2,659.0		
					STATE	- -	- -	- -	1,531.0		
					FEDERAL	- -	- -	- -	- -		
		4000001		*LRIP*	TOTAL	200.0	375.0	115.0	4,190.0		
	77	BRIDGE DECK REPLACEMENT OF THE W HAMPTON AVE BRIDGE OVER THE MILWAUKEE RIVER (LINCOLN PARK) (P-40-0750) IN MILWAUKEE COUNTY	HP	DETAIL COSTS	PE	120.5	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	818.8	- -	
					OTHER	- -	- -	- -	- -	- -	
	(511)				TOTAL	120.5	- -	- -	818.8	- -	
				SOURCE OF FUNDS	LOCAL	24.0	- -	- -	163.8		
					STATE	96.5	- -	- -	655.0		
					FEDERAL	- -	- -	- -	- -		
		4009882 2545-13-00			TOTAL	120.5	- -	- -	818.8		

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Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
MILWAUKEE COUNTY	78	BRIDGE DECK REPLACEMENT OF THE MILL RD BRIDGE OVER OAK CREEK (B40-0936) IN THE CITY OF SOUTH MILWAUKEE	HP	DETAIL COSTS	PE	119.7	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	777.3	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(512)				TOTAL	119.7	- -	777.3	- -	- -	
				SOURCE OF FUNDS	LOCAL	23.9	- -	155.5	- -		
					STATE	95.8	- -	621.8	- -		
					FEDERAL	- -	- -	- -	- -		
		4000053 2575-03-00			TOTAL	119.7	- -	777.3	- -		
	79	REPLACEMENT OF THE E NORTH AVE BRIDGE OVER OAK LEAF BIKE TRAIL IN MILWAUKEE COUNTY (B-40-0502)	HP	DETAIL COSTS	PE	164.5	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	1,089.7	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(76)				TOTAL	164.5	- -	1,089.7	- -	- -	
				SOURCE OF FUNDS	LOCAL	33.0	- -	217.9	- -		
					STATE	131.5	- -	871.8	- -		
					FEDERAL	- -	- -	- -	- -		
		4000024 2445-09-01			TOTAL	164.5	- -	1,089.7	- -		
	80	OPERATING ASSISTANCE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	90,000.0	90,000.0	90,000.0	90,000.0	- -	
	(83)				TOTAL	90,000.0	90,000.0	90,000.0	90,000.0	- -	
				SOURCE OF FUNDS	LOCAL	25,000.0	25,000.0	25,000.0	25,000.0		
					STATE	65,000.0	65,000.0	65,000.0	65,000.0		
					FEDERAL	- -	- -	- -	- -		
		4000149			TOTAL	90,000.0	90,000.0	90,000.0	90,000.0		
	81	CONTRACT SERVICES FOR MILWAUKEE COUNTY TRANSIT SYSTEM PARATRANSIT OPERATIONS	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	2,250.0	2,250.0	2,250.0	2,250.0	- -	
	(77)				TOTAL	2,250.0	2,250.0	2,250.0	2,250.0	- -	
				SOURCE OF FUNDS	LOCAL	450.0	450.0	450.0	450.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	1,800.0	1,800.0	1,800.0	1,800.0		
		4000008		FTA 5307	TOTAL	2,250.0	2,250.0	2,250.0	2,250.0		
	82	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR THE ELDERLY AND DISABLED IN MILWAUKEE COUNTY (SEC 85.21)	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	2,750.0	2,750.0	2,750.0	2,750.0	- -	
	(82)				TOTAL	2,750.0	2,750.0	2,750.0	2,750.0	- -	
				SOURCE OF FUNDS	LOCAL	550.0	550.0	550.0	550.0		
					STATE	2,200.0	2,200.0	2,200.0	2,200.0		
					FEDERAL	- -	- -	- -	- -		
		4009848			TOTAL	2,750.0	2,750.0	2,750.0	2,750.0		
	83	PURCHASE OF 14 FORTY-FOOT REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	6,700.0	- -	- -	- -	- -	
					TOTAL	6,700.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	4,200.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	2,500.0	- -	- -	- -		
		4000096		FTA 5339	TOTAL	6,700.0	- -	- -	- -		
	84	PURCHASE OF 30 FORTY-FOOT REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM (10 BUSES PER YEAR)	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	5,000.0	5,000.0	5,000.0	- -	
					TOTAL	- -	5,000.0	5,000.0	5,000.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	2,500.0	2,500.0	2,500.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	2,500.0	2,500.0	2,500.0		
		4000085		FTA 5339	TOTAL	- -	5,000.0	5,000.0	5,000.0		

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Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2019	2020	2021	2022	REMAINING	AIR QUAL STAT
MILWAUKEE COUNTY	85	CAPITALIZATION OF TRANSIT VEHICLE MAINTENANCE ACTIVITIES	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	15,000.0	20,000.0	20,000.0	20,000.0	- -	
	(89)				TOTAL	15,000.0	20,000.0	20,000.0	20,000.0	- -	
				SOURCE OF FUNDS	LOCAL	3,000.0	4,000.0	4,000.0	4,000.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	12,000.0	16,000.0	16,000.0	16,000.0		
	4000028			FTA 5307	TOTAL	15,000.0	20,000.0	20,000.0	20,000.0		
	86	REPLACEMENT OF 12 BUS LIFTS AT THE MILWAUKEE COUNTY TRANSIT SYSTEM FLEET MAINTENANCE FACILITY - MECHANICAL REPAIR UNIT	TP	DETAIL COSTS	PE	100.0	200.0	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	900.0	1,800.0	- -	- -	- -	
					TOTAL	1,000.0	2,000.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	1,000.0	2,000.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
	4000084				TOTAL	1,000.0	2,000.0	- -	- -		
	87	REBUILD INSPECTION PITS AT THE MILWAUKEE COUNTY TRANSIT SYSTEM FOND DU LAC GARAGE	TP	DETAIL COSTS	PE	- -	- -	200.0	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	1,800.0	- -	- -	
					TOTAL	- -	- -	2,000.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	2,000.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
	4000086				TOTAL	- -	- -	2,000.0	- -		
	88	PURCHASE OF MISCELLANEOUS SUPPORT SERVICE AND MAINTENANCE EQUIPMENT FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,250.0	1,000.0	1,000.0	1,000.0	- -	
	(94)				TOTAL	1,250.0	1,000.0	1,000.0	1,000.0	- -	
				SOURCE OF FUNDS	LOCAL	1,250.0	1,000.0	1,000.0	1,000.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
	4000047				TOTAL	1,250.0	1,000.0	1,000.0	1,000.0		
	89	MILWAUKEE COUNTY ADMINISTRATION OF THE SECTION 5310 PROGRAM FOR THE MILWAUKEE URBANIZED AREA	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	120.0	120.0	- -	- -	- -	
	(85)				TOTAL	120.0	120.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	120.0	120.0	- -	- -		
	4009844			FTA 5310	TOTAL	120.0	120.0	- -	- -		
	90	ROOF REPLACEMENT AT THE MILWAUKEE COUNTY TRANSIT SYSTEM FLEET MAINTENANCE BUILDING	TP	DETAIL COSTS	PE	530.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	4,200.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(80)				TOTAL	530.0	4,200.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	530.0	4,200.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
	4000017				TOTAL	530.0	4,200.0	- -	- -		
	91	ROOF REPLACEMENT FOR MCTS KINNICKINNIC BUS STORAGE GARAGE	TP	DETAIL COSTS	PE	- -	500.0	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	5,000.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(96)				TOTAL	- -	500.0	5,000.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	500.0	5,000.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
	4009839			FTA 5307	TOTAL	- -	500.0	5,000.0	- -		

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Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
MILWAUKEE COUNTY	92	REPLACEMENT OF THE INTERIOR LIGHTING AT THE MILWAUKEE COUNTY TRANSIT SYSTEM KINNICKINNIC GARAGE	TP	DETAIL COSTS	PE	- -	- -	50.0	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	700.0	- -	- -	
					TOTAL	- -	- -	750.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	750.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000089			TOTAL	- -	- -	750.0	- -		
	93	PURCHASE OF 14 FORTY-FOOT REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM: 2019	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	6,700.0	- -	- -	- -	- -	
	(88)				TOTAL	6,700.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	3,900.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	2,800.0	- -	- -	- -		
		4000075 1693-34-30		CMAQ	TOTAL	6,700.0	- -	- -	- -		
	94	LIGHTING UPGRADES AT MCTS ADMINISTRATION BUILDING	TP	DETAIL COSTS	PE	- -	- -	50.0	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	700.0	- -	- -	
	(90)				TOTAL	- -	- -	750.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	750.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4009873			TOTAL	- -	- -	750.0	- -		
	95	LIGHTING UPGRADES AT THE MCTS FOND DU LAC GARAGE	TP	DETAIL COSTS	PE	- -	- -	50.0	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	700.0	- -	- -	
	(92)				TOTAL	- -	- -	750.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	750.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4009871			TOTAL	- -	- -	750.0	- -		
	96	REPLACEMENT OF THE HEATING, VENTILATION AND AIR CONDITIONING SYSTEM AT THE MILWAUKEE COUNTY TRANSIT SYSTEM KINNICKINNIC GARAGE	TP	DETAIL COSTS	PE	- -	200.0	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	5,000.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	200.0	5,000.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	200.0	5,000.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000088			TOTAL	- -	200.0	5,000.0	- -		
	97	TRANSIT VEHICLE TIRE LEASING SERVICES	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	520.0	530.0	540.0	550.0	- -	
	(95)				TOTAL	520.0	530.0	540.0	550.0	- -	
				SOURCE OF FUNDS	LOCAL	104.0	106.0	108.0	110.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	416.0	424.0	432.0	440.0		
		4000050		FTA 5307	TOTAL	520.0	530.0	540.0	550.0		
	98	PURCHASE OF A MAINTENANCE WORK ORDER SYSTEM FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	1,000.0	- -	- -	- -	
					TOTAL	- -	1,000.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	1,000.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000097			TOTAL	- -	1,000.0	- -	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
MILWAUKEE COUNTY	**99** (78)	REPLACEMENT OF THE EMPLOYEE PARKING LOT LIGHTING AT THE MCTS FOND DU LAC GARAGE 4000014	TP	***DETAIL COSTS***	***PE***	100.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,000.0	- -	- -	- -	- -	
					TOTAL	1,100.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	220.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	880.0	- -	- -	- -		
				FTA 5307	***TOTAL***	1,100.0	- -	- -	- -		
	100	REPLACEMENT OF THE CONCRETE YARD AND PARKING LOT AT THE MILWAUKEE COUNTY TRANSIT SYSTEM KINNICKINNIC GARAGE 4000090	TP	***DETAIL COSTS***	***PE***	- -	200.0	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	800.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	1,000.0	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	1,000.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	- -	1,000.0	- -	- -		
	101 (100)	IMPLEMENTATION OF TWO NEW MCTS EXPRESS BUS ROUTES ALONG WISCONSIN AVE, UW-MILWAUKEE AND SHERMAN BLVD IN MILWAUKEE COUNTY 4000083 1693-34-28	TI	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	NON-EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	3,000.0	3,000.0	- -	- -	- -	
					TOTAL	3,000.0	3,000.0	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	600.0	600.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	2,400.0	2,400.0	- -	- -		
				CMAQ	***TOTAL***	3,000.0	3,000.0	- -	- -		
	102 [a] **I** (101)	BUS RAPID TRANSIT FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM 4000007	TE	***DETAIL COSTS***	***PE***	4,500.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	35,000.0	- -	- -	- -	- -	
					OTHER	14,000.0	- -	- -	- -	- -	
					TOTAL	53,500.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	16,100.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	37,400.0	- -	- -	- -		
				FTA 5309	***TOTAL***	53,500.0	- -	- -	- -		
	103	RECONSTRUCTION OF 1,200 FEET OF THE OAK LEAF TRAIL SPUR TO THE NEW BERLIN TRAIL IN GREENFIELD PARK 4000092 2967-01-04	BP	***DETAIL COSTS***	***PE***	21.6	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	98.6	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	21.6	- -	98.6	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	4.3	- -	19.7	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	17.3	- -	78.9	- -		
				TAP	***TOTAL***	21.6	- -	98.6	- -		
	104	RELOCATION OF 1,000 FEET OF THE OAK LEAF TRAIL IN THE LITTLE MENOMONEE RIVER PARKWAY 4000094 2967-01-05	BP	***DETAIL COSTS***	***PE***	26.9	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	123.1	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	26.9	- -	123.1	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	5.4	- -	24.6	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	21.5	- -	98.5	- -		
				TAP	***TOTAL***	26.9	- -	123.1	- -		
	105 (111)	CONSTRUCTION OF 3 MILES OF CRUSHED STONE OFF-ROAD TRAIL WITHIN A UTILITY CORRIDOR THAT CONNECTS WITH THE OAK LEAF TRAIL AT DREXEL AVENUE AND EXTENDS TO RYAN ROAD 4000020 2987-06-02	BP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,770.4	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	1,770.4	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	513.9	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	1,256.5	- -	- -		
				TAP	***TOTAL***	- -	1,770.4	- -	- -		

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Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
MILWAUKEE COUNTY	**106**	RECONSTRUCTION OF THE HISTORIC RAVINE BRIDGE IN LAKE PARK	BP	***DETAIL COSTS***	***PE***	344.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	2,156.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	344.0	- -	- -	2,156.0	- -	
				SOURCE OF FUNDS	***LOCAL***	68.8	- -	- -	431.2		
					STATE	- -	- -	- -	- -		
					FEDERAL	275.2	- -	- -	1,724.8		
		4000093 2967-01-03		*TAP*	***TOTAL***	344.0	- -	- -	2,156.0		
	107	BRIDGE REHABILITATION OF W VIENNA AVE OVER THE MENOMONEE RIVER AT GRANTOSA PKWY IN MILWAUKEE COUNTY (P-40-0771)	OH	***DETAIL COSTS***	***PE***	- -	- -	- -	150.0	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*870.0*	
					OTHER	- -	- -	- -	- -	- -	
	(103)				***TOTAL***	- -	- -	- -	150.0	*870.0*	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	150.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4000005			***TOTAL***	- -	- -	- -	150.0		
	108	INSTALLATION OF AN ADAPTIVE TRAFFIC SIGNAL SYSTEM ON W GOOD HOPE RD (CTH PP) IN MILWAUKEE COUNTY	EE	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	425.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(109)				***TOTAL***	425.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	85.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	340.0	- -	- -	- -		
		4000010 2130-14-00		*CMAQ*	***TOTAL***	425.0	- -	- -	- -		
	109	INSTALLATION OF AN ADAPTIVE TRAFFIC SIGNAL SYSTEM AT THE INTERSECTION OF S 76TH ST (CTH U) & W LAYTON AVE IN MILWAUKEE COUNTY	EE	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	440.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(110)				***TOTAL***	440.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	100.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	340.0	- -	- -	- -		
		4000011 2160-16-00		*CMAQ*	***TOTAL***	440.0	- -	- -	- -		
MILWAUKEE (CITY)	**110**	INSTALLATION OR MODIFICATION OF TRAFFIC SIGNALS AT IMPROVED STREET INTERSECTIONS IN THE CITY OF MILWAUKEE	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,150.0	1,150.0	1,200.0	1,200.0	- -	
	(115)				***TOTAL***	1,150.0	1,150.0	1,200.0	1,200.0	- -	
				SOURCE OF FUNDS	***LOCAL***	1,150.0	1,150.0	1,200.0	1,200.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4100067			***TOTAL***	1,150.0	1,150.0	1,200.0	1,200.0		
	111	REPLACEMENT OF THE DANA CT BRIDGE OVER LAND (P40-0589) IN THE CITY OF MILWAUKEE	HP	***DETAIL COSTS***	***PE***	261.4	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	1,841.5	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(516)				***TOTAL***	261.4	- -	1,841.5	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	52.3	- -	380.3	- -		
					STATE	209.1	- -	1,461.2	- -		
					FEDERAL	- -	- -	- -	- -		
		4100161 2984-51-00			***TOTAL***	261.4	- -	1,841.5	- -		
	112	REPLACEMENT OF THE GRANGE AVE BRIDGE OVER THE CP RAILROAD (B40-0500) IN THE CITY OF MILWAUKEE	HP	***DETAIL COSTS***	***PE***	322.1	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	2,262.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(513)				***TOTAL***	322.1	- -	2,262.0	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	64.4	- -	464.4	- -		
					STATE	257.7	- -	1,797.6	- -		
					FEDERAL	- -	- -	- -	- -		
		4100164 2365-07-00			***TOTAL***	322.1	- -	2,262.0	- -		

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Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
MILWAUKEE (CITY)	113	RECONSTRUCTION OF N HUMBOLDT BLVD FROM NORTH AVE TO KEEFE AVE IN THE CITY OF MILWAUKEE (1.5 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	7,543.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(120)				TOTAL	7,543.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	1,783.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	5,760.0	- -	- -	- -		
		4109887 2667-03-71		STP-M	TOTAL	7,543.0	- -	- -	- -		
	114	RESURFACING OF W LAYTON AVE FROM S 27TH ST TO S HOWELL AVE IN THE CITY OF MILWAUKEE (1.98 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	7,439.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(121)				TOTAL	7,439.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	2,784.6	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	4,654.4	- -	- -	- -		
		4109889 2070-03-71		STP-M	TOTAL	7,439.0	- -	- -	- -		
	115	BRIDGE DECK OVERLAY OF THE LOVERS LANE RD BRIDGE OVER THE UP RAILROAD (B40-0435) IN THE CITY OF MILWAUKEE	HP	DETAIL COSTS	PE	154.1	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	1,071.1	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(514)				TOTAL	154.1	- -	1,071.1	- -	- -	
				SOURCE OF FUNDS	LOCAL	30.9	- -	226.2	- -		
					STATE	123.2	- -	844.9	- -		
					FEDERAL	- -	- -	- -	- -		
		4100163 2030-15-00			TOTAL	154.1	- -	1,071.1	- -		
	116	RECONSTRUCTION OF TEUTONIA AVE FROM W GROELING AVE TO W CAPITOL DR (STH 190) IN THE CITY OF MILWAUKEE (1.30 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	5,715.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(123)				TOTAL	5,715.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	2,147.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	3,568.0	- -	- -	- -		
		4100028 2080-00-72		STP-M	TOTAL	5,715.0	- -	- -	- -		
	117	RECONSTRUCTION OF TEUTONIA AVE FROM W GROELING AVE TO W GARFIELD AVE IN THE CITY OF MILWAUKEE (0.90 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	4,296.8	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(124)				TOTAL	4,296.8	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	1,835.4	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	2,461.4	- -	- -	- -		
		4100023 2080-00-73		STP-M	TOTAL	4,296.8	- -	- -	- -		
	118	REHABILITATION OF THE W VILLARD AVE BRIDGE OVER LINCOLN CREEK IN THE CITY OF MILWAUKEE (P-40-894) (0.05 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	2,160.4	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	2,160.4	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	444.1	- -	- -		
					STATE	- -	1,716.3	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4109998 2984-32-71			TOTAL	- -	2,160.4	- -	- -		
	119	RECONSTRUCTION OF W VLIET ST FROM N 12TH ST TO N 27TH ST IN THE CITY OF MILWAUKEE (1.00 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	5,590.1	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(125)				TOTAL	5,590.1	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	2,808.1	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	2,782.0	- -	- -	- -		
		4100029 2984-00-73		STP-M	TOTAL	5,590.1	- -	- -	- -		

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Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
MILWAUKEE (CITY)	120	REHABILITATION OF THE SOUTH 35TH STREET BRIDGE OVER THE KINNICKINNIC RIVER (P-40-0511) IN THE CITY OF MILWAUKEE	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,553.7	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(127)				TOTAL	1,553.7	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	334.2	- -	- -	- -		
					STATE	1,219.5	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4100013 2100-00-70			TOTAL	1,553.7	- -	- -	- -		
	121	RECONSTRUCTION OF N 60TH ST FROM CAPITOL DR TO HAMPTON AVE IN THE CITY OF MILWAUKEE (1.02 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	8,073.9	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(130)				TOTAL	- -	8,073.9	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	2,191.5	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	5,882.4	- -	- -		
		4109888 2595-03-73		STP-M	TOTAL	- -	8,073.9	- -	- -		
	122	BRIDGE REPLACEMENT OF THE S 70TH ST BRIDGE OVER CP R/R (P40-0856) IN THE CITY OF MILWAUKEE (0.09 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	2,713.4	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	2,713.4	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	766.7		
					STATE	- -	- -	- -	1,946.7		
					FEDERAL	- -	- -	- -	- -		
		4109899 2656-00-02			TOTAL	- -	- -	- -	2,713.4		
	123	MILWAUKEE STREETCAR PHASE 1 OPERATING ASSISTANCE IN THE CITY OF MILWAUKEE	TE	DETAIL COSTS	PE	- -	- -	- -	- -	- -	NON-EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	2,023.0	- -	- -	- -	- -	
	(134)				TOTAL	2,023.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	405.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	1,618.0	- -	- -	- -		
		4100085 1693-34-18		CMAQ	TOTAL	2,023.0	- -	- -	- -		
	124	OPERATING ASSISTANCE FOR THE LAKEFRONT LINE OF THE MILWAUKEE STREETCAR	TE	DETAIL COSTS	PE	- -	- -	- -	- -	- -	NON-EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	1,100.0	- -	- -	- -	
	(135)				TOTAL	- -	1,100.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	220.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	880.0	- -	- -		
		4100188 1693-34-32		CMAQ	TOTAL	- -	1,100.0	- -	- -		
	125	CONSTRUCTION OF THE MILWAUKEE STREETCAR BETWEEN THE MILWAUKEE INTERMODAL STATION AND AN AREA NORTH OF THE CENTRAL BUSINESS DISTRICT: PHASE I	TE	DETAIL COSTS	PE	100.0	- -	- -	- -	- -	NON-EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	900.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(136)				TOTAL	1,000.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	450.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	550.0	- -	- -	- -		
		4109958		IH-C/S	TOTAL	1,000.0	- -	- -	- -		
	126	CONSTRUCTION OF THE LAKEFRONT EXTENSION OF THE MILWAUKEE STREETCAR BETWEEN N BROADWAY AND LINCOLN MEMORIAL DRIVE	TE	DETAIL COSTS	PE	10.0	100.0	10.0	- -	- -	NON-EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	100.0	2,900.0	100.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(137)				TOTAL	110.0	3,000.0	110.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	55.0	1,500.0	55.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	55.0	1,500.0	55.0	- -		
		4109959		FED TIGER	TOTAL	110.0	3,000.0	110.0	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
MILWAUKEE (CITY)	127	DEVELOP A SAFE ROUTES TO SCHOOL PLAN FOR THE CITY OF MILWAUKEE AND IMPLEMENT IMPROVEMENTS AT 8 SCHOOL LOCATIONS 4100192 2984-13-03	BP	DETAIL COSTS	PE	102.7	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	642.1	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	102.7	- -	642.1	- -	- -	
				SOURCE OF FUNDS	LOCAL	20.5	- -	128.4	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	82.2	- -	513.7	- -		
				TAP	TOTAL	102.7	- -	642.1	- -		
	128	MILWAUKEE PUBLIC SCHOOLS SAFE ROUTES TO SCHOOL EDUCTION AND ENCOURAGEMENT PROGRAM: 2020 AND 2021 4100193 1009-01-11	BP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	205.5	205.5	- -	- -	
					TOTAL	- -	205.5	205.5	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	41.1	41.1	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	164.4	164.4	- -		
				TAP	TOTAL	- -	205.5	205.5	- -		
	129 (154)	MILWAUKEE PUBLIC SCHOOL DISTRICT SAFE ROUTES EDUCATION PROGRAM IN THE CITY OF MILWAUKEE: 2019 4109999 1009-00-84	BP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	409.4	- -	- -	- -	- -	
					TOTAL	409.4	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	81.9	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	327.5	- -	- -	- -		
				TAP	TOTAL	409.4	- -	- -	- -		
	130 (155)	EXPANSION OF THE PUBLIC BIKE SHARING SYSTEM AT 26 LOCATIONS IN THE CITY OF MILWAUKEE-PHASE 2 4109985 2190-06-04	BP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	378.2	- -	- -	- -	- -	
					OTHER	1,249.2	- -	- -	- -	- -	
					TOTAL	1,627.4	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	325.5	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	1,301.9	- -	- -	- -		
				CMAQ	TOTAL	1,627.4	- -	- -	- -		
	131	PEDESTRIAN AND TRANSIT IMPROVEMENTS AT 8 INTERSECTIONS IN THE CITY OF MILWAUKEE 4100190 2984-18-03	BP	DETAIL COSTS	PE	165.4	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	551.3	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	165.4	- -	551.3	- -	- -	
				SOURCE OF FUNDS	LOCAL	33.1	- -	110.3	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	132.3	- -	441.0	- -		
				TAP	TOTAL	165.4	- -	551.3	- -		
	132	DEVELOP A COMPLETE STREETS HANDBOOK FOR THE CITY OF MILWAUKEE 4100191 2984-19-02	BP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	320.0	- -	- -	- -	
					TOTAL	- -	320.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	64.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	256.0	- -	- -		
				TAP	TOTAL	- -	320.0	- -	- -		
	133 (163)	INSTALLATION OF BIKE BOULEVARDS ON N FRATNEY FROM KEEFE AVE TO MEINECKE AVE AND ON WRIGHT ST FROM PALMER ST TO THE OAK LEAF TRAIL IN THE CITY OF MILWAUKEE (2.12 MI) 4109984 2984-14-02	BP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	688.2	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	688.2	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	137.7	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	550.5	- -	- -		
				TAP	TOTAL	- -	688.2	- -	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
MILWAUKEE (CITY)	**134**	INSTALLATION OF BIKE BLVD ALONG E/W WASHINGTON ST FROM KK RIVER TRAIL TO S 20TH ST AND ALONG S 20TH ST FROM W WASHINGTON ST TO W SCOTT ST, AND ALONG W SCOTT ST FROM S 20TH ST TO S LAYTON BLVD IN THE CITY OF MILWAUKEE 4100189 2984-17-01	BP	***DETAIL COSTS***	***PE***	215.2	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	582.8	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	215.2	- -	- -	582.8	- -	
				SOURCE OF FUNDS	***LOCAL***	43.0	- -	- -	116.6		
					STATE	- -	- -	- -	- -		
					FEDERAL	172.2	- -	- -	466.2		
				TAP	***TOTAL***	215.2	- -	- -	582.8		
	135 (138)	LOCAL STREET IMPROVEMENT AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE 4100412	OH	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	2,020.0	- -	2,020.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	2,020.0	- -	2,020.0	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	1,010.0	- -	1,010.0		
					STATE	- -	1,010.0	- -	1,010.0		
					FEDERAL	- -	- -	- -	- -		
				LRIP	***TOTAL***	- -	2,020.0	- -	2,020.0		
	136 (515)	REPLACEMENT OF THE CALUMET RD BRIDGE OVER THE LITTLE MENOMONEE RIVER (P40-0537) IN THE CITY OF MILWAUKEE 4100165 2984-50-00	OH	***DETAIL COSTS***	***PE***	272.9	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	1,624.4	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	272.9	- -	- -	1,624.4	- -	
				SOURCE OF FUNDS	***LOCAL***	54.6	- -	- -	444.9		
					STATE	218.3	- -	- -	1,179.5		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	272.9	- -	- -	1,624.4		
	137 (503)	INSTALLATION OF 12-INCH TRAFFIC SIGNAL FACES AT 72 INTERSECTIONS IN THE CITY OF MILWAUKEE 4100086 2984-09-97	HS	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	648.5	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	648.5	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	64.8	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	583.7	- -		
				HSIP	***TOTAL***	- -	- -	648.5	- -		
	138 (504)	INSTALLATION OF 12-INCH TRAFFIC SIGNAL FACES AT 80 INTERSECTIONS IN THE CITY OF MILWAUKEE 4100087 2984-09-94	HS	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	586.7	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	586.7	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	58.7	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	528.0	- -		
				HSIP	***TOTAL***	- -	- -	586.7	- -		
	139 (139)	SPOT TRAFFIC SIGNAL IMPROVEMENTS AT VARIOUS HIGH HAZARD LOCATIONS IN THE CITY OF MILWAUKEE 4100162	HS	***DETAIL COSTS***	***PE***	- -	- -	70.0	70.0	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	630.0	630.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	700.0	700.0	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	70.0	70.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	630.0	630.0		
				HSIP	***TOTAL***	- -	- -	700.0	700.0		
	140 (482)	PAVEMENT RESTRIPING TO REDUCE CONFLICTS ON VARIOUS ROADWAYS IN THE CITY OF MILWAUKEE (8.13 MI) (LIST AVAILABLE UPON REQUEST) 4109885 2984-06-09	HS	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	1,036.5	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	1,036.5	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	103.7	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	932.8	- -		
				HSIP	***TOTAL***	- -	- -	1,036.5	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE			2019	2020	2021	2022	REMAINING	AIR QUAL STAT
MILWAUKEE (CITY)	141	INSTALLATION OF MONOTUBE MAST ARMS ON W LINCOLN AVE AT MILLER PKWY/43RD ST AND LAYTON BLVD/27TH ST IN THE CITY OF MILWAUKEE	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	397.8	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(142)				TOTAL	397.8	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	39.8	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	358.0	- -	- -	- -		
		4109890 2110-00-72		HSIP	TOTAL	397.8	- -	- -	- -		
	142	INSTALLATION OF MAST ARMS AT 6 CONNECTING INTERSECTIONS ON FOND DU LAC AVE IN THE CITY OF MILWAUKEE	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,447.9	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(146)				TOTAL	1,447.9	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	144.8	- -	- -	- -		
					STATE	1,303.1	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		4100186 1360-00-76			TOTAL	1,447.9	- -	- -	- -		
	143	ATC CONTROLLER AND COMMUNICATION UPGRADE AT 65 INTERSECTIONS IN THE CITY OF MILWAUKEE (GRANT #4)	EE	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,064.0	- -	- -	- -	- -	
	(150)				TOTAL	1,064.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	212.8	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	851.2	- -	- -	- -		
		4100072 2984-47-00		CMAQ	TOTAL	1,064.0	- -	- -	- -		
	144	ATC CONTROLLER AND COMMUNICATION UPGRADE AT 88 INTERSECTIONS IN THE CITY OF MILWAUKEE (GRANT #5)	EE	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	1,288.0	- -	- -	- -	
	(151)				TOTAL	- -	1,288.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	257.6	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	1,030.4	- -	- -		
		4100073 2984-48-00		CMAQ	TOTAL	- -	1,288.0	- -	- -		
WAUWATOSA (CITY)	145	REPLACEMENT OF THE EB NORTH AVE BRIDGE OVER THE MENOMONEE RIVER (B40-0999) IN THE CITY OF WAUWATOSA	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	2,759.7	- -	
					OTHER	- -	- -	- -	- -	- -	
	(518)				TOTAL	- -	- -	- -	2,759.7	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	1,350.4		
					STATE	- -	- -	- -	1,409.3		
					FEDERAL	- -	- -	- -	- -		
		4160007 2135-06-01			TOTAL	- -	- -	- -	2,759.7		
	146	REPLACEMENT OF THE WISCONSIN AVE BRIDGE OVER HONEY CREEK (P40-0776) IN THE CITY OF WAUWATOSA	HP	DETAIL COSTS	PE	284.2	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	2,055.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(519)				TOTAL	284.2	- -	- -	2,055.0	- -	
				SOURCE OF FUNDS	LOCAL	56.9	- -	- -	1,423.3		
					STATE	227.3	- -	- -	631.7		
					FEDERAL	- -	- -	- -	- -		
		4160008 2190-10-00			TOTAL	284.2	- -	- -	2,055.0		
	147	EXPANSION OF THE PUBLIC BIKE SHARING SYSTEM AT 8 LOCATIONS IN THE CITY OF WAUWATOSA - PHASE 3	BP	DETAIL COSTS	PE	67.5	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	155.0	- -	- -	
					OTHER	- -	337.7	- -	- -	- -	
					TOTAL	67.5	337.7	155.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	13.5	67.5	31.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	54.0	270.2	124.0	- -		
		4160009 2994-00-02		TAP	TOTAL	67.5	337.7	155.0	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
WEST ALLIS (CITY)	**148** (168)	RECONSTRUCTION OF W NATIONAL AVE FROM S 92ND ST TO S 95TH ST IN THE CITY OF WEST ALLIS (0.25 MI) 4170012 2410-00-06	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,618.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	1,618.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	674.6	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	943.4	- -	- -	- -		
				STP-M	***TOTAL***	1,618.0	- -	- -	- -		
	149 (169)	RECONSTRUCTION OF W NATIONAL AVE FROM 82ND ST TO 76TH ST IN THE CITY OF WEST ALLIS (0.32 MI) 4179996 2410-03-01	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	2,822.7	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	2,822.7	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	564.6	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	2,258.1	- -	- -	- -		
				STP-M	***TOTAL***	2,822.7	- -	- -	- -		
WHITEFISH BAY (VILLAGE)	**150** (401)	IMPROVEMENTS AT VARIOUS INTERSECTIONS IN THE VILLAGE OF WHITEFISH BAY 4199996 2998-06-00	HS	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	869.1	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	869.1	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	86.9	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	782.2	- -	- -	- -		
				HSIP	***TOTAL***	869.1	- -	- -	- -		
	151 (402)	SAFETY IMPROVEMENTS ALONG STH 32 IN THE VILLAGE OF WHITEFISH BAY (3.0 MI) 4199997 2225-14-00	HS	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,705.7	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	1,705.7	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	170.6	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	1,535.1	- -	- -		
				HSIP	***TOTAL***	- -	1,705.7	- -	- -		
	152 (175)	SAFETY IMPROVEMENTS AT THE INTERSECTION OF SILVER SPRING DR AND BAY RIDGE AVE IN THE VILLAGE OF WHITEFISH BAY 4199998 2090-03-01	HS	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	293.5	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	293.5	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	35.7	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	257.8	- -	- -	- -		
				HSIP	***TOTAL***	293.5	- -	- -	- -		
MILWAUKEE CAREERS COOPERATIVE, INC.	**153** (499)	TRAVEL DEMAND MANAGEMENT - SECOND YEAR OF OPERATION OF A VANPOOL SERVICE TO EMPLOYMENT OR EMPLOYMENT TRAINING FOR LOW-INCOME PERSONS IN MILWAUKEE COUNTY 4250001	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	225.1	- -	- -	- -	- -	
					TOTAL	225.1	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	45.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	180.1	- -	- -	- -		
				CMAQ	***TOTAL***	225.1	- -	- -	- -		
	154 (500)	PUBLIC OUTREACH AND EDUCTAION BY MOBILITY MANAGER FOR VANPOOL SERVICE TO EMPLOYMENT OR EMPLOYMENT TRAINING FOR LOW-INCOME PERSONS IN MILWAUKEE COUNTY 4250002	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	56.9	- -	- -	- -	- -	
					TOTAL	56.9	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	11.4	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	45.5	- -	- -	- -		
				CMAQ	***TOTAL***	56.9	- -	- -	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Ozaukee County 2019-2022

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			2019	2020	2021	2022	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	155	REHABILITATION OF BRIDGES ALONG IH 43 FROM STH 60 TO N OZAUKEE COUNTY LINE (18.7 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	10,488.2	- -	- -	- -	- -	
					OTHER	50.0	- -	- -	- -	- -	
	(178)				TOTAL	10,538.2	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	2,147.6	- -	- -	- -		
					FEDERAL	8,390.6	- -	- -	- -		
		8009494 1450-02-00		NHPP	TOTAL	10,538.2	- -	- -	- -		
	156	REPLACEMENT OF THE COUNTY LINE BRIDGE (B40-338) AND THE PORT WASHINGTON RD BRIDGE (B45-0017) OVER IH 43 IN MILWAUKEE AND OZAUKEE COUNTIES	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	9,901.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(412)				TOTAL	9,901.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	1,980.2	- -	- -	- -		
					FEDERAL	7,920.8	- -	- -	- -		
		8008978 1228-18-72		NHPP	TOTAL	9,901.0	- -	- -	- -		
	157	REHABILITATION OF THE BRIDGES ALONG IH 43 FROM GOOD HOPE RD TO STH 60 (B40-0732, 733, 734, 735 & B45-0021) IN OZAUKEE AND MILWAUKEE COUNTIES	HP	DETAIL COSTS	PE	61.3	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	512.1	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(417)				TOTAL	61.3	512.1	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	12.3	102.4	- -	- -		
					FEDERAL	49.0	409.7	- -	- -		
		8008970 1229-09-00		NHPP	TOTAL	61.3	512.1	- -	- -		
	158	RECONSTRUCTION OF THE INTERSECTION OF STH 60 AND CTH Y IN THE TOWN OF CEDARBURG	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	2,558.8	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(181)				TOTAL	2,558.8	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	511.8	- -	- -	- -		
					FEDERAL	2,047.0	- -	- -	- -		
		8009470 2310-14-00		STP-O	TOTAL	2,558.8	- -	- -	- -		
OZAUKEE COUNTY	159	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE AND OUT OF COUNTY TRANSPORTATION FOR THE ELDERLY AND DISABLED (SEC. 85.21)	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	246.8	249.3	251.8	254.3	- -	
	(184)				TOTAL	246.8	249.3	251.8	254.3	- -	
				SOURCE OF FUNDS	LOCAL	39.5	39.9	40.3	40.7		
					STATE	207.3	209.4	211.5	213.6		
					FEDERAL	- -	- -	- -	- -		
		2000007			TOTAL	246.8	249.3	251.8	254.3		
	160	OPERATING ASSISTANCE FOR OZAUKEE COUNTY EXPRESS BUS AND SHARED-RIDE TAXI (SEC 85.20)	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,812.9	1,831.0	1,849.4	1,867.8	- -	
	(185)				TOTAL	1,812.9	1,831.0	1,849.4	1,867.8	- -	
				SOURCE OF FUNDS	LOCAL	492.6	484.3	475.7	466.7		
					STATE	1,320.3	1,346.7	1,373.7	1,401.1		
					FEDERAL	- -	- -	- -	- -		
		2000008			TOTAL	1,812.9	1,831.0	1,849.4	1,867.8		
	161	CAPITAL COSTS OF MAINTENANCE FOR THE OZAUKEE COUNTY EXPRESS BUS AND PREVENTATIVE MAINTENANCE FOR THE SHARED-RIDE TAXI SERVICE	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,623.3	1,639.5	1,655.9	1,672.5	- -	
	(186)				TOTAL	1,623.3	1,639.5	1,655.9	1,672.5	- -	
				SOURCE OF FUNDS	LOCAL	696.8	703.7	710.8	717.9		
					STATE	- -	- -	- -	- -		
					FEDERAL	926.5	935.8	945.1	954.6		
		2000002		FTA 5307	TOTAL	1,623.3	1,639.5	1,655.9	1,672.5		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Ozaukee County 2019-2022

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	PROJECT TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
OZAUKEE COUNTY	**162** [b]	PURCHASE OF REPLACEMENT VEHICLES FOR THE OZAUKEE COUNTY SHARED-RIDE TAXI PROGRAM	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	175.0	175.0	175.0	175.0	- -	
	(187)				***TOTAL***	175.0	175.0	175.0	175.0	- -	
				SOURCE OF FUNDS	***LOCAL***	35.0	35.0	35.0	35.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	140.0	140.0	140.0	140.0		
	2000017			*COMB*	***TOTAL***	175.0	175.0	175.0	175.0		
CEDARBURG (TOWN)	**163**	REPLACEMENT OF THE COVERED BRIDGE RD BRIDGE OVER CEDAR CREEK (B-45-0013) IN OZAUKEE COUNTY	OH	***DETAIL COSTS***	***PE***	138.1	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	895.7	- -	
					OTHER	- -	- -	- -	- -	- -	
	(188)				***TOTAL***	138.1	- -	- -	895.7	- -	
				SOURCE OF FUNDS	***LOCAL***	27.6	- -	- -	179.1		
					STATE	110.5	- -	- -	716.6		
					FEDERAL	- -	- -	- -	- -		
	2049999 2695-11-00				***TOTAL***	138.1	- -	- -	895.7		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Washington County 2019-2022

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			2019	2020	2021	2022	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	164	REHABILITATION OF BRIDGES ALONG IH 41 FROM CTH K TO N WASHINGTON COUNTY LINE (EXCLUDING THE BRIDGES AT STH 33) AND THE REPLACEMENT OF IH 41 BRIDGES OVER LIMESTONE CREEK	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	7,141.0	- -	- -	- -	- -	
					OTHER	50.0	- -	- -	- -	- -	
	(195)				TOTAL	7,191.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	1,478.2	- -	- -	- -		
					FEDERAL	5,712.8	- -	- -	- -		
		8009488 1100-41-00		NHPP	TOTAL	7,191.0	- -	- -	- -		
	165	REHABILITATION OF THE IH 41 BRIDGES OVER THE KOHLSVILLE RIVER (B66-188/189) AND THE TRIBUTARY TO E BRANCH ROCK RIVER (B66-193/194) AND THE STH 144 BRIDGE OVER IH 41 (B66-110)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	330.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(418)				TOTAL	- -	- -	330.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	66.0	- -		
					FEDERAL	- -	- -	264.0	- -		
		8008971 1100-17-09		NHPP	TOTAL	- -	- -	330.0	- -		
	166	RESURFACING OF USH 45 (FOND DU LAC AVE) FROM WB CTH H TO WB STH 28 IN WASHINGTON COUNTY (1.21 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	80.0	- -	- -	- -	
					CONST	- -	- -	- -	- -	*2,530.0*	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	80.0	- -	- -	*2,530.0*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	80.0	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		8001030 4070-00-70			TOTAL	- -	80.0	- -	- -		
	167	RESURFACING INCLUDING BRIDGE REHAB OF USH 45 FROM USH 45/41 SPLIT TO ONE MILE N OF CTH D IN WASHINGTON COUNTY (13.96 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	25,503.4	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(198)				TOTAL	- -	- -	25,503.4	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	5,100.7	- -		
					FEDERAL	- -	- -	20,402.7	- -		
		8000096 2220-02-00		NHPP	TOTAL	- -	- -	25,503.4	- -		
	168	RESURFACING OF MAIN ST (STH 60) FROM CTH P TO EAGLE DR IN THE VILLAGE OF JACKSON (1.7 MI)	HP	DETAIL COSTS	PE	- -	400.0	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*3,024.0*	
					OTHER	- -	- -	- -	- -	- -	
	(465)				TOTAL	- -	400.0	- -	- -	*3,024.0*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	80.0	- -	- -		
					FEDERAL	- -	320.0	- -	- -		
		8008935 2310-13-00		NHPP	TOTAL	- -	400.0	- -	- -		
	169	RESURFACING OF STH 60 FROM EAGLE DR IN WASHINGTON COUNTY TO STH 181 IN OZAUKEE COUNTY (7.18 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	6,290.7	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(199)				TOTAL	6,290.7	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	1,258.1	- -	- -	- -		
					FEDERAL	5,032.6	- -	- -	- -		
		8000051 2310-17-00		STP-O	TOTAL	6,290.7	- -	- -	- -		
	170	RECONSTRUCTION OF THE INTERSECTION OF MAIN ST (STH 60) AND CTH P IN THE VILLAGE OF JACKSON	HP	DETAIL COSTS	PE	- -	- -	- -	150.0	- -	EXEMPT
					ROW	- -	- -	- -	- -	*270.0*	
					CONST	- -	- -	- -	- -	*1,150.0*	
					OTHER	- -	- -	- -	- -	- -	
	(200)				TOTAL	- -	- -	- -	150.0	*1,420.0*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	30.0		
					FEDERAL	- -	- -	- -	120.0		
		8009758 2310-08-71		STP-O	TOTAL	- -	- -	- -	150.0		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Washington County 2019-2022

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	171 (201)	BRIDGE REHABILITATION OF THE STH 60 BRIDGES OVER CEDAR CREEK (B45-084) AND WI CENTRAL RR (B66-100/B66-101), STH 33 OVER THE E BRANCH ROCK RIVER (B66-106), AND STH 167 OVER SHERMAN RD (B66-126) AND STH 175 (B66-127) 8008991 2709-05-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	2,242.5	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	2,242.5	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	448.5	- -	- -		
					FEDERAL	- -	1,794.0	- -	- -		
				STP-O	TOTAL	- -	2,242.5	- -	- -		
	172 (202)	RESURFACING OF STH 83 FROM STH 167 TO E MONROE AVE IN WASHINGTON COUNTY (3.91 MI) 8000112 1330-22-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	535.0	- -	- -	
					CONST	- -	- -	- -	- -	4,256.0	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	535.0	- -	4,256.0	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	535.0	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	- -	- -	535.0	- -		
	173 (487)	RETROFIT OF BARRIERS FOR PREVENTING CROSS-MEDIAN CRASHES ON IH 41 FROM STH 145 TO DODGE COUNTY LINE IN WASHINGTON COUNTY (32.88 MI) 8008925 1100-27-00	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	2,790.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	2,790.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	279.0	- -	- -		
					FEDERAL	- -	2,511.0	- -	- -		
				HSIP	TOTAL	- -	2,790.0	- -	- -		
WASHINGTON COUNTY	174 (520)	REPLACEMENT OF THE CTH H BRIDGE OVER THE MILWAUKEE RIVER (B66-0655) IN THE TOWN OF KEWASKUM 6000003 4867-01-00	HP	DETAIL COSTS	PE	216.7	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	1,742.5	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	216.7	- -	- -	1,742.5	- -	
				SOURCE OF FUNDS	LOCAL	43.4	- -	- -	348.5		
					STATE	173.3	- -	- -	1,394.0		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	216.7	- -	- -	1,742.5		
	175 (206)	REPLACEMENT OF THE CTH M BRIDGE OVER MILWAUKEE RIVER (B-66-0945) IN WASHINGTON COUNTY 6009969 2745-00-01	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,887.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	1,887.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	377.4	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	1,509.6	- -	- -	- -		
				STP-O	TOTAL	1,887.0	- -	- -	- -		
	176 (208)	OPERATING ASSISTANCE FOR WASHINGTON COUNTY SHARED RIDE TAXI SERVICE (SEC 85.20 AND FTA 5307) 6009994	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,841.0	1,877.7	1,914.9	1,953.5	- -	
					TOTAL	1,841.0	1,877.7	1,914.9	1,953.5	- -	
				SOURCE OF FUNDS	LOCAL	570.7	582.1	593.6	605.6		
					STATE	681.2	694.7	708.5	722.8		
					FEDERAL	589.1	600.9	612.8	625.1		
				FTA 5307	TOTAL	1,841.0	1,877.7	1,914.9	1,953.5		
	177 (209)	OPERATING ASSISTANCE FOR WASHINGTON COUNTY COMMUTER EXPRESS BUS SERVICE (SEC 85.20 & 5307) 6000100	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,453.9	1,483.0	1,512.6	1,542.9	- -	
					TOTAL	1,453.9	1,483.0	1,512.6	1,542.9	- -	
				SOURCE OF FUNDS	LOCAL	392.5	400.4	408.4	416.6		
					STATE	479.8	489.4	499.2	509.2		
					FEDERAL	581.6	593.2	605.0	617.1		
				FTA 5307	TOTAL	1,453.9	1,483.0	1,512.6	1,542.9		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Washington County 2019-2022

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
WASHINGTON COUNTY	**178** (210)	WASHINGTON COUNTY SHARED RIDE TAXI PROGRAM CAPITAL COSTS: 3 MINIBUSES AND 3 MINIVANS IN 2019; 3 MINIBUSES AND 3 MINIVANS IN 2020; 3 MINIBUSES AND 3 MINIVANS IN 2021; 3 MINIBUSES AND 3 MINIVANS IN 2022 (5307/5339). 6000102	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	264.0	270.0	276.0	282.0	- -	
					TOTAL	264.0	270.0	276.0	282.0	- -	
				SOURCE OF FUNDS	***LOCAL***	52.8	54.0	55.2	56.4		
					STATE	- -	- -	- -	- -		
					FEDERAL	211.2	216.0	220.8	225.6		
				FTA 5339	***TOTAL***	264.0	270.0	276.0	282.0		
	179 (211)	WASHINGTON COUNTY SHARED-RIDE TAXI PROGRAM CAPITAL COSTS TOWARD THE PURCHASE OF: 1 MINIBUS IN 2019; 1 MINIBUS IN 2020; 1 MINIBUS IN 2021; AND 1 MINIBUS IN 2022 (5339). 6000011	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	41.6	42.9	44.1	45.4	- -	
					TOTAL	41.6	42.9	44.1	45.4	- -	
				SOURCE OF FUNDS	***LOCAL***	8.3	8.6	8.8	9.1		
					STATE	- -	- -	- -	- -		
					FEDERAL	33.3	34.3	35.3	36.3		
				FTA 5339	***TOTAL***	41.6	42.9	44.1	45.4		
	180 [c] (212)	WASHINGTON COUNTY SHARED-RIDE TAXI PROGRAM CAPITAL COSTS TOWARD THE PURCHASE OF: 1 MINIVAN IN 2019; 1 MINIVAN IN 2020; 1 MINIVAN IN 2021; AND 1 MINIVAN IN 2022 6000012	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	14.7	15.2	15.7	16.2	- -	
					TOTAL	14.7	15.2	15.7	16.2	- -	
				SOURCE OF FUNDS	***LOCAL***	2.9	3.0	3.1	3.2		
					STATE	- -	- -	- -	- -		
					FEDERAL	11.8	12.2	12.6	13.0		
				FTA 5339	***TOTAL***	14.7	15.2	15.7	16.2		
	181 (213)	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR THE ELDERLY AND DISABLED IN WASHINGTON COUNTY (SEC 85.21) 6000002	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	363.6	367.2	370.9	374.6	- -	
					TOTAL	363.6	367.2	370.9	374.6	- -	
				SOURCE OF FUNDS	***LOCAL***	60.6	61.2	61.8	62.4		
					STATE	303.0	306.0	309.1	312.2		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	363.6	367.2	370.9	374.6		
	182 (483)	HIGH FRICTION SURFACE TREATMENT ALONG CTH H FROM OAK DR TO KETTLE MORAINE DR IN THE TOWN OF KEWASKUM (0.38 MI) 6009967 4867-03-00	HS	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	278.8	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	278.8	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	27.9	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	250.9	- -	- -		
				HSIP	***TOTAL***	- -	278.8	- -	- -		
FARMINGTON (TOWN)	**183** (522)	REPLACEMENT OF THE TRADING POST TRAIL RD BRIDGE OVER THE NORTH BRANCH OF THE MILWAUKEE RIVER (P66-0907) IN THE TOWN OF FARMINGTON 6040000 4824-04-00	OH	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	967.4	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	967.4	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	193.5	- -		
					STATE	- -	- -	773.9	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	- -	- -	967.4	- -		
HARTFORD (CITY)	**184** (215)	OPERATING ASSISTANCE FOR THE CITY OF HARTFORD TAXI SERVICE 6070006	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	249.6	257.1	264.8	272.7	- -	
					TOTAL	249.6	257.1	264.8	272.7	- -	
				SOURCE OF FUNDS	***LOCAL***	114.3	117.7	121.3	124.9		
					STATE	59.4	61.2	63.0	64.9		
					FEDERAL	75.9	78.2	80.5	82.9		
				FTA 5307	***TOTAL***	249.6	257.1	264.8	272.7		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Washington County 2019-2022

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
HARTFORD (CITY)	**185**	PURCHASE OF REPLACEMENT VEHICLES FOR THE CITY OF HARTFORD TAXI SERVICE	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	40.0	- -	40.0	- -	- -	
	(216)				***TOTAL***	40.0	- -	40.0	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	8.0	- -	8.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	32.0	- -	32.0	- -		
	6070005			*FTA 5339*	***TOTAL***	40.0	- -	40.0	- -		
	186	REPLACEMENT OF THE N WACKER DR BRIDGE OVER RUBICON RIVER (P-66-0709) IN THE CITY OF HARTFORD	OH	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	603.1	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(217)				***TOTAL***	603.1	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	120.6	- -	- -	- -		
					STATE	482.5	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
	6079999 2706-00-01				***TOTAL***	603.1	- -	- -	- -		
JACKSON (TOWN)	**187**	REPLACEMENT OF THE CEDAR CREEK RD BRIDGE OVER BRANCH OF CEDAR CREEK (P66-0904) IN THE TOWN OF JACKSON	OH	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	519.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(523)				***TOTAL***	- -	- -	519.0	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	103.8	- -		
					STATE	- -	- -	415.2	- -		
					FEDERAL	- -	- -	- -	- -		
	6090000 2736-00-00				***TOTAL***	- -	- -	519.0	- -		
KEWASKUM (TOWN)	**188**	REPLACEMENT OF THE KETTLE VIEW DR BRIDGE OVER KEWASKUM CREEK (P-66-0912) IN WASHINGTON COUNTY	OH	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	380.3	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(218)				***TOTAL***	380.3	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	76.1	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	304.2	- -	- -	- -		
	6119999 4824-00-03			*STP-B*	***TOTAL***	380.3	- -	- -	- -		
WEST BEND (CITY)	**189**	OPERATING ASSISTANCE FOR THE CITY OF WEST BEND SHARED-RIDE TAXI SYSTEM	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,162.2	1,162.2	1,162.2	1,162.2	- -	
	(220)				***TOTAL***	1,162.2	1,162.2	1,162.2	1,162.2	- -	
				SOURCE OF FUNDS	***LOCAL***	534.2	534.2	534.2	534.2		
					STATE	314.0	314.0	314.0	314.0		
					FEDERAL	314.0	314.0	314.0	314.0		
	6180003			*FTA 5307*	***TOTAL***	1,162.2	1,162.2	1,162.2	1,162.2		
	190 [c]	PURCHASE OF REPLACEMENT VEHICLES FOR THE CITY OF WEST BEND TAXI SERVICE	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	78.0	78.0	133.0	78.0	- -	
	(221)				***TOTAL***	78.0	78.0	133.0	78.0	- -	
				SOURCE OF FUNDS	***LOCAL***	15.6	15.6	26.6	15.6		
					STATE	- -	- -	- -	- -		
					FEDERAL	62.4	62.4	106.4	62.4		
	6189998			*FTA 5339*	***TOTAL***	78.0	78.0	133.0	78.0		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Waukesha County 2019-2022

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	191 (440)	BRIDGE DECK OVERLAY OF VARIOUS BRIDGES IN WAUKESHA, WASHINGTON, WALWORTH, AND RACINE COUNTIES (LIST AVAILABLE UPON REQUEST) 8008951 1000-54-03	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	471.6	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	471.6	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	94.3	- -	- -	- -		
					FEDERAL	377.3	- -	- -	- -		
				NHPP	TOTAL	471.6	- -	- -	- -		
	192 (228)	RESURFACING OF USH 41 FROM THE MILWAUKEE COUNTY LINE TO THE WASHINGTON COUNTY LINE IN WAUKESHA COUNTY (3.66 MI) 8009709 1100-36-70	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	22,551.0	- -	- -	- -	- -	
					OTHER	1,000.0	- -	- -	- -	- -	
					TOTAL	23,551.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	4,710.2	- -	- -	- -		
					FEDERAL	18,840.8	- -	- -	- -		
				NHPP	TOTAL	23,551.0	- -	- -	- -		
	193 (470)	RECONDITIONING OF SUMMIT AVE (USH 18) FROM STH 83 TO CTH TT IN THE TOWN OF DELAFIELD (5.12 MI) 8008937 2210-12-00	HP	DETAIL COSTS	PE	- -	- -	600.0	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*4,368.0*	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	600.0	- -	*4,368.0*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	120.0	- -		
					FEDERAL	- -	- -	480.0	- -		
				NHPP	TOTAL	- -	- -	600.0	- -		
	194 (230)	BRIDGE DECK REHABILITATION OF THE STH 16 AND STH 83 BRIDGE (B67-166) IN THE CITY OF DELAFIELD 8000100 1330-10-72	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,455.5	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	1,455.5	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	291.1	- -	- -	- -		
					FEDERAL	1,164.4	- -	- -	- -		
				NHPP	TOTAL	1,455.5	- -	- -	- -		
	195 (232)	MAINTENANCE OVERLAY OF STH 67 FROM 1000' N OF STH 59 TO 200' S OF USH 18 IN WAUKESHA COUNTY (9.61 MI) 8000111 3120-01-31	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	4,600.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	4,600.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	4,600.0	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	- -	4,600.0	- -	- -		
	196 (234)	RESURFACING OF STH 83 FROM STH 59 TO PERKINS ROAD IN THE TOWN OF GENESEE (2.00 MI) 8000113 1330-32-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	2,750.0	- -	- -	- -	- -	
					OTHER	300.0	- -	- -	- -	- -	
					TOTAL	3,050.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	10.0	- -	- -	- -		
					STATE	608.0	- -	- -	- -		
					FEDERAL	2,432.0	- -	- -	- -		
				NHPP	TOTAL	3,050.0	- -	- -	- -		
	197 (235)	RECONDITIONING OF STH 164 FROM CTH ES (NATIONAL AVE) TO LES PAUL PKWY (STH 59) IN WAUKESHA COUNTY (4.56 MI) 8009397 2718-15-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	7,450.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	7,450.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	1,490.0	- -	- -	- -		
					FEDERAL	5,960.0	- -	- -	- -		
				STP-O	TOTAL	7,450.0	- -	- -	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Waukesha County 2019-2022

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
WAUKESHA COUNTY	198	RESURFACING OF VARIOUS COUNTY TRUNK HIGHWAYS IN WAUKESHA COUNTY	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	2,800.0	3,700.0	4,200.0	4,300.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(244)				TOTAL	2,800.0	3,700.0	4,200.0	4,300.0	- -	
				SOURCE OF FUNDS	LOCAL	2,470.0	3,110.0	3,610.0	3,710.0		
					STATE	330.0	590.0	590.0	590.0		
					FEDERAL	- -	- -	- -	- -		
		7000406			TOTAL	2,800.0	3,700.0	4,200.0	4,300.0		
	199	RESURFACING OF CTH D (CLEVELAND AVE) FROM CALHOUN RD TO EAST COUNTY LINE IN WAUKESHA COUNTY (3.0 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	2,533.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(245)				TOTAL	- -	- -	2,533.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	506.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	2,027.0	- -		
		7009974 2773-05-01		STP-M	TOTAL	- -	- -	2,533.0	- -		
	200	REHABILITATION OF CTH ES (FOX ST) BRIDGE (B-67-0147) OVER THE FOX RIVER IN THE VILLAGE OF MUKWONAGO	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	436.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(246)				TOTAL	436.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	436.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		7000008 2719-00-00			TOTAL	436.0	- -	- -	- -		
	201	RECONSTRUCTION OF CTH O (MOORLAND RD) FROM IH 43 TO BELOIT RD IN WAUKESHA COUNTY (0.3 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	2,169.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(250)				TOTAL	- -	2,169.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	434.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	1,735.0	- -	- -		
		7009973 2782-03-06		STP-M	TOTAL	- -	2,169.0	- -	- -		
	202	REHABILITATION OF CTH VV FROM MAIN ST TO CTH F (0.5 MI)	HP	DETAIL COSTS	PE	582.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(252)				TOTAL	582.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	291.0	- -	- -	- -		
					STATE	291.0	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		7000019		LRIP	TOTAL	582.0	- -	- -	- -		
	203	BRIDGE DECK OVERLAY CTH XX BRIDGE OVER PEBBLE BROOK CREEK (B67-0195) IN THE TOWN OF WAUKESHA	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	246.9	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(253)				TOTAL	- -	- -	246.9	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	49.4	- -		
					STATE	- -	- -	197.5	- -		
					FEDERAL	- -	- -	- -	- -		
		7000045 2794-05-00			TOTAL	- -	- -	246.9	- -		
	204	REPLACEMENT OF CTH Y STRUCTURE OVER PILAK CREEK IN THE CITY OF MUSKEGO	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	520.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(254)				TOTAL	520.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	520.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		7000043			TOTAL	520.0	- -	- -	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Waukesha County 2019-2022

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
WAUKESHA COUNTY	**205** (255)	REPLACEMENT OF CTH YY STRUCTURE OVER UNDERWOOD CREEK IN THE CITY OF BROOKFIELD 7000042	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,017.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	1,017.0	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	1,017.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	- -	1,017.0	- -	- -		
	206 (257)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH M (NORTH AVE) FROM CALHOUN RD TO EAST COUNTY LINE IN THE CITY OF BROOKFIELD (3.0 MI) 7009988 2759-03-00	HI	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	NON-EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	14,641.4	7,542.6	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	14,641.4	7,542.6	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	4,351.0	2,300.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	10,290.4	5,242.6	- -		
				STP-M	***TOTAL***	- -	14,641.4	7,542.6	- -		
	207 [d] (259)	CAPITAL COSTS OF THIRD PARTY CONTRACTING FOR WAUKESHA COUNTY TRANSIT SERVICE 7000036	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	585.0	585.0	585.0	585.0	- -	
					TOTAL	585.0	585.0	585.0	585.0	- -	
				SOURCE OF FUNDS	***LOCAL***	117.0	117.0	117.0	117.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	468.0	468.0	468.0	468.0		
				FTA 5307	***TOTAL***	585.0	585.0	585.0	585.0		
	208 (260)	PROVIDE USER-SIDE SUBSIDY ADVANCE RESERVATION AND ELDERLY/DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PERSONS IN WAUKESHA COUNTY (SEC 85.21) 7000141	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,113.6	1,135.9	1,158.8	1,181.7	- -	
					TOTAL	1,113.6	1,135.9	1,158.8	1,181.7	- -	
				SOURCE OF FUNDS	***LOCAL***	185.6	189.3	193.2	197.0		
					STATE	928.0	946.6	965.6	984.7		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	1,113.6	1,135.9	1,158.8	1,181.7		
	209	DESIGN AND CONSTRUCTION OF A BICYCLE AND PEDESTRIAN PATH FROM THE TRAILHEAD AT THE TERMINUS OF NORTH AVENUE IN THE CITY OF PEWAUKEE TO A REDEVELOPMENT AREA NEAR BROOKFIELD ROAD AND RIVER ROAD IN THE CITY OF BROOKFIELD 7000002 2718-14-01	BP	***DETAIL COSTS***	***PE***	250.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	1,870.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	250.0	- -	1,870.0	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	50.0	- -	374.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	200.0	- -	1,496.0	- -		
				TAP	***TOTAL***	250.0	- -	1,870.0	- -		
	210 (271)	CONSTRUCTION OF A BICYCLE PEDESTRIAN UNDERPASS ON STH 67 AND CTH B FOR THE LAKE COUNTRY TRAIL IN THE CITY OF OCONOMOWOC 7000001 3852-05-00	BP	***DETAIL COSTS***	***PE***	18.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,010.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	1,028.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	329.8	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	698.2	- -	- -	- -		
				TAP	***TOTAL***	1,028.0	- -	- -	- -		
	211 (524)	BRIDGE DECK REPLACEMENT OF THE CTH I (RIVER RD) BRIDGE OVER THE FOX RIVER (B670097) IN THE TOWN OF WAUKESHA 7000046 2790-03-00	OH	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	532.4	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	532.4	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	106.5	- -		
					STATE	- -	- -	425.9	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	- -	- -	532.4	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Waukesha County 2019-2022

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
WAUKESHA COUNTY	212	SAFTEY IMPROVEMENTS ALONG CTH C AT THE HASSLINGER DRIVE INTERSECTION	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	165.0	- -	- -	- -	- -	
					CONST	- -	- -	421.1	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(261)				TOTAL	165.0	- -	421.1	- -	- -	
				SOURCE OF FUNDS	LOCAL	165.0	- -	95.9	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	325.2	- -		
		7000014 3781-03-70		HSIP	TOTAL	165.0	- -	421.1	- -		
	213	SAFTEY IMPROVEMENTS ALONG CTH D AT THE MORAINE HILLS DRIVE INTERSECTION	HS	DETAIL COSTS	PE	62.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	365.0	- -	- -	- -	
					CONST	- -	- -	683.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(263)				TOTAL	62.0	365.0	683.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	6.2	365.0	68.3	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	55.8	- -	614.7	- -		
		7000017 3782-04-00		HSIP	TOTAL	62.0	365.0	683.0	- -		
	214	SAFETY IMPROVEMENTS ALONG CTH E AT THE WOODLAND DRIVE INTERSECTION	HS	DETAIL COSTS	PE	- -	75.0	- -	- -	- -	EXEMPT
					ROW	- -	- -	116.0	- -	- -	
					CONST	- -	- -	- -	844.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(264)				TOTAL	- -	75.0	116.0	844.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	75.0	116.0	844.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		7000015			TOTAL	- -	75.0	116.0	844.0		
	215	REALIGNMENT OF CTH I FROM EHR DR TO POINT DR IN WAUKESHA COUNTY (1.3 MI)	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,063.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(265)				TOTAL	1,063.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	106.3	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	956.7	- -	- -	- -		
		8009504 3773-01-00		HSIP	TOTAL	1,063.0	- -	- -	- -		
BROOKFIELD (CITY)	216	RECONSTRUCTION WITH ADDITIONAL LANES OF CALHOUN RD FROM CTH M TO STH 190 IN THE CITY OF BROOKFIELD (2.14 MI)	HI	DETAIL COSTS	PE	- -	- -	- -	- -	- -	NON-EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	9,098.4	- -	- -	- -	
					OTHER	- -	740.0	- -	- -	- -	
	(273)				TOTAL	- -	9,838.4	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	7,843.4	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	1,995.0	- -	- -		
		7029999 2783-05-00		STP-M	TOTAL	- -	9,838.4	- -	- -		
MENOMONEE FALLS (VILLAGE)	217	REPLACEMENT OF THE LILLY RD BRIDGE OVER THE MENOMONEE RIVER (B67-0261) IN THE VILLAGE OF MENOMONEE FALLS	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	593.2	- -	
					OTHER	- -	- -	- -	- -	- -	
	(525)				TOTAL	- -	- -	- -	593.2	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	176.0		
					STATE	- -	- -	- -	417.2		
					FEDERAL	- -	- -	- -	- -		
		7170001 2720-09-00			TOTAL	- -	- -	- -	593.2		
	218	SAFETY MODIFICATIONS AT THE INTERSECTIONS OF STH 175 AND PILGRIM RD AND STH 175 AND MENOMONEE AVE IN THE VILLAGE OF MENOMONEE FALLS	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	1,577.5	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(505)				TOTAL	- -	1,577.5	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	157.7	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	1,419.8	- -	- -		
		7170000 2782-13-70		HSIP	TOTAL	- -	1,577.5	- -	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Waukesha County 2019-2022

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
PEWAUKEE (VILLAGE)	219	REPLACEMENT OF THE DUPLAINVILLE RD BRIDGE OVER SPRING CREEK (B67-0009) IN THE VILLAGE OF PEWAUKEE	OH	DETAIL COSTS	PE	68.4	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	337.9	- -	
					OTHER	- -	- -	- -	- -	- -	
	(526)				TOTAL	68.4	- -	- -	337.9	- -	
				SOURCE OF FUNDS	LOCAL	13.7	- -	- -	67.6		
					STATE	54.7	- -	- -	270.3		
					FEDERAL	- -	- -	- -	- -		
		7320000 2370-04-00			TOTAL	68.4	- -	- -	337.9		
WAUKESHA (CITY)	220	RECONSTRUCTION OF N BARSTOW ST FROM WISCONSIN AVE TO ST. PAUL AVE IN THE CITY OF WAUKESHA (0.37 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	3,256.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(275)				TOTAL	- -	3,256.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	3,256.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		7378996			TOTAL	- -	3,256.0	- -	- -		
	221	RESURFACING OF W MORELAND BLVD FROM DELAFIELD ST TO RIVERVIEW AVE IN THE CITY OF WAUKESHA (0.59 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,000.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	1,000.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	1,000.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		7370065			TOTAL	1,000.0	- -	- -	- -		
	222	BRIDGE DECK OVERLAY OF THE MADISON ST BRIDGE OVER THE FOX RIVER (B67-0099) IN THE CITY OF WAUKESHA	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	224.8	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(527)				TOTAL	- -	- -	224.8	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	58.6	- -		
					STATE	- -	- -	166.2	- -		
					FEDERAL	- -	- -	- -	- -		
		7370022 2718-19-00			TOTAL	- -	- -	224.8	- -		
	223	RECONSTRUCTION OF NORTHVIEW RD FROM MEADOWBROOK RD TO PEBBLE VALLEY RD IN THE CITY OF WAUKESHA (1.35 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,720.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(277)				TOTAL	1,720.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	1,720.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		7370019			TOTAL	1,720.0	- -	- -	- -		
	224	RECONSTRUCTION OF N PRAIRIE AVE FROM ST. PAUL AVE TO COLLEGE AVE IN THE CITY OF WAUKESHA (0.4 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	2,122.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(278)				TOTAL	- -	- -	2,122.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	2,122.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		7378995			TOTAL	- -	- -	2,122.0	- -		
	225	BRIDGE DECK OVERLAY OF THE PRAIRIE AVE BRIDGE OVER THE FOX RIVER (B67-0177) IN THE CITY OF WAUKESHA	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	182.5	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(528)				TOTAL	- -	- -	182.5	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	36.5	- -		
					STATE	- -	- -	146.0	- -		
					FEDERAL	- -	- -	- -	- -		
		7370023 2718-20-00			TOTAL	- -	- -	182.5	- -		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Waukesha County 2019-2022

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2019	2020	2021	2022	REMAINING	AIR QUAL STAT
WAUKESHA (CITY)	226	RECONSTRUCTION OF SUMMIT AVE FROM GREENMEADOW DR TO N GRANDVIEW BLVD IN THE CITY OF WAUKESHA (0.27 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,609.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	1,609.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	1,609.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		7370064			TOTAL	1,609.0	- -	- -	- -		
	227	RECONSTRUCTION OF W ST PAUL AVE FROM WISCONSIN AVE/ W NORTH ST TO MADISON ST AND MADISON ST FROM ANN ST TO THE FOX RIVER IN THE CITY OF WAUKESHA (0.35 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	3,440.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(279)				TOTAL	- -	- -	- -	3,440.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	3,440.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		7379949			TOTAL	- -	- -	- -	3,440.0		
	228	OPERATING ASSISTANCE FOR THE WAUKESHA METRO AND WAUKESHA COUNTY TRANSIT SYSTEMS (85.20)	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	6,481.4	6,530.5	6,604.5	6,682.6	- -	
	(281)				TOTAL	6,481.4	6,530.5	6,604.5	6,682.6	- -	
				SOURCE OF FUNDS	LOCAL	2,077.8	2,081.9	2,108.0	2,129.2		
					STATE	4,403.6	4,448.6	4,496.5	4,553.4		
					FEDERAL	- -	- -	- -	- -		
		7370016			TOTAL	6,481.4	6,530.5	6,604.5	6,682.6		
	229	CAPITAL MAINTENANCE FOR WAUKESHA METRO TRANSIT	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	548.0	548.0	548.0	548.0	- -	
	(282)				TOTAL	548.0	548.0	548.0	548.0	- -	
				SOURCE OF FUNDS	LOCAL	109.6	109.6	109.6	109.6		
					STATE	- -	- -	- -	- -		
					FEDERAL	438.4	438.4	438.4	438.4		
		7370020		FTA 5307	TOTAL	548.0	548.0	548.0	548.0		
	230	REPLACEMENT OF 6 PARATRANSIT VEHICLES FOR WAUKESHA METRO TRANSIT	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,000.0	- -	- -	- -	- -	
	(285)				TOTAL	1,000.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	200.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	800.0	- -	- -	- -		
		7370001 1693-39-01		CMAQ	TOTAL	1,000.0	- -	- -	- -		
	231	REPLACEMENT OF THREE BUS SHELTERS FOR WAUKESHA METRO TRANSIT	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	15.0	- -	- -	- -	- -	
					TOTAL	15.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	3.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	12.0	- -	- -	- -		
		7370062		FTA 5339	TOTAL	15.0	- -	- -	- -		
	232	LOCAL MARKETING FOR WAUKESHA METRO TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	50.0	- -	50.0	- -	
	(286)				TOTAL	- -	50.0	- -	50.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	10.0	- -	10.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	40.0	- -	40.0		
		7379938 1693-34-19		CMAQ	TOTAL	- -	50.0	- -	50.0		

Table continued on next page.

Table A.1 (Continued)
Transportation Improvement Program for the Milwaukee Transportation Management Area—Waukesha County 2019-2022

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
WAUKESHA (CITY)	233	TIRE LEASE FOR THE WAUKESHA METRO TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	35.0	35.0	35.0	35.0	- -	
	(288)				TOTAL	35.0	35.0	35.0	35.0	- -	
				SOURCE OF FUNDS	LOCAL	7.0	7.0	7.0	7.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	28.0	28.0	28.0	28.0		
		7370051		FTA 5307	TOTAL	35.0	35.0	35.0	35.0		
	234	REHABILITATION OF FIXED-ROUTE BUSES, SUCH AS ENGINE AND TRANSMISSION REBUILDS, FOR WAUKESHA METRO (4 BUSES IN 2021 AND 4 BUSES IN 2022)	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	200.0	200.0	- -	
					TOTAL	- -	- -	200.0	200.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	40.0	40.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	160.0	160.0		
		7370060		FTA 5339	TOTAL	- -	- -	200.0	200.0		
	235	REPLACEMENT OF THE SUPERVISOR VAN	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	70.0	- -	- -	- -	
	(291)				TOTAL	- -	70.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	14.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	56.0	- -	- -		
		7370006		FTA 5339	TOTAL	- -	70.0	- -	- -		
	236	REPLACEMENT OF ADMINISTRATIVE STAFF VEHICLE FOR WAUKESHA METRO TRANSIT	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	35.0	- -	- -	
					TOTAL	- -	- -	35.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	7.0	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	28.0	- -		
		7370063		FTA 5339	TOTAL	- -	- -	35.0	- -		

Source: SEWRPC

Table A.2
Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Kenosha County 2019-2022

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			ESTIMATED COSTS ($1,000) 2019	2020	2021	2022	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	**237** (421)	REHABILITATION OF THE BRIDGES ALONG IH 41/94 FROM DES PLAINES RIVER TO CTH KR (B30-0090, 91, 98, 99, 100-103, 105-114, 117, 118 & C30-04) IN KENOSHA COUNTY 8008973 1030-08-08	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	2,700.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	2,700.0	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	- -	- -	540.0	- -		
					FEDERAL	- -	- -	2,160.0	- -		
				NHPP	***TOTAL***	- -	- -	2,700.0	- -		
	238 (301)	BRIDGE DECK OVERLAY OF THE IH 94 BRIDGES BETWEEN THE ILLINOIS STATE LINE AND STH 50 IN KENOSHA COUNTY 8000065 1030-35-00	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	400.0	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*2,968.0*	
					OTHER	- -	- -	- -	- -	*30.0*	
					TOTAL	- -	- -	- -	400.0	*2,998.0*	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	- -	- -	- -	80.0		
					FEDERAL	- -	- -	- -	320.0		
				NHPP	***TOTAL***	- -	- -	- -	400.0		
	239[e] (302)	RECONDITIONING OF USH 45 FROM STH 50 TO STH 11 IN KENOSHA AND RACINE COUNTY (7.83 MI) 8000042 3200-01-02	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	6,261.5	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	6,261.5	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	37.4	- -	- -		
					STATE	- -	1,182.2	- -	- -		
					FEDERAL	- -	5,041.9	- -	- -		
				COMB	***TOTAL***	- -	6,261.5	- -	- -		
	240 (303)	RESURFACING OF STH 32 (SHERIDAN RD) FROM 50TH ST TO 7TH AVE IN THE CITY OF KENOSHA (1.17 MI) 8000103 3240-09-00	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	200.0	- -	- -	- -	
					CONST	- -	- -	- -	- -	*3,248.0*	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	200.0	- -	- -	*3,248.0*	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	- -	200.0	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	- -	200.0	- -	- -		
	241 (305)	RESURFACING OF SHERIDAN RD (STH 32) FROM 91ST ST TO 85TH ST IN THE CITY OF KENOSHA (0.76 MI) 8009409 3240-14-00	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	5,170.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	5,170.0	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	- -	1,034.0	- -	- -		
					FEDERAL	- -	4,136.0	- -	- -		
				NHPP	***TOTAL***	- -	5,170.0	- -	- -		
	242 (304)	RECONDITIONING OF THE INTERSECTION OF STH 32 AND STH 165 IN THE VILLAGE OF PLEASANT PRAIRIE 8009467 3240-11-00	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	1,780.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	1,780.0	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	- -	- -	- -	356.0		
					FEDERAL	- -	- -	- -	1,424.0		
				STP-O	***TOTAL***	- -	- -	- -	1,780.0		
	243 (307)	RECONDITIONING OF STH 50 (75TH STREET) FROM 256TH AVENUE TO 236TH AVENUE IN THE VILLAGE OF PADDOCK LAKE (1.2 MI) 8009854 1310-04-70	HP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	3,835.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	3,835.0	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	- -	- -	- -		
					STATE	- -	- -	- -	788.6		
					FEDERAL	- -	- -	- -	3,046.4		
				NHPP	***TOTAL***	- -	- -	- -	3,835.0		

Table continued on next page.

Table A.2 (Continued)
Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Kenosha County 2019-2022

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	244	RESURFACING OF STH 83 (PINE ST) FROM STH 50 TO CTH KD/JB IN KENOSHA COUNTY (2.16 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	690.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(308)				TOTAL	690.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	690.0	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		8001023 1330-31-70			TOTAL	690.0	- -	- -	- -		
	245	BRIDGE REHABILITATION OF THE STH 142 BRIDGE OVER DES PLAINES RIVER (B30-654), STH 31 BRIDGES OVER PIKE RIVER, AND THE STH 32 BRIDGE OVER PIKE RIVER (B30-88) IN KENOSHA COUNTY	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	901.3	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(309)				TOTAL	- -	901.3	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	180.3	- -	- -		
					FEDERAL	- -	721.0	- -	- -		
		8008987 3330-06-00		STP-O	TOTAL	- -	901.3	- -	- -		
	246	REPLACEMENT OF STH 158 BRIDGES OVER THE CP RR AND UP RR LINES, INCLUDING RECONSTRUCTION OF THE ROADWAY BETWEEN THE BRIDGES, IN THE CITY OF KENOSHA (B-30-2 AND B-30-3)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	8,280.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(310)				TOTAL	- -	- -	- -	8,280.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	1,656.0		
					FEDERAL	- -	- -	- -	6,624.0		
		8009457 3220-09-00		NHPP	TOTAL	- -	- -	- -	8,280.0		
	247	RESURFACING OF THE EAST FRONTAGE ROAD (120TH AND 118TH AVE) ALONG IH 94 FROM CTH ML TO STH 50 IN THE VILLAGE OF PLEASANT PRAIRIE (5.09 MI)	HP	DETAIL COSTS	PE	- -	- -	860.0	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*10,455.0*	
					OTHER	- -	- -	- -	- -	- -	
	(475)				TOTAL	- -	- -	860.0	- -	*10,455.0*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	860.0	- -		
					FEDERAL	- -	- -	- -	- -		
		8008933 1032-10-15			TOTAL	- -	- -	860.0	- -		
	248	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 50 (75TH ST) FROM IH 94 TO 43RD AVE INCLUDING THE FRONTAGE ROADS ALONG STH 50 IN THE CITY OF KENOSHA AND VILLAGE OF PLEASANT PRAIRIE (4.45 MI)	HI	DETAIL COSTS	PE	- -	- -	- -	- -	- -	NON-EXEMPT
					ROW	4,751.0	- -	- -	- -	- -	
					CONST	- -	40,079.0	35,500.0	9,700.0	- -	
					OTHER	1,500.0	1,100.0	- -	- -	- -	
	(311)				TOTAL	6,251.0	41,179.0	35,500.0	9,700.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	2,137.0	3,098.5	- -		
					STATE	6,251.0	36,482.0	32,401.5	9,700.0		
					FEDERAL	- -	2,560.0	- -	- -		
		8001026 1310-10-70		NHPP	TOTAL	6,251.0	41,179.0	35,500.0	9,700.0		
	249	RECONSTRUCTION OF THE INTERSECTION OF STH 158 AND CTH H IN THE CITY OF KENOSHA	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	3,933.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(313)				TOTAL	- -	- -	- -	3,933.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	398.3		
					FEDERAL	- -	- -	- -	3,534.7		
		8009425 3220-10-00		HSIP	TOTAL	- -	- -	- -	3,933.0		
KENOSHA COUNTY	250	REPLACEMENT OF THE CTH WG (128TH ST) BRIDGE OVER DUTCH GAP CANAL (P30-0900) IN THE VILLAGE OF BRISTOL	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	591.5	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(529)				TOTAL	- -	- -	591.5	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	118.3	- -		
					STATE	- -	- -	473.2	- -		
					FEDERAL	- -	- -	- -	- -		
		1000012 3745-00-00			TOTAL	- -	- -	591.5	- -		

Table continued on next page.

Table A.2 (Continued)
Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Kenosha County 2019-2022

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
KENOSHA COUNTY	251 (444)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH S (BURLINGTON RD) FROM CTH H TO 120TH AVE (EAST FRONTAGE RD) IN KENOSHA COUNTY (1.9 MI) 1009954	HI	DETAIL COSTS	PE	- -	- -	- -	- -	- -	NON-EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	8,288.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	8,288.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	8,288.0	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	- -	8,288.0	- -	- -		
	252 (317)	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH S FROM CTH H TO BRUMBACK BLVD IN KENOSHA COUNTY (1.79 MI) 1009960 3210-00-05	HI	DETAIL COSTS	PE	- -	- -	- -	- -	- -	NON-EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	8,988.0	- -	- -	- -	- -	
					OTHER	350.0	- -	- -	- -	- -	
					TOTAL	9,338.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	4,628.3	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	4,709.7	- -	- -	- -		
				STP-O	TOTAL	9,338.0	- -	- -	- -		
	253 (318)	REALIGNMENT OF CTH F FROM CTH O TO 352ND AVE IN THE TOWN OF RANDALL (0.95 MI) 1009959 3733-00-01	HE	DETAIL COSTS	PE	- -	- -	- -	- -	- -	NON-EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	3,444.8	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	3,444.8	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	689.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	2,755.8	- -	- -	- -		
				STP-O	TOTAL	3,444.8	- -	- -	- -		
	254 (319)	PROVISION OF DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY/DISABLED RIDERS AND PUBLIC TRANSIT FOR GENERAL PUBLIC RIDERS IN NON-URBANIZED KENOSHA COUNTY (SEC 85.21, 85.20 and 5311) 1000004	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	570.0	587.0	605.0	623.0	- -	
					TOTAL	570.0	587.0	605.0	623.0	- -	
				SOURCE OF FUNDS	LOCAL	57.0	58.7	60.5	62.3		
					STATE	256.5	264.1	272.2	280.3		
					FEDERAL	256.5	264.2	272.3	280.4		
				FTA 5311	TOTAL	570.0	587.0	605.0	623.0		
	255 (320)	PURCHASE REPLACEMENT VEHICLES FOR WESTERN KENOSHA COUNTY TRANSIT: 2 VEHICLES IN 2019; 2 VEHICLES IN 2020; AND 1 VEHICLE IN 2021 1009966	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	100.0	100.0	52.0	- -	*105.0*	
					TOTAL	100.0	100.0	52.0	- -	*105.0*	
				SOURCE OF FUNDS	LOCAL	20.0	20.0	10.4	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	80.0	80.0	41.6	- -		
				FTA 5310	TOTAL	100.0	100.0	52.0	- -		
	256 (321)	MOBILITY MANAGER POSITION TO PLAN AND COORDINATE TRANSPORTATION SERVICES FOR PERSONS WITH DISABILITIES IN KENOSHA COUNTY: 2019 1009963	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	58.5	- -	- -	- -	- -	
					TOTAL	58.5	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	11.7	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	46.8	- -	- -	- -		
				FTA 5310	TOTAL	58.5	- -	- -	- -		
	257 (322)	GPS LIVE FEED LINK TO PROVIDE REAL TIME DATA TO USERS OF WESTERN KENOSHA COUNTY TRANSIT SMARTPHONE APPLICATION 1000010	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	18.0	- -	- -	- -	- -	
					TOTAL	18.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	3.6	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	14.4	- -	- -	- -		
				FTA 5311	TOTAL	18.0	- -	- -	- -		

Table continued on next page.

Table A.2 (Continued)
Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Kenosha County 2019-2022

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
KENOSHA COUNTY	**258** (323)	PURCHASE AND INSTALLATION OF 2 BUS SHELTERS IN 2020 FOR PLACEMENT ALONG THE FIXED ROUTE OF WESTERN KENOSHA COUNTY TRANSIT 1000005	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	16.0	- -	- -	- -	
					TOTAL	- -	16.0	- -	- -	- -	
				SOURCE OF FUNDS *FTA 5311*	***LOCAL***	- -	3.2	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	12.8	- -	- -		
					TOTAL	- -	16.0	- -	- -		
	259 (324)	INSTALLATION OF BIKEWAY ROUTE GUIDE SIGNING AND MARKING DEFINED IN THE COMPREHENSIVE BIKE PLAN FOR KENOSHA COUNTY 1000011 3830-02-00	BP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	268.7	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	268.7	- -	- -	- -	- -	
				SOURCE OF FUNDS *TAP*	***LOCAL***	53.7	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	215.0	- -	- -	- -		
					TOTAL	268.7	- -	- -	- -		
	260 [f] (326)	CONSTRUCTION OF A SHARED USE PATH ALONG CTH C FROM 114TH AVE (RIVER RD) TO BAIN STATION RD (PRAIRIE FARMS TRAIL) IN KENOSHA COUNTY (0.88 MI) 1000008 3736-06-00	BP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,201.1	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	1,201.1	- -	- -	- -	- -	
				SOURCE OF FUNDS *COMB*	***LOCAL***	240.2	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	960.9	- -	- -	- -		
					TOTAL	1,201.1	- -	- -	- -		
	261 (327)	CONSTRUCTION OF A SHARED-USE PATH ALONG CTH E FROM 20TH ST TO STH 32 IN KENOSHA COUNTY (0.75 MI) 1000007 3766-00-01	BP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	393.3	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	393.3	- -	- -	- -	- -	
				SOURCE OF FUNDS *CMAQ*	***LOCAL***	126.7	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	266.6	- -	- -	- -		
					TOTAL	393.3	- -	- -	- -		
KENOSHA (CITY)	**262** [g] (328)	OPERATING ASSISTANCE FOR THE CITY OF KENOSHA TRANSIT SYSTEM 1030005	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	7,051.6	7,220.8	7,394.1	7,571.6	- -	
					TOTAL	7,051.6	7,220.8	7,394.1	7,571.6	- -	
				SOURCE OF FUNDS *FTA 5307*	***LOCAL***	3,180.3	3,256.6	3,334.7	3,414.8		
					STATE	1,692.4	1,733.0	1,774.7	1,817.2		
					FEDERAL	2,178.9	2,231.2	2,284.7	2,339.6		
					TOTAL	7,051.6	7,220.8	7,394.1	7,571.6		
	263 (330)	MAINTENANCE OF STREET CAR SERVICE IN THE CITY OF KENOSHA: 2018-2022 1039972	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	105.6	105.6	105.6	105.6	- -	
					TOTAL	105.6	105.6	105.6	105.6	- -	
				SOURCE OF FUNDS *FTA 5337*	***LOCAL***	17.6	17.6	17.6	17.6		
					STATE	- -	- -	- -	- -		
					FEDERAL	88.0	88.0	88.0	88.0		
					TOTAL	105.6	105.6	105.6	105.6		
	264 (331)	EXPANSION OF THE CITY OF KENOSHA TRANSIT SYSTEM SERVICE TO INCLUDE 5 NEW ROUTES, EXPAND AND EXTEND SERVICE FOR 4 ROUTES, AND PURCHASE NEW BUSES 1030006	TE	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	NON-EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	3,301.8	- -	- -	- -	- -	
					TOTAL	3,301.8	- -	- -	- -	- -	
				SOURCE OF FUNDS *CMAQ*	***LOCAL***	660.4	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	2,641.4	- -	- -	- -		
					TOTAL	3,301.8	- -	- -	- -		

Table continued on next page.

Table A.2 (Continued)
Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Kenosha County 2019-2022

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
SOMERS (TOWN)	265	REPLACEMENT OF THE 13TH AVE BRIDGE OVER PIKE RIVER (B30-0013) IN KENOSHA COUNTY	OH	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	857.5	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(332)				TOTAL	857.5	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	177.5	- -	- -	- -		
					STATE	680.0	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		1109999 3831-00-01			TOTAL	857.5	- -	- -	- -		
KENOSHA ACHIEVEMENT CENTER, INC.	266	PURCHASE OF 2 MINIVANS AND 1 TRANSIT BARIATRIC VEHICLE: 2019	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	131.0	- -	- -	- -	- -	
	(333)				TOTAL	131.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	26.2	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	104.8	- -	- -	- -		
		1509983		FTA 5310	TOTAL	131.0	- -	- -	- -		
	267	PUBLIC OUTREACH AND EDUCATION BY MOBILITY MANAGER FOR THE VANPOOL AND CARPOOL SERVICE TO EMPLOYMENT OR EMPLOYMENT TRAINING FOR LOW-INCOME PERSONS IN KENOSHA, RACINE, AND WALWORTH COUNTIES	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	25.4	- -	- -	- -	- -	
	(501)				TOTAL	25.4	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	5.1	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	20.3	- -	- -	- -		
		1509976		CMAQ	TOTAL	25.4	- -	- -	- -		
	268	TRAVEL DEMAND MANAGEMENT - SECOND YEAR OF OPERATION OF A VANPOOL AND CARPOOL SERVICE TO EMPLOYMENT OR EMPLOYMENT TRAINING FOR LOW-INCOME PERSONS IN KENOSHA, RACINE, AND WALWORTH COUNTIES	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	32.5	- -	- -	- -	- -	
	(502)				TOTAL	32.5	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	6.5	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	26.0	- -	- -	- -		
		1509977		CMAQ	TOTAL	32.5	- -	- -	- -		

Table continued on next page.

Table A.2 (Continued)
Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Racine County 2019-2022

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			2019	2020	2021	2022	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	269	REHABILITATION OF THE BRIDGES ALONG IH 41/94 FROM CTH KR TO THE MILWAUKE COUNTY LINE (B51-0123 to 140 & C12) IN RACINE COUNTY (12.0 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	2,800.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(423)				TOTAL	- -	- -	2,800.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	582.4	- -		
					FEDERAL	- -	- -	2,217.6	- -		
		8008974 1030-08-05		NHPP	TOTAL	- -	- -	2,800.0	- -		
	270	RECONSTRUCTION OF STH 11 (DURAND AVE) FROM KENTUCKY ST TO KEARNEY AVE IN THE CITY OF RACINE (1.18 MI)	HP	DETAIL COSTS	PE	8,852.5	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(337)				TOTAL	8,852.5	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	121.1	- -	- -	- -		
					STATE	2,009.1	- -	- -	- -		
					FEDERAL	6,722.3	- -	- -	- -		
		8000040 2260-07-00		NHPP	TOTAL	8,852.5	- -	- -	- -		
	271	PAVEMENT REPLACEMENT OF STH 11 FROM WEST RACINE COUNTY LINE TO STH 83 IN RACINE COUNTY (2.38 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	4,144.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(340)				TOTAL	- -	4,144.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	828.8	- -	- -		
					FEDERAL	- -	3,315.2	- -	- -		
		8008983 3180-00-04		NHPP	TOTAL	- -	4,144.0	- -	- -		
	272	RECONSTRUCTION OF STH 11 (DURAND AVE) FROM KEARNEY AVE TO S MEMORIAL DR IN THE CITY OF RACINE (0.38 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	2,408.0	- -	
					OTHER	- -	- -	- -	- -	- -	
	(341)				TOTAL	- -	- -	- -	2,408.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	101.9		
					STATE	- -	- -	- -	461.2		
					FEDERAL	- -	- -	- -	1,844.9		
		8009430 2260-08-70		NHPP	TOTAL	- -	- -	- -	2,408.0		
	273	RECONDITIONING OF WASHINGTON AVE (STH 20) FROM STH 36 TO SB USH 45 IN THE TOWN OF DOVER (8.46 MI)	HP	DETAIL COSTS	PE	750.0	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*8,690.0*	
					OTHER	- -	- -	- -	- -	- -	
	(479)				TOTAL	750.0	- -	- -	- -	*8,690.0*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	150.0	- -	- -	- -		
					FEDERAL	600.0	- -	- -	- -		
		8008934 2340-10-00		NHPP	TOTAL	750.0	- -	- -	- -		
	274	BRIDGE REHABILITATION OF THE STH 20 BRIDGES OVER THE ROOT RIVER CANAL (B51-58/59/60) IN RACINE COUNTY	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	2,310.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(346)				TOTAL	- -	2,310.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	462.0	- -	- -		
					FEDERAL	- -	1,848.0	- -	- -		
		8008986 3833-03-03		NHPP	TOTAL	- -	2,310.0	- -	- -		
	275	BRIDGE REHABILITATION OF THE STH 20 BRIDGES OVER STUART RD AND UP RR (B51-39, B51-40, B51-43, B51-44) IN THE VILLAGE OF MOUNT PLEASANT	HP	DETAIL COSTS	PE	314.5	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*4,256.0*	
					OTHER	- -	- -	- -	- -	- -	
	(342)				TOTAL	314.5	- -	- -	- -	*4,256.0*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	314.5	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		8008993 2340-03-03			TOTAL	314.5	- -	- -	- -		

Table continued on next page.

Table A.2 (Continued)
Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Racine County 2019-2022

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	276 (446)	RESURFACING OF STH 20 (WASHINGTON AVE) FROM OAKES RD TO STH 31 IN THE VILLAGE OF MOUNT PLEASANT AND CITY OF RACINE (1.24 MI) 8008955 2250-15-00	HP	DETAIL COSTS	PE	- -	- -	- -	650.0	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	5,775.0	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	650.0	5,775.0	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	130.0		
					FEDERAL	- -	- -	- -	520.0		
				NHPP	TOTAL	- -	- -	- -	650.0		
	277 (343)	RECONSTRUCTION OF STH 20 (WASHINGTON AVE) FROM WEST BLVD TO ROOSEVELT AVE IN THE CITY OF RACINE (1.23 MI) 8000019 2440-09-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	10,482.5	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	10,482.5	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	525.6	- -		
					STATE	- -	- -	1,598.4	- -		
					FEDERAL	- -	- -	8,358.5	- -		
				STP-O	TOTAL	- -	- -	10,482.5	- -		
	278 (348)	RESURFACING OF STH 32 FROM FIVE MILE RD TO STH 31 IN THE VILLAGE OF CALDONIA (1.30 MI) 8000050 2350-09-01	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	5,624.6	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	5,624.6	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	35.9	- -	- -	- -		
					STATE	1,117.7	- -	- -	- -		
					FEDERAL	4,471.0	- -	- -	- -		
				NHPP	TOTAL	5,624.6	- -	- -	- -		
	279 (350)	RECONDITIONING OF STH 36 FROM STH 20 TO CTH Y AND BRIDGE REHAB OF THE STH 36/83 BRIDGES OVER THE FOX RIVER AND THE WIND LAKE DRAIN CANAL (B 51-0056/57) IN RACINE COUNTY (5.95 MI) 8000105 2240-00-07	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	13,715.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	13,715.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	4,032.5	- -		
					FEDERAL	- -	- -	9,682.5	- -		
				NHPP	TOTAL	- -	- -	13,715.0	- -		
	280 (433)	BRIDGE DECK OVERLAYS OF THE STH 36 BRIDGES OVER THE FOX RIVER (B51-0078) AND THE WIND LAKE DRAINAGE CANAL (B51-0079) IN THE VILLAGE OF ROCHESTER 8008966 2240-03-04	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	1,150.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	1,150.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	230.0	- -		
					FEDERAL	- -	- -	920.0	- -		
				NHPP	TOTAL	- -	- -	1,150.0	- -		
	281 (352)	RESURFACING OF STH 38 (NORTHWESTERN AVE) FROM CTH MM TO CTH K IN THE VILLAGE OF MOUNT PLEASANT (2.4 MI) 8009487 2290-22-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	4,785.0	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	4,785.0	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	957.0	- -		
					FEDERAL	- -	- -	3,828.0	- -		
				NHPP	TOTAL	- -	- -	4,785.0	- -		
	282 (353)	BRIDGE REPLACEMENT OF THE STH 38 BRIDGE OVER THE ROOT RIVER (B51-12) IN THE CITY OF RACINE 8008994 2290-03-03	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	114.0	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	6,160.0	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	114.0	- -	- -	- -	6,160.0	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	114.0	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	114.0	- -	- -	- -		

Table continued on next page.

Table A.2 (Continued)
Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Racine County 2019-2022

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			2019	2020	2021	2022	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	283	RECONDITIONING OF STH 83 FROM STH 20 TO IH 43 IN RACINE AND WAUKESHA COUNTIES (7.19 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	1,176.0	- -	- -	- -	
					CONST	- -	- -	- -	- -	11,100.0	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	1,176.0	- -	- -	11,100.0	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	1,176.0	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		8000055 1300-09-01			TOTAL	- -	1,176.0	- -	- -		
	284	WIDEN SHOULDERS AND INSTALL A HIGH FRICTION SURFACE TREATMENT TO STH 20 FROM 400' W OF CTH D TO 400' E OF CTH D IN THE VILLAGE OF ROCHESTER (0.08 MI)	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	443.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(489)				TOTAL	- -	443.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	44.3	- -	- -		
					FEDERAL	- -	398.7	- -	- -		
		8008926 2340-11-00		HSIP	TOTAL	- -	443.0	- -	- -		
	285	HIGH FRICTION SURFACE TREATMENT ALONG STH 32 FROM STH 11 TO 25TH STREET IN THE VILLAGE OF MOUNT PLEASANT (0.19 MI)	HS	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	337.1	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(490)				TOTAL	- -	337.1	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	33.7	- -	- -		
					FEDERAL	- -	303.4	- -	- -		
		8008924 3240-02-03		HSIP	TOTAL	- -	337.1	- -	- -		
RACINE COUNTY	286	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE IN RURAL RACINE COUNTY (SEC 85.21)	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	555.7	555.7	567.7	567.7	- -	
	(360)				TOTAL	555.7	555.7	567.7	567.7	- -	
				SOURCE OF FUNDS	LOCAL	92.6	92.6	94.6	94.6		
					STATE	463.1	463.1	473.1	473.1		
					FEDERAL	- -	- -	- -	- -		
		3000002			TOTAL	555.7	555.7	567.7	567.7		
	287	SAFETY IMPROVEMENTS ON CTH D FROM WEST COUNTY LINE TO STH 20 IN RACINE COUNTY (5.78 MI)	HS	DETAIL COSTS	PE	42.3	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	238.6	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(491)				TOTAL	42.3	- -	238.6	- -	- -	
				SOURCE OF FUNDS	LOCAL	4.2	- -	28.9	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	38.1	- -	209.7	- -		
		3009970 3755-03-00		HSIP	TOTAL	42.3	- -	238.6	- -		
CALEDONIA (VILLAGE)	288	BRIDGE REPLACEMENT OF THE HOODS CREEK RD BRIDGE OVER HOODS CREEK (P51-0904) IN THE VILLAGE OF CALEDONIA	OH	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	443.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(497)				TOTAL	443.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	88.6	- -	- -	- -		
					STATE	354.4	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		3039956 2703-00-03			TOTAL	443.0	- -	- -	- -		
RACINE (CITY)	289	BRIDGE REPLACEMENT OF THE W 6TH ST BRIDGE OVER THE ROOT RIVER (P51-0709) IN THE CITY OF RACINE	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	4,636.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	4,636.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	983.2	- -	- -		
					STATE	- -	3,652.8	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		3109955 2703-00-02			TOTAL	- -	4,636.0	- -	- -		

Table continued on next page.

Table A.2 (Continued)
Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Racine County 2019-2022

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
RACINE (CITY)	290	RECONSTRUCTION OF 16TH ST FROM STH 32 TO MAIN ST IN THE CITY OF RACINE (0.6 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	10.0	- -	- -	- -	- -	
					CONST	- -	1,637.3	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(364)				TOTAL	10.0	1,637.3	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	2.0	347.3	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	8.0	1,290.0	- -	- -		
		3109953 2703-00-04		STP-O	TOTAL	10.0	1,637.3	- -	- -		
	291	OPERATING ASSISTANCE FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	7,052.8	7,107.6	7,163.6	7,220.6	- -	
	(368)				TOTAL	7,052.8	7,107.6	7,163.6	7,220.6	- -	
				SOURCE OF FUNDS	LOCAL	2,151.1	2,151.1	2,151.1	2,151.1		
					STATE	2,159.7	2,159.7	2,159.7	2,159.7		
					FEDERAL	2,742.0	2,796.8	2,852.8	2,909.8		
		3100121		FTA 5307	TOTAL	7,052.8	7,107.6	7,163.6	7,220.6		
	292	REPLACE AGING TRANSIT MAINTENANCE EQUIPMENT AS IT WEARS OUT	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	50.0	30.0	50.0	- -	
	(365)				TOTAL	- -	50.0	30.0	50.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	50.0	30.0	50.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		3100003			TOTAL	- -	50.0	30.0	50.0		
	293	PURCHASE OF 12 35-FOOT REPLACEMENT BUSES (4 IN 2019, 3 IN 2020, 2 IN 2021, 2 IN 2022)	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	1,772.3	1,369.1	940.1	968.3	- -	
	(367)				TOTAL	1,772.3	1,369.1	940.1	968.3	- -	
				SOURCE OF FUNDS	LOCAL	476.6	368.2	252.8	260.4		
					STATE	- -	- -	- -	- -		
					FEDERAL	1,295.7	1,000.9	687.3	707.9		
		3100002		FTA 5339	TOTAL	1,772.3	1,369.1	940.1	968.3		
	294	PURCHASE OF CAD/AVL (DISPATCHING AND LOCATOR) SOFTWARE FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	350.0	- -	- -	- -	- -	
	(366)				TOTAL	350.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	350.0	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		3100011			TOTAL	350.0	- -	- -	- -		
	295	PURCHASE OF 3 PARATRANSIT VEHICLES FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	- -	- -	180.0	- -	
	(369)				TOTAL	- -	- -	- -	180.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	36.0		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	- -	- -	144.0		
		3109958		FTA 5339	TOTAL	- -	- -	- -	180.0		
	296	CONSTRUCTION OF A NEW SEGMENT OF THE LAKE MICHIGAN PATHWAY FROM 24TH ST TO NORTH SHORE BIKE TRAIL (PHASE 4) IN THE CITY OF RACINE AND VILLAGE OF MOUNT PLEASANT (2.5 MI)	BP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	100.0	- -	- -	- -	- -	
					CONST	599.9	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(371)				TOTAL	699.9	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	120.3	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	579.6	- -	- -	- -		
		3100036 1693-34-06		CMAQ	TOTAL	699.9	- -	- -	- -		

Table continued on next page.

Table A.2 (Continued)
Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Racine County 2019-2022

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	PROJECT TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
RACINE (CITY)	**297**	IMPROVEMENTS AT INTERSECTION OF STH 38 (STATE ST) AND N MEMORIAL DR IN THE CITY OF RACINE	HS	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	629.1	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(424)				***TOTAL***	- -	629.1	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	62.9	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	566.2	- -	- -		
		8008968 2990-14-00		*HSIP*	***TOTAL***	- -	629.1	- -	- -		

Table continued on next page.

Table A.2 (Continued)
Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Walworth County 2019-2022

PROJECT SPONSOR	PROJECT NO	DESCRIPTION / STATE ID	TYPE			2019	2020	2021	2022	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	298	RESURFACING OF IH 43 FROM ROCK COUNTY LINE TO USH 12 (26.90 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	54,240.0	- -	- -	- -	
					OTHER	- -	250.0	- -	- -	- -	
	(373)				TOTAL	- -	54,490.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	11,098.0	- -	- -		
					FEDERAL	- -	43,392.0	- -	- -		
		8000058 1090-16-00		NHPP	TOTAL	- -	54,490.0	- -	- -		
	299	RECONDITIONING OF THE INTERSECTION OF USH 12 AND CTH H IN THE TOWN OF LAGRANGE (0.10 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	1,092.5	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(375)				TOTAL	1,092.5	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	218.5	- -	- -	- -		
					FEDERAL	874.0	- -	- -	- -		
		8009469 1080-17-00		STP-O	TOTAL	1,092.5	- -	- -	- -		
	300	BRIDGE REHABILITATION OF THE USH 12 BRIDGES FROM STH 50 TO STH 67 IN WALWORTH COUNTY	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	11,660.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	11,660.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	2,332.0		
					FEDERAL	- -	- -	- -	9,328.0		
		8000237 1080-12-70		NHPP	TOTAL	- -	- -	- -	11,660.0		
	301	RESURFACING OF EB USH 12 FROM STH 50 TO E TOWNLINE RD IN WALWORTH COUNTY (1.19 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	6,216.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(447)				TOTAL	6,216.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	1,243.2	- -	- -	- -		
					FEDERAL	4,972.8	- -	- -	- -		
		8008957 1080-18-00		NHPP	TOTAL	6,216.0	- -	- -	- -		
	302	RESURFACING OF WB USH 12 FROM PELL LAKE DR TO ILLINOIS STATE LINE IN THE TOWN OF BLOOMFIELD AND THE VILLAGE OF GENOA CITY (4.09 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	6,632.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(481)				TOTAL	6,632.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	1,326.4	- -	- -	- -		
					FEDERAL	5,305.6	- -	- -	- -		
		8008939 1080-19-00		NHPP	TOTAL	6,632.0	- -	- -	- -		
	303	RECONDITIONING OF USH 14 FROM CTH K TO SOUTH OF IH 43 IN WALWORTH CO (2.78 MI)	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	795.0	- -	- -	- -	
					CONST	- -	- -	- -	- -	*4,620.0*	
					OTHER	- -	- -	- -	- -	- -	
	(498)				TOTAL	- -	795.0	- -	- -	*4,620.0*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	795.0	- -	- -		
					FEDERAL	- -	- -	- -	- -		
		8000530 3150-07-70			TOTAL	- -	795.0	- -	- -		
	304	RECONDITIONING OF STH 11 FROM USH 14/STH 89 TO TURTLE CREEK DR IN THE CITY OF DELAVAN IN WALWORTH COUNTY	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	5,548.8	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(379)				TOTAL	5,548.8	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	1,109.8	- -	- -	- -		
					FEDERAL	4,439.0	- -	- -	- -		
		8009813 1320-17-70		NHPP	TOTAL	5,548.8	- -	- -	- -		

Table continued on next page.

Table A.2 (Continued)
Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Walworth County 2019-2022

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
STATE OF WISCONSIN	305 (381)	MAINTENANCE OVERLAY OF STH 20 FROM STH 67 TO TOWNLINE RD IN WALWORTH COUNTY (7.35 MI) 8000101 3130-06-30	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	2,185.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	2,185.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	2,185.0	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	- -	2,185.0	- -	- -		
	306	RECONDITIONING OF STH 20 FROM THOMAS DR TO HONEY CREEK RD IN WALWORTH COUNTY (5.89 MI) 8000029 2698-03-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	1,176.0	- -	- -	- -	
					CONST	- -	- -	- -	- -	*9,261.0*	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	1,176.0	- -	- -	*9,261.0*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	1,176.0	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	- -	1,176.0	- -	- -		
	307 (386)	MAINTENANCE OVERLAY OF STH 67 FROM SALT BOX RD TO USH 14 IN WALWORTH COUNTY (7.57 MI) 8000110 3706-01-30	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	2,982.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	2,982.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	2,982.0	- -	- -		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	- -	2,982.0	- -	- -		
	308	RESURFACING OF STH 67 (ELKHORN RD) FROM NORTH LAKESHORE DR TO GLENWOOD RD IN WALWORTH COUNTY (2.27 MI) 8009503 3325-06-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	2,860.0	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	2,860.0	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	572.0		
					FEDERAL	- -	- -	- -	2,288.0		
				STP-O	TOTAL	- -	- -	- -	2,860.0		
	309 [h] (388)	RESURFACING OF STH 120 FROM N SIDE OF COMO CREEK BRIDGE TO STH 36 IN WALWORTH COUNTY (1.40 MI) 8000118 3190-08-00	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	2,300.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	2,300.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	434.8	- -	- -	- -		
					FEDERAL	1,865.2	- -	- -	- -		
				COMB	TOTAL	2,300.0	- -	- -	- -		
	310 (391)	BRIDGE REHABILITATION OF THE USH 12 BRIDGES OVER CTH B, PELL LAKE DR, CLOVER RD, BLOOMFIELD RD, TOWN LINE RD, CTH U, AND SUGAR CREEK IN WALWORTH COUNTY 8008985 3839-03-03	HP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	8,140.0	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	8,140.0	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	1,628.0	- -	- -		
					FEDERAL	- -	6,512.0	- -	- -		
				NHPP	TOTAL	- -	8,140.0	- -	- -		
	311 (413)	REPLACEMENT OF THE STH 120 BRIDGE OVER NIPPERSINK CREEK (B64-007) IN THE TOWN OF LINN 8008975 3839-02-00	HP	DETAIL COSTS	PE	- -	- -	- -	60.0	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	*550.0*	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	- -	- -	60.0	*550.0*	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	- -		
					STATE	- -	- -	- -	60.0		
					FEDERAL	- -	- -	- -	- -		
					TOTAL	- -	- -	- -	60.0		

Table continued on next page.

Table A.2 (Continued)
Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Walworth County 2019-2022

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	PROJECT TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
WALWORTH COUNTY	312	OPERATING ASSISTANCE FOR THE WALWORTH COUNTY DIAL-A-RIDE TAXI	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	899.7	950.3	1,007.0	1,067.0	- -	
					TOTAL	899.7	950.3	1,007.0	1,067.0	- -	
				SOURCE OF FUNDS	LOCAL	385.9	415.4	448.1	482.6		
					STATE	196.7	199.9	203.9	208.4		
					FEDERAL	317.1	335.0	355.0	376.0		
		5000002		FTA 5311	TOTAL	899.7	950.3	1,007.0	1,067.0		
	313	PROVISION OF DEMAND-RESPONSIVE TRANSPORTATION SERVICES MEETING THE NEEDS OF SENIORS, INDIVIDUALS WITH DISABLITIES AS WELL AS ALL OTHER CITIZENS OF WALWORTH COUNTY (SEC 85.21, 85.20 AND 5311)	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	230.0	233.5	236.9	240.5	- -	
	(394)				TOTAL	230.0	233.5	236.9	240.5	- -	
				SOURCE OF FUNDS	LOCAL	28.0	31.5	36.9	40.5		
					STATE	109.5	109.5	107.5	107.5		
					FEDERAL	92.5	92.5	92.5	92.5		
		5000001		FTA 5311	TOTAL	230.0	233.5	236.9	240.5		
	314	PURCHASE OF REPLACEMENT VANS FOR THE WALWORTH COUNTY DIAL-A-RIDE TAXI	TP	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	42.0	43.0	44.0	44.0	- -	
					TOTAL	42.0	43.0	44.0	44.0	- -	
				SOURCE OF FUNDS	LOCAL	8.4	8.6	8.8	8.8		
					STATE	- -	- -	- -	- -		
					FEDERAL	33.6	34.4	35.2	35.2		
		5000003		FTA 5311	TOTAL	42.0	43.0	44.0	44.0		
LAGRANGE (TOWN)	315	REPLACEMENT OF THE LAUDERDALE DR BRIDGE OVER GREEN LAKE (P64-0921) IN THE TOWN OF LAGRANGE	OH	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	1,147.8	- -	
					OTHER	- -	- -	- -	- -	- -	
	(530)				TOTAL	- -	- -	- -	1,147.8	- -	
				SOURCE OF FUNDS	LOCAL	- -	- -	- -	229.6		
					STATE	- -	- -	- -	918.2		
					FEDERAL	- -	- -	- -	- -		
		5140000 3839-00-00			TOTAL	- -	- -	- -	1,147.8		
LYONS (TOWN)	316	REPLACEMENT OF THE HOSPITAL RD BRIDGE OVER ORE CREEK (P-64-0907) IN WALWORTH COUNTY	OH	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	280.0	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(396)				TOTAL	280.0	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	68.8	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	211.2	- -	- -	- -		
		5179978 3849-00-03		STP-B	TOTAL	280.0	- -	- -	- -		
	317	REPLACEMENT OF THE MILL ST BRIDGE OVER WHITE RIVER (B-64-0260) IN WALWORTH COUNTY	OH	DETAIL COSTS	PE	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	704.5	- -	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
	(397)				TOTAL	704.5	- -	- -	- -	- -	
				SOURCE OF FUNDS	LOCAL	256.4	- -	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	448.1	- -	- -	- -		
		5179979 3849-00-02		STP-B	TOTAL	704.5	- -	- -	- -		
SHARON (TOWN)	318	REPLACEMENT OF THE PETERS RD BRIDGE OVER THE WIS & SOUTHERN RAILROAD (P64-0038) IN THE TOWN OF SHARON	OH	DETAIL COSTS	PE	209.3	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	782.7	- -	
					OTHER	- -	- -	- -	- -	- -	
	(531)				TOTAL	209.3	- -	- -	782.7	- -	
				SOURCE OF FUNDS	LOCAL	41.9	- -	- -	156.5		
					STATE	167.4	- -	- -	626.2		
					FEDERAL	- -	- -	- -	- -		
		5190000 3838-03-00			TOTAL	209.3	- -	- -	782.7		

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Table A.2 (Continued)
Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Walworth County 2019-2022

PROJECT SPONSOR	PROJECT NO	PROJECT DESCRIPTION / STATE ID	TYPE	ESTIMATED COSTS ($1,000)		2019	2020	2021	2022	REMAINING	AIR QUAL STAT
WHITEWATER (CITY) (PART)	**319** (398)	OPERATING ASSISTANCE FOR THE CITY OF WHITEWATER TAXI BASED TRANSIT SYSTEM (SEC 85.20 & 5311) 5260005	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	242.9	280.8	252.8	309.4	- -	
					TOTAL	242.9	280.8	252.8	309.4	- -	
				SOURCE OF FUNDS	***LOCAL***	111.8	121.4	116.3	128.2		
					STATE	53.4	54.5	55.6	56.7		
					FEDERAL	77.7	104.9	80.9	124.5		
				FTA 5311	***TOTAL***	242.9	280.8	252.8	309.4		
	320	CITY OF WHITEWATER TAXI PROGRAM CAPITAL COSTS TOWARD THE PURCHASE OF: ONE MINIVAN IN 2020 AND ONE MINIBUS IN 2022 5260006	TP	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	- -	- -	- -	- -	
					OTHER	- -	33.0	- -	51.6	- -	
					TOTAL	- -	33.0	- -	51.6	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	7.4	- -	9.6		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	25.6	- -	42.0		
				FTA 5311	***TOTAL***	- -	33.0	- -	51.6		
	321 (399)	RECONSTRUCTION OF CLAY ST FROM DANN ST TO RICE ST IN THE CITY OF WHITEWATER (0.5 MI) 5269995 3835-00-03	OH	***DETAIL COSTS***	***PE***	- -	- -	- -	- -	- -	EXEMPT
					ROW	- -	- -	- -	- -	- -	
					CONST	- -	2,688.6	- -	- -	- -	
					OTHER	- -	- -	- -	- -	- -	
					TOTAL	- -	2,688.6	- -	- -	- -	
				SOURCE OF FUNDS	***LOCAL***	- -	1,337.7	- -	- -		
					STATE	- -	- -	- -	- -		
					FEDERAL	- -	1,350.9	- -	- -		
				STP-O	***TOTAL***	- -	2,688.6	- -	- -		

Source: SEWRPC

TABLE A ENDNOTES

102[a] Project is included for informational purposes, as it may potentially be funded with discretionary Federal Transit Administration (FTA) Section 5309-Small Starts funds, and is not included in the assessment of available funding. The project is currently in the Project Development Phase of FTA's Capital Investment Grant (CIG) Program. At the time of completion of the final TIP, preliminary engineering and environmental study has been completed by Milwaukee County for this project and a Finding of No Significant Impact (FONSI) has been issued by FTA. Milwaukee County has approved the necessary local funding for the project, and is awaiting approval by FTA to implement the project with Small Starts funds. At the time FTA funds are approved, the project will be formally added to the transportation improvement program.

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

180[c] 190[c] The Federal Transit Administration (FTA) Section 5339-Bus and Bus Facilities program funding approved for this project was transferred by WisDOT to the FTA Section 5307 program. However, the funding requirements and limitations of the FTA 5339 program remain.

207[d] The City of Waukesha is the administrator.

239[e] Project is to be funded with $4,478,400 in Federal Highway Administration Surface Transportation Block Grant Program – Other funds, $563,500 in Federal Highway Administration Highway Safety Improvement Program funds, and the remainder with local funds.

260[f] Project is to be funded with $574,800 in Federal Highway Administration Congestion Mitigation and Air-Quality Improvement Program funds, $386,100 in Federal Highway Administration Transportation Alternatives funding, and the remainder with local funds.

262[g] The creation of an RTA with dedicated local funding that would address local public transit in Kenosha County would increase the funding available to the Kenosha Area Transit System and enable the system to expand service in the later years of the period covered in this TIP.

309[h] Project is to be funded with $1,638,400 in Federal Highway Administration Surface Transportation Program – Other (STP-O) funds, $226,800 in Federal Highway Administration Highway Safety Improvement (HSIP) funds, and the remainder with State funds.

IMPLEMENTATION STATUS OF PROJECTS IN THE 2017 THROUGH 2020 TRANSPORTATION IMPROVEMENT PROGRAM FOR SOUTHEASTERN WISCONSIN

APPENDIX B

Appendix B is the listing of the 528 projects, which were included in the 2017-2020 Transportation Improvement Program (TIP). Of these projects, 184 projects have been completed; 69 projects were not initiated during the period of the 2017-2020 TIP, but are either on schedule for implementation or have been delayed and subsequently retained in the 2019-2022 TIP; 209 projects have been initiated and are intended to continue or be completed within the time period of the 2019-2022 TIP; 38 projects have no work scheduled until beyond the last year of the 2019-2022 TIP; and 28 projects have been dropped from consideration.

Appendix B:

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

In each table, projects are listed by county with projects which have been completed listed first; followed by projects from the 2017-2020 TIP that are retained in the 2019-2022 TIP; followed by projects that have no work scheduled until beyond the last year of the TIP; followed by the projects which have been dropped, or are no longer being considered for implementation. Within each category of project implementation, projects are in order by project type category: highway preservation, highway improvement, highway expansion, transit preservation, transit improvement, transit expansion, highway safety, off-system highway improvement, and highway related environmental enhancement. An explanation of the abbreviations used in the appendix follows:

PROJECT STATUS

BEYOND TIP	This category includes projects that have work underway with additional work not scheduled for the project until beyond the last year of the 2019-2022 TIP, and projects that were not initiated as programmed during the 2017-2020 TIP and have been postponed until beyond the last year of the 2019-2022 TIP.
COMPLETED	Project has been completed, or all Federal funds for the project have been obligated during the period of the 2017-2020 TIP and are no longer required to be listed in the TIP.
DEFERRED	Implementation of the project was postponed, or deferred, from the 2017-2020 TIP to the 2019-2022 TIP.
DROPPED	Project not included in the 2019-2022 TIP due to being dropped from consideration, or combined with another project in the 2019-2022 TIP.
ON-SCHEDULE	Work on the project is on-schedule to be initiated during the time period of the 2019-2022 TIP. (For example, PE for a project programmed for year 2019 in the 2017-2020 TIP, is programmed for year 2017 in the 2019-2022 TIP.)
UNDERWAY	Work on the project has been initiated prior to or during the 2017-2020 TIP, and work on the project is intended to continue or be completed within the time period of the 2019 2022 TIP as part of the established sequence of project development.

PROJECT DESCRIPTION

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

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

PROJECT TYPE

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

Table B.1
Implementation Status of Projects in the 2017-2020 Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	10	BRIDGE DECK OVERLAY OF THE IH 43 BRIDGE AT VIRGINIA ST (B40-285) IN THE CITY OF MILWAUKEE (0.28 MI)	HP	STATE OF WISCONSIN
	14	REHABILITATION OF BRIDGES ALONG IH 94 IN THE MARQUETTE INTERCHANGE	HP	
	15	MAINTENANCE OVERLAY ON IH 94 FROM RAWSON AVE TO S 13TH ST IN MILWAUKEE COUNTY (3.56 MI)	HP	
	19	BRIDGE REHABILITATION OF THE WELLS ST (USH 18) BRIDGE AT THE MILWAUKEE RIVER B40-544 (0.09 MI)	HP	
	20	RECONSTRUCTION OF W WISCONSIN AVE (USH 18) FROM N 38TH ST TO N 35TH ST IN THE CITY OF MILWAUKEE (0.3 MI)	HP	
	21	RESURFACING OF WELLS ST (USH 18) FROM 6TH ST TO BROADWAY IN THE CITY OF MILWAUKEE (0.56 MI)	HP	
	22	RECONSTRUCTION OF USH 45/STH 100 (108TH ST) FROM W COLLEGE AVE TO LAYTON AVE IN THE VILLAGE OF HALES CORNERS (2.0 MI)	HP	
	24	RECONSTRUCTION OF S HOWELL AVE (STH 38) FROM LAYTON AVE (CTH Y) TO W GRANGE AVE IN THE CITY OF MILWAUKEE (0.80 MI)	HP	
	43	REDECKING OF WATERTOWN PLANK ROAD BRIDGE OVER UNDERWOOD CREEK IN THE CITY OF WAUWATOSA (0.1 MI)	HP	
	430	BRIDGE DECK REPLACEMENT OF THE 108TH ST (STH 100) BRIDGE OVER THE FORMER SOO LINE IN THE CITY OF WEST ALLIS (B40-108 & B40-107)	HP	
	431	REHABILITATION OF THE GREEN TREE RD BRIDGE OVER IH 43 IN MILWAUKEE COUNTY (B40-0149)	HP	
	435	HEAT STRAIGHTENING OF BRIDGE GIRDERS AT VARIOUS LOCATIONS IN SE WISCONSIN (LIST AVAILABLE UPON REQUEST)	HP	
	452	CONSTRUCTION OF A CRASH WALL ON IH 41 FROM 20TH ST TO LAYTON AVE IN MILWAUKEE COUNTY (0.33 MI)	HP	
	47	RESURFACING OF IH 41/43/894 FROM 84TH ST TO NATIONAL AVE AND THE RESTRIPING OF IH 41/894 TO PROVIDE 8 THROUGH LANES BETWEEN THE HALE INTERCHANGE AND NATIONAL AVE IN MILWAUKEE COUNTY (3.59 MI)	HI	
	48	MARKETING AMTRAK'S HIAWATHA SERVICES FROM MILWAUKEE AND CHICAGO (INCLUDING SOCIAL MEDIA AND TRADITIONAL ADVERTISING IN MILWAUKEE AND CHICAGO)-PHASE V	TP	
	486	PROVISION OF VANPOOL SERVICES IN MILWAUKEE, RACINE, AND KENOSHA COUNTIES	TI	
	53	HIGH FRICTION SURFACE TREATMENT TO THE IH 94 BRIDGES IN THE STADIUM INTERCHANGE, AT THE MINERAL ST/STH 59/WALKER ST INTERCHANGE, AND OVER KRAUT RD IN MILWAUKEE AND RACINE COUNTIES	EE	
	54	SAFETY IMPROVEMENTS ON STH 190 AT IH 41/USH 45 IN MILWAUKEE COUNTY	EE	
	55	HIGH FRICTION SURFACE TREATMENT TO THE USH 45 BRIDGES AT W BURLEIGH ST IN MILWAUKEE COUNTY	EE	
	57	SHOULDER IMPROVEMENTS ON STH 32 (CHICAGO RD) FROM FOREST HILL AVE TO PUETZ RD IN THE CITY OF OAK CREEK (0.5 MI)	EE	

Table continued on next page.

Table B.1 (Continued)
Implementation Status of Projects in the 2017-2020 Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	58	SAFETY IMPROVEMENTS ALONG STH 100 FROM HOWARD AVE TO BELOIT RD IN THE CITY OF GREENFIELD (0.11 MI)	EE	STATE OF WISCONSIN
	439	HIGH FRICTION SURFACE TREATMENT TO THE IH 43 SOUTH RAMP OF MITCHELL INTERCHANGE IN THE CITY OF MILWAUKEE	EE	
	63	RECONDITIONING OF N TEUTONIA AVE (CTH D) FROM W GOOD HOPE RD TO W BRADLEY RD IN THE CITY OF MILWAUKEE AND VILLAGE OF BROWN DEER (1.10 MI)	HP	MILWAUKEE COUNTY
	64	RECONDITIONING OF W RYAN RD (CTH H) FROM S 96TH ST TO S 112TH ST IN THE CITY OF FRANKLIN (1.00 MI)	HP	
	70	RECONSTRUCTION OF S 13TH ST (CTH V) FROM W RAWSON AVE (CTH BB) TO W DREXEL AVE IN THE CITY OF OAK CREEK (1.00 MI)	HP	
	79	REBUILD INSPECTION PITS AT THE MCTS KINNICKINNIC MAINTENANCE GARAGE	TP	
	84	REPLACEMENT OF THE CONCRETE YARD AT THE MILWAUKEE COUNTY TRANSIT SYSTEM FOND DU LAC OPERATING GARAGE	TP	
	87	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR ELDERLY/PERSONS WITH DISABILITIES (TRAVEL TRAINING) IN MILWAUKEE COUNTY: 2017	TP	
	97	HVAC REPLACEMENT FOR THE MCTS KINNICKINNIC MAINTENANCE BUILDING	TP	
	98	ROOF REPLACEMENT FOR MCTS FOND DU LAC BUS STORAGE GARAGE	TP	
	414	ENGINEERING AND DESIGN OF BUS SHELTERS, LANDSCAPING, PEDESTRIAN ACCESS AND WALKWAYS, AND HISTORIC PRESERVATION RELATED TO THE PROPOSED MCTS BUS RAPID TRANSIT SYSTEM (UTILIZING FY 2013 TRANSIT ENHANCEMENT FUNDS)	TP	
	457	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES (TRAVEL TRAINING) IN MILWAUKEE COUNTY: 2018	TP	
	99	IMPLEMENTATION OF A NEW MCTS LIMITED STOP EXPRESS BUS ROUTE ALONG 27TH ST IN MILWAUKEE COUNTY	TI	
	102	PRELIMINARY PLANNING AND DESIGN FOR A BUS RAPID TRANSIT ROUTE BETWEEN DOWNTOWN MILWAUKEE AND THE REGIONAL MEDICAL CENTER IN MILWAUKEE COUNTY	TE	
	112	CONSTRUCTION OF 3,730 FEET OF PAVED OFF-ROAD TRAIL AND A PEDESTRIAN BRIDGE OVER THE ROOT RIVER CONNECTING THE OAK LEAF TRAIL IN THE ROOT RIVER PARKWAY TO THE ROCK SPORTS COMPLEX (0.71 MI)	OH	
	104	REHABILITATION OF THE WHITNALL PARK DR BRIDGE OVER THE WHITNALL CREEK (P40-0564) EAST OF HWY 100 IN MILWAUKEE COUNTY	HS	
	105	REHABILITATION OF THE WHITNALL PARK DR BRIDGE OVER THE ROOT RIVER (P40-0565) IN MILWAUKEE COUNTY	HS	
	106	INSTALLATION OF MONOTUBES AND OFFSET TURN LANES ON CTH BB (RAWSON AVE) AT THE INTERSECTIONS OF 10TH ST AND 6TH ST IN THE CITY OF OAK CREEK	EE	
	107	SAFETY IMPROVEMENTS AT THE INTERSECTIONS OF CTH U (76TH ST) WITH EDGERTON AVE AND LAYTON AVE IN THE CITY OF GREENFIELD	EE	
	108	SAFETY IMPROVEMENTS AT THE INTERSECTION OF CTH U (76TH ST) AND CTH BB (RAWSON AVE) IN THE CITY OF FRANKLIN	EE	

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Table B.1 (Continued)
Implementation Status of Projects in the 2017-2020 Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	113	RECONSTRUCTION OF EDGERTON AVE FROM W LOOMIS RD (STH 36) TO S 27TH ST (STH 241) IN THE CITY OF GREENFIELD (1.4 MI)	HP	GREENFIELD (City)
	114	RECONSTRUCTION OF W MORGAN AVE FROM W FOREST HOME AVE (STH 24) TO S 43RD ST IN THE CITY OF GREENFIELD (0.6 MI)	HP	
	118	BRIDGE REPLACEMENT OF THE BROWN ST BRIDGE OVER THE CP RR (P40-0859) IN THE CITY OF MILWAUKEE (0.07 MI)	HP	MILWAUKEE (City)
	119	RECONSTRUCTION OF W GREENFIELD AVE FROM S 35TH ST TO S CESAR CHAVEZ DR IN THE CITY OF MILWAUKEE (1.20 MI)	HP	
	122	RECONSTRUCTION OF W OKLAHOMA AVE FROM S 49TH ST TO S 60TH ST IN THE CITY OF MILWAUKEE (0.60 MI)	HP	
	126	RECONSTRUCTION OF W WISCONSIN AVE FROM N 20TH TO N 35TH ST IN THE CITY OF MILWAUKEE (0.9 MI)	HP	
	128	BRIDGE REPLACEMENT OF THE N 51ST BLVD BRIDGE OVER LINCOLN CREEK (P-40-0632) IN THE CITY OF MILWAUKEE	HP	
	129	RECONSTRUCTION OF S 60TH ST FROM W MORGAN AVE TO KINNICKINNIC RIVER PKWY IN THE CITY OF MILWAUKEE (1.20 MI)	HP	
	131	RECONSTRUCTION OF S 60TH STREET FROM W COLD SPRING RD TO W MORGAN AVE IN THE CITY OF MILWAUKEE (1.00 MI)	HP	
	132	RECONSTRUCTION OF N 91ST ST FROM W MILL ROAD (CTH S) TO W GOOD HOPE ROAD IN THE CITY OF MILWAUKEE (1.00 MI)	HP	
	133	RECONSTRUCTION OF N 92ND ST FROM W CAPITOL DR (STH 190) TO W HAMPTON AVE IN THE CITY OF MILWAUKEE (1.00 MI)	HP	
	153	PROVIDE A PUBLIC BIKE SHARING SYSTEM AT A MINIMUM OF 24 LOCATIONS THROUGH DOWNTOWN AND NEAR DOWNTOWN IN THE CITY OF MILWAUKEE-PHASE 1	OH	
	156	CONSTRUCTION OF BICYCLE FACILITIES ON VARIOUS ROADWAYS IN THE CITY OF MILWAUKEE	OH	
	158	DEVELOP AN INTERACTIVE BICYCLE MAPPING APPLICATION FOR THE CITY OF MILWAUKEE	OH	
	160	MILWAUKEE PUBLIC SCHOOL DISTRICT SAFE ROUTES YOUTH EDUCATION AND LEADERSHIP PROGRAM IN THE CITY OF MILWAUKEE	OH	
	161	DEVELOP A CITYWIDE BICYCLE PARKING PROGRAM AND INSTALL BICYCLE PARKING RACKS, CORRALS, AND LOCKERS THROUGHOUT THE CITY OF MILWAUKEE	OH	
	162	DEVELOP A COORDINATED SIGNAGE PLAN FOR BOTH ON-STREET FACILITIES AND OFF-STREET TRAILS IN THE CITY OF MILWAUKEE AND IN MILWAUKEE COUNTY PARKS	OH	
	164	INSTALLATION OF ANTI-SLIP TREATMENTS FOR BICYCLISTS ON LIFT BRIDGES AT PLANKINGTON AVE AND EMMBER LN IN THE CITY OF MILWAUKEE	OH	
	140	INSTALLATION OF MAST ARMS AT 3 CONNECTING HIGHWAY INTERSECTIONS IN THE CITY OF MILWAUKEE	EE	
	141	INSTALLATION OF MAST ARMS AT 11 LOCAL STREET INTERSECTIONS IN THE CITY OF MILWAUKEE	EE	

Table continued on next page.

Table B.1 (Continued)
Implementation Status of Projects in the 2017-2020 Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	143	INSTALLATION OF MAST ARMS AT 6 CONNECTING HIGHWAY INTERSECTIONS IN THE CITY OF MILWAUKEE	EE	MILWAUKEE (City)
	144	SAFETY IMPROVEMENTS AT 12 LOCATIONS ALONG STH 190 IN THE CITY OF MILWAUKEE	EE	
	145	MEDIAN AND PAVEMENT MARKING CHANGES ON W CAPITOL DR (STH 190) BETWEEN SOO LINE OVERPASS AND N 36TH ST IN THE CITY OF MILWAUKEE (0.2 MI)	EE	
	165	PROVIDE A PUBLIC BIKE SHARING SYSTEM AT VARIOUS LOCATIONS IN THE VILLAGE OF SHOREWOOD	OH	SHOREWOOD (Village)
	166	NEIGHBORHOOD SAFE ROUTES COLLABORATION PROGRAM FOR THE WAUWATOSA SCHOOL DISTRICT	OH	WAUWATOSA (City)
	167	PROVIDE A PUBLIC BIKE SHARING SYSTEM AT VARIOUS LOCATIONS IN THE CITY OF WAUWATOSA	OH	
	170	RECONSTRUCTION OF W NATIONAL AVE FROM S 70TH ST TO S 76TH ST IN THE CITY OF WEST ALLIS (0.4 MI)	HP	WEST ALLIS (City)
	174	PROVIDE A PUBLIC BIKE SHARING SYSTEM AT VARIOUS LOCATIONS IN THE CITY OF WEST ALLIS	OH	
	459	PURCHASE OF 1 MINIBUS DUAL AXLE - GAS FOR SENIORS/PEOPLE WITH DISABILITIES TRANSPORTATION SERVICES IN MILWAUKEE COUNTY: 2018	TP	COMMUNITY CARE, INC.
	176	PURCHASE OF 2 MEDIUM BUSES FOR ELDERLY/PERSONS WITH DISABILITIES TRANSPORTATION SERVICES IN MILWAUKEE COUNTY: 2017	TP	UNITED COMMUNITY CENTER
	460	PURCHASE OF 1 MEDIUM BUS - GAS FOR SENIORS/PEOPLE WITH DISABILITIES TRANSPORTATION SERVICES IN MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES: 2018	TP	MILWAUKEE CENTER FOR INDEPENDENCE
	177	PURCHASE OF 3 MEDIUM BUSES FOR ELDERLY/PERSONS WITH DISABILITIES TRANSPORTATION SERVICES IN MILWAUKEE COUNTY: 2017	TP	JEWISH COMMUNITY CENTER
DEFERRED	29	BRIDGE DECK REPLACEMENT OF RYAN RD (STH 100) OVER THE UP RR (B40-530/633) IN THE CITY OF OAK CREEK	HP	STATE OF WISCONSIN
	31	RECONSTRUCTION OF THE STH 119 RAMPS AT HOWELL AVE IN THE CITY OF MILWAUKEE (0.21 MI)	HP	
	425	REHABILITATION OF THE LAKE FREEWAY (IH 794) BRIDGES FROM MILWAUKEE ST TO CHICAGO ST IN THE CITY OF MILWAUKEE (0.58 MI)	HP	
	426	REHABILITATION OF THE LAKE FREEWAY (IH 794) BRIDGES FROM CARFERRY DR TO E POLK ST IN THE CITY OF MILWAUKEE (1.94 MI)	HP	
	428	RESURFACING OF STH 32 (N LAKE DR) FROM SOUTH VILLAGE LIMITS TO NORTH VILLAGE LIMITS IN THE VILLAGE OF WHITEFISH BAY (2.96 MI)	HP	
	436	RECONSTRUCTION OF WELLS ST (USH 18) FROM N BROADWAY TO N PROSPECT AVE IN THE CITY OF MILWAUKEE (0.43 MI)	HP	
	437	RESURFACING OF LAKE DR (STH 32) FROM NEWBERRY BLVD TO EDGEWOOD AVE IN THE CITY OF MILWAUKEE (0.85 MI)	HP	
	448	CONSTRUCTION OF NOISE BARRIERS ALONG IH 41 FROM MAYFAIR RD TO CENTER ST IN MILWAUKEE COUNTY (0.93 MI)	HP	

Table continued on next page.

Table B.1 (Continued)
Implementation Status of Projects in the 2017-2020 Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
DEFERRED	453	RECONDITIONING OF STH 57 FROM TEUTONIA AVE TO MEQUON RD (STH 57/167) IN THE VILLAGE OF BROWN DEER AND CITY OF MEQUON (3.6 MI)	HP	STATE OF WISCONSIN
	454	RESURFACING OF N 20TH ST (STH 57) FROM NORTH AVE TO HOPKINS ST IN THE CITY OF MILWAUKEE (1.06 MI)	HP	
	455	RESURFACING OF STH 145 FROM GOOD HOPE RD TO N 68TH ST IN THE CITY OF MILWAUKEE (4.1 MI)	HP	
	44	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF IH 94 (EAST-WEST FREEWAY) FROM 70TH ST TO 16TH ST IN THE CITY OF MILWAUKEE (3.5 MI)	HI	
	400	RESURFACING AND RESTRIPING OF IH 41 FROM SWAN BLVD TO BURLEIGH ST TO PROVIDE EIGHT TRAFFIC LANES IN MILWAUKEE COUNTY (2.07 MI)	HI	
	60	CONSTRUCTION OF CONNECTIONS TO THE HANK AARON STATE TRAIL (ALONG HWY 100, BLUEMOUND RD, AND 72ND ST)	OH	WISCONSIN DNR
	61	RECONDITIONING OF W RAWSON AVE (CTH BB) FROM USH 45 TO HAWTHORNE LN IN THE CITY OF FRANKLIN (1.21 MI)	HP	MILWAUKEE COUNTY
	66	REHABILITATION OF THE S 76TH ST (CTH U) BRIDGE OVER W FOREST HOME AVE IN MILWAUKEE COUNTY (B-40-0164)	HP	
	67	RECONSTRUCTION OF S 76TH ST (CTH U) FROM THE SOUTH MILWAUKEE COUNTY LINE TO PUETZ RD IN THE CITY OF FRANKLIN (3.00 MI)	HP	
	68	REHABILITATION OF THE S 13TH ST (CTH V) BRIDGE OVER OAK CREEK IN MILWAUKEE COUNTY (B-40-0607)	HP	
	69	RECONSTRUCTION OF S 13TH ST (CTH V) FROM SOUTH MILWAUKEE COUNTY LINE TO PUETZ RD IN THE CITY OF OAK CREEK (3.0 MI)	HP	
	71	RECONSTRUCTION OF S 13TH ST (CTH V) FROM PUETZ RD TO DREXEL AVE IN THE CITY OF OAK CREEK (1.00 MI)	HP	
	72	RECONSTRUCTION OF N PORT WASHINGTON RD (CTH W) FROM W DAPHNE ST TO W GOOD HOPE RD (CTH PP) IN THE CITY OF GLENDALE (0.70 MI)	HP	
	73	REHABILITATION OF W LAYTON AVE (CTH Y) FROM S 76TH ST TO S 60TH ST IN THE CITY OF GREENFIELD (1.0 MI)	HP	
	74	REHABILITATION OF W LAYTON AVE (CTH Y) FROM S 60TH ST TO W LOOMIS RD IN THE CITY OF GREENFIELD (1.0 MI)	HP	
	75	RECONDITIONING OF W LAYTON AVE (CTH Y) FROM W LOOMIS RD (STH 36) TO S 27TH ST (STH 241) IN THE CITY OF GREENFIELD (1.20 MI)	HP	
	90	LIGHTING UPGRADES AT MCTS ADMINISTRATION BUILDING	TP	
	103	BRIDGE REHABILITATION OF W VIENNA AVE OVER THE MENOMONEE RIVER AT GRANTOSA PKWY IN MILWAUKEE COUNTY (P-40-0771)	HS	
	154	MILWAUKEE PUBLIC SCHOOL DISTRICT SAFE ROUTES EDUCATION PROGRAM IN THE CITY OF MILWAUKEE: 2019	OH	MILWAUKEE (City)
	155	EXPANSION OF THE PUBLIC BIKE SHARING SYSTEM AT 26 LOCATIONS IN THE CITY OF MILWAUKEE-PHASE 2	OH	

Table continued on next page.

Table B.1 (Continued)
Implementation Status of Projects in the 2017-2020 Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
ON SCHEDULE	6	BRIDGE MAINTENANCE AT VARIOUS LOCATIONS IN SE WISCONSIN	HP	STATE OF WISCONSIN
	56	IMPROVEMENTS AT INTERSECTION OF STH 24 (FOREST HOME AVE) AND 92ND ST IN THE CITY OF GREENFIELD	EE	
	62	RECONSTRUCTION OF W RAWSON AVE (CTH BB) FROM S 27TH ST TO S 20TH ST IN THE CITY OF OAK CREEK (0.5 MI)	HP	MILWAUKEE COUNTY
	78	REPLACEMENT OF THE EMPLOYEE PARKING LOT LIGHTING AT THE MCTS FOND DU LAC GARAGE	TP	
	80	ROOF REPLACEMENT AT THE MILWAUKEE COUNTY TRANSIT SYSTEM FLEET MAINTENANCE BUILDING	TP	
	88	PURCHASE OF 14 FORTY-FOOT REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM: 2019	TP	
	92	LIGHTING UPGRADES AT THE MCTS FOND DU LAC GARAGE	TP	
	96	ROOF REPLACEMENT FOR MCTS KINNICKINNIC BUS STORAGE GARAGE	TP	
	101	BUS RAPID TRANSIT FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TE	
	137	CONSTRUCTION OF THE LAKEFRONT EXTENSION OF THE MILWAUKEE STREETCAR BETWEEN N BROADWAY AND LINCOLN MEMORIAL DRIVE	TE	MILWAUKEE (City)
	175	SAFETY IMPROVEMENTS AT THE INTERSECTION OF SILVER SPRING DR AND BAY RIDGE AVE IN THE VILLAGE OF WHITEFISH BAY	EE	WHITEFISH BAY (Village)
UNDERWAY	1	CONTINUATION OF THE REGIONAL TRANSPORTATION PLANNING PROGRAM CONDUCTED BY THE SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION	HP	STATE OF WISCONSIN
	2	INSTALLATION OF NEW AND REPLACEMENT SIGNALS AT VARIOUS LOCATIONS IN SE WISCONSIN	HP	
	3	INSPECTION OF VARIOUS BRIDGES IN MILWAUKEE, OZAUKEE, WAUKESHA, KENOSHA, RACINE, WALWORTH AND WASHINGTON COUNTIES	HP	
	4	CRACK REPAIR AND SEALING ALONG VARIOUS LOCATIONS IN SOUTHEASTERN WISCONSIN	HP	
	5	REPLACEMENT AND REPAIR OF SIGN BRIDGES WITHIN SOUTHEASTERN WISCONSIN	HP	
	7	RAILROAD SURFACE CROSSING REPAIRS AT VARIOUS LOCATIONS IN SOUTHEASTERN WISCONSIN	HP	
	8	PAVEMENT MARKING WITHIN SOUTHEASTERN WISCONSIN	HP	
	9	REHABILITATION OF BRIDGES ALONG IH 43 FROM FOREST HOME AVE TO 68TH ST IN THE CITY OF GREENFIELD (0.72 MI)	HP	
	11	REHABILITATION OF BRIDGES ALONG IH 43 FROM W WISCONSIN AVE TO W WALNUT ST IN THE CITY OF MILWAUKEE (0.97 MI)	HP	

Table continued on next page.

Table B.1 (Continued)
Implementation Status of Projects in the 2017-2020 Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	13	BRIDGE DECK OVERLAY OF THE IH 43 BRIDGES FROM HAMPTON AVE TO BENDER RD IN MILWAUKEE COUNTY	HP	STATE OF WISCONSIN
	16	RESURFACING OF LAKE PARKWAY (STH 794) FROM E LINCOLN AVE TO S PENNSLYVANIA AVE IN MILWAUKEE COUNTY (3.82 MI)	HP	
	17	BRIDGE REHABILITATION OF THE BELOIT RD AND 92ND ST BRIDGES AND BRIDGE REPLACEMENT OF THE LINCOLN AVE AND HOWARD AVE BRIDGES OVER THE ZOO FREEWAY (IH 894)	HP	
	18	INTERSECTION MODIFICATIONS AT SWAN BLVD AND DISCOVERY PKWY IN THE CITY OF WAUWATOSA (0.02 MI)	HP	
	23	MAINTENANCE OVERLAY OF STH 36 (LOOMIS RD) FROM 51ST ST TO FARDALE AVE IN THE CITY OF GREENFIELD (2.26 MI)	HP	
	25	RECONSTRUCTION OF STH 38 (S CHASE AVE) FROM OHIO AVE TO LINCOLN AVE IN THE CITY OF MILWAUKEE (1.37 MI)	HP	
	27	RESURFACING OF STH 100 (BROWN DEER RD) FROM 91ST ST TO DEERBOOK TRAIL IN MILWAUKEE COUNTY (3.19 MI)	HP	
	28	MAINTENANCE OVERLAY OF STH 100 (RYAN RD/ST MARTINS RD) FROM 60TH ST TO STH 36 (LOOMIS RD) IN THE CITY OF FRANKLIN (3.00 MI)	HP	
	30	RECONDITIONING OF STH 100 FROM IH 43 TO HANK AARON STATE TRAIL IN THE CITIES OF WEST ALLIS AND GREENFIELD (4.76 MI)	HP	
	32	BRIDGE REHABILITATION OF THE STH 119 BRIDGES AT STH 38 (B40-484/B40-485), 14TH ST (B40-838/B40-839), 13TH ST (B40-840/B40-841), 6TH ST (B40-844/B40-845), AND THE HIAWATHA RR (B40-842/B40-843) IN THE CITY OF MILWAUKEE	HP	
	33	BRIDGE REHABILITATION OF THE STH 145 BRIDGE OVER FLAGG AVE (B40-278 & B40-279) AND GRANTOSA DR BRIDGE OVER STH 145 (B40-280 & B40-281) IN THE CITY OF MILWAUKEE	HP	
	38	BRIDGE REHABILITATION OF THE STH 181/76TH ST BRIDGES OVER THE UP RR (B40-380/381) AND THE STH 175 BRIDGE OVER MENOMONEE RIVER (B40-402) IN MILWAUKEE COUNTY	HP	
	40	RESURFACING OF STH 190 FROM GREEN BAY AVE TO 2ND ST AND BRIDGE REPLACEMENT OF THE STH 190 AND PORT WASHINGTON RD BRIDGE (B40-0219) IN THE CITY OF MILWAUKEE	HP	
	41	RESURFACING AND BRIDGE REPAIR ALONG 27TH ST (STH 241) FROM 8 MILE RD TO ELM RD IN THE CITIES OF OAK CREEK AND FRANKLIN (0.48 MI)	HP	
	42	IMPROVEMENTS AT INTERSECTIONS OF W NORTH AVE WITH N 118TH ST AND N 116TH ST AS PART OF THE ZOO INTERCHANGE PROJECT IN THE CITY OF WAUWATOSA	HP	
	411	CONSTRUCTION OF NOISE BARRIERS ALONG IH 41/894 FROM 84TH ST TO NATIONAL AVE IN MILWAUKEE COUNTY (3.59 MI)	HP	
	434	BRIDGE DECK OVERLAY OF VARIOUS BRIDGES IN SE WISCONSIN (LIST AVAILABLE UPON REQUEST)	HP	
	438	BRIDGE DECK POLYMER OVERLAY OF THE STH 181 BRIDGE OVER W DOUGLAS AVE (B40-378) AND THE SILVER SPRING DR BRIDGE OVER THE MILWAUKEE RIVER (B40-579/580) IN MILWAUKEE COUNTY	HP	
	492	RESURFACING OF IH 43 FROM WISCONSIN AVE TO NORTH AVE AND IH 94 FROM 15TH ST TO 20TH ST IN MILWAUKEE COUNTY (1.89 MI)	HP	
	506	REHABILITATION OF THE IH 41/94 BRIDGES OVER OAK CREEK (B40-805, B40-808) AND STH 100 BRIDGE OVER IH 41/94 (B40-809) IN THE CITY OF OAK CREEK	HP	

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Table B.1 (Continued)
Implementation Status of Projects in the 2017-2020 Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	507	RESURFACING OF STH 59 (GREENFIELD AVE) FROM 92ND ST TO 84TH ST IN THE CITY OF WEST ALLIS (0.5 MILES)	HP	STATE OF WISCONSIN
	45	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF IH 94 FROM THE ILLINOIS STATE LINE TO THE MITCHELL INTERCHANGE IN MILWAUKEE, RACINE, AND KENOSHA COUNTIES (32.50 MI)	HI	
	46	RECONSTRUCTION OF THE NORTH LEG OF THE ZOO INTERCHANGE AND APPROACHES ON IH 94, IH 894 AND USH 45 IN MILWAUKEE COUNTY	HI	
	59	CONSTRUCTION OF A MULTI-USE PATH ON THE N SIDE OF USH 45 FROM SWAN BLVD TO WIL-O-WAY UNDERWOOD REC CENTER, INCLUDING RELOCATION OF SANITARY SEWER ON THE S SIDE FROM THE UP RR TO GILBERT AVE, IN MILWAUKEE COUNTY (0.2 MI)	OH	
	49	OCR RAILROAD SAFETY IMPROVEMENT PROJECTS IN SE REGION (LIST AVAILABLE UPON REQUEST)	EE	
	50	IMPROVEMENT AND MAINTENANCE OF LIGHTING SYSTEMS ON VARIOUS INTERSTATE HIGHWAYS WITHIN SOUTHEASTERN WISCONSIN	EE	
	51	ELIMINATION OF RAILROAD CROSSINGS AT HAZARDOUS LOCATIONS WITHIN THE SE REGION	EE	
	52	REPLACE WARNING DEVICE EQUIPMENT AT VARIOUS RR CROSSINGS IN SOUTHEASTERN WISCONSIN (LIST AVAILABLE UPON REQUEST)	EE	
	485	HIGH FRICTION SURFACE TREATMENT TO THE IH 94 CURVES THROUGH THE MITCHELL INTERCHANGE FROM S 13TH ST TO W LAYTON AVE IN THE CITY OF MILWAUKEE (0.52 MI)	EE	
	65	RECONSTRUCTION OF S 92ND ST (CTH N) FROM W FOREST HOME AVE (STH 24) TO W HOWARD AVE IN THE CITY OF GREENFIELD (1.5 MI)	HP	MILWAUKEE COUNTY
	76	REPLACEMENT OF THE E NORTH AVE BRIDGE OVER OAK LEAF BIKE TRAIL IN MILWAUKEE COUNTY (B-40-0502)	HP	
	508	REPLACEMENT OF THE CTH PP (GOOD HOPE RD) BRIDGE OVER BROWN DEER PARK CREEK (B40-0370)	HP	
	509	BRIDGE DECK OVERLAY OF THE NB CTH U (76TH ST) BRIDGE OVER STH 36 (LOOMIS RD) (B40-0573) IN THE CITY OF FRANKLIN	HP	
	510	BRIDGE DECK OVERLAY OF THE SB CTH U (76TH ST) BRIDGE OVER STH 36 (LOOMIS RD) (B40-0574) IN THE CITY OF FRANKLIN	HP	
	511	BRIDGE DECK REPLACEMENT OF THE W HAMPTON AVE BRIDGE OVER THE MILWAUKEE RIVER (LINCOLN PARK) (P-40-0750) IN MILWAUKEE COUNTY	HP	
	512	BRIDGE DECK REPLACEMENT OF THE MILL RD BRIDGE OVER OAK CREEK (B40-0936) IN THE CITY OF SOUTH MILWAUKEE	HP	
	77	CONTRACT SERVICES FOR MILWAUKEE COUNTY TRANSIT SYSTEM PARATRANSIT OPERATIONS	TP	
	82	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR THE ELDERLY AND DISABLED IN MILWAUKEE COUNTY (SEC 85.21)	TP	
	83	OPERATING ASSISTANCE FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	
	85	MILWAUKEE COUNTY ADMINISTRATION OF THE SECTION 5310 PROGRAM FOR THE MILWAUKEE URBANIZED AREA	TP	

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Table B.1 (Continued)
Implementation Status of Projects in the 2017-2020 Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	89	CAPITALIZATION OF TRANSIT VEHICLE MAINTENANCE ACTIVITIES	TP	MILWAUKEE COUNTY
	94	PURCHASE OF MISCELLANEOUS SUPPORT SERVICE AND MAINTENANCE EQUIPMENT FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	
	95	TRANSIT VEHICLE TIRE LEASING SERVICES	TP	
	100	IMPLEMENTATION OF TWO NEW MCTS EXPRESS BUS ROUTES ALONG WISCONSIN AVE, UW-MILWAUKEE AND SHERMAN BLVD IN MILWAUKEE COUNTY	TI	
	111	CONSTRUCTION OF 3 MILES OF CRUSHED STONE OFF-ROAD TRAIL WITHIN A UTILITY CORRIDOR THAT CONNECTS WITH THE OAK LEAF TRAIL AT DREXEL AVENUE AND EXTENDS TO RYAN ROAD	OH	
	115	INSTALLATION OR MODIFICATION OF TRAFFIC SIGNALS AT IMPROVED STREET INTERSECTIONS IN THE CITY OF MILWAUKEE	HP	MILWAUKEE (City)
	120	RECONSTRUCTION OF N HUMBOLDT BLVD FROM NORTH AVE TO KEEFE AVE IN THE CITY OF MILWAUKEE (1.5 MI)	HP	
	121	RESURFACING OF W LAYTON AVE FROM S 27TH ST TO S HOWELL AVE IN THE CITY OF MILWAUKEE (1.98 MI)	HP	
	123	RECONSTRUCTION OF TEUTONIA AVE FROM W GROELING AVE TO W CAPITOL DR (STH 190) IN THE CITY OF MILWAUKEE (1.30 MI)	HP	
	124	RECONSTRUCTION OF TEUTONIA AVE FROM W GROELING AVE TO W GARFIELD AVE IN THE CITY OF MILWAUKEE (0.90 MI)	HP	
	125	RECONSTRUCTION OF W VLIET ST FROM N 12TH ST TO N 27TH ST IN THE CITY OF MILWAUKEE (1.00 MI)	HP	
	127	REHABILITATION OF THE SOUTH 35TH STREET BRIDGE OVER THE KINNICKINNIC RIVER (P-40-0511) IN THE CITY OF MILWAUKEE	HP	
	130	RECONSTRUCTION OF N 60TH ST FROM CAPITOL DR TO HAMPTON AVE IN THE CITY OF MILWAUKEE (1.02 MI)	HP	
	513	REPLACEMENT OF THE GRANGE AVE BRIDGE OVER THE CP RAILROAD (B40-0500) IN THE CITY OF MILWAUKEE	HP	
	514	BRIDGE DECK OVERLAY OF THE LOVERS LANE RD BRIDGE OVER THE UP RAILROAD (B40-0435) IN THE CITY OF MILWAUKEE	HP	
	516	REPLACEMENT OF THE DANA CT BRIDGE OVER LAND (P40-0589) IN THE CITY OF MILWAUKEE	HP	
	134	MILWAUKEE STREETCAR PHASE 1 OPERATING ASSISTANCE IN THE CITY OF MILWAUKEE	TE	
	135	OPERATING ASSISTANCE FOR THE LAKEFRONT LINE OF THE MILWAUKEE STREETCAR	TE	
	136	CONSTRUCTION OF THE MILWAUKEE STREETCAR BETWEEN THE MILWAUKEE INTERMODAL STATION AND AN AREA NORTH OF THE CENTRAL BUSINESS DISTRICT: PHASE I	TE	
	163	INSTALLATION OF BIKE BOULEVARDS ON N FRATNEY FROM KEEFE AVE TO MEINECKE AVE AND ON WRIGHT ST FROM PALMER ST TO THE OAK LEAF TRAIL IN THE CITY OF MILWAUKEE (2.12 MI)	OH	

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Table B.1 (Continued)
Implementation Status of Projects in the 2017-2020 Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	138	LOCAL STREET IMPROVEMENT AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	HS	MILWAUKEE (City)
	515	REPLACEMENT OF THE CALUMET RD BRIDGE OVER THE LITTLE MENOMONEE RIVER (P40-0537) IN THE CITY OF MILWAUKEE	HS	
	139	SPOT TRAFFIC SIGNAL IMPROVEMENTS AT VARIOUS HIGH HAZARD LOCATIONS IN THE CITY OF MILWAUKEE	EE	
	142	INSTALLATION OF MONOTUBE MAST ARMS ON W LINCOLN AVE AT MILLER PKWY/43RD ST AND LAYTON BLVD/27TH ST IN THE CITY OF MILWAUKEE	EE	
	146	INSTALLATION OF MAST ARMS AT 6 CONNECTING INTERSECTIONS ON FOND DU LAC AVE IN THE CITY OF MILWAUKEE	EE	
	482	PAVEMENT RESTRIPING TO REDUCE CONFLICTS ON VARIOUS ROADWAYS IN THE CITY OF MILWAUKEE (8.13 MI) (LIST AVAILABLE UPON REQUEST)	EE	
	503	INSTALLATION OF 12-INCH TRAFFIC SIGNAL FACES AT 72 INTERSECTIONS IN THE CITY OF MILWAUKEE	EE	
	504	INSTALLATION OF 12-INCH TRAFFIC SIGNAL FACES AT 80 INTERSECTIONS IN THE CITY OF MILWAUKEE	EE	
	518	REPLACEMENT OF THE EB NORTH AVE BRIDGE OVER THE MENOMONEE RIVER (B40-0999) IN THE CITY OF WAUWATOSA	HP	WAUWATOSA (City)
	519	REPLACEMENT OF THE WISCONSIN AVE BRIDGE OVER HONEY CREEK (P40-0776) IN THE CITY OF WAUWATOSA	HP	
	168	RECONSTRUCTION OF W NATIONAL AVE FROM S 92ND ST TO S 95TH ST IN THE CITY OF WEST ALLIS (0.25 MI)	HP	WEST ALLIS (City)
	169	RECONSTRUCTION OF W NATIONAL AVE FROM 82ND ST TO 76TH ST IN THE CITY OF WEST ALLIS (0.32 MI)	HP	
	401	IMPROVEMENTS AT VARIOUS INTERSECTIONS IN THE VILLAGE OF WHITEFISH BAY	EE	WHITEFISH BAY (Village)
	402	SAFETY IMPROVEMENTS ALONG STH 32 IN THE VILLAGE OF WHITEFISH BAY (3.0 MI)	EE	
	499	TRAVEL DEMAND MANAGEMENT - SECOND YEAR OF OPERATION OF A VANPOOL SERVICE TO EMPLOYMENT OR EMPLOYMENT TRAINING FOR LOW-INCOME PERSONS IN MILWAUKEE COUNTY	TP	MILWAUKEE CAREERS COOPERATIVE, INC.
	500	PUBLIC OUTREACH AND EDUCTAION BY MOBILITY MANAGER FOR VANPOOL SERVICE TO EMPLOYMENT OR EMPLOYMENT TRAINING FOR LOW-INCOME PERSONS IN MILWAUKEE COUNTY	TP	
BEYOND TIP	12	RESURFACING OF IH 43 FROM BENDER RD TO COUNTY LINE RD IN MILWAUKEE COUNTY (3.29 MI)	HP	STATE OF WISCONSIN
	26	REPLACEMENT OF THE CHASE AVE (STH 38) BRIDGE OVER THE UNION PACIFIC RAILROAD (B40-571) IN THE CITY OF MILWAUKEE	HP	
	34	BRIDGE DECK REPLACEMENT OF FOND DU LAC AVE (STH 145) AT GOOD HOPE RD AND 107TH ST IN THE CITY OF MILWAUKEE (B-40-250, B-40-251, & B-40-252)	HP	
	35	BRIDGE DECK REPLACEMENT OF FOND DU LAC AVE (STH 145) AT SILVER SPRING DR AND 76TH ST IN THE CITY OF MILWAUKEE (B-40-253, B-40-254, B-40-255, & B-40-256) & DECK OVERLAY OF THE LEON TERR BRIDGE (B40-297) AND BRIDGE B40-298	HP	

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Table B.1 (Continued)
Implementation Status of Projects in the 2017-2020 Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
BEYOND TIP	36	REHABILITATION OF THE STH 175 BRIDGE OVER STATE ST (B-40-63 & B-40-64) IN THE CITY OF MILWAUKEE	HP	STATE OF WISCONSIN
	37	RECONSTRUCTION OF STH 181 (GLENVIEW AVE) FROM HONEY CREEK PARKWAY TO BLUEMOUND RD IN THE CITY OF MILWAUKEE (0.38 MI)	HP	
	39	BRIDGE DECK OVERLAY OF THE CAPITOL DR (STH 190) BRIDGE OVER THE MENOMONEE RIVER IN THE CITY OF WAUWATOSA (B-40-335)	HP	
	410	REHABILITATION OF THE 25TH ST BRIDGE OVER IH 94 (B40-0034), IH 94 BRIDGES OVER MITCHELL BLVD (B40-0046 & B40-0047), AND USH 18 (B40-0009) BRIDGE OVER STH 175 IN MILWAUKEE COUNTY	HP	
	412	RESURFACING OF IH 43 FROM NORTH OF BROWN DEER RD TO DONGES BAY RD (2.13 MI)	HP	
	427	REPLACEMENT OF THE IH 41 BRIDGES OVER MILL RD IN THE CITY OF MILWAUKEE (B40-0348/349)	HP	
	429	IMPROVEMENTS AT INTERSECTION OF STH 57 (GREEN BAY RD) AND TEUTONIA AVE IN THE VILLAGE OF BROWN DEER	HP	
	456	REHABILITATION OF THE S 84TH ST (STH 181) BRIDGE OVER HONEY CREEK IN THE CITY OF WEST ALLIS (B40-0986)	HP	
	493	RESURFACING OF IH 41 FROM GOOD HOPE ROAD TO WAUKESHA COUNTY LINE IN MILWAUKEE COUNTY (1.12 MI)	HP	
	494	RECONSTRUCTION OF STH 32 (LAKE DRIVE) FROM EDGEWOOD AVENUE TO KENSINGTON BOULEVARD IN THE VILLAGE OF SHOREWOOD (1.22 MI)	HP	
	171	CONSTRUCTION OF A CROSS-TOWN CONNECTOR BIKE/PEDESTRIAN BRIDGE OVER STH 100 IN THE CITY OF WEST ALLIS	OH	WEST ALLIS (City)
	172	CONSTRUCTION OF THE WEST ALLIS CROSS TOWN CONNECTOR BICYCLE/PEDESTRIAN TRAIL FROM THE UNION PACIFIC RAILROAD TO S 56TH ST ALONG THE WE ENERGIES ROW IN THE CITY OF WEST ALLIS (4.70 MI)	OH	
	173	CONSTRUCTION OF THE WEST ALLIS CROSS TOWN CONNECTOR BICYCLE/PEDESTRIAN TRAIL FROM S 108TH ST TO UNION PACIFIC RR ALONG THE WE ENERGIES ROW IN THE CITY OF WEST ALLIS (0.3 MI)	OH	
DROPPED	81	PURCHASE EIGHT 40-FOOT REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM	TP	MILWAUKEE COUNTY
	86	PURCHASE OF 24 40-FOOT REPLACEMENT BUSES FOR THE MILWAUKEE COUNTY TRANSIT SYSTEM (6 IN EACH YEAR)	TP	
	91	REPLACE FIRE SUPPRESSION SYSTEM AT MCTS ADMINISTRATION BUILDING	TP	
	93	REPLACE/REPAIR STEEL COLUMNS AT THE MCTS FIEBRANTZ GARAGE	TP	
	116	INSTALLATION OF TRAFFIC SIGNING AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	HP	MILWAUKEE (City)
	117	INSTALLATION OR MODIFICATION OF STREET LIGHTING AT VARIOUS LOCATIONS IN THE CITY OF MILWAUKEE	HP	
	517	REPLACEMENT OF THE WB NORTH AVE BRIDGE OVER THE MENOMONEE RIVER (B40-0998) IN THE CITY OF WAUWATOSA	HP	WAUWATOSA (City)

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Table B.1 (Continued)
Implementation Status of Projects in the 2017-2020 Transportation Improvement Program for the Milwaukee Transportation Management Area—Milwaukee County 2019-2022

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
DROPPED	458	REPLACEMENT OF TRAFFIC SIGNALS AT THE INTERSECTION OF LAKE DR (STH 32) AND N MARLBOROUGH DR IN THE VILLAGE OF WHITEFISH BAY	HP	WHITEFISH BAY (Village)
	415	OPERATION OF TRANSPORTATION SERVICES, A MOBILITY MANAGEMENT POSITION TO PLAN & COORDINATE TRANSPORTATION SERVICES, & A VEHICLE REPAIR LOAN PROGRAM TO CONNECT LOW-INCOME WORKERS WITH JOBS IN MILWAUKEE COUNTY: 2017	TP	MILWAUKEE CAREERS COOPERATIVE, INC.

Source: SEWRPC

Table B.2
Implementation Status of Projects in the 2017-2020 Transportation Improvement Program for the Milwaukee Transportation Management Area—Ozaukee County 2019-2022

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	179	ROADWAY MAINTENANCE OF IH 43 FROM SOUTH OZAUKEE COUNTY LINE TO STH 32 IN OZAUKEE COUNTY (10.3 MI)	HP	STATE OF WISCONSIN
	416	DIAMOND GRINDING OF PAVEMENT OF IH 43 FROM STH 32 TO NORTH OZAUKEE COUNTY LINE IN OZAUKEE COUNTY (17.06 MI)	HP	
	182	RECONSTRUCTION OF CTH C FROM CTH CC TO PIONEER RD IN OZAUKEE COUNTY (7.06 MI)	HP	OZAUKEE COUNTY
	183	RECONSTRUCTION OF CTH D FROM THE WEST VILLAGE OF BELGIUM LIMITS TO CTH LL IN OZAUKEE COUNTY (1.40 MI)	HP	
	189	PURCHASE OF 1 CONVENTIONAL BUS FOR ELDERLY/PERSONS WITH DISABILITIES TRANSPORTATION SERVICES IN OZAUKEE, MILWAUKEE, RACINE, AND KENOSHA COUNTIES: 2017	TP	AWAY WE GO TRANSPORT
	190	PURCHASE OF 1 LARGE BUS FOR ELDERLY/PERSONS WITH DISABILITIES TRANSPORTATION SERVICES IN OZAUKEE, MILWAUKEE, RACINE, AND KENOSHA COUNTIES: 2017	TP	
	461	PURCHASE OF 1 MINIVAN REAR ENTRY FOR SENIORS/PEOPLE WITH DISABILITIES TRANSPORTATION SERVICES IN MILWAUKEE, OZAUKEE, AND WASHINGTON COUNTIES: 2018	TP	BALANCE, INC.
	191	PURCHASE OF 1 MINIVAN FOR ELDERLY/PERSONS WITH DISABILITIES TRANSPORTATION SERVICES IN OZAUKEE COUNTY: 2017	TP	INTERFAITH OF OZAUKEE COUNTY
	192	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR ELDERLY/PERSONS WITH DISABILITIES IN OZAUKEE COUNTY: 2017	TP	
	193	OPERATING COSTS FOR A VOLUNTEER DRIVER PROGRAM TO PROVIDE PUBLIC TRANSPORTATION SERVICES FOR ELDERLY/PERSONS WITH DISABILITIES IN OZAUKEE COUNTY: 2017	TP	
	462	PURCHASE OF 1 MINIVAN SIDE ENTRY FOR SENIORS/PEOPLE WITH DISABILITIES TRANSPORTATION SERVICES IN MILWAUKEE, OZAUKEE, WASHINGTON, AND WAUKESHA COUNTIES: 2018	TP	
	463	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES (EDUCATION OUTREACH PROGRAMS) IN OZAUKEE COUNTY: 2018	TP	
	464	OPERATING COSTS FOR A VOLUNTEER DRIVER PROGRAM TO PROVIDE PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN OZAUKEE COUNTY: 2018	TP	
ON SCHEDULE	417	REHABILITATION OF THE BRIDGES ALONG IH 43 FROM GOOD HOPE RD TO STH 60 (B40-0732, 733, 734, 735 & B45-0021) IN OZAUKEE AND MILWAUKEE COUNTIES	HP	STATE OF WISCONSIN
UNDERWAY	178	REHABILITATION OF BRIDGES ALONG IH 43 FROM STH 60 TO N OZAUKEE COUNTY LINE (18.7 MI)	HP	
	181	RECONSTRUCTION OF THE INTERSECTION OF STH 60 AND CTH Y IN THE TOWN OF CEDARBURG	HP	
	412	REPLACEMENT OF THE COUNTY LINE BRIDGE (B40-338) AND THE PORT WASHINGTON RD BRIDGE (B45-0017) OVER IH 43 IN MILWAUKEE AND OZAUKEE COUNTIES	HP	
	184	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND-RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE AND OUT OF COUNTY TRANSPORTATION FOR THE ELDERLY AND DISABLED (SEC. 85.21)	TP	OZAUKEE COUNTY
	185	OPERATING ASSISTANCE FOR OZAUKEE COUNTY EXPRESS BUS AND SHARED-RIDE TAXI (SEC 85.20)	TP	
	186	CAPITAL COSTS OF MAINTENANCE FOR THE OZAUKEE COUNTY EXPRESS BUS AND PREVENTATIVE MAINTENANCE FOR THE SHARED-RIDE TAXI SERVICE	TP	

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Table B.2 (Continued)
Implementation Status of Projects in the 2017-2020 Transportation Improvement Program for the Milwaukee Transportation Management Area—Ozaukee County 2019-2022

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	187	PURCHASE OF REPLACEMENT VEHICLES FOR THE OZAUKEE COUNTY SHARED-RIDE TAXI PROGRAM	TP	OZAUKEE COUNTY
	188	REPLACEMENT OF THE COVERED BRIDGE RD BRIDGE OVER CEDAR CREEK (B-45-0013) IN OZAUKEE COUNTY	HS	CEDARBURG (Town)
BEYOND TIP	403	RESURFACING OF IH 43 FROM COUNTY LINE RD TO STH 32 INCLUDING THE BRIDGES AT DONGES BAY RD, MEQUON RD, CTH C, LAKEFIELD RD, FALLS RD, AND THE MILWAUKEE RIVER IN OZAUKEE COUNTY (10.0 MI)	HP	STATE OF WISCONSIN
DROPPED	180	CORRIDOR STUDY OF STH 57 FROM S COUNTY LINE TO STH 167 (2.21 MI)	HP	

Source: SEWRPC

Table B.3
Implementation Status of Projects in the 2017-2020 Transportation Improvement Program for the Milwaukee Transportation Management Area—Washington County 2019-2022

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	203	RECONDITIONING OF STH 164 FROM CTH Q TO CTH E IN WASHINGTON COUNTY (7.1 MI)	HP	STATE OF WISCONSIN
	204	RECONSTRUCTION OF THE INTERSECTION OF MEQUON RD (STH 167) AND COUNTRY AIRE DR IN THE VILLAGE OF GERMANTOWN	HP	
	205	HIGH FRICTION SURFACE TREATMENT TO THE IH 41 NB LOOP RAMP AT STH 60 IN THE VILLAGE OF SLINGER	EE	
	207	LOCAL MARKETING FOR THE WASHINGTON COUNTY TRANSIT SYSTEM	TP	WASHINGTON COUNTY
	214	DEVELOPMENT OF A BIKE AND PEDESTRIAN PLAN FOR WASHINGTON COUNTY	OH	
	219	RECONSTRUCTION OF 18TH AVE FROM VOGT DR TO DECORAH RD IN THE CITY OF WEST BEND (0.5 MI)	HP	WEST BEND (City)
	222	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR ELDERLY/PERSONS WITH DISABILITIES IN WASHINGTON COUNTY: 2017	TP	INTERFAITH OF WASHINGTON COUNTY
	223	PURCHASE OF 1 MINIVAN FOR ELDERLY/PERSONS WITH DISABILITIES TRANSPORTATION SERVICES IN WASHINGTON COUNTY: 2017	TP	
	224	OPERATING COSTS FOR A VOLUNTEER DRIVER PROGRAM TO PROVIDE PUBLIC TRANSPORTATION SERVICES FOR ELDERLY/PERSONS WITH DISABILITIES IN WASHINGTON COUNTY: 2017	TP	
	466	PURCHASE OF 1 MINIVAN REAR ENTRY FOR SENIORS/PEOPLE WITH DISABILITIES TRANSPORTATION SERVICES IN MILWAUKEE, WASHINGTON, AND WAUKESHA COUNTIES: 2018	TP	
	467	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES (TRAVELER TRAINING) IN WASHINGTON COUNTY: 2018	TP	
	468	OPERATING COSTS FOR A VOLUNTEER DRIVER PROGRAM TO PROVIDE PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN WASHINGTON COUNTY: 2018	TP	
DEFERRED	200	RECONSTRUCTION OF THE INTERSECTION OF MAIN ST (STH 60) AND CTH P IN THE VILLAGE OF JACKSON	HP	STATE OF WISCONSIN
	201	BRIDGE REHABILITATION OF THE STH 60 BRIDGES OVER CEDAR CREEK (B45-084) AND WI CENTRAL RR (B66-100/B66-101), STH 33 OVER THE E BRANCH ROCK RIVER (B66-106), AND STH 167 OVER SHERMAN RD (B66-126) AND STH 175 (B66-127)	HP	
	465	RESURFACING OF MAIN ST (STH 60) FROM CTH P TO EAGLE DR IN THE VILLAGE OF JACKSON (1.7 MI)	HP	
UNDERWAY	195	REHABILITATION OF BRIDGES ALONG IH 41 FROM CTH K TO N WASHINGTON COUNTY LINE (EXCLUDING THE BRIDGES AT STH 33) AND THE REPLACEMENT OF IH 41 BRIDGES OVER LIMESTONE CREEK	HP	
	198	RESURFACING INCLUDING BRIDGE REHAB OF USH 45 FROM USH 45/41 SPLIT TO ONE MILE N OF CTH D IN WASHINGTON COUNTY (13.96 MI)	HP	
	199	RESURFACING OF STH 60 FROM EAGLE DR IN WASHINGTON COUNTY TO STH 181 IN OZAUKEE COUNTY (7.18 MI)	HP	
	202	RESURFACING OF STH 83 FROM STH 167 TO E MONROE AVE IN WASHINGTON COUNTY (3.91 MI)	HP	
	418	REHABILITATION OF THE IH 41 BRIDGES OVER THE KOHLSVILLE RIVER (B66-188/189) AND THE TRIBUTARY TO E BRANCH ROCK RIVER (B66-193/194) AND THE STH 144 BRIDGE OVER IH 41 (B66-110)	HP	

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Table B.3 (Continued)
Implementation Status of Projects in the 2017-2020 Transportation Improvement Program for the Milwaukee Transportation Management Area—Washington County 2019-2022

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	487	RETROFIT OF BARRIERS FOR PREVENTING CROSS-MEDIAN CRASHES ON IH 41 FROM STH 145 TO DODGE COUNTY LINE IN WASHINGTON COUNTY (32.88 MI)	EE	STATE OF WISCONSIN
	206	REPLACEMENT OF THE CTH M BRIDGE OVER MILWAUKEE RIVER (B-66-0945) IN WASHINGTON COUNTY	HP	WASHINGTON COUNTY
	520	REPLACEMENT OF THE CTH H BRIDGE OVER THE MILWAUKEE RIVER (B66-0655) IN THE TOWN OF KEWASKUM	HP	
	208	OPERATING ASSISTANCE FOR WASHINGTON COUNTY SHARED RIDE TAXI SERVICE (SEC 85.20 AND FTA 5307)	TP	
	209	OPERATING ASSISTANCE FOR WASHINGTON COUNTY COMMUTER EXPRESS BUS SERVICE (SEC 85.20 & 5307)	TP	
	210	WASHINGTON COUNTY SHARED RIDE TAXI PROGRAM CAPITAL COSTS: 3 MINIBUSES AND 3 MINIVANS IN 2019; 3 MINIBUSES AND 3 MINIVANS IN 2020; 3 MINIBUSES AND 3 MINIVANS IN 2021; 3 MINIBUSES AND 3 MINIVANS IN 2022 (5307/5339).	TP	
	213	PROVISION OF COUNTYWIDE SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR THE ELDERLY AND DISABLED IN WASHINGTON COUNTY (SEC 85.21)	TP	
	483	HIGH FRICTION SURFACE TREATMENT ALONG CTH H FROM OAK DR TO KETTLE MORAINE DR IN THE TOWN OF KEWASKUM (0.38 MI)	EE	
	522	REPLACEMENT OF THE TRADING POST TRAIL RD BRIDGE OVER THE NORTH BRANCH OF THE MILWAUKEE RIVER (P66-0907) IN THE TOWN OF FARMINGTON	HS	FARMINGTON (Town)
	215	OPERATING ASSISTANCE FOR THE CITY OF HARTFORD TAXI SERVICE	TP	HARTFORD (City)
	216	PURCHASE OF REPLACEMENT VEHICLES FOR THE CITY OF HARTFORD TAXI SERVICE	TP	
	217	REPLACEMENT OF THE N WACKER DR BRIDGE OVER RUBICON RIVER (P-66-0709) IN THE CITY OF HARTFORD	HS	
	523	REPLACEMENT OF THE CEDAR CREEK RD BRIDGE OVER BRANCH OF CEDAR CREEK (P66-0904) IN THE TOWN OF JACKSON	HS	JACKSON (Town)
	218	REPLACEMENT OF THE KETTLE VIEW DR BRIDGE OVER KEWASKUM CREEK (P-66-0912) IN WASHINGTON COUNTY	HS	KEWASKUM (Town)
	220	OPERATING ASSISTANCE FOR THE CITY OF WEST BEND SHARED-RIDE TAXI SYSTEM	TP	WEST BEND (City)
	221	PURCHASE OF REPLACEMENT VEHICLES FOR THE CITY OF WEST BEND TAXI SERVICE	TP	
BEYOND TIP	194	RESURFACE OF USH 41 FROM THE USH 41/45 SPLIT TO THE DODGE COUNTY LINE (22.0 MI)	HP	STATE OF WISCONSIN
	196	REHABILITATION OF BRIDGES ALONG USH 41 FROM S WASHINGTON COUNTY LINE TO STH 33 (EXCLUDING THE BRIDGES AT CTH K) IN WASHINGTON COUNTY (BRIDGES B66-1,2,30-37,40-43,102-3,107-9, & 116)	HP	
	197	RESURFACING OF USH 45 (FOND DU LAC AVE) FROM WB CTH H TO WB STH 28 IN THE VILLAGE OF KEWASKUM (1.21 MI)	HP	
DROPPED	404	INSTALLATION OF RAILROAD CROSSING SURFACE ON HILLSIDE RD AT THE CN CROSSING (692-279U)	HP	

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Table B.3 (Continued)
Implementation Status of Projects in the 2017-2020 Transportation Improvement Program for the Milwaukee Transportation Management Area—Washington County 2019-2022

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
DROPPED	521	REPLACEMENT OF THE ORCHARD VALLEY RD BRIDGE OVER THE NORTH BRANCH OF THE MILWAUKEE RIVER (P66-0039) IN THE TOWN OF FARMINGTON	HS	FARMINGTON (Town)

Source: SEWRPC

Table B.4
Implementation Status of Projects in the 2017-2020 Transportation Improvement Program for the Milwaukee Transportation Management Area—Waukesha County 2019-2022

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	225	RESURFACING OF VARIOUS PARK AND RIDE LOTS IN SE WISCONSIN	HP	STATE OF WISCONSIN
	226	MAINTENANCE OVERLAY OF IH 94 FROM WEST WAUKESHA COUNTY LINE TO STH 16 (15.45 MI)	HP	
	227	CONSTRUCTION OF EB AND WB AUXILIARY LANES ON IH 94 FROM MOORLAND RD TO UNDERWOOD PKWY AND THE REPLACEMENT OF THE SUNNYSLOPE RD AND ELM GROVE RD BRIDGES OVER IH 94 IN THE CITY OF BROOKFIELD (1.1 MI)	HP	
	229	RESURFACING OF STH 16 FROM CTH P TO CTH KE & STH 190 TO IH 94 IN WAUKESHA COUNTY (9.0 MI)	HP	
	236	RESURFACING OF STH 190 FROM FIVE FIELDS RD TO WETHERSFIELD RD IN THE CITY OF PEWAUKEE (0.71 MI)	HP	
	237	REPLACEMENT OF THE PILGRIM RD BRIDGE OVER CAPITOL DR (STH 190) IN THE CITY OF BROOKFIELD	HP	
	238	RESURFACING OF STH 190 FROM CTH F TO BROOKFIELD RD IN WAUKESHA COUNTY (3.06 MI)	HP	
	239	CONSTRUCTION OF A SALT SHED NEAR THE IH 94 INTERCHANGE AT GRANDVIEW BLVD (CTH T) IN WAUKESHA COUNTY	HP	
	420	RESURFACING OF CTH O (MOORLAND RD) FROM FRANKLIN DR TO IH 94 WESTBOUND ON-RAMP (0.17 MI)	HP	
	432	REPLACEMENT OF THE STH 67 BRIDGE OVER THE BARK RIVER IN THE VILLAGE OF DOUSMAN (B67-0010)	HP	
	441	PAINTING OF THE USH 45 BRIDGE OVER EISENBAHN TRAIL (B66-0086), CTH KC BRIDGE OVER STH 16 (B67-172), STH 16 RAMPS OVER HICKORY ST (B67-182/183), AND CTH JJ BRIDGE OVER STH 16 (B67-186) IN WASHINGTON AND WAUKESHA COUNTIES	HP	
	469	REHABILITATION OF THE BRIDGES ALONG IH 43 FROM CROWBAR DR TO CTH I IN WAUKESHA COUNTY	HP	
	240	CONSTRUCTION OF THE WEST WAUKESHA BYPASS WITH ADDITIONAL LANES FROM SUMMIT AVE TO GENESEE RD IN THE CITY AND TOWN OF WAUKESHA (3.80 MI)	HI	
	242	RETROFIT OF BARRIERS FOR PREVENTING CROSS-MEDIAN CRASHES ON IH 94 FROM STH 67 TO CTH SS IN WAUKESHA COUNTY (7.55 MI)	EE	
	243	RETROFIT OF BARRIERS FOR PREVENTING CROSS-MEDIAN CRASHES ON STH 16 FROM CTH P TO CTH C AND FROM CAPITOL DR (STH 190) TO THE IH 94 SPLIT (3.64 MI)	EE	
	247	RECONDITIONING OF BELOIT RD (CTH I) FROM NATIONAL AVE (CTH ES) TO MOORLAND RD (CTH O) IN THE CITY OF NEW BERLIN (1.80 MI)	HP	WAUKESHA COUNTY
	256	RECONSTRUCTION OF WEST WAUKESHA BYPASS WITH ADDITIONAL LANES FROM USH 18 TO NORTHVIEW RD IN THE TOWN AND CITY OF WAUKESHA (1.0 MI)	HI	
	266	SAFETY IMPROVEMENTS AT THE INTERSECTION OF CTH KF AND CTH JK IN THE TOWN OF LISBON	EE	
	267	SAFETY IMPROVEMENTS AT THE INTERSECTION OF CTH VV AND LILLY RD IN WAUKESHA COUNTY	EE	
	268	SAFETY IMPROVEMENTS AT THE INTERSECTION OF CTH VV AND CTH E IN WAUKESHA COUNTY	EE	

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Table B.4 (Continued)
Implementation Status of Projects in the 2017-2020 Transportation Improvement Program for the Milwaukee Transportation Management Area—Waukesha County 2019-2022

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	269	RECONSTRUCTION WITH TRAFFIC SIGNALS OF THE INTERSECTION OF CTH YY & BURLEIGH RD IN THE CITY OF BROOKFIELD (0.30 MI)	EE	WAUKESHA COUNTY
	274	RECONSTRUCTION OF MOORLAND RD FROM JANESVILLE RD (CTH L) TO MC SHANE DR IN THE CITY OF MUSKEGO (1.3 MI)	HP	MUSKEGO (City)
	276	RESURFACING OF MADISON ST FROM GRANDVIEW BLVD TO UNIVERSITY DR IN THE CITY OF WAUKESHA (0.6 MI)	HP	WAUKESHA (City)
	280	RECONSTRUCTION WITH ADDITIONAL LANES OF MEADOWBROOK RD (WEST WAUKESHA BYPASS) FROM NORTHVIEW RD TO ROLLING RIDGE DR IN THE CITY OF WAUKESHA (0.53 MI)	HI	
	283	PURCHASE OF TWO 35 FOOT REPLACEMENT BUSES FOR WAUKESHA METRO TRANSIT	TP	
	284	PURCHASE OF 2 REPLACEMENT BUSES FOR THE CITY OF WAUKESHA	TP	
	287	SECURITY UPGRADES AT THE DOWNTOWN WAUKESHA TRANSIT CENTER	TP	
	289	INSTALLATION OF SURVEILLANCE CAMERA SYSTEM AND SECURITY UPGRADES AT WAUKESHA METRO TRANSIT ADMINISTRATION & MAINTENANCE FACILITY	TP	
	290	REPLACEMENT OF SERVICE VEHICLE FOR WAUKESHA METRO TRANSIT SYSTEM	TP	
	292	REPLACEMENT OF THE TIRE CHANGER	TP	
	294	SAFETY IMPROVEMENTS ALONG N GRANDVIEW BLVD FROM NORTHVIEW RD TO SUMMIT AVE IN THE CITY OF WAUKESHA (0.65 MI)	EE	
	296	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR ELDERLY/PERSONS WITH DISABILITIES IN WAUKESHA COUNTY: 2017	TP	INTERFAITH SENIOR PROGRAMS
	297	OPERATING COSTS FOR A VOLUNTEER DRIVER PROGRAM TO PROVIDE PUBLIC TRANSPORTATION SERVICES FOR ELDERLY/PERSONS WITH DISABILITIES IN WAUKESHA COUNTY: 2017	TP	
	298	PURCHASE OF DISPATCH SYSTEM AND COMPUTERS TO PROVIDE PUBLIC TRANSPORTATION SERVICES FOR ELDERLY/PERSONS WITH DISABILITIES IN WAUKESHA COUNTY: 2017	TP	
	471	PURCHASE OF 1 MINIVAN REAR ENTRY FOR SENIORS/PEOPLE WITH DISABILITIES TRANSPORTATION SERVICES IN WAUKESHA COUNTY: 2018	TP	ERAs SENIOR NETWORK, INC.
	472	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES (TRAVELER INFORMATION) IN WAUKESHA COUNTY: 2018	TP	
	473	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES (ONE-CALL ONE-CLICK SYSTEM) IN WAUKESHA COUNTY: 2018	TP	
	474	OPERATING COSTS FOR A VOLUNTEER DRIVER PROGRAM TO PROVIDE PUBLIC TRANSPORTATION SERVICES FOR SENIORS/PEOPLE WITH DISABILITIES IN WAUKESHA COUNTY: 2018	TP	
DEFERRED	470	RECONDITIONING OF SUMMIT AVE (USH 18) FROM STH 83 TO CTH TT IN THE TOWN OF DELAFIELD (5.12 MI)	HP	STATE OF WISCONSIN
	246	REHABILITATION OF CTH ES (FOX ST) BRIDGE (B-67-0147) OVER THE FOX RIVER IN THE VILLAGE OF MUKWONAGO	HP	WAUKESHA COUNTY

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Table B.4 (Continued)
Implementation Status of Projects in the 2017-2020 Transportation Improvement Program for the Milwaukee Transportation Management Area—Waukesha County 2019-2022

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
DEFERRED	278	RECONSTRUCTION OF N PRAIRIE AVE FROM ST. PAUL AVE TO COLLEGE AVE IN THE CITY OF WAUKESHA (0.4 MI)	HP	WAUKESHA (City)
	279	RECONSTRUCTION OF W ST PAUL AVE FROM WISCONSIN AVE/ W NORTH ST TO MADISON ST AND MADISON ST FROM ANN ST TO THE FOX RIVER IN THE CITY OF WAUKESHA (0.35 MI)	HP	
ON SCHEDULE	235	RECONDITIONING OF STH 164 FROM CTH ES (NATIONAL AVE) TO LES PAUL PKWY (STH 59) IN WAUKESHA COUNTY (4.56 MI)	HP	STATE OF WISCONSIN
	252	REHABILITATION OF CTH VV FROM MAIN ST TO CTH F (0.5 MI)	HP	WAUKESHA COUNTY
	263	SAFTEY IMPROVEMENTS ALONG CTH D AT THE MORAINE HILLS DRIVE INTERSECTION	EE	
	264	SAFETY IMPROVEMENTS ALONG CTH E AT THE WOODLAND DRIVE INTERSECTION	EE	
	275	RECONSTRUCTION OF N BARSTOW ST FROM WISCONSIN AVE TO ST. PAUL AVE IN THE CITY OF WAUKESHA (0.37 MI)	HP	WAUKESHA (City)
	285	REPLACEMENT OF 6 PARATRANSIT VEHICLES FOR WAUKESHA METRO TRANSIT	TP	
	291	REPLACEMENT OF THE SUPERVISOR VAN	TP	
UNDERWAY	228	RESURFACING OF USH 41 FROM THE MILWAUKEE COUNTY LINE TO THE WASHINGTON COUNTY LINE IN WAUKESHA COUNTY (3.66 MI)	HP	STATE OF WISCONSIN
	230	BRIDGE DECK REHABILITATION OF THE STH 16 AND STH 83 BRIDGE (B67-166) IN THE CITY OF DELAFIELD	HP	
	232	MAINTENANCE OVERLAY OF STH 67 FROM 1000' N OF STH 59 TO 200' S OF USH 18 IN WAUKESHA COUNTY (9.61 MI)	HP	
	234	RESURFACING OF STH 83 FROM STH 59 TO PERKINS ROAD IN THE TOWN OF GENESEE (2.00 MI)	HP	
	440	BRIDGE DECK OVERLAY OF VARIOUS BRIDGES IN WAUKESHA, WASHINGTON, WALWORTH, AND RACINE COUNTIES (LIST AVAILABLE UPON REQUEST)	HP	
	244	RESURFACING OF VARIOUS COUNTY TRUNK HIGHWAYS IN WAUKESHA COUNTY	HP	WAUKESHA COUNTY
	245	RESURFACING OF CTH D (CLEVELAND AVE) FROM CALHOUN RD TO EAST COUNTY LINE IN WAUKESHA COUNTY (3.0 MI)	HP	
	250	RECONSTRUCTION OF CTH O (MOORLAND RD) FROM IH 43 TO BELOIT RD IN WAUKESHA COUNTY (0.3 MI)	HP	
	253	BRIDGE DECK OVERLAY CTH XX BRIDGE OVER PEBBLE BROOK CREEK (B67-0195) IN THE TOWN OF WAUKESHA	HP	
	254	REPLACEMENT OF CTH Y STRUCTURE OVER PILAK CREEK IN THE CITY OF MUSKEGO	HP	
	255	REPLACEMENT OF CTH YY STRUCTURE OVER UNDERWOOD CREEK IN THE CITY OF BROOKFIELD	HP	

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Table B.4 (Continued)
Implementation Status of Projects in the 2017-2020 Transportation Improvement Program for the Milwaukee Transportation Management Area—Waukesha County 2019-2022

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	257	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH M (NORTH AVE) FROM CALHOUN RD TO EAST COUNTY LINE IN THE CITY OF BROOKFIELD (3.0 MI)	HI	WAUKESHA COUNTY
	259	CAPITAL COSTS OF THIRD PARTY CONTRACTING FOR WAUKESHA COUNTY TRANSIT SERVICE	TP	
	260	PROVIDE USER-SIDE SUBSIDY ADVANCE RESERVATION AND ELDERLY/DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PERSONS IN WAUKESHA COUNTY (SEC 85.21)	TP	
	271	CONSTRUCTION OF A BICYCLE PEDESTRIAN UNDERPASS ON STH 67 AND CTH B FOR THE LAKE COUNTRY TRAIL IN THE CITY OF OCONOMOWOC	OH	
	524	BRIDGE DECK REPLACEMENT OF THE CTH I (RIVER RD) BRIDGE OVER THE FOX RIVER (B670097) IN THE TOWN OF WAUKESHA	HS	
	261	SAFTEY IMPROVEMENTS ALONG CTH C AT THE HASSLINGER DRIVE INTERSECTION	EE	
	265	REALIGNMENT OF CTH I FROM EHR DR TO POINT DR IN WAUKESHA COUNTY (1.3 MI)	EE	
	273	RECONSTRUCTION WITH ADDITIONAL LANES OF CALHOUN RD FROM CTH M TO STH 190 IN THE CITY OF BROOKFIELD (2.14 MI)	HI	BROOKFIELD (City)
	525	REPLACEMENT OF THE LILLY RD BRIDGE OVER THE MENOMONEE RIVER (B67-0261) IN THE VILLAGE OF MENOMONEE FALLS	HP	MENOMONEE FALLS (Village)
	505	SAFETY MODIFICATIONS AT THE INTERSECTIONS OF STH 175 AND PILGRIM RD AND STH 175 AND MENOMONEE AVE IN THE VILLAGE OF MENOMONEE FALLS	EE	
	526	REPLACEMENT OF THE DUPLAINVILLE RD BRIDGE OVER SPRING CREEK (B67-0009) IN THE VILLAGE OF PEWAUKEE	HS	PEWAUKEE (Village)
	277	RECONSTRUCTION OF NORTHVIEW RD FROM MEADOWBROOK RD TO PEBBLE VALLEY RD IN THE CITY OF WAUKESHA (1.35 MI)	HP	WAUKESHA (City)
	527	BRIDGE DECK OVERLAY OF THE MADISON ST BRIDGE OVER THE FOX RIVER (B67-0099) IN THE CITY OF WAUKESHA	HP	
	528	BRIDGE DECK OVERLAY OF THE PRAIRIE AVE BRIDGE OVER THE FOX RIVER (B67-0177) IN THE CITY OF WAUKESHA	HP	
	281	OPERATING ASSISTANCE FOR THE WAUKESHA METRO AND WAUKESHA COUNTY TRANSIT SYSTEMS (85.20)	TP	
	282	CAPITAL MAINTENANCE FOR WAUKESHA METRO TRANSIT	TP	
	286	LOCAL MARKETING FOR WAUKESHA METRO TRANSIT SYSTEM	TP	
	288	TIRE LEASE FOR THE WAUKESHA METRO TRANSIT SYSTEM	TP	
BEYOND TIP	231	RESURFACING OF STH 36 (LOOMIS RD) FROM CTH Y TO STH 100 IN WAUKESHA AND MILWAUKEE COUNTIES (7.40 MI)	HP	STATE OF WISCONSIN
	233	BRIDGE REPLACEMENT OF THE STH 67 BRIDGE OVER BARK RIVER, USH 18 BRIDGE OVER BARK RIVER, STH 59 BRIDGE OVER FOX RIVER, AND STH 83 BRIDGES OVER VETTELSON RD AND OCONOMOWOC RIVER IN WAUKESHA COUNTY	HP	

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Table B.4 (Continued)
Implementation Status of Projects in the 2017-2020 Transportation Improvement Program for the Milwaukee Transportation Management Area—Waukesha County 2019-2022

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
BEYOND TIP	419	BRIDGE REHABILITATION OF THE IH 94 BRIDGES OVER CTH SR (SPRINGDALE RD) (B67-0040, 41) IN WAUKESHA COUNTY	HP	STATE OF WISCONSIN
	488	REPLACEMENT OF THE ELMHURST ROAD BRIDGE (B67-0059) ON IH 94 IN WAUKESHA COUNTY	HP	
	248	PAVEMENT REPLACEMENT OF CTH O (MOORLAND RD) FROM IH 94 TO USH 18	HP	WAUKESHA COUNTY
	249	PAVEMENT REPLACEMENT OF CTH O FROM CTH I TO CTH ES	HP	
	272	CONSTRUCTION OF A PAVED SEGMENT OF THE LAKE COUNTRY TRAIL TO CONNECT THE EXISTING TRAIL AT ROOSEVELT PARK IN THE CITY OF OCONOMOWOC WEST TO THE JEFFERSON COUNTY LINE IN THE TOWN OF OCONOMOWOC (2.5 MI)	OH	
DROPPED	241	WARNING DEVICE WORK AT VARIOUS RR CROSSINGS ALONG THE CP RAIL LINE IN WAUKESHA COUNTY	EE	STATE OF WISCONSIN
	270	DESIGN AND CONSTRUCTION OF THE BICYCLE PEDESTRIAN PAVED FACILITY FROM FRAME PARK IN THE CITY OF WAUKESHA TO MITCHELL PARK AND REDEVELOPMENT AREA ON BROOKFIELD ROAD IN THE CITY OF BROOKFIELD (5.5 MI)	OH	WAUKESHA COUNTY
	262	SAFETY IMPROVEMENTS ON CTH CI FROM WAUKESHA COUNTY LINE TO STH 67 IN WAUKESHA COUNTY (4.25 MI)	EE	
	293	RESURFACING OF UNIVERSITY DRIVE FROM 150 FEET SOUTH OF GLENDON WAY TO NORTHVIEW RD IN THE CITY OF WAUKESHA (0.60 MI)	HS	WAUKESHA (City)

Source: SEWRPC

Table B.5
Implementation Status of Projects in the 2017-2020 Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Kenosha County 2019-2022

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	299	RESURFACING OF THE PARKING LOT FOR THE PLEASANT PRAIRIE WELCOME CENTER IN THE VILLAGE OF PLEASANT PRAIRIE	HP	STATE OF WISCONSIN
	449	RESURFACING OF CTH H FROM CTH A TO CTH KR IN KENOSHA COUNTY (1.0 MI)	HP	
	450	RESURFACING OF CTH A FROM IH 94 E FRONTAGE ROAD TO CTH H IN KENOSHA COUNTY (1.9 MI)	HS	
	476	IMPROVEMENTS TO FREIGHT MANAGEMENT AND ROADSIDE FACILITIES ALONG IH 94 IN KENOSHA COUNTY	HS	
	314	REPLACEMENT OF CTH E BRIDGE OVER PIKE RIVER IN KENOSHA COUNTY (B30-0670)	HP	KENOSHA COUNTY
	315	IMPROVEMENTS AT INTERSECTIONS OF CTH S WITH CTH N AND CTH H IN KENOSHA COUNTY	HP	
	316	RECONSTRUCTION OF CTH W FROM CTH F TO CTH FR IN THE TOWN OF SALEM (1.55 MI)	HP	
	405	MOBILITY MANAGEMENT AND TRAVEL COORDINATION SERVICES FOR ELDERLY/PERSONS WITH DISABILITIES IN KENOSHA COUNTY (TRAVEL TRAINING PROGRAM): 2017	TP	
	477	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR PERSONS WITH DISABILITIES IN KENOSHA COUNTY: 2018	TP	
	325	CONSTRUCTION OF A SHARED-USE PATH ALONG CTH A (PETRIFYING SPRINGS PARK CROSSING) NORTHERLY ALONG STH 31 AND CONTINUING WEST ON CTH KR TO THE PLEASANT PIKE RIVER PATHWAY IN KENOSHA COUNTY (1.39 MI)	OH	
	329	GARAGE PAYOFF AND FACILITY MAINTENANCE	TP	KENOSHA (City)
	406	PURCHASE OF 2 MINIVANS FOR ELDERLY/PERSONS WITH DISABILITIES TRANSPORTATION SERVICES IN KENOSHA COUNTY: 2017	TP	SOMERS (Village)
	422	OPERATION OF TRANSPORTATION SERVICES, A MOBILITY MANAGEMENT POSITION TO PLAN & COORDINATE TRANSPORTATION SERVICES, & A VEHICLE REPAIR LOAN PROGRAM TO CONNECT LOW-INCOME WORKERS WITH JOBS IN KENOSHA COUNTY: 2017	TP	
	478	PURCHASE OF 1 MEDIUM BUS FOR ELDERLY/PERSONS WITH DISABILITIES TRANSPORTATION SERVICES IN KENOSHA COUNTY: 2018	TP	KENOSHA ACHIEVEMENT CENTER, INC
DEFERRED	301	BRIDGE DECK OVERLAY OF THE IH 94 BRIDGES BETWEEN THE ILLINOIS STATE LINE AND STH 50 IN KENOSHA COUNTY	HP	STATE OF WISCONSIN
	475	RESURFACING OF THE EAST FRONTAGE ROAD (120TH AND 118TH AVE) ALONG IH 94 FROM CTH ML TO STH 50 IN THE VILLAGE OF PLEASANT PRAIRIE (5.09 MI)	HP	
	320	PURCHASE REPLACEMENT VEHICLES FOR WESTERN KENOSHA COUNTY TRANSIT: 2 VEHICLES IN 2019; 2 VEHICLES IN 2020; AND 1 VEHICLE IN 2021	TP	KENOSHA COUNTY
	322	GPS LIVE FEED LINK TO PROVIDE REAL TIME DATA TO USERS OF WESTERN KENOSHA COUNTY TRANSIT SMARTPHONE APPLICATION	TP	
	323	PURCHASE AND INSTALLATION OF 2 BUS SHELTERS IN 2020 FOR PLACEMENT ALONG THE FIXED ROUTE OF WESTERN KENOSHA COUNTY TRANSIT	TP	
ON SCHEDULE	330	MAINTENANCE OF STREET CAR SERVICE IN THE CITY OF KENOSHA: 2018-2022	TP	KENOSHA (City)

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Table B.5 (Continued)
Implementation Status of Projects in the 2017-2020 Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Kenosha County 2019-2022

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
ON SCHEDULE	332	REPLACEMENT OF THE 13TH AVE BRIDGE OVER PIKE RIVER (B30-0013) IN KENOSHA COUNTY	HS	SOMERS (Town)
UNDERWAY	302	RECONDITIONING OF USH 45 FROM STH 50 TO STH 11 IN KENOSHA AND RACINE COUNTY (7.83 MI)	HP	STATE OF WISCONSIN
	303	RESURFACING OF STH 32 (SHERIDAN RD) FROM 50TH ST TO 7TH AVE IN THE CITY OF KENOSHA (1.17 MI)	HP	
	304	RECONDITIONING OF THE INTERSECTION OF STH 32 AND STH 165 IN THE VILLAGE OF PLEASANT PRAIRIE	HP	
	305	RESURFACING OF SHERIDAN RD (STH 32) FROM 91ST ST TO 85TH ST IN THE CITY OF KENOSHA (0.76 MI)	HP	
	307	RECONDITIONING OF STH 50 (75TH STREET) FROM 256TH AVENUE TO 236TH AVENUE IN THE VILLAGE OF PADDOCK LAKE (1.2 MI)	HP	
	308	RESURFACING OF STH 83 (PINE ST) FROM STH 50 TO CTH KD/JB IN KENOSHA COUNTY (2.16 MI)	HP	
	309	BRIDGE REHABILITATION OF THE STH 142 BRIDGE OVER DES PLAINES RIVER (B30-654), STH 31 BRIDGES OVER PIKE RIVER, AND THE STH 32 BRIDGE OVER PIKE RIVER (B30-88) IN KENOSHA COUNTY	HP	
	310	REPLACEMENT OF STH 158 BRIDGES OVER THE CP RR AND UP RR LINES, INCLUDING RECONSTRUCTION OF THE ROADWAY BETWEEN THE BRIDGES, IN THE CITY OF KENOSHA (B-30-2 AND B-30-3)	HP	
	421	REHABILITATION OF THE BRIDGES ALONG IH 41/94 FROM DES PLAINES RIVER TO CTH KR (B30-0090, 91, 98, 99, 100-103, 105-114, 117, 118 & C30-04) IN KENOSHA COUNTY	HP	
	311	RECONSTRUCTION WITH ADDITIONAL TRAFFIC LANES OF STH 50 (75TH ST) FROM IH 94 TO 43RD AVE INCLUDING THE FRONTAGE ROADS ALONG STH 50 IN THE CITY OF KENOSHA AND VILLAGE OF PLEASANT PRAIRIE (4.45 MI)	HI	
	313	RECONSTRUCTION OF THE INTERSECTION OF STH 158 AND CTH H IN THE CITY OF KENOSHA	EE	
	529	REPLACEMENT OF THE CTH WG (128TH ST) BRIDGE OVER DUTCH GAP CANAL (P30-0900) IN THE VILLAGE OF BRISTOL	HP	KENOSHA COUNTY
	317	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH S FROM CTH H TO BRUMBACK BLVD IN KENOSHA COUNTY (1.79 MI)	HI	
	444	RECONSTRUCTION WITH ADDITIONAL LANES OF CTH S (BURLINGTON RD) FROM CTH H TO 120TH AVE (EAST FRONTAGE RD) IN KENOSHA COUNTY (1.9 MI)	HI	
	318	REALIGNMENT OF CTH F FROM CTH O TO 352ND AVE IN THE TOWN OF RANDALL (0.95 MI)	HE	
	319	PROVISION OF DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY/DISABLED RIDERS AND PUBLIC TRANSIT FOR GENERAL PUBLIC RIDERS IN NON-URBANIZED KENOSHA COUNTY (SEC 85.21, 85.20 and 5311)	TP	
	321	MOBILITY MANAGER POSITION TO PLAN AND COORDINATE TRANSPORTATION SERVICES FOR PERSONS WITH DISABILITIES IN KENOSHA COUNTY: 2019	TP	
	324	INSTALLATION OF BIKEWAY ROUTE GUIDE SIGNING AND MARKING DEFINED IN THE COMPREHENSIVE BIKE PLAN FOR KENOSHA COUNTY	OH	
	326	CONSTRUCTION OF A SHARED USE PATH ALONG CTH C FROM 114TH AVE (RIVER RD) TO BAIN STATION RD (PRAIRIE FARMS TRAIL) IN KENOSHA COUNTY (0.88 MI)	OH	

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Table B.5 (Continued)
Implementation Status of Projects in the 2017-2020 Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Kenosha County 2019-2022

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	327	CONSTRUCTION OF A SHARED-USE PATH ALONG CTH E FROM 20TH ST TO STH 32 IN KENOSHA COUNTY (0.75 MI)	OH	KENOSHA COUNTY
	328	OPERATING ASSISTANCE FOR THE CITY OF KENOSHA TRANSIT SYSTEM	TP	KENOSHA (City)
	331	EXPANSION OF THE CITY OF KENOSHA TRANSIT SYSTEM SERVICE TO INCLUDE 5 NEW ROUTES, EXPAND AND EXTEND SERVICE FOR 4 ROUTES, AND PURCHASE NEW BUSES	TE	
	333	PURCHASE OF 2 MINIVANS AND 1 TRANSIT BARIATRIC VEHICLE: 2019	TP	KENOSHA ACHIEVEMENT CENTER, INC
	501	PUBLIC OUTREACH AND EDUCATION BY MOBILITY MANAGER FOR THE VANPOOL AND CARPOOL SERVICE TO EMPLOYMENT OR EMPLOYMENT TRAINING FOR LOW-INCOME PERSONS IN KENOSHA, RACINE, AND WALWORTH COUNTIES	TP	
	502	TRAVEL DEMAND MANAGEMENT - SECOND YEAR OF OPERATION OF A VANPOOL AND CARPOOL SERVICE TO EMPLOYMENT OR EMPLOYMENT TRAINING FOR LOW-INCOME PERSONS IN KENOSHA, RACINE, AND WALWORTH COUNTIES	TP	
BEYOND TIP	300	BRIDGE DECK OVERLAY OF THE IH 94 BRIDGES BETWEEN STH 50 AND STH 158 IN KENOSHA COUNTY	HP	STATE OF WISCONSIN
	306	RECONSTRUCTION OF STH 50 FROM CTH W TO 1750 FEET EAST OF CTH W AND BRIDGE OVERLAYS OF THE STH 50 AND SOO LINE BRIDGES B30-48/58 IN THE TOWN OF WHEATLAND (0.13 MI)	HP	
	442	RESURFACING OF STH 31 (GREEN BAY RD) FROM STH 50 TO CTH S IN THE CITY OF KENOSHA (2.57 MI)	HP	
	443	RECONDITIONING OF STH 32 (SHERIDAN RD) FROM ILLINOIS STATE LINE TO 91ST ST IN THE VILLAGE OF PLEASANT PRAIRIE (3.26 MI)	HP	
DROPPED	484	RESURFACING OF GENEVA RD (STH 50) FROM GRAND GENEVA WAY TO 376TH AVE IN KENOSHA AND WALWORTH COUNTIES (8.0 MI)	HP	
	312	RECONSTRUCTION OF THE INTERSECTION OF USH 45 AND CTH K IN THE VILLAGE OF BRISTOL AND TOWN OF PARIS	EE	

Source: SEWRPC

Table B.6
Implementation Status of Projects in the 2017-2020 Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Racine County 2019-2022

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	335	RECONSTRUCTION OF USH 45 FROM 7TH AVE IN THE VILLAGE OF UNION GROVE TO STH 20 IN RACINE COUNTY (3.5 MI)	HP	STATE OF WISCONSIN
	339	RECONSTRUCTION OF THE INTERSECTION OF STH 11 AND 84TH ST IN THE VILLAGE OF STURTEVANT	HP	
	344	MAINTENANCE OVERLAY ON STH 20 FROM WEST BLVD TO MARQUETTE ST IN THE CITY OF RACINE (1.64 MI)	HP	
	345	IMPROVEMENTS AND CONSTRUCTION OF A ROUND-ABOUT AT INTERSECTION OF STH 20 AND CTH C IN THE TOWN OF YORKVILLE	HP	
	347	RESURFACING OF GREEN BAY RD (STH 31) FROM STH 20 TO CTH MM IN THE VILLAGE OF MOUNT PLEASANT (1.6 MI)	HP	
	349	RECONSTRUCTION OF STH 32 (HAMILTON ST AND DOUGLAS AVE) FROM MAIN ST TO GOOLD ST IN THE CITY OF RACINE (1.19 MI)	HP	
	351	INTERSECTION IMPROVEMENTS AT STH 38 (NORTHWESTERN AVE) AND CTH MM (GREEN BAY RD) IN THE VILLAGE OF MOUNT PLEASANT (0.03 MI)	HP	
	354	RESURFACING OF STH 142 (BUSHNELL RD) FROM BURLINGTON CITY LIMITS TO KENOSHA COUNTY LINE AND REMOVE BRIDGE AT FORMER CPR RIGHT OF WAY (B51-0018)	HP	
	445	RESURFACING OF STH 20 FROM IH 94 TO CTH H IN THE VILLAGE OF MOUNT PLEASANT (2.58 MI)	HP	
	451	RESURFACING OF CTH H FROM CTH KR TO STH 20 IN RACINE COUNTY (3.6 MI)	HP	
	355	RECONSTRUCTION OF MAIN ST/1ST ST (STH 20/83) FROM BUENA PARK RD TO MILWAUKEE AVE (STH 36) IN THE VILLAGE OF WATERFORD (1.7 MI)	HI	
	356	IMPROVEMENTS AT INTERSECTION OF STH 36 AND CTH Y IN THE TOWN OF NORWAY	EE	
	358	HIGH FRICTION SURFACE TREATMENT AT THE INTERSECTION OF STH 38 AND CTH K IN THE VILLAGE OF CALEDONIA	EE	
	359	RECONSTRUCTION OF CTH MM FROM STH 31 TO STH 38 IN RACINE COUNTY (0.9 MI)	HP	RACINE COUNTY
	362	CONSTRUCTION OF PIKE RIVER PATHWAY FROM CTH KR TO STH 11 IN THE VILLAGE OF MOUNT PLEASANT (1.60 MI)	OH	MOUNT PLEASANT (Village)
	363	BRIDGE REHABILITATION OF THE MEMORIAL DR BRIDGE OVER ROOT RIVER (P51-0705) IN THE CITY OF RACINE	HP	RACINE (City)
	370	REPLACE SUPERVISORY VAN FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	
DEFERRED	342	BRIDGE REHABILITATION OF THE STH 20 BRIDGES OVER STUART RD AND UP RR (B51-39, B51-40, B51-43, B51-44) IN THE VILLAGE OF MOUNT PLEASANT	HP	STATE OF WISCONSIN
	446	RESURFACING OF STH 20 (WASHINGTON AVE) FROM OAKES RD TO STH 31 IN THE VILLAGE OF MOUNT PLEASANT AND CITY OF RACINE (1.24 MI)	HP	
	479	RECONDITIONING OF WASHINGTON AVE (STH 20) FROM STH 36 TO SB USH 45 IN THE TOWN OF DOVER (8.46 MI)	HP	

Table continued on next page.

Table B.6 (Continued)
Implementation Status of Projects in the 2017-2020 Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Racine County 2019-2022

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
DEFERRED	366	PURCHASE OF CAD/AVL (DISPATCHING AND LOCATOR) SOFTWARE FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	RACINE (City)
	367	PURCHASE OF 12 35-FOOT REPLACEMENT BUSES (4 IN 2019, 3 IN 2020, 2 IN 2021, 2 IN 2022)	TP	
ON SCHEDULE	497	BRIDGE REPLACEMENT OF THE HOODS CREEK RD BRIDGE OVER HOODS CREEK (P51-0904) IN THE VILLAGE OF CALEDONIA	HS	CALEDONIA (Village)
UNDERWAY	337	RECONSTRUCTION OF STH 11 (DURAND AVE) FROM KENTUCKY ST TO KEARNEY AVE IN THE CITY OF RACINE (1.18 MI)	HP	STATE OF WISCONSIN
	340	PAVEMENT REPLACEMENT OF STH 11 FROM WEST RACINE COUNTY LINE TO STH 83 IN RACINE COUNTY (2.38 MI)	HP	
	341	RECONSTRUCTION OF STH 11 (DURAND AVE) FROM KEARNEY AVE TO S MEMORIAL DR IN THE CITY OF RACINE (0.38 MI)	HP	
	343	RECONSTRUCTION OF STH 20 (WASHINGTON AVE) FROM WEST BLVD TO ROOSEVELT AVE IN THE CITY OF RACINE (1.23 MI)	HP	
	346	BRIDGE REHABILITATION OF THE STH 20 BRIDGES OVER THE ROOT RIVER CANAL (B51-58/59/60) IN RACINE COUNTY	HP	
	348	RESURFACING OF STH 32 FROM FIVE MILE RD TO STH 31 IN THE VILLAGE OF CALDONIA (1.30 MI)	HP	
	350	RECONDITIONING OF STH 36 FROM STH 20 TO CTH Y AND BRIDGE REHAB OF THE STH 36/83 BRIDGES OVER THE FOX RIVER AND THE WIND LAKE DRAIN CANAL (B 51-0056/57) IN RACINE COUNTY (5.95 MI)	HP	
	352	RESURFACING OF STH 38 (NORTHWESTERN AVE) FROM CTH MM TO CTH K IN THE VILLAGE OF MOUNT PLEASANT (2.4 MI)	HP	
	353	BRIDGE REPLACEMENT OF THE STH 38 BRIDGE OVER THE ROOT RIVER (B51-12) IN THE CITY OF RACINE	HP	
	423	REHABILITATION OF THE BRIDGES ALONG IH 41/94 FROM CTH KR TO THE MILWAUKE COUNTY LINE (B51-0123 to 140 & C12) IN RACINE COUNTY (12.0 MI)	HP	
	433	BRIDGE DECK OVERLAYS OF THE STH 36 BRIDGES OVER THE FOX RIVER (B51-0078) AND THE WIND LAKE DRAINAGE CANAL (B51-0079) IN THE VILLAGE OF ROCHESTER	HP	
	489	WIDEN SHOULDERS AND INSTALL A HIGH FRICTION SURFACE TREATMENT TO STH 20 FROM 400' W OF CTH D TO 400' E OF CTH D IN THE VILLAGE OF ROCHESTER (0.08 MI)	EE	
	490	HIGH FRICTION SURFACE TREATMENT ALONG STH 32 FROM STH 11 TO 25TH STREET IN THE VILLAGE OF MOUNT PLEASANT (0.19 MI)	EE	
	360	PROVISION OF SPECIALIZED DEMAND RESPONSIVE TRANSPORTATION SERVICES FOR ELDERLY & DISABLED PEOPLE IN RURAL RACINE COUNTY (SEC 85.21)	TP	RACINE COUNTY
	491	SAFETY IMPROVEMENTS ON CTH D FROM WEST COUNTY LINE TO STH 20 IN RACINE COUNTY (5.78 MI)	EE	
	364	RECONSTRUCTION OF 16TH ST FROM STH 32 TO MAIN ST IN THE CITY OF RACINE (0.6 MI)	HP	RACINE (City)
	365	REPLACE AGING TRANSIT MAINTENANCE EQUIPMENT AS IT WEARS OUT	TP	

Table continued on next page.

Table B.6 (Continued)
Implementation Status of Projects in the 2017-2020 Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Racine County 2019-2022

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	368	OPERATING ASSISTANCE FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	RACINE (City)
	369	PURCHASE OF 3 PARATRANSIT VEHICLES FOR THE CITY OF RACINE TRANSIT SYSTEM	TP	
	371	CONSTRUCTION OF A NEW SEGMENT OF THE LAKE MICHIGAN PATHWAY FROM 24TH ST TO NORTH SHORE BIKE TRAIL (PHASE 4) IN THE CITY OF RACINE AND VILLAGE OF MOUNT PLEASANT (2.5 MI)	OH	
	424	IMPROVEMENTS AT INTERSECTION OF STH 38 (STATE ST) AND N MEMORIAL DR IN THE CITY OF RACINE	EE	
BEYOND TIP	336	RECONSTRUCTION OF DURAND AVE (STH 11) FROM STH 31 TO KENTUCKY ST IN THE CITY OF RACINE (1.27 MI)	HP	STATE OF WISCONSIN
DROPPED	334	BRIDGE REHABILITATION OF THE IH 94 BRIDGE AT CTH G B51-0138 IN THE TOWN OF RAYMOND	HP	
	338	CORRIDOR STUDY OF STH 11 FROM CTH H TO STH 31 AND STH 31 FROM STH 11 TO STH 38 IN RACINE COUNTY (7.2 MI)	HP	
	357	IMPROVEMENTS AT INTERSECTION OF STH 38 AND 5 MILE RD IN THE VILLAGE OF CALEDONIA	EE	
	361	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING AND COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR PERSONS WITH DISABILITIES IN RACINE COUNTY	TP	RACINE COUNTY
	407	MOBILITY MANAGER POSITION TO PLAN AND COORDINATE TRANSPORTATION SERVICES FOR PERSONS WITH DISABILITIES IN RACINE COUNTY: 2017	TP	
	480	MOBILITY MANAGEMENT PROGRAM FOR THE PLANNING COORDINATION OF PUBLIC TRANSPORTATION SERVICES FOR PERSONS WITH DISABILITIES IN RACINE COUNTY: 2018	TP	

Source: SEWRPC

Table B.7
Implementation Status of Projects in the 2017-2020 Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Walworth County 2019-2022

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
COMPLETED	376	RECONSTRUCTION OF USH 14 FROM SOUTH OF IH 43 TO STH 11 AND THE BRIDGE REPLACEMENT OF THE IH 43 BRIDGE OVER TURTLE CREEK IN WALWORTH COUNTY (3.74 MI)	HP	STATE OF WISCONSIN
	377	MAINTENANCE OVERLAY OF USH 14 FROM CTH K TO PRAIRIE DR IN WALWORTH COUNTY (5.9 MI)	HP	
	383	RESURFACING OF STH 50 (7TH ST AND GENEVA ST) FROM WISCONSIN ST TO WRIGHT ST IN THE CITY OF DELAVAN (0.85 MI)	HP	
	384	RECONSTRUCTION OF INTERSECTION STH 59 (MILWAUKEE ST) AND NEWCOMB ST IN THE CITY OF WHITEWATER	HP	
	385	RECONSTRUCTION OF STH 59 (ELKHORN RD) FROM NEWCOMB ST TO USH 12 IN THE CITY OF WHITEWATER (1.40 MI)	HP	
	387	RESURFACING OF STH 67 FROM 1000FT N OF STH 50 TO COMMERCE CT IN WALWORTH COUNTY (3.8 MI)	HP	
	389	MAINTENANCE OVERLAY ON STH 120 FRON ILLINOIS STATE LINE TO WILLOW RD IN THE TOWN OF LINN (3.51 MI)	HP	
	390	RECONSTRUCTION OF STH 120 FROM USH 12 TO N SIDE OF COMO CREEK BRIDGE (1.00 MI)	HP	
	392	HIGH FRICTION SURFACE TREATMENT TO THE IH 43 BRIDGE OVER STH 20 IN WALWORTH COUNTY	EE	
	408	HIGH FRICTION SURFACE TREATMENT ON STH 59 EAST OF CONVERSE RD IN THE TOWN OF WHITEWATER (0.26 MI)	EE	
	393	RECONDITIONING OF CTH H FROM VOSS RD TO CTH A IN WALWORTH COUNTY (4.1 MI)	HP	WALWORTH COUNTY
	395	REPLACEMENT OF THE CTH DD BRIDGE OVER SUGAR CREEK (B-64-0006) IN THE TOWN OF SPRING PRAIRIE	HS	
	409	PURCHASE OF 3 MINIBUSES FOR ELDERLY/PERSONS WITH DISABILITIES TRANSPORTATION SERVICES IN WALWORTH COUNTY: 2017	TP	VIP SERVICES, INC.
DEFERRED	413	REPLACEMENT OF THE STH 120 BRIDGE OVER NIPPERSINK CREEK (B64-007) IN THE TOWN OF LINN	HP	STATE OF WISCONSIN
ON SCHEDULE	498	RECONDITIONING OF USH 14 FROM CTH K TO SOUTH OF IH 43 IN WALWORTH CO (2.78 MI)	HP	
UNDERWAY	373	RESURFACING OF IH 43 FROM ROCK COUNTY LINE TO USH 12 (26.90 MI)	HP	
	375	RECONDITIONING OF THE INTERSECTION OF USH 12 AND CTH H IN THE TOWN OF LAGRANGE (0.10 MI)	HP	
	379	RECONDITIONING OF STH 11 FROM USH 14/STH 89 TO TURTLE CREEK DR IN THE CITY OF DELAVAN IN WALWORTH COUNTY	HP	
	381	MAINTENANCE OVERLAY OF STH 20 FROM STH 67 TO TOWNLINE RD IN WALWORTH COUNTY (7.35 MI)	HP	
	386	MAINTENANCE OVERLAY OF STH 67 FROM SALT BOX RD TO USH 14 IN WALWORTH COUNTY (7.57 MI)	HP	

Table continued on next page.

Table B.7 (Continued)
Implementation Status of Projects in the 2017-2020 Transportation Improvement Program for the Kenosha, Racine, Walworth Transportation Management Area—Walworth County 2019-2022

STATUS	NO	PROJECT DESCRIPTION	TYPE	PROJECT SPONSOR
UNDERWAY	388	RESURFACING OF STH 120 FROM N SIDE OF COMO CREEK BRIDGE TO STH 36 IN WALWORTH COUNTY (1.40 MI)	HP	STATE OF WISCONSIN
	391	BRIDGE REHABILITATION OF THE USH 12 BRIDGES OVER CTH B, PELL LAKE DR, CLOVER RD, BLOOMFIELD RD, TOWN LINE RD, CTH U, AND SUGAR CREEK IN WALWORTH COUNTY	HP	
	447	RESURFACING OF EB USH 12 FROM STH 50 TO E TOWNLINE RD IN WALWORTH COUNTY (1.19 MI)	HP	
	481	RESURFACING OF WB USH 12 FROM PELL LAKE DR TO ILLINOIS STATE LINE IN THE TOWN OF BLOOMFIELD AND THE VILLAGE OF GENOA CITY (4.09 MI)	HP	
	394	PROVISION OF DEMAND-RESPONSIVE TRANSPORTATION SERVICES MEETING THE NEEDS OF SENIORS, INDIVIDUALS WITH DISABLITIES AS WELL AS ALL OTHER CITIZENS OF WALWORTH COUNTY (SEC 85.21, 85.20 AND 5311)	TP	WALWORTH COUNTY
	530	REPLACEMENT OF THE LAUDERDALE DR BRIDGE OVER GREEN LAKE (P64-0921) IN THE TOWN OF LAGRANGE	HS	LAGRANGE (Town)
	396	REPLACEMENT OF THE HOSPITAL RD BRIDGE OVER ORE CREEK (P-64-0907) IN WALWORTH COUNTY	HS	LYONS (Town)
	397	REPLACEMENT OF THE MILL ST BRIDGE OVER WHITE RIVER (B-64-0260) IN WALWORTH COUNTY	HS	
	531	REPLACEMENT OF THE PETERS RD BRIDGE OVER THE WIS & SOUTHERN RAILROAD (P64-0038) IN THE TOWN OF SHARON	HS	SHARON (Town)
	398	OPERATING ASSISTANCE FOR THE CITY OF WHITEWATER TAXI BASED TRANSIT SYSTEM (SEC 85.20 & 5311)	TP	WHITEWATER (City) (PART)
	399	RECONSTRUCTION OF CLAY ST FROM DANN ST TO RICE ST IN THE CITY OF WHITEWATER (0.5 MI)	HS	
BEYOND TIP	374	RESURFACING OF USH 12 FROM STH 20 TO STH 12/67 SPLIT IN WALWORTH COUNTY (7.42 MI)	HP	STATE OF WISCONSIN
	378	RECONSTRUCTION OF USH 14 FROM ILLINOIS STATE LINE TO SOUTH OF CTH K IN WALWORTH COUNTY (7.72 MI)	HP	
	380	REPLACEMENT OF THE STH 11 CULVERT OVER INDIAN RUN CREEK (C64-065) IN WALWORTH COUNTY	HP	
	495	RESURFACING OF EB USH 12 FROM STH 50 TO STH 67	HP	
	496	RESURFACING OF WB USH 12 FROM STH 50 TO STH 67	HP	
DROPPED	372	BRIDGE DECK OVERLAY OF THE IH 43 BRIDGE AT CTH D B64-0094 IN THE TOWN OF LYONS	HP	
	382	MAINTENANCE OVERLAY OF STH 20 FROM THOMAS DR TO HONEY CREEK RD IN WALWORTH COUNTY (6.05 MI)	HP	

Source: SEWRPC

APPENDIX C

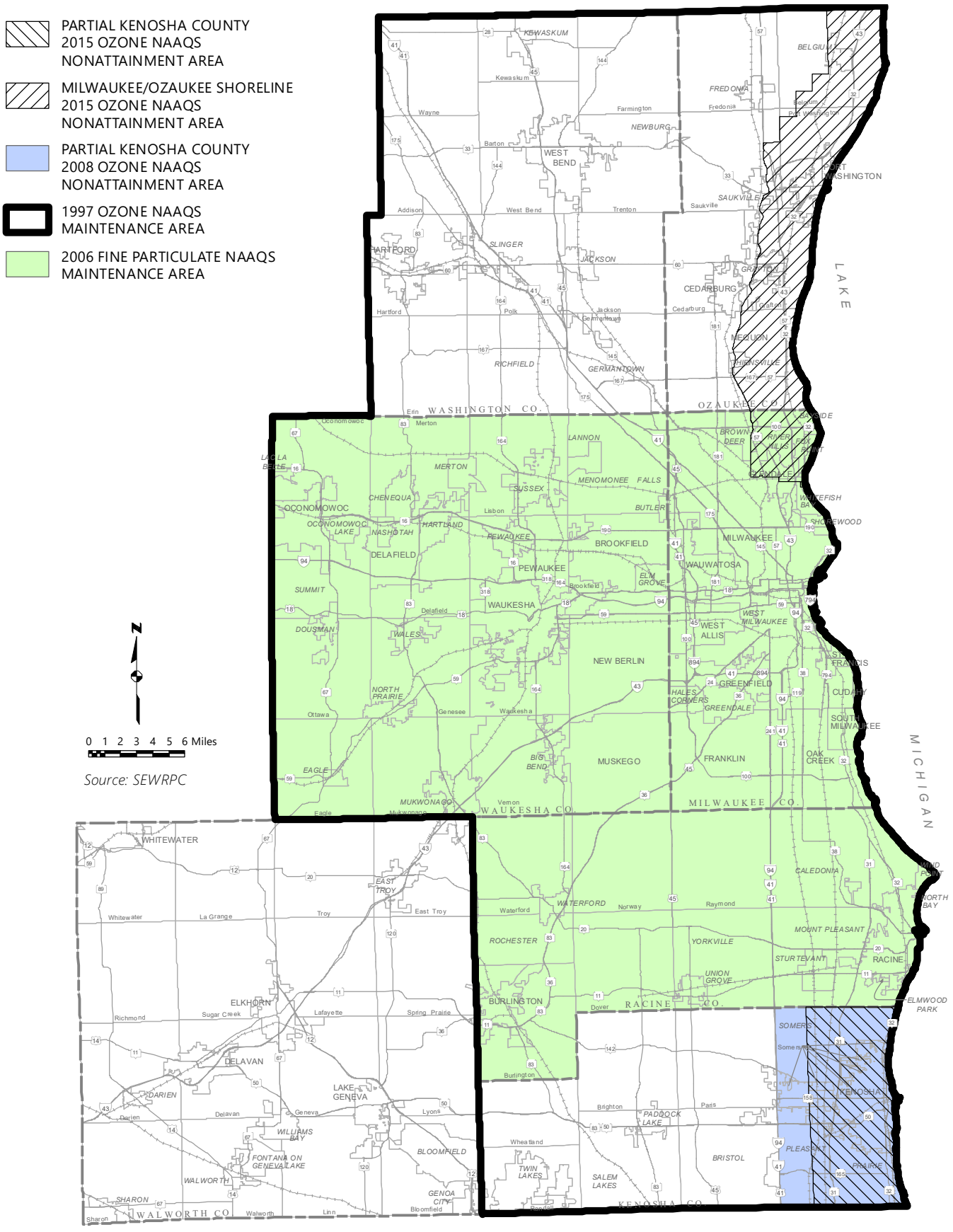
ASSESSMENT OF CONFORMITY OF THE YEAR 2050 FISCALLY CONSTRAINED TRANSPORTATION PLAN AND THE YEAR 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

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

The 2019-2022 transportation improvement program (TIP) is fully consistent with the year 2050 fiscally constrained transportation plan[7] (FCTP). The TIP includes projects which should be initiated to implement the year 2050 FCTP, and no project programmed in the TIP is not included in the year 2050 FCTP. The TIP is an update and extension of the 2017-2020 transportation improvement program as amended to date. On December 13, 2018, U.S. Department of Transportation Federal Highway and Transit Administrations jointly reviewed and determined that the 2019-2022 transportation improvement program and the regional transportation plan satisfy the provisions under 40 CFR 93.122 (g) related to the reliance on a previous regional emissions analysis, and are in conformity with the 1997, 2008, and 2015 eight-hour ozone NAAQS, and the 2006 24-hour $PM_{2.5}$ NAAQS. The basis for the determination is fully documented in SEWRPC Memorandum Report No. 240: *Assessment of Conformity of the Year 2050 Fiscally Constrained Transportation Plan and Transportation Improvement Program*.

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

Map C.1
Nonattainment and Maintenance Areas Within Southeastern Wisconsin



APPENDIX D

ASSESSMENT OF AVAILABLE FUNDING FOR THE 2019 THROUGH 2022 TRANSPORTATION IMPROVEMENT PROGRAM

The 2019 through 2022 Transportation Improvement Program (TIP) project costs are compared in Table D.1 to estimates of available Federal and State funding. The estimate of available funding is based upon appropriated Federal funding levels and historical State and local funding levels. It was assumed that Federal, State, and local funding levels estimated for the year 2019 would be maintained for the years 2020 through 2022 at an inflation rate of 2.0 percent based on the historical average increase in available funding. The estimate of costs shown in Table D.1 utilized the estimated costs provided by project sponsors. For the years 2020 through 2022, the provided estimated costs were adjusted by an annual inflation rate of 2.0 percent[8] to provide an estimate of year of expenditure dollars in those years. The programmed highway system expenditures included in the TIP and shown on Table D.1 are for capital projects. Arterial system annual operating and maintenance costs would represent annually an additional $90 million in 2017 constant dollars—$45 million for State maintained facilities and $45 million for local and county facilities—based on historical local, county, and State funding levels. The results of the comparison of 2019-2022 TIP project costs to estimated available Federal and State funding generally indicate that adequate funding is available to implement the TIP.

With respect to Federal highway funding levels shown in Table D.1, the estimates of available funding are based on the funding levels appropriated to the State for each Federal funding program. The Federal highway funding levels shown for the Federal Highway Administration (FHWA) Surface Transportation Program-Milwaukee Urbanized Area (STP-M) funds and FHWA Transportation Alternatives Program-Milwaukee Urbanized Area funds are based on the Federal funding that is specifically allocated to the Milwaukee urbanized area. The Federal funding level estimated for the FHWA Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds is based on the amount of such funding that is made available in the State budget. The available funding for the remaining FHWA funding programs are generally based on the amount of Federal funding that is appropriated to the State and available statewide. Historically, the Southeastern Wisconsin Region has generally received 30 to 40 percent of that funding.

[8] *The inflation used to adjust the estimated projects costs and available funding levels in the TIP from constant dollars to year of expenditures for the years 2020 through 2022 is provided by WisDOT staff for the preparation of TIP's and regional transportation plans statewide, and is periodically reviewed and updated by WisDOT.*

Table D.1
Revised Assessment of Available Funding for the 2019-2022 Transportation Improvement Program

Funding Source		Programmed Expenditures ($1,000,000)[a]				Estimated Funding Available ($1,000,000)[b]			
Agency	Program	2019	2020	2021	2022	2019	2020	2021	2022
Federal Highway Administration	National Highway Performance Program (NHPP)	122	70	55	149	457	466	476	485
	Interstate Highway Combination/Substitution	1	0	0	0	1	0	0	0
	Surface Transportation Program (STP)-Milwaukee Urbanized Area	28	40	17	6	26	27	27	28
	Surface Transportation Program (STP)-Other	35	13	14	34	187	191	194	198
	Surface Transportation Program (STP)-Bridge	1	0	0	0	--	--	--	--
	Highway Safety Improvement Program (HSIP)	7	11	6	7	44	45	46	47
	Congestion Mitigation and Air Quality Improvement Program (CMAQ)	15	4	0	0	11	11	11	11
	Metropolitan Planning Funds	3	3	3	3	3	3	3	3
	Transportation Investment Generating Economic Recovery (TIGER)	<0.5	2	<0.5	0	<0.5	2	<0.5	0
	Transportation Alternatives Program (TAP)-Milwaukee Urbanized Area	2	2	2	2	2	2	2	2
	Transportation Alternatives Program (TAP)-Other	<0.5	0	0	0	5	5	5	5
Federal Transit Administration	Urbanized Area Formula Grants (5307)-Milwaukee Urbanized Area	21	21	21	21	21	22	22	23
	Urbanized Area Formula Grants (5307)-Kenosha/Racine/West Bend Urbanized Area	6	7	7	7	6	6	6	6
	Enhanced Mobility of Seniors and Individuals with Disabilities (5310) – Milwaukee UA	1	<0.5	0	0	1	1	1	1
	Enhanced Mobility of Seniors and Individuals with Disabilities (5310) – Other	<0.5	<0.5	<0.5	<0.5	3	3	3	3
	Rural Area Formula Grants (5311)	1	1	1	1	17	17	17	18
	State of Good Repair Grants (5337) – Milwaukee and Kenosha Urbanized Areas	<0.5	<0.5	<0.5	<0.5	1	1	1	1
	Bus and Bus Facilities Program (5339) – Milwaukee Urbanized Area	3	3	3	3	3	3	3	3
	Bus and Bus Facilities Program (5339) – Other	1	1	1	1	2	2	2	2
	Fixed Guideway Capital Investment Grants (5309)	0	0	0	0	--	--	--	--
State of Wisconsin	Highway	82	302	69	133	221	226	230	235
	Transit	92	83	84	86	79	81	82	84
County and Local	Kenosha	10	14	7	4	6	6	6	6
	Milwaukee	75	60	65	52	66	67	69	70
	Ozaukee	1	1	1	2	4	4	4	5
	Racine	4	5	4	3	9	9	9	9
	Walworth	1	2	1	1	4	4	4	4
	Washington	3	2	3	2	4	4	4	4
	Waukesha	12	21	11	13	16	17	17	17

[a] *Inflation was applied to years 2020 through 2022 estimates of programmed expenditures at a rate of 2.0 percent. The cost estimates shown in Appendix H, as provided by project sponsors, were treated as constant dollars for purposes of this assessment.*

[b] *It was assumed that Federal, State, and local funding levels would be maintained at an inflation rate of 2.0 percent, which was applied to the years 2020 through 2022. For Federal highway funds, the estimates of available funding is based on funding levels appropriated to the State. The Federal highway funding levels, with the exception of Surface Transportation Program-Milwaukee Urbanized Area funds, Congestion Mitigation and Air Quality Improvement Program, Transportation Alternatives Program-Milwaukee Urbanized Area funds, and Metropolitan Planning funds, are statewide funding levels and Southeastern Wisconsin has generally received 30 to 40 percent of that funding. For Federal transit funds, the available funding estimates are based on recent levels of funding that have been appropriated to the State. The available funding shown for urbanized area Section 5307, Section 5310, Section 5337, and Section 5339 funding programs are the urbanized area funding levels, and for the remaining funding programs are statewide funding levels. It may generally be expected that Southeastern Wisconsin transit systems would receive about 10 to 15 percent of FTA Section 5310 and 3 to 4 percent of FTA Section 5311 funding. For State funds, the estimate of available funding is based on historical funding levels that are generally received by the Region. Local funds are based on historical funding levels within each county in Southeastern Wisconsin.*

Source: SEWRPC

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

APPENDIX E

THE 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM CONTRIBUTION TOWARDS ACHIEVING THE PERFORMANCE GOALS OF VISION 2050 AND THE ESTABLISHED TARGETS FOR THE NATIONAL PERFORMANCE MEASURES

This appendix documents the expected contribution of projects programmed in the 2019-2022 transportation improvement program for Southeastern Wisconsin (TIP) towards achieving the performance goals of VISION 2050—the year 2050 regional land use and transportation plan completed in 2016—and achieving the targets for the National performance measures created by the Moving America Forward to Progress in the 21st Century Act (MAP-21) of 2012, and continued in the Fixing America's Surface Transportation (FAST) Act of 2015. Per Federal requirements, targets have been established by the Commission for the transit state-of-good-repair and highway safety, pavement/bridge condition, system and freight reliability, and congestion mitigation and air-quality (CMAQ) performance measures. The transit safety performance measures are required to be established by area transit operators in mid-2020 and the Commission in early 2021.

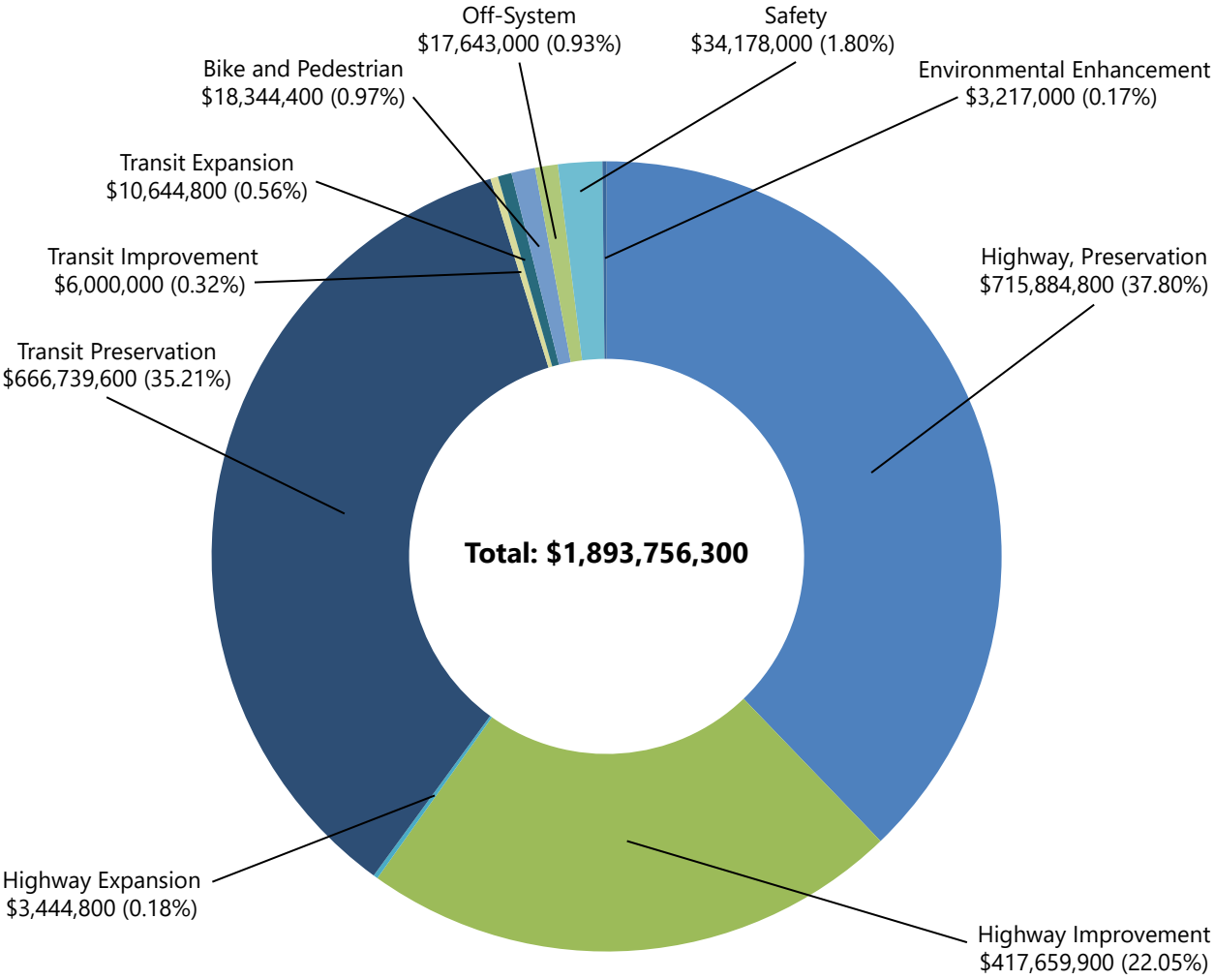
CONTRIBUTION OF PROJECTS IN THE 2019-2022 TIP TOWARDS ACHIEVEMENT OF VISION 2050 PERFORMANCE GOALS

Performance measures have long been utilized by the Commission in the development, and in monitoring the implementation, of its regional transportation plans, including for VISION 2050. Specifically, regional performance measures based on plan goals and objectives were established and used during the development of VISION 2050 to evaluate the effectiveness of alternative regional land use and transportation plans and the preliminary and final recommended plans. Thus, implementation of the various transportation elements of VISION 2050—transit, bicycle/pedestrian, transportation systems management, travel demand management, arterial roadways, and freight facilities—would contribute to the achievement of the overall plan goals. VISION 2050 also identified a number of measures for the monitoring of the performance of the transportation system as transportation projects are implemented.[9] Examples of transportation performance measures that are monitored include pavement/bridge condition, level of traffic congestion and delay, vehicle and pedestrian/bicycle crashes, air-quality emissions, and transit quality.

The 2019-2022 TIP includes about $1.9 billion in expenditures for transit, arterial roadway, bicycle/pedestrian, and other transportation-

[9] *Table 3.11 on page 185 of Chapter 3 of Volume III of the VISION 2050 report identifies the performance measures that are monitored and the frequency of their monitoring—annually as part of the Commission's annual report, every four years as part of an interim plan update, or every 10 years as part of a major plan update.*

Figure E.1
Total Funding in 2019-2022 TIP



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

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

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

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

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

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

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

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

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

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

Source: SEWRPC

Table E.1
Potential Contribution of Projects Programmed in the 2019-2022 Transportation Improvement Program for Southeastern Wisconsin (TIP) in Achieving Select VISION 2050 Goals

Select VISION 2050 Goal	Associated Performance Measures	Projects Programmed in 2019-2022 TIP[a]		
		Project Types	Quantity	Amount of Total Funds Programmed ($)
Maintain State of Good Repair of Transit System	--	Capital Transit Preservation Projects[b]	43 Projects	157,634,800
Expand and Improve Transit Service	Transit Service Area and Quality	Transit Improvement and Expansion Projects	135,400 People Served with Improved Transit	16,644,800
Expand Bicycle/Pedestrian Facilities	Miles of Bicycle and Pedestrian Facilities	Expansion of Pedestrian/Bicycle Facilities[c]	15 Miles	17,083,800
Maintain State of Good Repair of Arterial Roadways	Pavement Condition	Resurfacing, Reconditioning, and Reconstruction[d] of Arterial Roadways	281 Miles	748,278,400
Maintain Bridge Condition	Bridge Condition	Rehabilitation and Replacement of Bridges	200+ Bridges	285,382,200
Reduce Vehicular Congestion	Miles of Arterials Experiencing Congestion and Excessive Delay	Reconstruction of Arterials with Additional Lanes and New Arterials	45 Miles	337,584,700
Reduce Vehicular Crashes	Number and Rate of Crashes	Highway Safety Projects[e]	26 Projects	34,058,000
Reduce Air-Quality Emissions	Transportation Emission Levels	Congestion Mitigation and Air-Quality Projects	69.5 Kilograms (kg) Per Day Emission Reduction[f]	26,962,200

[a] *Includes only projects that have construction programmed within the 2019-2022 TIP.*

[b] *Does not include the $509,104,800 in operating funds programmed in the 2019-2022 TIP to maintain the existing transit service.*

[c] *Does not include the bicycle lanes, paved shoulders, and other bicycle accommodations that could be provided as part of the 281 miles of programmed resurfacing, reconditioning, and reconstruction projects.*

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

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

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

Source: SEWRPC

related projects in Southeastern Wisconsin. Figure E.1 shows the expenditures programmed in the 2019-2022 TIP for each of the TIP categories. These TIP projects are consistent with, and serve to implement, the transportation-related goals and recommendations of VISION 2050, including recommendations related to transit, bicycle/pedestrian facilities, transportation system management, travel demand management, arterial streets and highways, and freight facilities. Table E.1 shows the potential contribution of the projects programmed to be implemented (constructed or operating) within the period of the 2019-2022 TIP towards achieving select transportation goals and performance measures identified in VISION 2050. Some projects programmed to be implemented in the 2019-2022 TIP are more focused in their impact toward achievement of VISION 2050 goals, such as safety projects, congestion mitigation and air quality (CMAQ) projects, and bicycle/pedestrian projects. However, other projects programmed to be implemented within the period of the TIP have much broader contributions toward the achievement of the VISION 2050 goals. For example, projects involving arterial resurfacing, reconditioning, and reconstruction, while primarily addressing the condition of pavement, could also address safety, provide bicycle/pedestrian accommodations, and address congestion and air quality by improving traffic flow (such as providing signal coordination).

CONTRIBUTION OF PROJECTS IN THE 2019-2022 TIP TOWARDS ACHIEVEMENT OF NATIONAL PERFORMANCE MEASURE TARGETS

To establish a consistent nationwide process for monitoring the effectiveness of Federal transportation investments, MAP-21, enacted in 2012, created a framework for a national performance management approach to transportation decision-making on investments with Federal highway and transit funding. In implementing the performance management approach, the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA) have developed specific highway and transit performance measures, and requirements for States, transit operators, and Metropolitan Planning Organizations (MPOs) in establishing and reporting targets, along with the monitoring of achievement of the targets, for each performance measure. Table E.2 shows the performance measures established by FHWA and FTA. The Commission is responsible for establishing baseline data and performance targets for all of the performance measures for Southeastern Wisconsin,[10] and is required to report in VISION 2050 the established baseline data and the performance targets. In addition, the Commission is required to include in the TIP a description of how the projects programmed in the TIP promote the achievement of the performance targets. Depending on the performance measure, the targets are required to be established for the Southeastern Wisconsin metropolitan planning area or for a specific urbanized area—initially the Milwaukee urbanized area. Map E.1 shows the metropolitan planning area and the urbanized areas in Southeastern Wisconsin.

The Commission has established regionwide targets per Federal regulations for the performance measures relating to transit asset management, highway safety, pavement and bridge condition, system reliability along the NHS, freight reliability along the Interstate, and CMAQ. The congestion-related CMAQ performance targets were established jointly with WisDOT staff. The transit safety performance measures are required to be established by area transit operators in mid-2020 and by the Commission in early 2021. The projects listed in the 2019-2022 TIP include a number of projects programmed to be implemented (constructed or operating) within the period of the TIP that would be expected to contribute to the achievement of these targets. The remainder of this section summarizes the targets established for the each of the performance measures, and how the 2019-2022 TIP contributes to the targets established for the national performance measures.

Transit Asset Management Targets

Table E.3 shows the short-term targets for the transit asset management performance measures that were established by the Commission. The $158 million of funds programmed for implementing capital-related transit preservation projects[11] (such as vehicle capitalized maintenance and replacement projects and facility repair and upgrade projects) within the period of the 2019-2022 TIP are expected to contribute to the achievement of these targets. The capital-related transit preservation projects programmed in the TIP were provided by transit operators based on their processes for monitoring the condition of their vehicles and facilities and prioritizing their maintenance and replacement (given the level of available funding). In October 2018, all of the transit operators in Southeastern Wisconsin per Federal requirements developed a transit asset management plan to assist in maintaining a state-of-good repair for their vehicles and facilities.[12] It is expected that these plans could be utilized for refinement of the targets for the transit asset management performance measures. In addition, it is expected that these plans will be considered in the prioritization of projects for the next TIP and subsequent TIPs.

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

[11] *Of the $667 million programmed for transit preservation in the amended 2019-2022 TIP, $509 million, or 76 percent, is for operating-related projects and $158 million, or 24 percent, is for capital-related projects.*

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

Table E.2
National Transportation Performance Measures Developed by the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA)

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

Source: Federal Highway Administration and Federal Transit Administration

Highway Safety Targets

Table E.4 shows the short-term (years 2014-2018) and long-term (years 2047-2050) targets that have been established by the Commission for the five national highway safety performance measures. The $34 million for the highway safety projects programmed for implementation would particularly serve to assist in the achievement of these targets. The projects programmed for implementation under this category include projects that were approved for about $24 million in FHWA Highway Safety Improvement Program (HSIP) funds. The projects approved for HSIP funds are reviewed and prioritized based on their ability to reduce crashes and their achievement of the goals of the State's Strategic Highway Safety Plan. In addition, other projects listed in the TIP—such as transit improvement and expansion, bicycle/pedestrian projects, and highway projects—can also contribute to the achievement of the safety targets. For example, the programmed arterial resurfacing, reconditioning, and reconstruction projects can include elements that reduce the number of crashes, such as improving the roadway cross-section and the horizontal/vertical alignments, adding/modifying signage and pavement markings, and controlling access. In addition, the TIP projects related to the improvement and expansion of transit services and bicycle/pedestrian facilities are expected to reduce the growth in vehicle travel, conflicts, and crashes, as they encourage increased travel on safer facilities and safer services while reducing travel by automobile and demand on the Region's roadways.

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

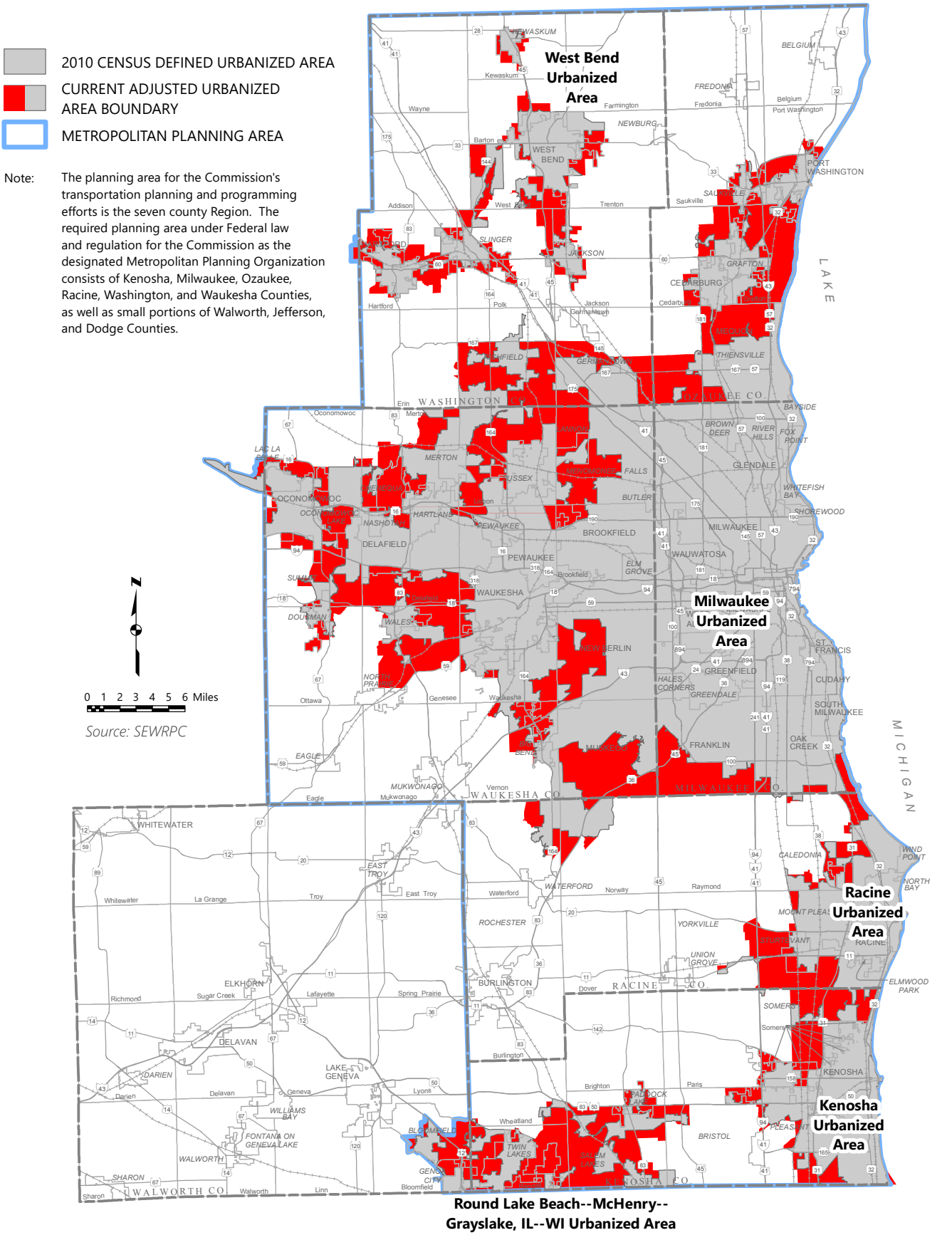


Table E.3
Regional Transit Asset Management Targets

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

Source: SEWRPC

Table E.4
Year 2014-2018 Targets for the National Safety-Related Performance Measures for the Metropolitan Planning Area and Seven-County Region

	Metropolitan Planning Area		Seven-County Region	
Performance Measure	2012-2016 Baseline Data	Resulting 2014-2018 Target	2012-2016 Baseline Data	Resulting 2014-2018 Target
Number of Fatalities	137.2	133.2	152.2	147.7
Rate of Fatalities	0.923	0.884	0.962	0.922
Number of Serious Injuries	743.8	672.5	798.2	721.7
Rate of Serious Injuries	5.005	4.464	5.053	4.504
Number of Non-Motorized Fatalities and Serious Injuries	161.0	149.2	167.2	154.9

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

Pavement and Bridge Condition Targets

Table E.5 shows the short-term targets that have been established by the Commission for the performance measures related to pavement and bridge conditions on the NHS within the Region's metropolitan planning area. Of the $748 million for the resurfacing, reconditioning, and reconstruction[13] of arterial roadways programmed for implementation within the period of the 2019-2022 TIP, about $277 million is programmed for about 65 miles, or about 30 percent, of the Interstate portion of the NHS in Southeastern Wisconsin (as shown in Table E.6). This includes the reconstruction of the north leg of the Zoo Interchange and the reconstruction of IH 94 in Kenosha, Milwaukee, and Racine Counties. Another $334 million is programmed for about 78 miles, or about 7.5 percent, of the non-Interstate portion of the NHS in Southeastern Wisconsin. In total, about 143 miles, or about 11.4 percent, of the NHS in Southeastern Wisconsin will be resurfaced, reconditioned, or reconstructed within the next four years, improving the pavement conditions along the NHS.

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

Table E.5
NHS Pavement and Bridge Condition Targets Established by the Commission for the Southeastern Wisconsin Metropolitan Planning Area

Performance Measure	Baseline Data (2017)	Four-Year Target (2021)	Target Notes
Interstate NHS Pavement Condition			
Percentage of Pavement in Good Condition	54.6	≥ 45%	Same as State target
Percentage of Pavement in Poor Condition	2.7	≤ 5%	Same as State target
Non-Interstate NHS Pavement Condition			
Percentage of Pavement in Good Condition	38.8	≥ 20%	Same as State target
Percentage of Pavement in Poor Condition	4.9	≤ 12%	Same as State target
NHS Bridge Condition			
Percentage of NHS Bridges by Deck Area in Good Condition	53.7	≥ 50%	Same as State target
Percentage of NHS Bridges by Deck Area in Poor Condition	1.4	≤ 3%	Same as State target

Source: WisDOT and SEWRPC

Table E.6
Potential Contribution of Highway Preservation, Improvement, and Expansion Projects Programmed in the 2019-2022 TIP Towards Pavement Condition Performance Measures

Facility and Project Type	Number of Projects[a]	Number of Miles	Percent of NHS[b]	Total Funds Programmed ($)
Interstate				
Reconstruction[c]	2	32.5	15.2	191,861,500
Resurfacing/Reconditioning	3	32.5	15.2	84,641,000
Subtotal	5	65.0	30.4	276,502,500
Non-Interstate				
Reconstruction[c]	12	10.2	1.0	157,938,500
Resurfacing/Reconditioning	24	68.0	6.5	175,961,200
Subtotal	36	78.2	7.5	333,899,700
Total	41	143.2	11.4	610,402,200

[a] *Includes only projects that have construction programmed within the 2019-2022 TIP.*

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

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

Source: SEWRPC

With respect to the bridge condition performance measures, of the $285 million for the bridge rehabilitation and bridge replacement projects programmed to be implemented within the period of the 2019-2022 TIP, about $232 million[14] is programmed for over 130 bridges along the NHS in Southeastern Wisconsin (as shown on Table E.7), including about $96 million programmed for the replacement of 9 bridges.

System Reliability and Freight Reliability Targets

Table E.8 shows the short-term targets that have been established by the Commission for the performance measures related to system reliability on the statewide NHS and the interstate freight reliability within the Region's metropolitan planning area. The $338 million for the reconstruction of arterials with additional lanes and for new arterials being implemented within the period of the 2019-2022 TIP would contribute to the achievement to these targets. Specifically, as shown in Table E.9, about $192 million is programmed for about 33 miles, or about 15.2 percent, of Interstate portion of the NHS and about $117 million is programmed for about 6 miles, or 0.5 percent, of the non-Interstate portion of the NHS. The highway improvement projects (involving the providing of additional travel lanes) programmed for NHPP funds being implemented within the period of the TIP—such as the reconstruction of the north leg of the Zoo Interchange project, the

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

Table E.7
Potential Contribution of Highway Preservation Projects Programmed in the 2019-2022 TIP towards Bridge Condition Performance Measures

Project Type	Number of Bridges[a]	Total Deck Surface Area	Percent of NHS[b]	Total Funds Programmed[c] ($)
Replacement	9	104,913	0.7	92,782,700
Rehabilitation/Maintenance	120+	1,237,519	8.4	139,985,100
Total	130+	1,342,432	9.1	232,767,800

[a] *Includes only projects that have construction programmed within the 2019-2022 TIP.*

[b] *The total surface area for all NHS bridges in Southeastern Wisconsin is about 14,733,344 square feet.*

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

Source: SEWRPC

Table E.8
Travel Time Reliability and Freight Reliability Targets Established for the Southeastern Wisconsin Metropolitan Planning Area

Performance Measure	Baseline Data (2017)	Four-Year Target (2021)	Target Notes
Travel Time Reliability			
Percent of Person-Miles Traveled on the Interstate NHS that are Reliable	94.8	≥ 87.2	Same percent reduction as State applied to Southeastern Wisconsin baseline data
Percent of Person-Miles Traveled on the Non-Interstate NHS that are Reliable	91.2	≥ 83.5	Same percent reduction as State applied to Southeastern Wisconsin baseline data
Freight Reliability			
Truck Travel Time Reliability Index	1.34	≥ 1.60	Same as State Target

Source: WisDOT and SEWRPC

Table E.9
Potential Contribution of Highway Improvement and Expansion Projects Programmed in the 2019-2022 TIP Towards the Travel Time and Freight Reliability Performance Measures

	National Highway System (NHS)			
Facility Type	Number of Projects[a]	Number of Miles	Percent of NHS[b]	Total Funds Programmed[c] ($)
Interstate	2	32.5	15.2	191,861,500
Non-Interstate	4	5.5	0.5	117,166,000
Total	6	38.0	3.0	309,027,500

[a] *Includes only projects that have construction programmed within the 2019-2022 TIP. Environmental enhancement projects that contribute to traffic flow are also included.*

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

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

Source: SEWRPC

IH 94 project between Milwaukee and Kenosha Counties, and the STH 50 project between IH 94 and 43rd Avenue—would be expected to maintain or improve NHS reliability. Similarly, the Zoo Interchange and IH 94 projects would be expected to maintain or improve the reliability for freight travel on the interstate system. In addition, the traffic flow-type environmental enhancement projects programmed in the TIP, such as the optimization of traffic signal timing along corridors, would likely also contribute to system reliability along the non-Interstate portion of the NHS by reducing delay at intersections along higher volume corridors.

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

Performance Measure	Baseline Data (2017)	Two-Year Target (2019)	Four-Year Target (2021)	Target Notes
Annual Hours of Peak Hour Excessive Delay (PHED) Per Capita	8.96	N/A[a]	≥ 8.60	Developed cooperatively with State staff
Percent of Non-SOV Travel	20.3[b]	≥ 20.2	≥ 20.1	Developed cooperatively with State staff

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

[b] *Data from 2016.*

Source: WisDOT and SEWRPC

Table E.11
Emission-Related CMAQ Targets Established by the Commission for the Southeastern Wisconsin Metropolitan Planning Area

Performance Measure	Baseline Data (2017)	Two-Year Target (2019)	Four-Year Target (2021)	Target Notes
Total Emissions Reductions (Kilograms per Day)				
Volatile Organic Compounds (VOCs)	41.268[a]	≥ 10.860[b]	≥ 27.032[c]	Based on Southeastern Wisconsin's share of the State's target
Nitrogen Oxides (NOx)	109.545[a]	≥ 83.316[b]	≥ 137.350[c]	Based on Southeastern Wisconsin's share of the State's target
Particulate Matter ($PM_{2.5}$)	3.291[a]	≥ 7.797[b]	≥ 12.096[c]	Based on Southeastern Wisconsin's share of the State's target

[a] *Represents total estimated daily emission reductions for CMAQ-funded projects obligated during years 2014-2017 within the Southeastern Wisconsin metropolitan planning area.*

[b] *Represents total estimated daily emission reductions for CMAQ-funded projects potentially obligated during the years 2018-2019 within the Southeastern Wisconsin metropolitan planning area.*

[c] *Represents total estimated daily emission reductions for CMAQ-funded projects potentially obligated during the years 2018-2021 within the Southeastern Wisconsin metropolitan planning area.*

Source: WisDOT and SEWRPC

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

CMAQ Targets

Table E.10 shows the short-term targets that have been established jointly by the Commission and WisDOT for the congested-related CMAQ performance measures in the Milwaukee urbanized area. Table 11 shows the short-term targets that have been established by the Commission for the emission-related CMAQ performance measure for the Region's metropolitan planning area. The $27 million programmed for projects being implemented within the period of the 2019-2022 TIP with CMAQ funding would contribute to the achievement of each target. Specifically, it is estimated that these projects once initiated would be expected to reduce emissions in Southeastern Wisconsin of volatile organic compounds (VOCs) by 12.134 kg per day, Nitrogen Oxides (NO_x) by 52.223 kg per day, and particulate matter ($PM_{2.5}$) by 5.099 kg per day. However, other bus replacement, transit improvement and expansion, bicycle, pedestrian, and environmental enhancement projects including projects that optimize traffic signal timing along corridors, the purchase of alternative fuel buses or trucks, and the construction of alternative fuel facilities and equipment, that are programmed in the TIP from other funding sources would also be expected to contribute to meeting the emissions reduction performance measure.

With respect to the congestion-related measures, traffic flow projects programmed for CMAQ and other funds would be expected to contribute to the achievement of the Peak Hour Excessive Delay (PHED) target. Additionally, the transit improvement and expansion projects and bicycle/pedestrian projects would be expected to provide some relief to system delay. With respect to the performance measure relating to non-single occupancy vehicles (SOV), it is expected that transit improvement, transit expansion, and bicycle/pedestrian projects would contribute to the achievement of this target, as such projects promote alternatives to automobile travel. As shown on Table E.12, about $25 million is programmed for such projects, including the implementation of two express routes for the Milwaukee County Transit System and the City of Milwaukee streetcar projects. Additionally, it is expected that bicycle and pedestrian accommodations that are integrated along arterial streets and highways would also contribute to the achievement of this target.

Table E.12
Potential Contribution of Transit Improvement and Expansion and Bike and Pedestrian Projects Programmed in the 2019-2022 TIP Towards the CMAQ Performance Measures

Project Type	Number of Projects[a]	Total Funds Programmed ($)
Transit Improvement	1	6,000,000
Transit Expansion	4	7,343,000
Bike and Pedestrian	10	12,110,500
Total	15	25,453,500

Note: Does not include the Milwaukee Bus Rapid Transit (BRT) project.

[a] *Includes only projects that have construction or operating costs programmed within the 2019-2022 TIP.*

Source: SEWRPC

Remaining National Performance Targets

With respect to the transit safety performance measures developed by FTA, the Commission will establish targets for these performance measures based on FTA regulations in 2021. While the FTA safety targets have yet to be established, a number of projects in the 2019-2022 TIP would be expected to contribute to achieving targets that may be established for these performance measures. Many of the transit preservation-related projects programmed in the TIP would be expected to contribute towards maintaining or improving the safe operation and use of transit vehicles and facilities by minimizing exposure and risk by the public and transit operator personnel to potentially unsafe vehicles, equipment, and facilities.

ADVISORY COMMITTEE MEMBERSHIPS

APPENDIX F

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

Clement Abongwa, *Chair* ..... Director, Division of Highways, and Highway Commissioner, Department of Public Works, Kenosha County

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

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

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

Michael Davies ..... Wisconsin Division Administrator, Federal Highway Administration, U.S. Department of Transportation

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

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

Michael Friedlander ..... Program and Policy Analyst, Wisconsin Department of Natural Resources

Virgil Gentz ..... Chairman, Town of Paris

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

Randall Kerkman ..... Village Administrator, Village of Bristol

Jeffery B. Labahn ..... Director, Department of City Development, City of Kenosha

William Morris ..... Village Administrator, Village of Somers

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

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

Charles Wade ..... Planning Section Chief, Wisconsin Department of Transportation

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

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

Voting Members

Donna Brown-Martin, Chair ..... Director, Department of Transportation, Milwaukee County
Fred Abadi ..... Director, Department of Public Works, City of Waukesha
Samir Amin ..... City Engineer, Department of Public Works, City of Milwaukee
Robert J. Bauman ..... Alderman, City of Milwaukee
Daniel A. Boehm ..... Managing Director, Milwaukee County Transit System
Scott Brandmeier ..... Director of Public Works and Village Engineer, Village of Fox Point
Allison M. Bussler ..... Director, Department of Public Works, Waukesha County
Peter C. Daniels ..... City Engineer, City of West Allis
Brian Dranzik ..... Director, General Mitchell International Airport
Jon Edgren ..... Director of Public Works/Highway Commissioner, Ozaukee County
Carolynn Gellings ..... Manager of Engineering Services, Waukesha County
Thomas M. Grisa ..... Director, Department of Public Works, City of Brookfield
Thomas J. Hafner ..... Administrator/Director of Public Works, City of Delafield
Vanessa L. Koster ..... Planning Manager, Department of City Development, City of Milwaukee
Michael J. Martin ..... Director, Department of Public Works, Village of Hales Corners
Kimberly R. Montgomery ..... Legislative Liaison Director, City of Milwaukee
Jeffrey S. Polenske ..... Director, Department of Public Works, City of Milwaukee
Scott Schmidt ..... Highway Commissioner, Washington County
Andrea Weddle-Henning ..... Transportation Engineering Manager, Milwaukee County Department of Transportation
William T. Wehrley ..... City Engineer, City of Wauwatosa
John F. Weishan, Jr. ..... 16th District Supervisor, Milwaukee County
Dennis Yaccarino ..... Senior Budget and Policy Manager, Budget and Management Division, Department of Administration, City of Milwaukee

Nonvoting Technical Staff Members

Kevin J. Muhs, *Secretary* ..... Deputy Director, SEWRPC
Michael Davies ..... Wisconsin Division Administrator, Federal Highway Administration, U.S. Department of Transportation
Tom Dieckelman ..... President, Wisconsin Coach Lines, Inc.
Michael Friedlander ..... Program and Policy Analyst, Wisconsin Department of Natural Resources
Dewayne Johnson ..... Director, Southeast Region, Wisconsin Department of Transportation
Charles Wade ..... Planning Section Chief, Wisconsin Department of Transportation
William Wheeler ..... Community Planner, Federal Transit Administration Region 5, U.S. Department of Transportation

Jefferson County Liaison

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

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

Julie Anderson, *Chair* ..... Director, Department of Public Works, Racine County
Kevin J. Muhs, *Secretary* ..... Deputy Director, SEWRPC
Anthony J. Beyer ..... Village Engineer/Utilities Manager, Village of Mount Pleasant
Mary Cole ..... Village Administrator, Village of Sturtevant
Michael Davies ..... Wisconsin Division Administrator, Federal Highway Administration, U.S. Department of Transportation
Tom Dieckelman ..... President, Wisconsin Coach Lines, Inc.
Michael Friedlander ..... Program and Policy Analyst, Wisconsin Department of Natural Resources
Sherry Gruhn ..... President, Village of Yorkville
Dewayne Johnson ..... Director, Southeast Region, Wisconsin Department of Transportation
Tom Lazcano ..... Director of Public Works, Village of Caledonia
Michael Maierle ..... Transit and Parking System Manager, City of Racine
Roger Mellem ..... President, Village of North Bay
Cheryl L. Newton ..... Environmental Protection Specialist, U.S. Environmental Protection Agency, Region V
Susan Sanabria ..... President, Village of Wind Point
Charles Wade ..... Planning Section Chief, Wisconsin Department of Transportation
Kathy Wells ..... Village President, Village of Elmwood Park
William Wheeler ..... Community Planner, Federal Transit Administration Region 5, U.S. Department of Transportation
Mark Yehlen ..... Commissioner of Public Works/City Engineer, City of Racine

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

Clement Abongwa, *Chair* ..... Director, Division of Highways, and Highway Commissioner, Department of Public Works, Kenosha County

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

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

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

Michael Davies ..... Wisconsin Division Administrator, Federal Highway Administration, U.S. Department of Transportation

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

Michael Friedlander ..... Program and Policy Analyst, Wisconsin Department of Natural Resources

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

Gary Grolle ..... President, Village of Bloomfield

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

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

Randall Kerkman ..... Village Administrator, Village of Bristol

John Kiel ..... Chairman, Town of Brighton

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

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

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

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

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

Charles Wade ..... Planning Section Chief, Wisconsin Department of Transportation

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

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

Scott Schmidt, *Chair* ..... Highway Commissioner, Washington County
Kevin J. Muhs, *Secretary* ..... Deputy Director, SEWRPC
Jessi Balcom ..... Village Administrator, Village of Slinger
Richard L. Bertram ..... Chairman, Town of Barton
Michael Davies ..... Wisconsin Division Administrator, Federal Highway Administration, U.S. Department of Transportation
Joseph C. Gonnering ..... Chairman, Town of Trenton
Raymond Heidtke ..... Chairman, Town of Jackson
James Heipp ..... Chairman, Town of West Bend
Matt Heiser ..... Village Administrator, Village of Kewaskum
Dewayne Johnson ..... Director, Southeast Region, Wisconsin Department of Transportation
Max Marechal ..... City Engineer, City of West Bend
Jason Schall ..... City Engineer, Engineering Department, City of Hartford
Albert Schulteis ..... Chairman, Town of Polk
Maurice Strupp ..... Chairman, Town of Hartford
Charles Wade ..... Planning Section Chief, Wisconsin Department of Transportation
John Walther ..... Village Administrator, Village of Jackson
Scott Wollner ..... Chairperson, Town of Kewaskum
William Wheeler ..... Community Planner, Federal Transit Administration Region 5, U.S. Department of Transportation

Dodge County Liaison

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

APPENDIX G

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

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

Federal Transit Administration Funding Sources

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

maintenance, projects for the funding distributed to their systems. The projects recommended for FTA Section 5307/5340 are provided by each transit operator for review and comment, and consideration of inclusion in the TIP.

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

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

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

Federal Highway Administration Funding Sources

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

years), bicycle/pedestrian projects, projects involving alternative energy sources, diesel-retrofit projects, and traffic flow projects, such as coordinating traffic signals and the construction of intersection turn lanes and traffic signals. Prior to 2017, the Commission, with guidance from the TIP Committees, WisDOT, and the WDNR had followed a cooperative procedure to select projects for CMAQ funding. As part of the procedure, the staffs of the Commission, WisDOT, and WDNR independently rated each candidate project seeking CMAQ funding. The Commission had worked with the TIP Committees to develop the scoring procedures used by the Commission staff and the TIP Committees. Under these procedures, projects providing an alternative to the automobile received the highest points, which resulted in transit projects being the highest rated projects and receiving historically over 50 percent of the available CMAQ funding in Southeastern Wisconsin. In addition, projects that do not involve reducing the use of the automobile were also evaluated based on housing-related criteria—job/housing imbalance and provision of transit—as recommended in the adopted regional housing plan. The three agencies along with the Chairs of the TIP Committees then considered the results of application of the three rating procedures to develop a listing of projects recommended for CMAQ funding. The listing of recommended projects was first presented to the WisDOT Secretary for his consideration and approval. If approved, the projects recommended for funding were then forwarded to the TIP Committees for their review and consideration in recommending projects for CMAQ funding. During the first half of 2017, WisDOT solicited new projects for available years 2021-2022 CMAQ funding. Following the completion of the CMAQ project solicitation in June 2017, WisDOT conducted a review of the procedures utilized by the Commission, WisDOT, and WDNR to evaluate and prioritize projects for CMAQ funding. Based on the results of the review, WisDOT determined that it would solely evaluate and prioritize projects for CMAQ funding and that the Commission and WDNR staffs' role would be in developing and reviewing the estimated emission reductions that would be used in WisDOT's evaluation. WisDOT has developed a list of projects recommended for funding with year 2021-2022 CMAQ funding based on the most recent procedures. Once these projects are approved, they will be amended into the 2019-2022 TIP.

- FHWA Surface Transportation Block Grant Program – Milwaukee Urbanized Area (STP-M) Funding: WisDOT typically solicits projects biennially for FHWA STP-M funding, and forwards the eligible projects to the Commission for the evaluation and recommendation of projects for funding. The Commission staff and the Milwaukee TIP Committee together with the local governments in the Milwaukee urbanized area have since the early 1990s developed and utilized guidelines for the eligibility, evaluation, and the selection of projects for FHWA STP-M funding. In 2013, the Commission staff worked with its Milwaukee TIP Committee, along with the communities within the urbanized area, to revise the procedures used to evaluate, prioritize, and recommend projects for FHWA STP-M funding. The revised procedures were approved by the Milwaukee TIP Committee and were used to evaluate and recommend projects for years 2015-2018 STP-M funding. The procedures developed for the 2015-2018 funding cycle were reviewed in 2015, and changes were made by the Milwaukee TIP Committee. The changes included allocating 10 percent of the available STP-M funding for transit capital projects. The revised process was used to evaluate and recommend projects for 2019-2020 STP-M and 2021-2022 STP-M funding.

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

  In terms of project eligibility, the Milwaukee TIP Committee recommended continuing its policy that CMAQ-type, safety and intersection improvement, and bridge projects, while eligible for STP-M funding, would not be funded with STP-M funding, as they have their own specific FHWA funding sources. With respect to highway and transit projects, the Milwaukee TIP Committee recommended

continuing its policy that highway projects on the planned arterial street and highway system contained in the regional transportation plan and transit capital projects would be eligible for STP-M funding. The Milwaukee TIP Committee further determined that combined Milwaukee area FHWA STP funds and FTA section 5307/5340 funds would be allocated between highway and transit projects based upon their relative capital project needs, as set forth in the adopted regional transportation plan. Typically, Milwaukee area county and local arterial highway capital project needs represent an estimated 63 percent of total area capital project needs, and Milwaukee area public transit capital project needs represent 37 percent of total area capital project needs. Historically, this resulted in $10.7 million in FHWA STP-M funding being transferred, or flexed, to transit projects. Most of this transfer/flexing occurred throughout the 1990s when Milwaukee area FHWA STP-M funding substantially exceeded FTA Section 5307/5340 funding. However, in recent years, the amount of FHWA STP-M and FTA Section 5307/5340 has been about the same, which would under this process result in FTA Section 5307/5340 funding being transferred to highway projects. However, the Milwaukee TIP Committee has recommended that no transfer of FTA Section 5307/5340 funds be made to streets and highways, and Federal law has recently been enacted to prohibit such transfer. In addition, the Committee recommended that, should no transfer of STP-M funding to transit capital projects be calculated to occur, 10 percent of the available highway funding would be transferred to transit capital projects.

Under the procedures developed by the Milwaukee TIP Committee, candidate resurfacing/reconditioning projects, reconstruction to same capacity projects and capacity expansion projects (widenings and new facilities) would be evaluated separately. Resurfacing/reconditioning projects and reconstruction to the same capacity projects could receive a maximum of 100 points from the four criteria. Candidate capacity expansion projects consistent with the year 2050 FCTP could receive up to a maximum of 100 points with up to 10 bonus points received by candidate capacity expansion projects located in a community or communities that have a projected balance of jobs and housing and that have the provision of transit.

To assist in determining which projects under the three project types would be recommended for funding, the Milwaukee TIP Committee recommended that the available STP-M funding for highway projects would be allocated to the three highway project types based on historical proportions of types of projects approved for STP-M funding, the proportions of STP-M funding being requested for each type of project, and the proportion requested for projects of each type having areawide significance.[15] These allocations are used as targets for how the available highway funding should be allocated, assuming there would be enough candidate projects for each project type. Should the funding levels being requested by each of the project types not be exceeded, the amount of available highway funding allocations for each project type would need to be adjusted by the Milwaukee TIP Committee.

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

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

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

- FHWA STP Transportation Alternatives Program Funding: MAP-21 created the Transportation Alternatives Program (TAP) to fund transportation enhancement projects, recreational trail projects, safe-routes to school projects, and projects involving the construction of roadways within former Interstate System routes or other divided highways. WisDOT solicits and selects projects for TAP funding available statewide. In addition, TAP funding is also allocated directly to urbanized areas with populations over 200,000, such as the Milwaukee urbanized area. Commission staff worked with the Milwaukee TIP Committee in 2014, 2016, and 2018 to prioritize and recommend projects for TAP funding allocated to the Milwaukee urbanized area. Commission staff will be working with the Milwaukee TIP Committee in early 2020 to develop formal procedures—including the use of criteria—to evaluate, prioritize, and recommend projects for TAP funding allocated to the Milwaukee urbanized area. WisDOT provides to the Commission for review and inclusion in the TIP a listing of the projects in Southeastern Wisconsin recommended for FHWA TAP funding that is available to projects statewide.

- FHWA Bridge Funding: Since the adoption of MAP-21 in 2012, bridge projects on the National Highway System are funded under the National Highway Performance Program and bridge projects not on the National Highway System are funded under the Surface Transportation Program (now called Surface Transportation Block Grant Program), rather than a separately funded bridge program. However, the State biennial budget continues to allocate a portion of the Federal funding that the State receives for local bridge projects. Beginning in 2016, WisDOT is transitioning to fund the local bridge program with State, rather than Federal funds. WisDOT typically solicits biennially local bridge projects for FHWA/State funding made available statewide for local bridge replacement and rehabilitation projects. WisDOT evaluates and recommends projects for FHWA/State bridge funding based on procedures specified in Wisconsin Administrative Code Trans 213.03 (04). As part of these procedures, WisDOT rates and ranks projects based on a system whereby each county is credited bridge funds available in the respective funding cycle based on their relative need represented by their proportionate share of the total estimated replacement cost of eligible bridges (sufficiency ratings of less than 50) identified throughout the State. These need-based credits are accumulated with debits occurring from each county's balance as projects are selected for implementation. Each candidate project is rated and prioritized under the evaluation and selection process based on each governmental unit's credit balance and the estimated project cost in the order of the priorities indicated by each county. WisDOT provides a listing of the projects within Southeastern Wisconsin recommended for FHWA/State Bridge Replacement funding to the Commission for review and consideration of inclusion in the TIP.

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

PROJECTED 2019 THROUGH 2022 OPERATIONS AND PLANNING INFORMATION, CAPITAL PROJECT JUSTIFICATIONS AND FINANCIAL CAPACITY ANALYSES FOR PUBLIC TRANSIT OPERATORS IN SOUTHEASTERN WISCONSIN

APPENDIX H

Table H.1
Public Transit Operator Report for Hartford City Taxi Service: 2019-2022

2019 Projected Operating Budget	
Total Federal Operating Assistance	$75,877
Total State Operating Assistance	$59,404
Total Local Operating Assistance	$24,334
Total Farebox and Other Revenue	$89,980
Total Operating Budget	$249,595

2019 Projected Operation Characteristics			
Basic Transit System	**Weekdays**	**Saturdays**	**Sundays**
Total Miles	48,225	5,700	2,970
Vehicle Hours (average)	4,630	624	357
Vehicles in Service	1	1	1
Operating Budget (average)	$44.49	$44.49	$44.49

2019 Projections	
Operating Characteristics	None
Implementation of New or Restructured Transit Services	None
Planning for New or Restructured Transit Services	None

Source: Washington County and SEWRPC

Table H.2
Public Transit Operator Capital Project Justification for Hartford City Taxi Service: 2019-2022

TIP Project Number	Description	Year	Costs ($)	Justification
185	Purchase of replacement vehicle for the Hartford City Taxi Service	2019 2021	40,000 40,000	Cycling in of new taxi vehicles every other year to our inventory.

Source: Washington County and SEWRPC

Table H.3
Financial Capacity Analysis Background Data for Hartford City Taxi Service: 2014-2023

	Actual/Estimated					Projected				
Data Element	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Expenses[a]	$202,914	$226,684	$227,184	$213,779	$242,325	$249,595	$257,083	$264,795	$272,739	$280,921
Operating Revenues										
Passenger Revenue	$67,399	$67,119	$64,098	$68,133	$69,325	$70,712	$70,005	$71,405	$72,833	$72,105
Prior Year Revenue	--	--	--	--	--	--	--	--	--	--
Other Revenue	$18,150	$18,375	$21,278	$22,990	$19,268	$19,268	$19,268	$19,268	$19,268	$19,268
Total	$85,549	$85,494	$85,376	$91,123	$88,593	$89,980	$89,273	$90,673	$92,101	$91,373
Public Funding Requirement	$117,365	$141,190	$141,808	$122,656	$153,732	$159,615	$167,810	$174,122	$180,638	$189,548
Sources of Operating Assistance										
Federal Funds										
1. FTA Section 5307	$68,016	$69,809	$70,228	$65,630	$73,554	$75,877	$78,153	$80,498	$82,913	$85,400
2. FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3. CMAQ	--	--	--	--	--	--	--	--	--	--
4. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$68,016	$69,809	$70,228	$65,630	$73,554	$75,877	$78,153	$80,498	$82,913	$85,400
State Funds										
1. WisDOT Section 85.20 (Operating Assistance)	$44,343	$55,110	$54,534	$51,521	$57,662	$59,404	$61,186	$63,021	$64,912	$66,859
2. WisDOT Section 85.24 (TDM)	--	--	--	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$44,343	$55,110	$54,534	$51,521	$57,662	$59,404	$61,186	$63,021	$64,912	$66,859
Local Funds										
1. Property Taxes	$5,006	$16,271	$17,046	$5,505	$22,516	$24,334	$28,471	$30,603	$32,813	$37,289
2. Funds from Other Communities	--	--	--	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$5,006	$16,271	$17,046	$5,505	$22,516	$24,334	$28,471	$30,603	$32,813	$37,289
Total	$117,365	$141,190	$141,808	$122,656	$153,732	$159,615	$167,810	$174,122	$180,638	$189,548
Depreciation	--	--	--	--	--	--	--	--	--	--
Capital Project Expenditures										
Bus Fleet Rehabilitation, Replacement, and Expansion	--	--	--	--	--	--	--	--	--	--
Bus Facility Renovation, Replacement, and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Fleet Rehabilitation and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
Other	--	--	--	--	--	--	--	--	--	--
Total	--	--	--	--	--	--	--	--	--	--

Table continued on next page.

Table H.3 (Continued)

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Sources of Capital Project Funding										
Federal Funds										
1. FTA Section 5307	--	--	--	--	--	--	--	--	--	--
2. FTA Section 5339	--	$28,000	--	$26,574	--	$32,000	--	$32,000	--	$32,000
3. CMAQ	--	--	--	--	--	--	--	--	--	--
4. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	--	$28,000	--	$26,574	--	$32,000	--	$32,000	--	$32,000
State Funds	--	--	--	--	--	--	--	--	--	--
Local Funds										
1. Property Taxes	--	$7,000	--	$6,643	--	$8,000	--	$8,000	--	$8,000
2. Bonding	--	--	--	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	--	$7,000	--	$6,643	--	$8,000	--	$8,000	--	$8,000
Total	--	$35,000	--	$33,217	--	$40,000	--	$40,000	--	$40,000
Total Operating Assistance and Capital Project Funds										
Federal										
State	--	--	--	--	--	--	--	--	--	--
Local	--	$28,000	--	$26,574	--	$32,000	--	$32,000	--	$32,000
Total	--	--	--	--	--	--	--	--	--	--
Non-Financial Operating Data	--	--	--	--	--	--	--	--	--	--
Revenue Passengers	--	$28,000	--	$26,574	--	$32,000	--	$32,000	--	$32,000
Unlinked Passenger Trips	--	--	--	--	--	--	--	--	--	--
Passenger Miles										
Revenue Vehicle Miles	--	$7,000	--	$6,643	--	$8,000	--	$8,000	--	$8,000
Revenue Vehicle Hours	--	--	--	--	--	--	--	--	--	--
Buses Operated in Peak Service	--	--	--	--	--	--	--	--	--	--
Buses in Active Fleet	--	$7,000	--	$6,643	--	$8,000	--	$8,000	--	$8,000
Total Employees	--	$35,000	--	$33,217	--	$40,000	--	$40,000	--	$40,000

[a] *Excluding depreciation.*

Source: Washington County and SEWRPC

Table H.4
Change in Basic Financial Capacity Analysis Indicators for Hartford City Taxi Service: 2014-2023

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Expenses[a]										
Change in Total Operating Expenses										
1. Absolute Amount	-$4,775	$23,770	$500	-$13,405	$28,546	$7,270	$7,488	$7,712	$7,944	$8,182
2. Percentage Change	-2.3	11.7	0.2	-5.9	13.4	3.0	3.0	3.0	3.0	3.0
Total Cost per Revenue Vehicle Mile										
1. Absolute Amount	$4.48	$5.06	$5.19	$5.48	$6.09	--	--	--	--	--
2. Percentage Change	-3.9	12.9	2.6	5.7	11.1	--	--	--	--	--
Cost per Revenue Vehicle Hour										
1. Absolute Amount	$78.07	$83.49	$85.73	$88.01	$97.79	$98.73	$102.71	$103.72	$104.74	$108.97
2. Percentage Change	-2.7	6.9	2.7	2.7	11.1	1.0	4.0	1.0	1.0	4.0
Cost per Revenue Passenger										
1. Absolute Amount	$9.03	$11.26	$11.50	$11.17	$12.41	$12.53	$13.04	$13.17	$13.29	$13.83
2. Percentage Change	-4.2	24.7	2.1	-2.9	11.1	1.0	4.0	1.0	1.0	4.0
Cost per Passenger Mile										
1. Absolute Amount	$4.48	$0.00	$5.19	$5.48	$6.09	--	--	--	--	--
2. Percentage Change	--	--	--	5.7	11.1	--	--	--	--	--
Operating Revenues										
Percentage Change in										
1. Passenger Revenue	-6.5	-0.4	-4.5	6.3	1.7	2.0	-1.0	2.0	2.0	-1.0
2. Total Revenue	-5.4	-0.1	-0.1	6.7	-2.8	1.6	-0.8	1.6	1.6	-0.8
Average Revenue per Revenue Passenger										
1. Absolute Amount	$3.81	$4.25	$4.32	$4.76	$4.54	$4.52	$4.53	$4.51	$4.49	$4.50
2. Percentage Change	-7.3	11.5	1.7	10.1	-4.7	-0.4	0.2	-0.4	-0.4	0.2
Percent of Operating Expenses Recovered from Operating Revenues										
1. Absolute Amount	42.2	37.7	37.6	42.6	36.6	36.1	34.7	34.2	33.8	32.5
2. Percentage Change	-3.2	-10.6	-0.4	13.4	-14.2	-1.4	-3.7	-1.4	-1.4	-3.7
Operating Assistance Funds										
Change in Total Operating Assistance										
1. Absolute Amount	$129	$23,825	$618	-$19,152	$31,076	$5,883	$8,195	$6,312	$6,516	$8,910
2. Percentage Change	0.1	20.3	0.4	-13.5	25.3	3.8	5.1	3.8	3.7	4.9
Operating Assistance per Revenue Passenger										
1. Absolute Amount	$5.22	$7.02	$7.18	$6.41	$7.87	$8.01	$8.51	$8.66	$8.81	$9.33
2. Percentage Change	-1.9	34.4	2.3	-10.7	22.9	1.8	6.2	1.7	1.7	6.0
Operating Assistance per Passenger Mile										
1. Absolute Amount	$2.59	$3.15	$3.24	$3.15	$3.87	--	--	--	--	--
2. Percentage Change	-1.5	21.6	2.8	-2.8	22.9	--	--	--	--	--

Table continued on next page.

Table H.4 (Continued)

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Assistance Funds (continued)										
Percentage Change in										
1. Federal Operating Assistance Funds	-6.3	2.6	0.6	-6.5	12.1	3.2	3.0	3.0	3.0	3.0
2. State Operating Assistance Funds	4.0	24.3	-1.0	-5.5	11.9	3.0	3.0	3.0	3.0	3.0
3. Local Operating Assistance Funds	149.4	225.0	4.8	-67.7	309.0	8.1	17.0	7.5	7.2	13.6
Capital Expenditures and Assistance Funds										
Change in Total Capital Expenditures										
1. Absolute Amount	-$35,199	$35,000	-$35,000	$33,217	-$33,217	$40,000	-$40,000	$40,000	-$40,000	$40,000
2. Percentage Change	-100.0	100.0	-100.0	--	-100.0	--	-100.0	--	-100.0	--
Percentage Change in										
1. Federal Capital Assistance Funds	--	--	--	100.0	-100.0	100.0	-100.0	100.0	-100.0	100.0
2. State Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
3. Local Capital Assistance Funds	-100.0	100.0	-100.0	100.0	-100.0	100.0	-100.0	100.0	-100.0	100.0
Total Operating and Capital Assistance Funds										
Change in Total Assistance										
1. Absolute Amount	-35,070	58,825	-34,382	14,065	-2,141	45,883	-31,805	46,312	-33,484	48,910
2. Percentage Change	-23.0	50.1	-19.5	9.9	-1.4	29.8	-15.9	27.6	-15.6	27.1
Percentage Change in										
1. Federal Assistance	-6.3	43.8	-28.2	31.3	-20.2	46.7	-27.6	43.9	-26.3	41.6
2. State Assistance	4.0	24.3	-1.0	-5.5	11.9	3.0	3.0	3.0	3.0	3.0
3. Local Assistance	-86.5	364.9	-26.8	-28.7	85.3	43.6	-11.9	35.6	-15.0	38.0
Non-Financial Operating Data										
Change in Revenue Passengers										
1. Absolute Amount	440	-352	-369	-610	383	391	-199	394	402	-205
2. Percentage Change	2.0	-1.7	-1.8	-3.1	2.0	2.0	-1.0	2.0	2.0	-1.0
Change in Revenue Vehicle Miles										
1. Absolute Amount	750	352	-1,031	-4,805	780	795	-406	803	819	-418
2. Percentage Change	1.7	0.8	-2.3	-11.0	2.0	2.0	--	--	--	1.0
Change in Revenue Vehicle Hours										
1. Absolute Amount	10.0	232	-65	-221	49	50	-25	50	51	-26
2. Percentage Change	0.4	9.3	-2.4	-8.3	2.0	2.0	-1.0	2.0	2.0	-1.0
Change in Buses in Active Fleet										
1. Absolute Amount	--	--	-1	1	--	-1	--	--	--	--
2. Percentage Change	--	--	-25.0	33.3	--	-25.0	--	--	--	--
Change in Total Employees										
1. Absolute Amount	--	--	--	--	--	--	--	--	--	--
2. Percentage Change	--	--	--	--	--	--	--	--	--	--

[a] *Excluding depreciation.*

Source: Washington County and SEWRPC

Table H.5
Public Transit Operator Report for Kenosha Area Transit System: 2019-2022

2019 Projected Operating Budget	
Total Federal Operating Assistance	$2,320,000
Total State Operating Assistance	$1,660,000
Total Local Operating Assistance	$1,370,000
Total Farebox and Other Revenue	$2,156,623
Total Operating Budget	$7,506,623

2019 Projected Operation Characteristics			
Basic Transit System: Bus	**Weekdays**	**Saturdays**	**Sundays**
Number of Routes	8 Fixed/16	6	1
Total Route Miles (both directions)	1,068,052	41,560	2,205
Headway Range (average)	1 hour	1 hour	1 hour
Vehicle Hours (average)	76,080	2,940	225
Vehicles in Service	40	6	1
Operating Budget (average)	$6,230,031	$501,781	$40,000

2019 Projected Operation Characteristics				
Basic Transit System: Taxi	**Weekdays**	**Saturdays**	**Sundays**	**Holidays**
Vehicle Miles (average)	11,080	3,000	2,875	141
Vehicle Hours (average)	1,506	446	402	32
Vehicles in Service	1	1	1	1
Operating Budget (average)	$300,530	$56,000	$51,781	$1,500

2019 Projections	
Operating Characteristics	Specialized Service for Elderly and Handicapped Total Operating Budget: $325,000
Implementation of New or Restructured Transit Services	Implementation of extended service to Pleasant Prairie.
Planning for New or Restructured Transit Services	No new or restructured transit services planned.

Source: Kenosha Area Transit System and SEWRPC

Table H.6
Public Transit Operator Capital Project Justification for Kenosha Area Transit System: 2019-2022

TIP Project Number	Description	Year	Costs ($)	Justification
264	Expansion of the City of Kenosha Transit System Service that includes five routes	2019	3,301,800	CMAQ funding will be used to expand service. The expansion includes industrial parks in Kenosha and Pleasant Prairie.

Source: Kenosha Area Transit System and SEWRPC

Table H.7
Financial Capacity Analysis Background Data for Kenosha Area Transit System: 2014-2023

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Expenses[a]	$6,321,210	$6,118,519	$6,265,363	$7,790,027	$7,976,988	$8,168,435	$8,364,478	$8,565,225	$8,770,791	$8,981,290
Operating Revenues										
Passenger Revenue	$1,478,392	$1,512,258	$1,548,552	$1,955,239	$2,002,165	$2,050,217	$2,099,422	$2,149,808	$2,201,403	$2,254,237
Other Revenue	$67,706	$89,700	$91,853	$94,057	$96,315	$98,626	$100,993	$103,417	$105,899	$108,441
Total	$1,546,098	$1,601,958	$1,640,405	$2,049,296	$2,098,479	$2,148,843	$2,200,415	$2,253,225	$2,307,302	$2,362,678
Operating Assistance	$4,775,112	$4,516,561	$4,624,958	$5,740,731	$5,878,508	$6,019,592	$6,164,063	$6,312,000	$6,463,488	$6,618,612
Sources of Operating Assistance Funds										
Federal Funds										
1. FTA Section 5307	$2,242,659	$2,206,713	$2,259,674	$2,076,004	$2,125,828	$2,176,848	$2,229,092	$2,282,591	$2,337,373	$2,393,470
2. FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3. FTA Section 5337	--	--	--	--	--	--	--	--	--	--
4. CMAQ	--	--	--	--	--	--	--	--	--	--
5. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$2,242,659	$2,206,713	$2,259,674	$2,076,004	$2,125,828	$2,176,848	$2,229,092	$2,282,591	$2,337,373	$2,393,470
State Funds										
1. WisDOT Section 85.20 (Operating Assistance)	$1,558,737	$1,400,974	$1,434,597	$1,629,254	$1,668,356	$1,708,397	$1,749,398	$1,791,384	$1,834,377	$1,878,402
2. WisDOT Section 85.24 (TDM)	--	--	--	--	--	--	--	--	--	--
3. Other	$126,599	$116,798	$119,601	$122,472	$125,411	$128,421	$131,503	$134,659	$137,891	$141,200
Subtotal	$1,685,336	$1,517,772	$1,554,199	$1,751,726	$1,793,767	$1,836,817	$1,880,901	$1,926,043	$1,972,268	$2,019,602
Local Funds										
1. Property Taxes	$847,117	$686,309	$702,780	$1,281,848	$1,312,612	$1,344,115	$1,376,374	$1,409,407	$1,443,233	$1,477,870
2. Funds from Other Communities	--	--	--	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$847,117	$686,309	$702,780	$1,281,848	$1,312,612	$1,344,115	$1,376,374	$1,409,407	$1,443,233	$1,477,870
Total	$4,775,112	$4,410,794	$4,516,653	$5,109,578	$5,232,207	$5,357,780	$5,486,367	$5,618,040	$5,752,873	$5,890,942
Depreciation	$1,816,868	$1,593,941	$0	$0	$0	$0	$0	$0	$0	$0
Capital Project Expenditures										
Bus Fleet Rehabilitation, Replacement, and Expansion	--	--	--	--	--	--	--	--	--	--
Bus Facility Renovation, Replacement, and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Fleet Rehabilitation and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
Other	$8,343.00	$45,270.00	$45,270.00	$45,270.00	$45,270.00	$45,270.00	$45,270.00	$45,270.00	$45,270.00	$45,270.00
Total	$8,343.00	$45,270.00	$45,270.00	$45,270.00	$45,270.00	$45,270.00	$45,270.00	$45,270.00	$45,270.00	$45,270.00

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Table H.7 (Continued)

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Sources of Capital Assistance Funds										
Federal Funds	--	$127,210	--	--	--	--	--	--	--	--
1. FTA Section 5307	--	--	--	--	--	--	--	--	--	--
2. FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3. FTA Section 5337	--	--	--	--	--	--	--	--	--	--
4. CMAQ	--	--	--	--	--	--	--	--	--	--
5. Other	--	$127,210	--	--	--	--	--	--	--	--
Subtotal	--	$127,210	--	--	--	--	--	--	--	--
State Funds	--	--	--	--	--	--	--	--	--	--
Local Funds										
1. Property Taxes	--	--	--	--	--	--	--	--	--	--
2. Bonding	$8,343	$23,827	--	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$8,343	$23,827	$0	$0	$0	$0	$0	$0	$0	$0
Total	$8,343	$151,037	$0	$0	$0	$0	$0	$0	$0	$0
Total Operating Assistance and Capital Project Funds										
Federal	$2,242,659	$2,333,923	$2,094,532	$2,076,004	$2,125,828	$2,176,848	$2,229,092	$2,282,591	$2,337,373	$2,393,470
State	$1,685,336	$1,517,772	$1,626,447	$1,629,254	$1,793,767	$1,836,817	$1,880,901	$1,926,043	$1,972,268	$2,019,602
Local	$855,460	$710,136	$702,780	$1,281,848	$1,312,612	$1,344,115	$1,376,374	$1,409,407	$1,443,233	$1,477,870
Total	$4,783,455	$4,561,831	$4,423,759	$4,987,106	$5,232,207	$5,357,780	$5,486,367	$5,618,040	$5,752,873	$5,890,942
Non-Financial Operating Data										
Revenue Passengers	1,418,467	1,361,473	1,394,148	1,139,720	1,139,720	1,139,720	1,139,720	1,139,720	1,139,720	1,139,720
Unlinked Passenger Trips	1,252,712	1,242,269	1,449,896	1,268,399	1,268,399	1,268,399	1,268,399	1,268,399	1,268,399	1,268,399
Passenger Miles	889,547	898,864	908,168	4,033,508	4,033,508	4,033,508	4,033,508	4,033,508	4,033,508	4,033,508
Revenue Vehicle Miles	889,547	901,522	919,552	1,010,441	1,010,441	1,010,441	1,010,441	1,010,441	1,010,441	1,010,441
Revenue Vehicle Hours	63,622	64,101	65,383	78,080	78,080	78,080	78,080	78,080	78,080	78,080
Buses Operated in Peak Service	47	38	38	45	45	45	45	45	45	45
Buses in Active Fleet	58	45	45	59	59	59	59	59	59	59
Total Employees	66	71	71	71	71	71	71	71	71	71

[a] *Excluding depreciation.*

Source: Kenosha Area Transit System and SEWRPC

Table H.8
Change in Basic Financial Capacity Analysis Indicators for Kenosha Area Transit System: 2014-2023

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Expenses[a]										
Change in Total Operating Expenses										
1. Absolute Amount	$245,128	-$202,691	$146,844	$1,524,664	$186,961	$191,448	$196,042	$200,747	$205,565	$210,499
2. Percentage Change	4.0	-3.2	2.4	24.3	2.4	2.4	2.4	2.4	2.4	2.4
Total Cost per Revenue Vehicle Mile										
1. Absolute Amount	$7.11	$6.79	$6.81	$7.71	$7.89	$8.08	$8.28	$8.48	$8.68	$8.89
2. Percentage Change	4.0	-4.5	0.4	13.2	2.4	2.4	2.4	2.4	2.4	2.4
Cost per Revenue Vehicle Hour										
1. Absolute Amount	$99.36	$95.45	$95.83	$99.77	$102.16	$104.62	$107.13	$109.70	$112.33	$115.03
2. Percentage Change	4.4	-3.9	0.4	4.1	2.4	2.4	2.4	2.4	2.4	2.4
Cost per Revenue Passenger										
1. Absolute Amount	$4.46	$4.49	$4.49	$6.84	$7.00	$7.17	$7.34	$7.52	$7.70	$7.88
2. Percentage Change	4.9	0.8	--	52.1	2.4	2.4	2.4	2.4	2.4	2.4
Cost per Passenger Mile										
1. Absolute Amount	$7.11	$6.81	$6.90	$1.93	$1.98	$2.03	$2.07	$2.12	$2.17	$2.23
2. Percentage Change	4.0	-4.3	1.4	-72.0	2.4	2.4	2.4	2.4	2.4	2.4
Operating Revenues										
Percentage Change in										
1. Passenger Revenue	-0.1	2.3	2.4	26.3	2.4	2.4	2.4	2.4	2.4	2.4
2. Total Revenue	-1.9	3.6	2.4	24.9	2.4	2.4	2.4	2.4	2.4	2.4
Average Revenue per Revenue Passenger										
1. Absolute Amount	$1.09	$1.18	$1.18	$1.80	$1.84	$1.89	$1.93	$1.98	$2.02	$2.07
2. Percentage Change	-1.1	7.9	--	52.8	2.4	2.4	2.4	2.4	2.4	2.4
Percent of Operating Expenses Recovered from Operating Revenues										
1. Absolute Amount	24.5	26.2	26.2	26.3	26.3	26.3	26.3	26.3	26.3	26.3
2. Percentage Change	-5.7	6.9	--	0.5	--	--	--	--	--	--
Operating Assistance Funds										
Change in Total Operating Assistance										
1. Absolute Amount	--	-$258,551	$108,397	$1,115,772	$137,778	$141,084	$144,470	$147,938	$151,488	$155,124
2. Percentage Change	--	-5.4	2.4	24.1	2.4	2.4	2.4	2.4	2.4	2.4
Operating Assistance per Revenue Passenger										
1. Absolute Amount	--	$3.32	$3.32	$5.04	$5.16	$5.28	$5.41	$5.54	$5.67	$5.81
2. Percentage Change	--	--	--	51.8	2.4	2.4	2.4	2.4	2.4	2.4
Operating Assistance per Passenger Mile										
1. Absolute Amount	--	$5.02	$5.09	$1.42	$1.46	$1.49	$1.53	$1.56	$1.60	$1.64
2. Percentage Change	--	--	1.4	-72.1	2.4	2.4	2.4	2.4	2.4	2.4

Table continued on next page.

Table H.8 (Continued)

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Assistance Funds (continued)										
Percentage Change in										
1. Federal Operating Assistance Funds	5.4	-1.6	2.4	-8.1	2.4	2.4	2.4	2.4	2.4	2.4
2. State Operating Assistance Funds	--	-9.9	2.4	12.7	2.4	2.4	2.4	2.4	2.4	2.4
3. Local Operating Assistance Funds	--	-19.0	2.4	82.4	2.4	2.4	2.4	2.4	2.4	2.4
Capital Expenditures and Assistance Funds										
Change in Total Capital Expenditures										
1. Absolute Amount	-$2,886,270	$142,694	-$151,037	--	--	--	--	--	--	--
2. Percentage Change	-99.7	1,710.3	-100.0	--	--	--	--	--	--	--
Percentage Change in										
1. Federal Capital Assistance Funds	-100.0	--	-100.0	--	--	--	--	--	--	--
2. State Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
3. Local Capital Assistance Funds	-98.6	185.6	-100.0	--	--	--	--	--	--	--
Total Operating and Capital Assistance Funds										
Change in Total Assistance										
1. Absolute Amount	-2,641,142	-221,624	-138,072	563,347	245,101	125,573	128,587	131,673	134,833	138,069
2. Percentage Change	-29.4	-4.6	-3.0	12.7	4.9	2.4	2.4	2.4	2.4	2.4
Percentage Change in										
1. Federal Assistance	-49.3	4.1	-10.3	-0.9	2.4	2.4	2.4	2.4	2.4	2.4
2. State Assistance	8.9	-9.9	7.2	0.2	10.1	2.4	2.4	2.4	2.4	2.4
3. Local Assistance	-20.0	-17.0	-1.0	82.4	2.4	2.4	2.4	2.4	2.4	2.4
Non-Financial Operating Data										
Change in Revenue Passengers										
1. Absolute Amount	-12,064	-56,994	32,675	-254,428	--	--	--	--	--	--
2. Percentage Change	-0.8	-4.0	2.4	-18.2	--	--	--	--	--	--
Change in Revenue Vehicle Miles										
1. Absolute Amount	-59	11,975	18,030	90,889	--	--	--	--	--	--
2. Percentage Change	--	1.3	2.0	9.9	--	--	--	--	--	--
Change in Revenue Vehicle Hours										
1. Absolute Amount	-209	479	1,282	12,697	--	--	--	--	--	--
2. Percentage Change	-0.3	0.8	2.0	19.4	--	--	--	--	--	--
Change in Buses in Active Fleet										
1. Absolute Amount	--	-13	--	14	--	--	--	--	--	--
2. Percentage Change	--	-22.4	--	31.1	--	--	--	--	--	--
Change in Total Employees										
1. Absolute Amount	2	5	--	--	--	--	--	--	--	--
2. Percentage Change	3.1	7.6	--	--	--	--	--	--	--	--

[a] *Excluding depreciation.*

Source: Kenosha Area Transit System and SEWRPC

Table H.9
Public Transit Operator Report for Milwaukee County Transit System: 2019-2022

2019 Projected Operating Budget	
Total Federal Operating Assistance	$15,800,000
Total State Operating Assistance	$67,100,000
Total Local Operating Assistance	$24,900,000
Total Farebox and Other Revenue	$40,700,000
Total Operating Budget	$148,500,000

2019 Projected Operation Characteristics			
Basic Transit System	**Weekdays**	**Saturdays**	**Sundays/Holidays**
Number of Routes	55	34	34
Total Route Miles (both directions)	56,383	36,027	31,770
Headway Range (average)	17-24	24-31	25-32
Vehicle Hours (average)	4,307	2,787	2,394
Vehicles in Service	316	165	147
Operating Budget (average)	$465,000	$280,000	$245,000

2019 Projections	
Operating Characteristics Specialized Service for Elderly and Handicapped Total Operating Budget: $742,000	The Transit Plus Program subsidizes the cost of personal transportation for individuals designated as disabled under the Americans with Disabilities Act. The program is designed to approximate mass transit for individuals who are unable to utilize the fixed-route service of MCTS. Private van and taxi companies are contracted to provide all paratransit service. No constraints are placed on the nature of trip or number of trips taken. Service hours approximate the hours of fixed-route service. With few exceptions, the service area is Milwaukee County. All trips must originate and terminate within the service area. Milwaukee County subsidizes each one-way trip. The individual taking the trip is required to make an initial co-pay, currently, $4.00. Per ADA law, the client co-pay may not exceed twice the standard adult bus fare (currently $2.25). In 2019, it is estimated that 530,000 paratransit trips will be taken at a total program cost of $16.8 million.
Implementation of New or Restructured Transit Services	None
Planning for New or Restructured Transit Services	Pending approval of our federal award, Milwaukee County will begin construction of the Bus Rapid Transit line in 2019 along the East-West Corridor connecting downtown Milwaukee to the Milwaukee Regional Medical Complex and Milwaukee County Research Park. Public input on a route re-design will be sought during 2019. Actual service changes for both projects would occur in 2020.

Source: Milwaukee County Department of Public Works and SEWRPC

Table H.10
Public Transit Operator Capital Project Justification for Milwaukee County Transit System: 2019-2022

TIP Project Number	Description	Year	Costs ($)	Justification
81	Contract services for MCTS paratransit operations	2019-2022	2,250,000[a]	Eligible operating expenses for Milwaukee County's paratransit program (Transit Plus).
83	Fourteen replacement 40-foot buses for MCTS utilizing Section 5339 funds	2019	6,700,000	Replacing fully depreciated New Flyer buses purchased in 2005 and 2006.
84	Thirty replacement 40-foot buses for MCTS utilizing Section 5339 funds.	2020-2021	5,000,000[a]	Replacing fully depreciated New Flyer buses purchased in 2005 and 2006.
85	Capitalization of transit vehicle maintenance activities	2019 2020-2022	15,000,000 20,000,000[a]	FTA allows vehicle maintenance costs to be considered an eligible capital project.
86	Replacement of 12 bus lifts at the MCTS Fleet Maintenance Facility.	2019 2020	1,000,000 2,000,000	The current lifts are beyond their useful life and constantly breaking down.
87	Rebuild of the inspection pits at the MCTS Fond du Lac Maintenance Garage.	2021	2,000,000	The existing pits are failing and are beyond repair.
88	Support, service and maintenance equipment	2019 2020-2022	1,250,000 1,000,000[a]	See Attachment A for 2019 justifications.
89	Milwaukee Urbanized Area Section 5310 Administration.	2019 – 2020	120,000[a]	Milwaukee County will administer the regional Section 5310 program.
90	Roof replacement at the MCTS Fleet Maintenance Facility.	2020	5,200,000	The current roof is approximately 35 years old and well beyond its useful life.
91	Roof replacement at the Milwaukee County Transit System Kinnickinnic Garage.	2021	5,500,000	The current roof is approximately 30 years old and well beyond its useful life.
92	Replacement of the interior lighting at the MCTS Kinnickinnic Garage.	2021	750,000	Current lighting system is inadequate and needs to be replaced.
93	Fourteen replacement 40-foot buses for MCTS utilizing CMAQ funds.	2019	6,700,000	Replacing fully depreciated New Flyer buses purchased in 2005 and 2006.
96	Replacement of the HVAC system at the MCTS Kinnickinnic Bus Storage Garage.	2021	5,200,000	The current system is approximately 30 years old and well beyond its useful life.
97	Tire leasing services for MCTS	2019 2020 2021 2022	520,000 530,000 540,000 550,000	Annual cost of tire leasing services – proven to be more cost effective than purchasing tires.
98	Purchase of a Maintenance Work Order System for MCTS.	2020	1,000,000	The current work order system is obsolete.
99	Parking lot and lighting replacement at the Fond du Lac Operating Garage employee lot.	2019	1,100,000	The existing lot and lighting is beyond repair.
100	Replacement of the concrete yard and parking lot at the Milwaukee County Transit System KK Garage.	2020	1,000,000	The current lot is in disrepair and needs to be replaced.

[a] *Per year.*

Source: Milwaukee County Department of Public Works and SEWRPC

Attachment A
Milwaukee County Transit System Support, Service and Maintenance Equipment

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

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

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

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

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

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

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

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

Table H.11
Financial Capacity Analysis Background Data for Milwaukee County Transit System: 2014-2023

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Expenses[a]	$152,991,638	$147,572,701	$156,411,966	$152,022,586	$158,816,808	$158,816,808	$158,816,808	$158,816,808	$158,816,808	$158,816,808
Operating Revenues										
Passenger Revenue	$45,181,277	$40,727,362	$35,322,074	$32,014,138	$34,157,848	$34,157,848	$34,157,848	$34,157,848	$34,157,848	$34,157,848
School District Revenue										
Other Revenue	$2,763,857	$2,318,418	$3,970,581	$3,817,912	$3,725,531	$3,725,531	$3,725,531	$3,725,531	$3,725,531	$3,725,531
Total	$47,945,134	$43,045,780	$39,292,655	$35,832,050	$37,883,379	$37,883,379	$37,883,379	$37,883,379	$37,883,379	$37,883,379
Public Funding Requirement	$105,046,504	$104,526,921	$117,119,311	$116,190,536	$120,933,429	$120,933,429	$120,933,429	$120,933,429	$120,933,429	$120,933,429
Sources of Operating Assistance Funds										
Federal Funds										
1. FTA Section 5307	$18,591,435	$11,880,481	$17,500,000	$15,097,322	$18,550,000	$18,550,000	$18,550,000	$18,550,000	$18,550,000	$18,550,000
2. FTA Section 5339										
3. CMAQ	$7,627,161	$5,148,131	$6,420,384	$4,061,327	$2,448,187	$2,448,187	$2,448,187	$2,448,187	$2,448,187	$2,448,187
4. Other	--	--	$326,005	$198,313	$750,000	$750,000	$750,000	$750,000	$750,000	$750,000
Subtotal	$26,218,596	$17,028,612	$24,246,389	$19,356,962	$21,748,187	$21,748,187	$21,748,187	$21,748,187	$21,748,187	$21,748,187
State Funds										
1. WisDOT Section 85.20 (Operating Assistance)	$64,193,900	$64,193,900	$64,193,900	$64,193,900	$64,193,900	$64,193,900	$64,193,900	$64,193,900	$64,193,900	$64,193,900
2. WisDOT Section 85.24 (TDM)										
3. Other	$1,175,157	$6,628,000	$5,727,503	$5,096,268	$6,122,920	$6,122,920	$6,122,920	$6,122,920	$6,122,920	$6,122,920
Subtotal	$65,369,057	$70,821,900	$69,921,403	$69,290,168	$70,316,820	$70,316,820	$70,316,820	$70,316,820	$70,316,820	$70,316,820
Local Funds										
1. Property Taxes	$15,657,665	$18,887,973	$22,466,630	$10,565,108	$10,131,159	$10,131,160	$10,131,160	$10,131,160	$10,131,160	$10,131,160
2. Funds from Other Communities	$0	$0	$0	$0	$0	$0	$0	$0	$0	$0
3. Other	$0	$0	$0	$12,228,524	$18,737,263	$18,737,263	$18,737,263	$18,737,263	$18,737,263	$18,737,263
Subtotal	$15,657,665	$18,887,973	$22,466,630	$22,793,632	$28,868,422	$28,868,423	$28,868,423	$28,868,423	$28,868,423	$28,868,423
Total	$107,245,318	$106,738,485	$116,634,422	$111,440,762	$120,933,429	$120,933,430	$120,933,430	$120,933,430	$120,933,430	$120,933,430
Depreciation	$2,198,814	$2,211,564	$3,019,719	$3,275,775	$3,328,997	$3,328,998	$3,328,998	$3,328,998	$3,328,998	$3,328,998
Capital Project Expenditures										
Bus Fleet Rehabilitation, Replacement, and Expansion	$14,000,000	$13,000,000	$14,000,000	$7,200,000	$13,500,000	$10,000,000	$15,000,000	$15,000,000	$15,000,000	$15,000,000
Bus Facility Renovation, Replacement, and Expansion	--	$1,200,000	--	$4,700,000	$500,000	--	--	--	--	--
Fixed Guideway Fleet Rehabilitation and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
Other	--	$5,000,000	--	--	--	$44,000,000	$5,000,000	$5,000,000	$5,000,000	$5,000,000
Total	$14,000,000	$19,200,000	$14,000,000	$11,900,000	$14,000,000	$54,000,000	$20,000,000	$20,000,000	$20,000,000	$20,000,000

Table continued on next page.

Table H.11 (Continued)

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Sources of Capital Assistance Funds										
Federal Funds										
1. FTA Section 5307	--	$4,960,000	--	$3,760,000	--	--	--	--	--	--
2. FTA Section 5339	--	$2,500,000	$2,300,000	$2,600,000	$2,700,000	--	$2,500,000	$2,500,000	$2,500,000	$2,500,000
3. CMAQ	--	$5,440,000	--	--	--	--	$2,800,000	--	--	--
4. Other	$11,200,000	--	--	$3,200,000	--	$38,000,000	--	--	--	--
Subtotal	$11,200,000	$12,900,000	$2,300,000	$9,560,000	$2,700,000	$38,000,000	$5,300,000	$2,500,000	$2,500,000	$2,500,000
State Funds	--	--	--	--	--	--	--	--	--	--
Local Funds										
1. Property Taxes	--	--	--	--	--	--	--	--	--	--
2. Bonding	$2,800,000	$6,300,000	$11,700,000	$2,340,000	$11,300,000	$11,500,000	$14,700,000	$17,500,000	$17,500,000	$17,500,000
3. Other	--	--	--	--	--	$4,500,000	--	--	--	--
Subtotal	$2,800,000	$6,300,000	$11,700,000	$2,340,000	$11,300,000	$16,000,000	$14,700,000	$17,500,000	$17,500,000	$17,500,000
Total	$14,000,000	$19,200,000	$14,000,000	$11,900,000	$14,000,000	$54,000,000	$20,000,000	$20,000,000	$20,000,000	$20,000,000
Total Operating Assistance and Capital Project Funds										
Federal	$37,418,596	$29,928,612	$26,546,389	$28,916,962	$24,448,187	$59,748,187	$27,048,187	$24,248,187	$24,248,187	$24,248,187
State	$65,369,057	$70,821,900	$69,921,403	$69,290,168	$70,316,820	$70,316,820	$70,316,820	$70,316,820	$70,316,820	$70,316,820
Local	$18,457,665	$25,187,973	$34,166,630	$25,133,632	$40,168,422	$44,868,423	$43,568,423	$46,368,423	$46,368,423	$46,368,423
Total	$121,245,318	$125,938,485	$130,634,422	$123,340,762	$134,933,429	$174,933,430	$140,933,430	$140,933,430	$140,933,430	$140,933,430
Non-Financial Operating Data										
Revenue Passengers	33,222,519	22,887,923	18,901,527	31,546,737	33,065,000	31,600,000	31,600,000	31,600,000	31,600,000	31,600,000
Unlinked Passenger Trips	40,028,664	34,473,760	34,606,043	40,256,308	42,194,403	40,357,000	40,357,000	40,357,000	40,357,000	40,357,000
Passenger Miles	142,120,808	134,205,872	120,815,722	137,115,751	143,717,348	137,350,000	137,350,000	137,350,000	137,350,000	137,350,000
Revenue Vehicle Miles	17,457,798	18,437,783	18,579,209	18,219,946	18,769,305	18,123,000	18,123,000	18,123,000	18,123,000	18,123,000
Revenue Vehicle Hours	1,345,689	1,396,012	1,407,841	1,387,359	1,406,181	1,380,000	1,380,000	1,380,000	1,380,000	1,380,000
Buses Operated in Peak Service	331	343	343	332	337	337	337	337	337	337
Buses in Active Fleet	415	415	415	395	395	395	395	395	395	395
Total Employees	1,048	1,036	1,040	1,099	1,100	1,100	1,100	1,100	1,100	1,100

[a] *Excluding depreciation.*

Source: Milwaukee County Department of Public Works and SEWRPC

Table H.12
Change in Basic Financial Capacity Analysis Indicators for Milwaukee County Transit System: 2014-2023

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Expenses[a]										
Change in Total Operating Expenses										
1. Absolute Amount	$3,064,039	-$5,418,937	$8,839,265	-$4,389,380	$6,794,222	--	--	--	--	--
2. Percentage Change	2.0	-3.5	6.0	-2.8	4.5	--	--	--	--	--
Total Cost per Revenue Vehicle Mile										
1. Absolute Amount	$8.76	$8.00	$8.42	$8.34	$8.46	$8.76	$8.76	$8.76	$8.76	$8.76
2. Percentage Change	-10.4	-8.6	5.2	-0.9	1.4	3.6	--	--	--	--
Cost per Revenue Vehicle Hour										
1. Absolute Amount	$113.69	$105.71	$111.10	$109.58	$112.94	$115.08	$115.08	$115.08	$115.08	$115.08
2. Percentage Change	-5.5	-7.0	5.1	-1.4	3.1	1.9	--	--	--	--
Cost per Revenue Passenger										
1. Absolute Amount	$4.61	$6.45	$8.28	$4.82	$4.80	$5.03	$5.03	$5.03	$5.03	$5.03
2. Percentage Change	12.0	39.9	28.3	-41.8	-0.3	4.6	--	--	--	--
Cost per Passenger Mile										
1. Absolute Amount	$1.08	$1.10	$1.29	$1.11	$1.11	$1.16	$1.16	$1.16	$1.16	$1.16
2. Percentage Change	6.3	1.8	17.7	-14.4	-0.3	4.6	--	--	--	--
Operating Revenues										
Percentage Change in										
1. Passenger Revenue	-1.2	-9.9	-13.3	-9.4	6.7	--	--	--	--	--
2. Total Revenue	-1.9	-10.2	-8.7	-8.8	5.7	--	--	--	--	--
Average Revenue per Revenue Passenger										
1. Absolute Amount	$1.44	$1.88	$2.08	$1.14	$1.15	$1.20	$1.20	$1.20	$1.20	$1.20
2. Percentage Change	7.6	30.6	10.5	-45.4	0.9	4.6	--	--	--	--
Percent of Operating Expenses Recovered from Operating Revenues										
1. Absolute Amount	31.3	29.2	25.1	23.6	23.9	23.9	23.9	23.9	23.9	23.9
2. Percentage Change	-3.9	-6.8	-13.9	-6.2	1.2	--	--	--	--	--
Operating Assistance Funds										
Change in Total Operating Assistance										
1. Absolute Amount	$3,987,025	-$519,583	$12,592,390	-$928,775	$4,742,893	--	--	--	--	--
2. Percentage Change	3.9	-0.5	12.0	-0.8	4.1	--	--	--	--	--
Operating Assistance per Revenue Passenger										
1. Absolute Amount	$3.16	$4.57	$6.20	$3.68	$3.66	$3.83	$3.83	$3.83	$3.83	$3.83
2. Percentage Change	14.0	44.5	35.7	-40.6	-0.7	4.6	--	--	--	--
Operating Assistance per Passenger Mile										
1. Absolute Amount	$0.74	$0.78	$0.97	$0.85	$0.84	$0.88	$0.88	$0.88	$0.88	$0.88
2. Percentage Change	8.3	5.3	24.5	-12.6	-0.7	4.6	--	--	--	--

Table continued on next page.

Table H.12 (Continued)

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Assistance Funds (continued)										
Percentage Change in										
1. Federal Operating Assistance Funds	16.9	-35.1	42.4	-20.2	12.4	--	--	--	--	--
2. State Operating Assistance Funds	-0.5	8.3	-1.3	-0.9	1.5	--	--	--	--	--
3. Local Operating Assistance Funds	3.4	20.6	18.9	1.5	26.7	--	--	--	--	--
Capital Expenditures and Assistance Funds										
Change in Total Capital Expenditures										
1. Absolute Amount	-$9,150,000	$5,200,000	-$5,200,000	-$2,100,000	$2,100,000	$40,000,000	-34,000,000	--	--	--
2. Percentage Change	-39.5	37.1	-27.1	-15.0	17.6	285.7	-63.0	--	--	--
Percentage Change in										
1. Federal Capital Assistance Funds	-42.9	15.2	-82.2	315.7	-71.8	1,307.4	-86.1	-52.8	--	--
2. State Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
3. Local Capital Assistance Funds	-20.7	125.0	85.7	-80.0	382.9	41.6	-8.1	19.0	--	--
Total Operating and Capital Assistance Funds										
Change in Total Assistance										
1. Absolute Amount	-5,149,852	4,693,167	4,695,937	-7,293,660	11,592,667	40,000,001	34,000,000	--	--	--
2. Percentage Change	-4.1	3.9	3.7	-5.6	9.4	29.6	-19.4	--	--	--
Percentage Change in										
1. Federal Assistance	-11.0	-20.0	-11.3	8.9	-15.5	144.4	-54.7	-10.4	--	--
2. State Assistance	-0.5	8.3	-1.3	-0.9	1.5	--	--	--	--	--
3. Local Assistance	-1.1	36.5	35.6	-26.4	59.8	11.7	-2.9	6.4	--	--
Non-Financial Operating Data										
Change in Revenue Passengers										
1. Absolute Amount	-3,228,764	-10,334,596	-3,986,396	12,645,210	1,518,263	-1,465,000	--	--	--	--
2. Percentage Change	-8.9	-31.1	-17.4	66.9	4.8	-4.4	--	--	--	--
Change in Revenue Vehicle Miles										
1. Absolute Amount	2,120,579	979,985	141,426	-359,263	549,359	-646,305	--	--	--	--
2. Percentage Change	13.8	5.6	0.8	-1.9	3.0	-3.4	--	--	--	--
Change in Revenue Vehicle Hours										
1. Absolute Amount	98,901	50,323	11,829	-20,482	18,822	-26,181	--	--	--	--
2. Percentage Change	7.9	3.7	0.8	-1.5	1.4	-1.9	--	--	--	--
Change in Buses in Active Fleet										
1. Absolute Amount	--	--	--	-20	--	--	--	--	--	--
2. Percentage Change	--	--	--	-4.8	--	--	--	--	--	--
Change in Total Employees										
1. Absolute Amount	21	-12	4	59	1	--	--	--	--	--
2. Percentage Change	2.0	-1.1	0.4	5.7	0.1	--	--	--	--	--

[a] *Excluding depreciation.*

Source: Milwaukee County Department of Public Works and SEWRPC

Table H.13
Public Transit Operator Report for Ozaukee County Transit System: 2019-2022

2019 Projected Operating Budget	
Total Federal Operating Assistance	$617,790
Total State Operating Assistance	$1,527,980
Total Local Operating Assistance	$492,623
Total Farebox and Other Revenue	$929,901
Total Operating Budget	$3,568,294

2019 Projected Operation Characteristics	
Basic Transit System: Bus	**Weekdays**
Number of Routes	1
Total Route Miles (both directions)	55
Vehicle Hours (average)	36
Vehicles in Service	7
Operating Budget (average)	$5,819

2019 Projected Operation Characteristics			
Basic Transit System: Taxi	**Weekdays**	**Saturdays**	**Sundays/Holidays**
Vehicle Miles (average)	4,461	1,677	1,056
Vehicle Hours (average)	223	78	51
Vehicles in Service	26	8	6
Operating Budget (average)	$5,352	$1,872	$1,224

2019 Projections	
Operating Characteristics	Specialized Service for Elderly and Handicapped Total Operating Budget: $1,425,000
Implementation of New or Restructured Transit Services	None
Planning for New or Restructured Transit Services	None

Source: Ozaukee County Transit Services and SEWRPC

Table H.14
Public Transit Operator Capital Project Justification for Ozaukee County Transit System: 2019-2022

TIP Project Number	Description	Year	Costs ($)	Justification
159	Provision of Countywide Specialized Demand-Responsive Transportation Services for Elderly & Disabled People and out of county transportation for the elderly and disabled (Sec. 85.21)	2019 2020 2021 2022	246,800 249,300 251,800 254,300	Project helps fund our Shared-Ride Taxi Service that provides 70 percent of its 116,000 plus rides each year to elderly and disabled
160	Operating Assistance for Ozaukee County Express Bus and Shared-Ride Taxi (85.20)	2019 2020 2021 2022	1,812,900 1,831,000 1,849,400 1,867,800	To increase and improve usage and rider experience for public transit in rural Kenosha County
161	Capital Costs of Maintenance for the Ozaukee County Express Bus and Shared-Ride Taxi Service	2019 2020 2021 2022	1,623,300 1,639,500 1,655,900 1,672,500	To improve the rider experience at the next busiest bus stops.
162	Purchase of replacement vehicles for the Ozaukee County Shared-Ride Taxi Program	2019-2022	175,000[a]	Cycling in of new taxis each year to our inventory.

[a] *Per Year*

Source: Ozaukee County Transit Services and SEWRPC

Table H.15
Financial Capacity Analysis Background Data for Ozaukee County Transit System: 2014-2023

	Actual/Estimated					Projected				
Data Element	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Expenses[a]	$3,164,137	$3,025,886	$3,180,447	$3,198,799	$3,532,964	$3,568,294	$3,603,977	$3,640,016	$3,676,417	$3,713,181
Operating Revenues										
Passenger Revenue	$792,371	$697,641	$745,000	$830,104	$909,094	$918,185	$927,367	$936,640	$946,007	$955,467
Prior Year Revenue										
Other Revenue	$17,531	$11,509	$5,600	$8,433	$11,600	$11,716	$11,833	$11,951	$12,071	$12,192
Total	$809,902	$709,150	$750,600	$838,537	$920,694	$929,901	$939,200	$948,592	$958,078	$967,659
Operating Assistance	$2,354,235	$2,316,736	$2,429,847	$2,360,262	$2,612,270	$2,638,393	$2,664,777	$2,691,424	$2,718,339	$2,745,522
Sources of Operating Assistance Funds										
Federal Funds										
1. FTA Section 5307	$220,833	$483,348	$563,008	$582,610	$611,673	$617,790	$623,968	$630,207	$636,509	$642,874
2. FTA Section 5339										
3. CMAQ	$34,058	$30,748	--	--	--	--	--	--	--	--
4. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$254,891	$514,096	$563,008	$582,610	$611,673	$617,790	$623,968	$630,207	$636,509	$642,874
State Funds										
1. WisDOT Section 85.20 (Operating Assistance)	$1,140,976	$1,225,786	$1,102,000	$1,061,349	$1,294,429	$1,320,318	$1,346,724	$1,373,658	$1,401,132	$1,429,154
2. WisDOT Section 85.24 (TDM)										
3. Other	$184,373	$190,374	$192,500	$200,075	$205,606	$207,662	$209,739	$211,836	$213,954	$216,094
Subtotal	$1,325,349	$1,416,160	$1,294,500	$1,261,424	$1,500,035	$1,527,980	$1,556,463	$1,585,494	$1,615,086	$1,645,248
Local Funds										
1. Property Taxes	$773,995	$386,480	$484,141	$516,228	$500,562	$492,623	$484,346	$475,723	$466,743	$457,399
2. Funds from Other Communities	--	--	--	--	--	--	--	--	--	--
3. Other	$0	$0	--	--	--	--	--	--	--	--
Subtotal	$773,995	$386,480	$484,141	$516,228	$500,562	$492,623	$484,346	$475,723	$466,743	$457,399
Total	$2,354,235	$2,316,736	$2,341,649	$2,360,262	$2,612,270	$2,638,393	$2,664,777	$2,691,424	$2,718,339	$2,745,522
Depreciation	--	--	--	--	--	--	--	--	--	--
Capital Project Expenditures										
Bus Fleet Rehabilitation, Replacement, and Expansion	$130,661	$213,930	$275,000	$395,204	$275,000	$275,000	$275,000	$275,000	$275,000	$275,000
Bus Facility Renovation, Replacement, and Expansion	--	$159,622	--	--	--	--	--	--	--	--
Fixed Guideway Fleet Rehabilitation and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
Other	$2,727	--	$42,500	--	$50,000	$50,000	$50,000	$50,000	$50,000	$50,000
Total	$133,388	$373,552	$317,500	$395,204	$325,000	$325,000	$325,000	$325,000	$325,000	$325,000

Table continued on next page.

Table H.15 (Continued)

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Sources of Capital Assistance Funds										
Federal Funds										
1. FTA Section 5307	$114,112	$215,430	$207,200	$162,215	$220,000	$140,000	$140,000	$140,000	$140,000	$140,000
2. FTA Section 5339	--	$70,648	--	$145,656	--	$80,000	$80,000	$80,000	$80,000	$80,000
3. CMAQ	--	--	--	--	--	--	--	--	--	--
4. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$114,112	$286,078	$207,200	$307,871	$220,000	$220,000	$220,000	$220,000	$220,000	$220,000
State Funds	--	--	--	--	--	--	--	--	--	--
Local Funds										
1. Property Taxes	$19,276	$87,474	$110,300	$87,333	$55,000	$115,000	$115,000	$115,000	$115,000	$115,000
2. Bonding	--	--	--	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$19,276	$87,474	$110,300	$87,333	$55,000	$115,000	$115,000	$115,000	$115,000	$115,000
Total	$133,388	$373,552	$317,500	$395,204	$275,000	$335,000	$335,000	$335,000	$335,000	$335,000
Total Operating Assistance and Capital Project Funds										
Federal	$369,003	$800,174	$770,208	$890,481	$831,673	$837,790	$843,968	$850,207	$856,509	$862,874
State	$1,325,349	$1,416,160	$1,294,500	$1,261,424	$1,500,035	$1,527,980	$1,556,463	$1,585,494	$1,615,086	$1,645,248
Local	$793,271	$473,954	$594,441	$603,561	$555,562	$607,623	$599,346	$590,723	$581,743	$572,399
Total	$2,487,623	$2,690,288	$2,659,149	$2,755,466	$2,887,270	$2,973,393	$2,999,777	$3,026,424	$3,053,339	$3,080,522
Non-Financial Operating Data										
Revenue Passengers	224,407	201,051	223,068	218,786	222,137	225,544	229,009	232,533	236,117	239,762
Unlinked Passenger Trips	224,407	201,051	223,068	218,786	222,137	225,544	229,009	232,533	236,117	239,762
Passenger Miles	2,995,451	2,601,244	2,927,960	2,234,176	2,278,860	2,316,238	2,354,282	2,393,004	2,432,416	2,472,533
Revenue Vehicle Miles	1,284,422	1,244,577	1,287,948	1,378,251	1,389,114	1,401,085	1,413,176	1,425,387	1,437,721	1,450,178
Revenue Vehicle Hours	58,768	58,240	61,301	65,373	65,952	66,537	67,128	67,725	68,328	68,937
Buses Operated in Peak Service	7	7	7	7	7	7	7	7	7	7
Buses in Active Fleet	7	7	7	7	7	7	7	7	7	7
Total Employees	1	1	1	1	1	1	1	1	1	1

[a] *Excluding depreciation.*

Source: Ozaukee County Transit Services and SEWRPC

Table H.16
Change in Basic Financial Capacity Analysis Indicators for Ozaukee County Transit System: 2014-2023

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Expenses[a]										
Change in Total Operating Expenses										
1. Absolute Amount	$272,775	-$138,251	$154,561	$18,352	$334,165	$35,330	$35,683	$36,040	$36,400	$36,764
2. Percentage Change	9.4	-4.4	5.1	0.6	10.4	1.0	1.0	1.0	1.0	1.0
Total Cost per Revenue Vehicle Mile										
1. Absolute Amount	$2.46	$2.43	$2.47	$2.32	$2.54	$2.55	$2.55	$2.55	$2.56	$2.56
2. Percentage Change	-0.4	-1.2	1.6	-6.0	9.6	0.1	0.1	0.1	0.1	0.1
Cost per Revenue Vehicle Hour										
1. Absolute Amount	$53.84	$51.96	$51.88	$48.93	$53.57	$53.63	$53.69	$53.75	$53.81	$53.86
2. Percentage Change	3.1	-3.5	-0.1	-5.7	9.5	0.1	0.1	0.1	0.1	0.1
Cost per Revenue Passenger										
1. Absolute Amount	$14.10	$15.05	$14.26	$14.62	$15.90	$15.82	$15.74	$15.65	$15.57	$15.49
2. Percentage Change	3.8	6.7	-5.3	2.5	8.8	-0.5	-0.5	-0.5	-0.5	-0.5
Cost per Passenger Mile										
1. Absolute Amount	$1.06	$1.16	$1.09	$1.43	$1.55	$1.54	$1.53	$1.52	$1.51	$1.50
2. Percentage Change	7.4	9.7	-6.6	31.8	8.3	-0.6	-0.6	-0.6	-0.6	-0.6
Operating Revenues										
Percentage Change in										
1. Passenger Revenue	11.1	-12.0	6.8	11.4	9.5	1.0	1.0	1.0	1.0	1.0
2. Total Revenue	7.9	-12.4	5.8	11.7	9.8	1.0	1.0	1.0	1.0	1.0
Average Revenue per Revenue Passenger										
1. Absolute Amount	$3.61	$3.53	$3.36	$3.83	$4.14	$4.12	$4.10	$4.08	$4.06	$4.04
2. Percentage Change	2.4	-2.3	-4.6	13.9	8.1	-0.5	-0.5	-0.5	-0.5	-0.5
Percent of Operating Expenses Recovered from Operating Revenues										
1. Absolute Amount	25.6	23.4	23.6	26.2	26.1	26.1	26.1	26.1	26.1	26.1
2. Percentage Change	-1.4	-8.5	0.7	11.1	-0.6	--	--	--	--	--
Operating Assistance Funds										
Change in Total Operating Assistance										
1. Absolute Amount	$213,182	-$37,499	$113,111	-$69,585	$252,008	$26,123	$26,384	$26,648	$26,914	$27,183
2. Percentage Change	10.0	-1.6	4.9	-2.9	10.7	1.0	1.0	1.0	1.0	1.0
Operating Assistance per Revenue Passenger										
1. Absolute Amount	$10.49	$11.52	$10.89	$10.79	$11.76	$11.70	$11.64	$11.57	$11.51	$11.45
2. Percentage Change	4.3	9.8	-5.5	-1.0	9.0	-0.5	-0.5	-0.5	-0.5	-0.5
Operating Assistance per Passenger Mile										
1. Absolute Amount	$0.79	$0.89	$0.83	$1.06	$1.15	$1.14	$1.13	$1.12	$1.12	$1.11
2. Percentage Change	8.0	12.7	-6.8	27.3	8.5	-0.6	-0.6	-0.6	-0.6	-0.6

Table continued on next page.

Table H.16 (Continued)

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Assistance Funds (continued)										
Percentage Change in										
1. Federal Operating Assistance Funds	3.0	101.7	9.5	3.5	5.0	1.0	1.0	1.0	1.0	1.0
2. State Operating Assistance Funds	9.7	6.9	-8.6	-2.6	18.9	1.9	1.9	1.9	1.9	1.9
3. Local Operating Assistance Funds	12.9	-50.1	25.3	6.6	-3.0	-1.6	-1.7	-1.8	-1.9	-2.0
Capital Expenditures and Assistance Funds										
Change in Total Capital Expenditures										
1. Absolute Amount	$40,564	$240,164	-$56,052	$77,704	-$120,204	$60,000	--	--	--	--
2. Percentage Change	43.7	180.0	-15.0	24.5	-30.4	21.8	--	--	--	--
Percentage Change in										
1. Federal Capital Assistance Funds	31.2	150.7	-27.6	48.6	-28.5	--	--	--	--	--
2. State Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
3. Local Capital Assistance Funds	-98.0	353.8	26.1	-20.8	-37.0	109.1	--	--	--	--
Total Operating and Capital Assistance Funds										
Change in Total Assistance										
1. Absolute Amount	253,746	202,665	-31,139	96,317	131,804	86,123	26,384	26,648	26,914	27,183
2. Percentage Change	11.4	8.1	-1.2	3.6	4.8	3.0	0.9	0.9	0.9	0.9
Percentage Change in										
1. Federal Assistance	10.3	116.8	-3.7	15.6	-6.6	0.7	0.7	0.7	0.7	0.7
2. State Assistance	9.7	6.9	-8.6	-2.6	18.9	1.9	1.9	1.9	1.9	1.9
3. Local Assistance	14.7	-40.3	25.4	1.5	-8.0	9.4	-1.4	-1.4	-1.5	-1.6
Non-Financial Operating Data										
Change in Revenue Passengers										
1. Absolute Amount	11,500	-23,356	22,017	-4,282	3,351	3,407	3,465	3,524	3,584	3,645
2. Percentage Change	5.4	-10.4	11.0	-1.9	1.5	1.5	1.5	1.5	1.5	1.5
Change in Revenue Vehicle Miles										
1. Absolute Amount	114,925	-39,845	43,371	90,303	10,863	11,971	12,091	12,212	12,334	12,457
2. Percentage Change	9.8	-3.1	3.5	7.0	0.8	0.9	0.9	0.9	0.9	0.9
Change in Revenue Vehicle Hours										
1. Absolute Amount	3,421	-528	3,061	4,072	579	585	591	597	603	609
2. Percentage Change	6.2	-0.9	5.3	6.6	0.9	0.9	0.9	0.9	0.9	0.9
Change in Buses in Active Fleet										
1. Absolute Amount	--	--	--	--	--	--	--	--	--	--
2. Percentage Change	--	--	--	--	--	--	--	--	--	--
Change in Total Employees										
1. Absolute Amount	--	--	--	--	--	--	--	--	--	--
2. Percentage Change	--	--	--	--	--	--	--	--	--	--

[a] *Excluding depreciation.*

Source: Ozaukee County Transit Services and SEWRPC

Table H.17
Public Transit Operator Report for RYDE (City of Racine Transit System): 2019-2022

2019 Projected Operating Budget	
Total Federal Operating Assistance	$2,636,000
Total State Operating Assistance	$2,067,000
Total Local Operating Assistance	$1,811,000
Total Farebox and Other Revenue	$2,171,000
Total Operating Budget	$8,685,000

2019 Projected Operation Characteristics			
Basic Transit System	**Weekdays**	**Saturdays**	**Sundays**
Number of Routes	9	4	4
Total Route Miles (both directions)	184.2	116.2	98.4
Headway Range (average)	30-60	60	60
Vehicle Hours (average)	276	117	73
Vehicles in Service	29	9	8
Operating Budget (average)	$21,481	$9,164	$5,621

2019 Projections	
Operating Characteristics	Specialized Service for Elderly and Handicapped Total Operating Budget: $742,000
Implementation of New or Restructured Transit Services	None
Planning for New or Restructured Transit Services:	Foxconn-related

Source: City of Racine, Department of Transportation and SEWRPC

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

TIP Project Number	Description	Year	Costs ($)	Justification
292	Replace worn out transit maintenance equipment as it wears out	2020 2021 2022	50,000 30,000 50,000	Equipment such as lifts and washers wear out and need to be replaced.
293	Purchase of 12 35-foot replacement buses (4 in 2019, 3 in 2020, 2 in 2021, 2 in 2022)	2019 2020 2021 2022	1,772,000 1,369,000 940,100 968,300	The first 9 are 2004 buses are worn out. One cracked a frame yesterday and is permanently out of service. The next 3 are 2009 and will reach the projected end of their 12-year life in 2021.
294	Purchase of CAD/AVL (dispatching and locator) software for the City of Racine Transit System	2019	350,000	Our current system is running on obsolete servers which are no longer supported. New systems are sized right for our system and will save maintenance fees.
295	Purchase three replacement paratransit vehicles	2022	180,000	Other needs are eclipsing the need to replace these old paratransit vehicles, which we're trying to use as back up as much as possible. Transmissions are a recurring problem.

Source: City of Racine, Department of Transportation and SEWRPC

Table H.19
Financial Capacity Analysis Background Data for RYDE (City of Racine Transit System): 2014-2023

	Actual/Estimated					Projected				
Data Element	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Expenses[a]	$8,335,242	$8,035,298	$8,401,837	$8,451,006	$8,535,516	$8,620,871	$8,707,080	$8,794,151	$8,882,092	$8,970,913
Operating Revenues										
Passenger Revenue	$1,473,294	$1,453,276	$1,341,057	$1,278,244	$1,239,897	$1,202,700	$1,166,619	$1,131,620	$1,097,672	$1,064,741
School District Revenue	$268,928	$290,256	$295,000	$304,000	$310,080	$316,282	$322,607	$329,059	$335,641	$342,353
Other Revenue	$53,777	$123,142	$148,029	$147,265	$118,053	$118,053	$118,053	$118,053	$118,053	$118,053
Total	$1,795,999	$1,866,674	$1,784,086	$1,729,509	$1,668,030	$1,637,035	$1,607,279	$1,578,733	$1,551,365	$1,525,148
Operating Assistance	$6,539,243	$6,168,624	$6,617,751	$6,721,497	$6,867,486	$6,983,837	$7,099,801	$7,215,418	$7,330,727	$7,445,765
Sources of Operating Assistance										
Federal Funds										
1. FTA Section 5307	$2,670,330	$2,628,392	$2,642,506	$2,635,528	$2,688,239	$2,742,003	$2,796,843	$2,852,780	$2,909,836	$2,968,033
2. FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3. CMAQ	$49,814	--	--	--	--	--	--	--	--	--
4. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$2,720,144	$2,628,392	$2,642,506	$2,635,528	$2,688,239	$2,742,003	$2,796,843	$2,852,780	$2,909,836	$2,968,033
State Funds										
1. WisDOT Section 85.20 (Operating Assistance)	$2,011,417	$2,074,972	$2,051,960	$2,068,370	$2,068,371	$2,068,372	$2,068,373	$2,068,374	$2,068,375	$2,068,376
2. WisDOT Section 85.24 (TDM)	--	--	--	--	--	--	--	--	--	--
3. Other	$102,976	$99,736	$79,050	$83,372	$91,284	$91,284	$91,284	$91,284	$91,284	$91,284
Subtotal	$2,114,393	$2,174,708	$2,131,010	$2,151,742	$2,159,655	$2,159,656	$2,159,657	$2,159,658	$2,159,659	$2,159,660
Local Funds										
1. Property Taxes	$1,100,000	$1,200,000	$1,200,000	$1,200,000	$1,300,000	$1,400,000	$1,400,000	$1,400,000	$1,400,000	$1,400,000
2. Funds from Other Communities	$539,397	$606,808	$675,714	$701,136	$751,136	$751,136	$751,136	$751,136	$751,136	$751,136
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$1,639,397	$1,806,808	$1,875,714	$1,901,136	$2,051,136	$2,151,136	$2,151,136	$2,151,136	$2,151,136	$2,151,136
Total	$6,473,934	$6,609,908	$6,649,230	$6,688,406	$6,899,029	$7,052,795	$7,107,636	$7,163,574	$7,220,630	$7,278,828
Depreciation	$1,693,189	$1,599,687	$1,391,694	$1,276,250	$1,200,000	$1,200,000	$1,200,000	$1,200,000	$1,200,000	$1,200,000
Capital Project Expenditures										
Bus Fleet Rehabilitation, Replacement, and Expansion	--	--	$255,919	$5,915	$541,565	$1,772,300	$1,369,100	$940,100	$1,148,300	$1,496,000
Bus Facility Renovation, Replacement, and Expansion	$151,230	$342,081	$21,748	$26,880	$175,000	$350,000	$50,000	$30,000	$50,000	$50,000
Fixed Guideway Fleet Rehabilitation and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
Other	--	--	--	--	--	--	--	--	--	--
Total	$151,230	$342,081	$277,667	$32,795	$716,565	$2,122,300	$1,419,100	$970,100	$1,198,300	$1,546,000

Table continued on next page.

Table H.19 (Continued)

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Sources of Capital Project Funding										
Federal Funds										
1. FTA Section 5307	--	--	--	--	--	--	--	--	--	--
2. FTA Section 5339	--	--	$144,000	--	$402,038	$1,295,700	$1,000,900	$687,300	$851,900	$1,093,700
3. CMAQ	--	--	--	--	--	--	--	--	--	--
4. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	--	--	$144,000	--	$402,038	$1,295,700	$1,000,900	$687,300	$851,900	$1,093,700
State Funds	--	--	--	--	--	--	--	--	--	--
Local Funds										
1. Property Taxes	--	--	--	--	--	--	--	--	--	--
2. Bonding	$151,230	$342,081	$133,667	$32,795	$314,527	$350,000	$418,200	$282,800	$346,400	$452,300
3. Other	--	--	--	--	--	$476,600	--	--	--	--
Subtotal	$151,230	$342,081	$133,667	$32,795	$314,527	$826,600	$418,200	$282,800	$346,400	$452,300
Total	$151,230	$342,081	$277,667	$32,795	$716,565	$2,122,300	$1,419,100	$970,100	$1,198,300	$1,546,000
Total Operating Assistance and Capital Project Funds										
Federal	$2,720,144	$2,628,392	$2,786,506	$2,635,528	$3,090,277	$4,037,703	$3,797,743	$3,540,080	$3,761,736	$4,061,733
State	$2,114,393	$2,174,708	$2,131,010	$2,151,742	$2,159,655	$2,159,656	$2,159,657	$2,159,658	$2,159,659	$2,159,660
Local	$1,790,627	$2,148,889	$2,009,381	$1,933,931	$2,365,663	$2,977,736	$2,569,336	$2,433,936	$2,497,536	$2,603,436
Total	$6,625,164	$6,951,989	$6,926,897	$6,721,201	$7,615,594	$9,175,095	$8,526,736	$8,133,674	$8,418,930	$8,824,828
Non-Financial Operating Data										
Revenue Passengers	1,117,090	1,049,610	1,025,000	1,018,328	1,018,328	1,018,328	1,018,328	1,018,328	1,018,328	1,018,328
Unlinked Passenger Trips	1,372,762	1,270,613	1,280,000	1,211,699	1,211,699	1,211,699	1,211,699	1,211,699	1,211,699	1,211,699
Passenger Miles	4,602,021	4,312,348	4,500,000	4,968,339	4,968,339	4,968,339	4,968,339	4,968,339	4,968,339	4,968,339
Revenue Vehicle Miles	948,160	955,821	960,000	1,284,226	1,284,226	1,284,226	1,284,226	1,284,226	1,284,226	1,284,226
Revenue Vehicle Hours	77,001	76,910	78,000	98,746	98,746	98,746	98,746	98,746	98,746	98,746
Buses Operated in Peak Service	28	28	28	38	38	38	38	38	38	38
Buses in Active Fleet	35	35	35	47	47	47	47	47	47	47
Total Employees	92	86	86	86	86	86	86	86	86	86

[a] *Excluding depreciation.*

Source: City of Racine, Department of Transportation and SEWRPC

Table H.20
Change in Basic Financial Capacity Analysis Indicators for RYDE (City of Racine Transit System): 2014-2023

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Expenses[a]										
Change in Total Operating Expenses										
1. Absolute Amount	$444,622	-$299,944	$366,539	$49,169	$84,510	$85,355	$86,209	$87,071	$87,942	$88,821
2. Percentage Change	5.5	-3.6	4.6	0.6	1.0	1.0	1.0	1.0	1.0	1.0
Total Cost per Revenue Vehicle Mile										
1. Absolute Amount	$8.83	$8.41	$8.75	$6.58	$6.65	$6.71	$6.78	$6.85	$6.92	$6.99
2. Percentage Change		-4.8	4.1	-24.8	1.0	1.0	1.0	1.0	1.0	1.0
Cost per Revenue Vehicle Hour										
1. Absolute Amount	$108.72	$104.48	$107.72	$85.58	$86.44	$87.30	$88.18	$89.06	$89.95	$90.85
2. Percentage Change	4.1	-3.9	3.1	-20.5	1.0	1.0	1.0	1.0	1.0	1.0
Cost per Revenue Passenger										
1. Absolute Amount	$8.27	$7.66	$8.20	$8.30	$8.38	$8.47	$8.55	$8.64	$8.72	$8.81
2. Percentage Change	8.1	-7.4	7.1	1.2	1.0	1.0	1.0	1.0	1.0	1.0
Cost per Passenger Mile										
1. Absolute Amount	$1.88	$1.86	$1.87	$1.70	$1.72	$1.74	$1.75	$1.77	$1.79	$1.81
2. Percentage Change	1.1	-0.9	0.2	-8.9	1.0	1.0	1.0	1.0	1.0	1.0
Operating Revenues										
Percentage Change in										
1. Passenger Revenue	2.9	-1.4	-7.7	-4.7	-3.0	-3.0	-3.0	-3.0	-3.0	-3.0
2. Total Revenue	0.6	3.9	-4.4	-3.1	-3.6	-1.9	-1.8	-1.8	-1.7	-1.7
Average Revenue per Revenue Passenger										
1. Absolute Amount	$1.83	$1.78	$1.74	$1.70	$1.64	$1.61	$1.58	$1.55	$1.52	$1.50
2. Percentage Change	3.0	-2.8	-2.1	-2.4	-3.6	-1.9	-1.8	-1.8	-1.7	-1.7
Percent of Operating Expenses Recovered from Operating Revenues										
1. Absolute Amount	22.2	23.2	21.2	20.5	19.5	19.0	18.5	18.0	17.5	17.0
2. Percentage Change	-4.6	4.6	-8.6	-3.6	-4.5	-2.8	-2.8	-2.7	-2.7	-2.7
Operating Assistance Funds										
Change in Total Operating Assistance										
1. Absolute Amount	$432,842	-$370,619	$449,127	$103,746	$145,989	$116,350	$115,964	$115,617	$115,309	$115,038
2. Percentage Change	7.0	-5.7	7.3	1.6	2.2	1.7	1.7	1.6	1.6	1.6
Operating Assistance per Revenue Passenger										
1. Absolute Amount	$6.44	$5.88	$6.46	$6.60	$6.74	$6.86	$6.97	$7.09	$7.20	$7.31
2. Percentage Change	9.6	-8.7	9.9	2.2	2.2	1.7	1.7	1.6	1.6	1.6
Operating Assistance per Passenger Mile										
1. Absolute Amount	$1.47	$1.43	$1.47	$1.35	$1.38	$1.41	$1.43	$1.45	$1.48	$1.50
2. Percentage Change	2.6	-2.7	2.8	-8.0	2.2	1.7	1.7	1.6	1.6	1.6

Table continued on next page.

Table H.20 (Continued)

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Assistance Funds (continued)										
Percentage Change in										
1. Federal Operating Assistance Funds	0.5	-3.4	0.5	-0.3	2.0	2.0	2.0	2.0	2.0	2.0
2. State Operating Assistance Funds	-1.3	2.9	-2.0	1.0	0.4	--	--	--	--	--
3. Local Operating Assistance Funds	0.3	10.2	3.8	1.4	7.9	4.9	--	--	--	--
Capital Expenditures and Assistance Funds										
Change in Total Capital Expenditures										
1. Absolute Amount	$45,719	$190,851	-$64,414	-$244,872	$683,770	$1,405,735	-$703,200	-$449,000	$228,200	$347,700
2. Percentage Change	13.4	126.2	-18.8	-88.2	2,085.0	196.2	-33.1	-31.6	23.5	29.0
Percentage Change in										
1. Federal Capital Assistance Funds	--	--	--	-100.0	--	222.3	-22.8	-31.3	23.9	28.4
2. State Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
3. Local Capital Assistance Funds	--	126.2	-60.9	-75.5	859.1	162.8	-49.4	-32.4	22.5	30.6
Total Operating and Capital Assistance Funds										
Change in Total Assistance										
1. Absolute Amount	37,277	326,825	-25,092	-205,696	894,393	1,559,501	-648,359	-393,062	285,257	405,898
2. Percentage Change	0.5	4.9	-0.4	-3.0	13.3	20.5	-7.1	-4.6	3.5	4.8
Percentage Change in										
1. Federal Assistance	6.0	-3.4	6.0	-5.4	17.3	30.7	-5.9	-6.8	6.3	8.0
2. State Assistance	-1.3	2.9	-2.0	1.0	0.4	--	--	--	--	--
3. Local Assistance	-4.3	20.0	-6.5	-3.8	22.3	25.9	-13.7	-5.3	2.6	4.2
Non-Financial Operating Data										
Change in Revenue Passengers										
1. Absolute Amount	-24,610	-67,480	-24,610	-6,672	--	--	--	--	--	--
2. Percentage Change	-2.3	-6.0	-2.3	-0.7	--	--	--	--	--	--
Change in Revenue Vehicle Miles										
1. Absolute Amount	4,179	7,661	4,179	324,226	--	--	--	--	--	--
2. Percentage Change	0.4	0.8	0.4	33.8	--	--	--	--	--	--
Change in Revenue Vehicle Hours										
1. Absolute Amount	1,090	-91	1,090	20,746	--	--	--	--	--	--
2. Percentage Change	1.4	-0.1	1.4	26.6	--	--	--	--	--	--
Change in Buses in Active Fleet										
1. Absolute Amount	--	--	--	12	--	--	--	--	--	--
2. Percentage Change	--	--	--	34.3	--	--	--	--	--	--
Change in Total Employees										
1. Absolute Amount	--	-6	--	--	--	--	--	--	--	--
2. Percentage Change	--	-6.5	--	--	--	--	--	--	--	--

[a] *Excluding depreciation.*

Source: City of Racine, Department of Transportation and SEWRPC

Table H.21
Public Transit Operator Report for Walworth County Dial-a-Ride: 2019-2022

2019 Projected Operating Budget	
Total Federal Operating Assistance	$317,136
Total State Operating Assistance	$196,714
Total Local Operating Assistance	$295,858
Total Farebox and Other Revenue	$89,968
Total Operating Budget	$899,676

2019 Projected Operation Characteristics		
Basic Transit System	**Weekdays**	**Saturdays**
Total Miles	226,068	12,886
Vehicle Hours (average)	99	31
Vehicles in Service	10	2
Operating Budget (average)	$735,042	$41,958

2019 Projections	
Implementation of New or Restructured Transit Services	None beyond a projected 5 percent across the board increase in demand based on increased awareness of the service which only began in 2017.
Planning for New or Restructured Transit Services	Non beyond a projected 5 percent across the board increase in demand based on increased awareness of the service which only began in 2017.

Source: Walworth County and SEWRPC

Table H.22
Public Transit Operator Capital Project Justification for Walworth County Dial-a-Ride: 2019-2022

TIP Project Number	Description	Year	Costs ($)	Justification
314	Replacement bariatric van	2019 2020 2021 2022	42,000 43,000 44,000 44,000	Replacement fleet to maintain existing service

Source: Walworth County and SEWRPC

Table H.23
Financial Capacity Analysis Background Data for Walworth County Dial-a-Ride: 2014-2023

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Expenses[a]	N/A	N/A	N/A	$617,402	$789,066	$899,676	$950,355	$1,007,022	$1,066,995	$1,120,345
Operating Revenues										
Passenger Revenue	--	--	--	$65,055	$80,000	$89,868	$95,036	$100,702	$106,699	$112,035
Prior Year Revenue	--	--	--	--	--	--	--	--	--	--
Other Revenue	--	--	--	--	--	--	--	--	--	--
Total	--	--	--	$65,055	$80,000	$89,868	$95,036	$100,702	$106,699	$112,035
Operating Assistance	--	--	--	$552,347	$709,066	$809,808	$855,319	$906,320	$960,296	$1,008,310
Sources of Operating Assistance Funds										
Federal Funds										
1. FTA Section 5311	--	--	--	$225,118	$323,170	$317,136	$335,000	$354,975	$376,116	$394,361
2. FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3. CMAQ	--	--	--	--	--	--	--	--	--	--
4. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	--	--	--	$225,118	$323,170	$317,136	$335,000	$354,975	$376,116	$394,361
State Funds										
1. WisDOT Section 85.20 (Operating Assistance)	--	--	--	$67,104	$87,547	$105,712	$111,667	$118,325	$125,372	$132,201
2. WisDOT Section 85.24 (TDM)	--	--	--	--	--	--	--	--	--	--
3. Other	--	--	--	$96,811	$31,363	$91,002	$88,272	$85,624	$83,055	$78,424
Subtotal	--	--	--	$163,915	$118,910	$196,714	$199,939	$203,949	$208,427	$210,625
Local Funds										
1. Property Taxes	--	--	--	$163,314	$266,986	$295,858	$320,380	$347,396	$375,753	$403,324
2. Funds from Other Communities	--	--	--	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	--	--	--	$163,314	$266,986	$295,858	$320,380	$347,396	$375,753	$403,324
Total	--	--	--	$552,347	$709,066	$809,708	$855,319	$906,320	$960,296	$1,008,310
Depreciation	--	--	--	--	--	--	--	--	--	--
Capital Project Expenditures										
Bus Fleet Rehabilitation, Replacement, and Expansion	--	--	--	--	--	--	--	--	--	--
Bus Facility Renovation, Replacement, and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Fleet Rehabilitation and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
Other	--	--	--	--	--	--	--	--	--	--
Total	--	--	--	--	--	--	--	--	--	--

Table continued on next page.

Table H.23 (Continued)

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Sources of Capital Assistance Funds										
Federal Funds										
1. FTA Section 5311	--	--	--	$50,140	$33,540	$33,600	$34,400	$35,200	$35,200	$36,000
2. FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3. CMAQ	--	--	--	--	--	--	--	--	--	--
4. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	--	--	--	$50,140	$33,540	$33,600	$34,400	$35,200	$35,200	$36,000
State Funds	--	--	--	--	--	--	--	--	--	--
Local Funds										
1. Property Taxes	--	--	--	--	--	--	--	--	--	--
2. Bonding	$2,800,000	$6,300,000	$11,700,000	$2,340,000	$11,300,000	$11,500,000	$14,700,000	$17,500,000	$17,500,000	$17,500,000
3. Other	--	--	--	--	--	$4,500,000	--	--	--	--
Subtotal	$2,800,000	$6,300,000	$11,700,000	$2,340,000	$11,300,000	$16,000,000	$14,700,000	$17,500,000	$17,500,000	$17,500,000
Total	$14,000,000	$19,200,000	$14,000,000	$11,900,000	$14,000,000	$54,000,000	$20,000,000	$20,000,000	$20,000,000	$20,000,000
Total Operating Assistance and Capital Project Funds										
Federal	--	--	--	--	--	--	--	--	--	--
State	--	--	--	--	--	--	--	--	--	--
Local	--	--	--	--	--	--	--	--	--	--
Total	--	--	--	--	--	--	--	--	--	--
Non-Financial Operating Data										
Revenue Passengers	--	--	--	21,482	22,556	23,684	24,868	26,111	27,417	28,788
Unlinked Passenger Trips	--	--	--	21,482	22,556	23,684	24,868	26,111	27,417	28,788
Passenger Miles	--	--	--	--	--	--	--	--	--	--
Revenue Vehicle Miles	--	--	--	220,748	227,575	238,954	250,902	263,447	276,619	290,450
Revenue Vehicle Hours	--	--	--	19,142	25,433	26,705	28,040	29,442	30,914	32,460
Buses Operated in Peak Service	--	--	--	10	10	10	10	11	11	12
Buses in Active Fleet	--	--	--	12	12	12	12	13	13	14
Total Employees	--	--	--	--	--	--	--	--	--	--

[a] *Excluding depreciation.*

Source: Walworth County and SEWRPC

Table H.24
Change in Basic Financial Capacity Analysis Indicators for Walworth County Dial-a-Ride: 2014-2023

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Expenses[a]										
Change in Total Operating Expenses										
1. Absolute Amount	N/A	N/A	N/A	--	$171,664	$110,610	$50,679	$56,667	$59,973	$53,350
2. Percentage Change	N/A	N/A	N/A	--	27.8	14.0	5.6	6.0	6.0	5.0
Total Cost per Revenue Vehicle Mile										
1. Absolute Amount	N/A	N/A	N/A	$2.80	$3.47	$3.77	$3.79	$3.82	$3.86	$3.86
2. Percentage Change	N/A	N/A	N/A	--	24.0	8.6	0.6	0.9	0.9	--
Cost per Revenue Vehicle Hour										
1. Absolute Amount	N/A	N/A	N/A	$32.25	$31.03	$33.69	$33.89	$34.20	$34.51	$34.51
2. Percentage Change	N/A	N/A	N/A	--	-3.8	8.6	0.6	0.9	0.9	--
Cost per Revenue Passenger										
1. Absolute Amount	N/A	N/A	N/A	$28.74	$34.98	$37.99	$38.22	$38.57	$38.92	$38.92
2. Percentage Change	N/A	N/A	N/A	--	21.7	8.6	0.6	0.9	0.9	--
Cost per Passenger Mile										
1. Absolute Amount	N/A	N/A	N/A	$2.80	$3.47	$3.77	$3.79	$3.82	$3.86	$3.86
2. Percentage Change	N/A	N/A	N/A	--	24.0	8.6	0.6	0.9	0.9	--
Operating Revenues										
Percentage Change in										
1. Passenger Revenue	N/A	N/A	N/A	--	23.0	12.3	5.8	6.0	6.0	5.0
2. Total Revenue	N/A	N/A	N/A	--	23.0	12.3	5.8	6.0	6.0	5.0
Average Revenue per Revenue Passenger										
1. Absolute Amount	N/A	N/A	N/A	$3.03	$3.55	$3.79	$3.82	$3.86	$3.89	$3.89
2. Percentage Change	N/A	N/A	N/A	--	17.1	7.0	0.7	0.9	0.9	--
Percent of Operating Expenses Recovered from Operating Revenues										
1. Absolute Amount	N/A	N/A	N/A	10.5	10.1	10.0	10.0	10.0	10.0	10.0
2. Percentage Change	N/A	N/A	N/A	--	-3.8	-1.5	0.1	--	--	--
Operating Assistance Funds										
Change in Total Operating Assistance										
1. Absolute Amount	N/A	N/A	N/A	$552,347	$156,719	$100,742	$45,511	$51,001	$53,976	$48,014
2. Percentage Change	N/A	N/A	N/A	--	28.4	14.2	5.6	6.0	6.0	5.0
Operating Assistance per Revenue Passenger										
1. Absolute Amount	N/A	N/A	N/A	$25.71	$31.44	$34.19	$34.39	$34.71	$35.03	$35.03
2. Percentage Change	N/A	N/A	N/A	--	22.3	8.8	0.6	0.9	0.9	--
Operating Assistance per Passenger Mile										
1. Absolute Amount	N/A	N/A	N/A	$2.50	$3.12	$3.39	$3.41	$3.44	$3.47	$3.47
2. Percentage Change	N/A	N/A	N/A	--	24.5	8.8	0.6	0.9	0.9	--

Table continued on next page.

Table H.24 (Continued)

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Assistance Funds (continued)										
Percentage Change in										
1. Federal Operating Assistance Funds	N/A	N/A	N/A	--	43.6	-1.9	5.6	6.0	6.0	4.9
2. State Operating Assistance Funds	N/A	N/A	N/A	--	-27.5	65.4	1.6	2.0	2.2	1.1
3. Local Operating Assistance Funds	N/A	N/A	N/A	--	63.5	10.8	8.3	8.4	8.2	7.3
Capital Expenditures and Assistance Funds										
Change in Total Capital Expenditures										
1. Absolute Amount	N/A	N/A	N/A	$63,847	-$21,847	--	$1,000	$1,000	--	$1,000
2. Percentage Change	N/A	N/A	N/A	--	-34.2	--	2.4	2.3	--	2.3
Percentage Change in										
1. Federal Capital Assistance Funds	N/A	N/A	N/A	--	-33.1	0.2	2.4	2.3	--	2.3
2. State Capital Assistance Funds	N/A	N/A	N/A	--	--	--	--	--	--	--
3. Local Capital Assistance Funds	N/A	N/A	N/A	--	-38.3	-0.7	2.4	2.3	--	2.3
Total Operating and Capital Assistance Funds										
Change in Total Assistance										
1. Absolute Amount	N/A	N/A	N/A	--	--	--	--	--	--	--
2. Percentage Change	N/A	N/A	N/A	--	--	--	--	--	--	--
Percentage Change in										
1. Federal Assistance	N/A	N/A	N/A	--	--	--	--	--	--	--
2. State Assistance	N/A	N/A	N/A	--	--	--	--	--	--	--
3. Local Assistance	N/A	N/A	N/A	--	--	--	--	--	--	--
Non-Financial Operating Data										
Change in Revenue Passengers										
1. Absolute Amount	N/A	N/A	N/A	21,482	1,074	1,128	1,184	1,243	1,306	1,371
2. Percentage Change	N/A	N/A	N/A	--	5.0	5.0	5.0	5.0	5.0	5.0
Change in Revenue Vehicle Miles										
1. Absolute Amount	N/A	N/A	N/A	220,748	6,827	11,379	11,948	12,545	13,172	13,831
2. Percentage Change	N/A	N/A	N/A	--	3.1	5.0	5.0	5.0	5.0	5.0
Change in Revenue Vehicle Hours										
1. Absolute Amount	N/A	N/A	N/A	19,142	6,291	1,272	1,335	1,402	1,472	1,546
2. Percentage Change	N/A	N/A	N/A	--	32.9	5.0	5.0	5.0	5.0	5.0
Change in Buses in Active Fleet										
1. Absolute Amount	N/A	N/A	N/A	12	--	--	--	1	--	1
2. Percentage Change	N/A	N/A	N/A	--	--	--	--	8.3	--	7.7
Change in Total Employees										
1. Absolute Amount	N/A	N/A	N/A	--	--	--	--	--	--	--
2. Percentage Change	N/A	N/A	N/A	--	--	--	--	--	--	--

[a] *Excluding depreciation.*

Source: Walworth County and SEWRPC

Table H.25
Public Transit Operator Report for Washington County Transit System: 2019-2022

2019 Projected Operating Budget	
Total Federal Operating Assistance	$1,000,000
Total State Operating Assistance	$1,049,255
Total Local Operating Assistance	$653,836
Total Farebox and Other Revenue	$740,027
Total Operating Budget	$3,696,494

2019 Projected Operation Characteristics	
Basic Transit System: Bus	**Weekdays**
Number of Routes	2
Total Route Miles (both directions)	78
Headway Range (average)	20-120 minutes
Vehicle Hours (average)	52
Vehicles in Service	8
Operating Budget (average)	$5,835

2019 Projected Operation Characteristics			
Basic Transit System: Taxi	**Weekdays**	**Saturdays**	**Sundays**
Vehicle Miles (average)	4,480	1,778	592
Vehicle Hours (average)	215	85	30
Vehicles in Service	25	10	4
Operating Budget (average)	$6,877	N/A	N/A

2019 Projections	
Operating Characteristics Specialized Service for Elderly and Handicapped Total Operating Budget: $303,000	The Shared Ride Taxi Service is provided by a 3rd party contractor, Specialized Transport Services, Inc., (STS) a division of Johnson Bus Service. Specialized service for the elderly and disabled is part of the everyday shared ride taxi service. The specialized service is door to door service. Hours are Monday through Saturday – 5:00am to 11:00pm, and Sunday – 8:00am to 4:00pm. Rates for the elderly and disabled are: $2.50 for 5 miles or less; $3.50 for 5.1 miles to 10 miles; $4.25 for 10.1 to 15 miles; $5.00 for 15.1 to 20 miles; and $5.75 for over 20 miles. There are also discounted punch cards available: a $20.00 punch card valued at $25.00 and a $10.00 punch card valued at $12.00. The total daily ridership is between 300 and 350 rides per day. In 2016 the ridership was 91,620; and in 2017 the ridership was 90,739. There are 27 total vehicles in the fleet, with 25 vehicles used per weekday. Service is paid at $28.65 per service hour. There are about 214 total vehicle hours Monday through Friday, about 84 hours on Saturday, and about 29 vehicles hours on Sunday. The Washington County Commuter Express is also provided by a 3rd party contractor, Go Riteway, Inc. The commuter express is a weekday bus service between Washington and Milwaukee County. The service is primarily used for 1st shift workers traveling from Washington County to areas in Milwaukee County in the morning and then returning in the afternoon. The rates are $3.75 cash or $32.50 for a ticket strip. One midday run (Run 13) is $1.75 for senior citizens 65 and older, Medicare cardholders, and person with disabilities. The total daily ridership is about 320 rides per day. In 2016 the ridership was 91,901; and in 2017 the ridership was 80,858. There are 8 motor-coaches in the fleet. There are about 52 total vehicle hours Monday through Saturday.

Table continued on next page.

Table H.25 (Continued)

	2019 Projections
Implementation of New or Restructured Transit Services	The Shared Ride Taxi increases or decreases its vehicle hours daily as needed based on ridership demand, staying within the contracted hours. There is increased ridership demand for the service at peak times of the day. This around 6:00am to 9:00am then from 2:00pm to 5:00pm. At this time, there are currently no plans to increase the contracted service hours and/or number of vehicles. This is looked at on a year to year basis, during budget time. There are also no current plans at this time to increase service on the Washington County Commuter Express (WCCE). WCCE has seen lower ridership over the past couple of years. This may be due to lower gas prices, the older population retiring and not being replaced with younger workers, and the zoo interchange construction project.
Planning for New or Restructured Transit Services	At this time, there are no new planning projects or plans for restructuring the shared ride taxi or commuter express service.

Source: Washington County and SEWRPC

Table H.26
Public Transit Operator Capital Project Justification for Washington County Transit System: 2019-2022

TIP Project Number	Description	Year	Costs ($)	Justification
178	Washington County Shared-Ride Taxi: Purchase of minibuses and minivans in 2019; 2020; 2021; and 2022.[a]	2019 2020 2021 2022	264,000 270,000 276,000 282,000	Replacement of existing vehicles with several hundred thousand miles on them. The vehicles that are to be retired are well-used and past their useful life. The older and higher mileage vehicles tend to have more break downs affecting the overall shared ride taxi service.
179	Washington County Shared-Ride Taxi Program Capital Costs toward the purchase of minibuses in 2019; 2020; 2021; and 2022.[b]	2019 2020 2021 2022	41,600 42,900 44,100 45,400	Replacement of existing vehicles with several hundred thousand miles on them. The vehicles that are to be retired are well-used and past their useful life. The older and higher mileage vehicles tend to have more break downs affecting the overall shared ride taxi service.
180	Washington County Shared Ride Taxi Program Capital Costs toward the purchase of minivans in 2019; 2020; 2021; and 2022.[c]	2019 2020 2021 2022	14,700 15,200 15,700 16,200	Replacement of existing vehicles with several hundred thousand miles on them. The vehicles that are to be retired are well-used and past their useful life. The older and higher mileage vehicles tend to have more break downs affecting the overall shared ride taxi service.

[a] 3 minibuses and 3 minivans each year.

[b] 1 minibus each year.

[c] 1 minivan each year.

Source: Washington County and SEWRPC

Table H.27
Financial Capacity Analysis Background Data for Washington County Transit System: 2014-2023

	Actual/Estimated					Projected				
Data Element	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Expenses[a]	$3,708,254	$3,685,940	$3,598,391	$3,653,570	$3,869,909	$3,934,918	$4,016,384	$4,099,118	$4,179,235	$4,309,639
Operating Revenues										
Passenger Revenue	$751,265	$737,739	$694,553	$637,509	$711,300	$729,000	$726,531	$727,531	$727,531	$732,531
Prior Year Revenue	--	$3,223	--	--	--	--	--	--	--	--
Other Revenue	$44,917	$67,862	$26,135	$53,606	$26,027	$26,027	$26,027	$26,027	$26,027	$26,027
Total	$796,182	$808,824	$720,688	$691,114	$737,327	$755,027	$752,558	$753,558	$753,558	$758,558
Operating Assistance	$2,912,072	$2,877,116	$2,877,703	$2,962,456	$3,132,582	$3,179,891	$3,263,826	$3,345,560	$3,425,677	$3,551,081
Sources of Operating Assistance										
Federal Funds										
1. FTA Section 5307	$1,060,747	$1,074,639	$994,118	$982,060	$988,089	$1,060,726	$1,005,700	$1,006,000	$1,010,500	$1,030,800
2. FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3. CMAQ	$18,717	$27,419	$20,327	$18,652	--	--	--	--	--	--
4. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$1,079,464	$1,102,058	$1,014,445	$1,000,712	$988,089	$1,060,726	$1,005,700	$1,006,000	$1,010,500	$1,030,800
State Funds										
1. WisDOT Section 85.20 (Operating Assistance)	$1,039,488	$971,720	$1,007,605	$996,134	$1,023,386	$1,049,255	$1,091,311	$1,134,065	$1,178,130	$1,223,452
2. WisDOT Section 85.24 (TDM)	--	--	--	--	--	--	--	--	--	--
3. Other	$284,455	$285,009	$296,294	$290,285	$290,285	$303,000	$306,030	$309,090	$312,181	$315,303
Subtotal	$1,323,943	$1,256,729	$1,303,899	$1,286,419	$1,313,671	$1,352,255	$1,397,341	$1,443,155	$1,490,311	$1,538,755
Local Funds										
1. Property Taxes	$333,855	$413,175	$341,506	$457,472	$607,721	$600,036	$634,585	$684,405	$696,266	$752,926
2. Funds from Other Communities	--	--	--	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$333,855	$413,175	$341,506	$457,472	$607,721	$600,036	$634,585	$684,405	$696,266	$752,926
Total	$2,737,262	$2,771,962	$2,659,850	$2,744,603	$2,909,481	$3,013,017	$3,037,626	$3,133,560	$3,197,077	$3,322,481
Depreciation	--	--	--	--	--	--	--	--	--	--
Capital Project Expenditures										
Bus Fleet Rehabilitation, Replacement, and Expansion	$152,511	$212,809	$217,852	$217,852	$229,000	$264,000	$270,000	$276,000	$282,000	$282,000
Bus Facility Renovation, Replacement, and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Fleet Rehabilitation and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
Other	--	--	--	--	--	--	--	--	--	--
Total	$152,511	$212,809	$217,852	$217,852	$229,000	$264,000	$270,000	$276,000	$282,000	$282,000

Table continued on next page.

Table H.27 (Continued)

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Sources of Capital Project Funding										
Federal Funds										
1. FTA Section 5307	$84,933	$107,914	--	$12,556	$22,352	--	--	--	--	--
2. FTA Section 5339	$35,185	--	$167,821	$161,726	$160,848	$211,200	$216,000	$220,800	$225,600	$225,600
3. CMAQ	--	--	--	--	--	--	--	--	--	--
4. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$120,118	$107,914	$167,821	$174,282	$183,200	$211,200	$216,000	$220,800	$225,600	$225,600
State Funds	--	--	--	--	--	--	--	--	--	--
Local Funds										
1. Property Taxes	$32,393	$104,895	$50,031	$43,570	$45,800	$52,800	$54,000	$55,200	$56,400	$56,400
2. Bonding	--	--	--	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$32,393	$104,895	$50,031	$43,570	$45,800	$52,800	$54,000	$55,200	$56,400	$56,400
Total	$152,511	$212,809	$217,852	$217,852	$229,000	$264,000	$270,000	$276,000	$282,000	$282,000
Total Operating Assistance and Capital Project Funds										
Federal	$1,164,397	$1,209,972	$1,014,445	$1,013,268	$1,010,441	$1,060,726	$1,005,700	$1,006,000	$1,010,500	$1,030,800
State	$1,323,943	$1,256,729	$1,303,899	$1,286,419	$1,313,671	$1,352,255	$1,397,341	$1,443,155	$1,490,311	$1,538,755
Local	$366,248	$518,070	$391,537	$501,042	$653,521	$652,836	$688,585	$739,605	$752,666	$809,326
Total	$2,854,588	$2,984,771	$2,709,881	$2,800,729	$2,977,633	$3,065,817	$3,091,626	$3,188,760	$3,253,477	$3,378,881
Non-Financial Operating Data										
Revenue Passengers	205,875	196,563	183,521	171,597	172,455	173,317	174,184	175,055	175,930	176,810
Unlinked Passenger Trips	205,875	196,563	183,521	171,597	172,455	173,317	174,184	175,055	175,930	176,810
Passenger Miles	4,407,665	4,190,162	3,823,243	3,471,364	3,488,721	3,506,164	3,523,695	3,541,314	3,559,020	3,576,815
Revenue Vehicle Miles	1,397,152	1,397,504	1,341,508	1,334,213	1,340,884	1,347,588	1,354,326	1,361,098	1,367,904	1,374,743
Revenue Vehicle Hours	62,865	64,259	61,944	60,638	60,941	61,246	61,552	61,860	62,169	62,480
Buses Operated in Peak Service	32	33	33	33	33	33	33	33	33	33
Buses in Active Fleet	35	35	35	35	35	35	35	35	35	35
Total Employees	1	1	1	1	1	1	1	1	1	1

[a] *Excluding depreciation.*

Source: Washington County and SEWRPC

Table H.28
Change in Basic Financial Capacity Analysis Indicators for Washington County Transit System: 2014-2023

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Expenses[a]										
Change in Total Operating Expenses										
1. Absolute Amount	-$306,917	-$22,314	-$87,549	$55,179	$216,339	$65,009	$81,466	$82,734	$80,117	$130,404
2. Percentage Change	-8.0	-0.6	-2.4	1.5	5.9	1.7	2.1	2.1	2.0	3.1
Total Cost per Revenue Vehicle Mile										
1. Absolute Amount	$2.49	$2.64	$2.68	$2.74	$2.89	$2.92	$2.97	$3.01	$3.06	$3.13
2. Percentage Change	-9.9	5.9	1.7	2.1	5.4	1.2	1.6	1.6	1.4	2.6
Cost per Revenue Vehicle Hour										
1. Absolute Amount	$59.04	$57.36	$58.09	$60.25	$63.50	$64.25	$65.25	$66.26	$67.22	$68.98
2. Percentage Change	-2.6	-2.8	1.3	3.7	5.4	1.2	1.6	1.6	1.4	2.6
Cost per Revenue Passenger										
1. Absolute Amount	$16.71	$18.75	$19.61	$21.29	$22.44	$22.70	$23.06	$23.42	$23.76	$24.37
2. Percentage Change	-8.2	12.2	4.6	8.6	5.4	1.2	1.6	1.6	1.4	2.6
Cost per Passenger Mile										
1. Absolute Amount	$0.77	$0.88	$0.94	$1.05	$1.11	$1.12	$1.14	$1.16	$1.17	$1.20
2. Percentage Change	--	14.2	7.0	11.8	5.4	1.2	1.6	1.6	1.4	2.6
Operating Revenues										
Percentage Change in										
1. Passenger Revenue	-2.0	-1.8	-5.9	-8.2	11.6	2.5	-0.3	0.1	--	0.7
2. Total Revenue	1.2	1.6	-10.9	-4.1	6.7	2.4	-0.3	0.1	--	0.7
Average Revenue per Revenue Passenger										
1. Absolute Amount	$3.61	$4.11	$3.93	$4.03	$4.28	$4.36	$4.32	$4.30	$4.28	$4.29
2. Percentage Change	1.0	14.0	-4.6	2.6	6.2	1.9	-0.8	-0.4	-0.5	0.2
Percent of Operating Expenses Recovered from Operating Revenues										
1. Absolute Amount	21.6	21.9	20.0	18.9	19.1	19.2	18.7	18.4	18.0	17.6
2. Percentage Change	10.0	1.6	-8.7	-5.6	0.7	0.7	-2.3	-1.9	-1.9	-2.4
Operating Assistance Funds										
Change in Total Operating Assistance										
1. Absolute Amount	-$316,173	-$34,956	$587	$84,753	$170,126	$47,309	$83,935	$81,734	$80,117	$125,404
2. Percentage Change	-10.3	-1.2	--	2.9	5.7	1.5	2.6	2.5	2.4	3.7
Operating Assistance per Revenue Passenger										
1. Absolute Amount	$13.10	$14.64	$15.68	$17.26	$18.16	$18.35	$18.74	$19.11	$19.47	$20.08
2. Percentage Change	-10.5	11.7	7.1	10.1	5.2	1.0	2.1	2.0	1.9	3.1
Operating Assistance per Passenger Mile										
1. Absolute Amount	$0.60	$0.69	$0.75	$0.85	$0.90	$0.91	$0.93	$0.94	$0.96	$0.99
2. Percentage Change	-10.8	14.4	9.6	13.4	5.2	1.0	2.1	2.0	1.9	3.1

Table continued on next page.

Table H.24 (Continued)

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Assistance Funds (continued)										
Percentage Change in										
1. Federal Operating Assistance Funds	2.3	2.1	-7.9	-1.4	-1.3	7.4	-5.2	--	0.4	2.0
2. State Operating Assistance Funds	10.9	-5.1	3.8	-1.3	2.1	2.9	3.3	3.3	3.3	3.3
3. Local Operating Assistance Funds	-20.9	23.8	-17.3	34.0	32.8	-1.3	5.8	7.9	1.7	8.1
Capital Expenditures and Assistance Funds										
Change in Total Capital Expenditures										
1. Absolute Amount	-$243,605	$60,298	$5,043	--	$11,148	$35,000	$6,000	$6,000	$6,000	--
2. Percentage Change	-61.5	39.5	2.4	--	5.1	15.3	2.3	2.2	2.2	--
Percentage Change in										
1. Federal Capital Assistance Funds	-66.3	-10.2	55.5	3.8	5.1	15.3	2.3	2.2	2.2	--
2. State Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
3. Local Capital Assistance Funds	-18.2	223.8	-52.3	-12.9	5.1	15.3	2.3	2.2	2.2	--
Total Operating and Capital Assistance Funds										
Change in Total Assistance										
1. Absolute Amount	-221,216	130,183	-274,890	90,848	176,904	88,184	25,809	97,134	64,717	125,404
2. Percentage Change	-7.1	4.6	-9.2	3.4	6.3	3.0	0.8	3.1	2.0	3.9
Percentage Change in										
1. Federal Assistance	-17.5	3.9	-16.2	-0.1	-0.3	5.0	-5.2	--	0.4	2.0
2. State Assistance	10.9	-5.1	3.8	-1.3	2.1	2.9	3.3	3.3	3.3	3.3
3. Local Assistance	-20.7	41.5	-24.4	28.0	30.4	-0.1	5.5	7.4	1.8	7.5
Non-Financial Operating Data										
Change in Revenue Passengers										
1. Absolute Amount	476	-9,312	-13,042	-11,924	858	862	867	871	875	880
2. Percentage Change	0.2	-4.5	-6.6	-6.5	0.5	0.5	0.5	0.5	0.5	0.5
Change in Revenue Vehicle Miles										
1. Absolute Amount	29,249	352	-55,996	-7,295	6,671	6,704	6,738	6,772	6,805	6,840
2. Percentage Change	2.1	--	-4.0	-0.5	0.5	0.5	0.5	0.5	0.5	0.5
Change in Revenue Vehicle Hours										
1. Absolute Amount	-3,542	1,394	-2,315	-1,306	303	305	306	308	309	311
2. Percentage Change	-5.6	2.2	-3.6	-2.1	0.5	0.5	0.5	0.5	0.5	0.5
Change in Buses in Active Fleet										
1. Absolute Amount	--	--	--	--	--	--	--	--	--	--
2. Percentage Change	--	--	--	--	--	--	--	--	--	--
Change in Total Employees										
1. Absolute Amount	--	--	--	--	--	--	--	--	--	--
2. Percentage Change	--	--	--	--	--	--	--	--	--	--

[a] *Excluding depreciation.*

Source: Washington County and SEWRPC

Table H.29
Public Transit Operator Report for City of Waukesha Metro Transit System and Waukesha County Transit System: 2019-2022

2019 Projected Operating Budget	
Total Federal Operating Assistance	$974,000
Total State Operating Assistance	$4,403,607
Total Local Operating Assistance	$2,077,772
Total Farebox and Other Revenue	$1,633,146
Total Operating Budget	$9,088,525

2019 Projected Operation Characteristics				
Basic Transit System	**Weekdays**	**Saturdays**	**Sundays**	**Holidays**
Number of Routes	17	8	6	1
Headway Range (average)	30-70 minutes	30-60 minutes	30-60 minutes	30 minutes
Vehicles in Service	33	10	8	2

2019 Projections	
Operating Characteristics	Waukesha Metro Transit (City Service): Operates Routes 1-9, 15, 16. General service hours operate 5:30am-9:30pm weekdays, 8:00am-9:00pm Saturdays, and 9:00am-7:00pm Sundays. There is no holiday service. City owns all assets of the system and contracts with a management company (TransDev/Professional Transit Management, Ltd.) to operate the service. Average daily ridership = 2,350. Base adult cash fare is $2.00. Metrolift paratransit service operates under ADA guidelines. It is directly operated by the transit system during the same hours as fixed route services. Adult fare is $4.00. Average daily ridership = 50. Waukesha County Transit: The Gold Line & Route 79 are operated by Milwaukee Transport Services, Inc. Base adult cash fare for the Gold Line is $2.25. The base adult cash fare for Route 79 (a freeway flyer route) is $3.50. Routes 901, 904, 905, & 906: These routes are operated by Wisconsin Coach Lines, Inc. Adult fares range from $3.50 to $4.25. Paratransit: This route operates within 1 mile of either side of Route 901. It is operated by Transit Express. Adult fares are $7.00 to $10.00
Implementation of New or Restructured Transit Services	Minor reductions to Route 6 and Routes 901 & 905 by 2019 or in early 2019. Other changes may also occur subject to ridership demands and budgeting.
Planning for New or Restructured Transit Services	No new or restructured transit services planned.

Source: City of Waukesha Metro Transit and SEWRPC

Table H.30
Public Transit Operator Capital Project Justification for City of Waukesha Metro Transit System and Waukesha County Transit System: 2019-2022

TIP Project Number	Description	Year	Costs ($)	Justification
207	Capital cost of third party contracting for Waukesha County transit service	2019-2022	585,000[a]	Funds the depreciation of privately-owned assets under purchase of transit service contracts
229	Capital Maintenance	2019-2022	584,000[a]	This project is used to offset the operating budget, as eligible maintenance and operating expenses. Can be capitalized with 80 percent federal funds.
230	Six Replacement Paratransit Buses	2019	1,000,000	Replace existing seven paratransit buses that were manufactured in 2007 and 2011 that have exceed their useful life.
231	Replacement Bus Shelters (3)	2019	15,000	Replacement of shelters that have exceeded their useful life.
232	Local Marketing for Waukesha Metro Transit	2020 2022	50,000 50,000	Conduct marketing activities to increase awareness and ridership
233	Tire Lease for Waukesha Metro Transit	2019-2022	35,000[a]	FTA allows for the capitalization of certain leases if it more economical than a purchase. The transit system leases all of its tires.
234	Bus Mid-Life Rehabilitation[b]	2021 2022	200,000 200,000	Engine and transmission rebuilds and other mid-life rehabilitation on fixed route bus that will enhance performance of these vehicles in the later years of their service and extend the life of the vehicles.
235	Replacement Supervisor Vehicle	2020	70,000	Current vehicle will have reached useful life in 2020.
236	Replacement Administrative Staff Vehicle	2021	35,000	Replaces 10 year old staff vehicle
	Replacement 35 foot Fixed Route Vehicles (3)	2021	1,410,000	Replaces buses manufactured in 2008 that have exceeded their useful life.

[a] *Per year.*

[b] *Four buses per year.*

Source: City of Waukesha Metro Transit and SEWRPC

Table H.31
Financial Capacity Analysis Background Data for City of Waukesha Metro Transit System and Waukesha County Transit System: 2014-2023

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Expenses[a]	$9,066,024	$8,822,390	$8,825,958	$8,833,566	$9,088,525	$9,088,525	$9,133,968	$9,207,039	$9,299,110	$9,392,101
Operating Revenues										
Passenger Revenue	$1,645,798	$1,462,875	$1,416,717	$1,270,873	$1,348,865	$1,362,354	$1,375,977	$1,389,737	$1,403,634	$1,417,671
School District Revenue	--	--	--	--	--	--	--	--	--	--
Other Revenue	$232,343	$208,008	$210,952	$210,772	$278,792	$270,792	$262,976	$257,717	$257,717	$260,294
Total	$1,878,140	$1,670,883	$1,627,669	$1,481,645	$1,627,657	$1,633,146	$1,638,953	$1,647,454	$1,661,351	$1,677,964
Operating Assistance	$7,187,884	$7,151,507	$7,198,289	$7,351,921	$7,460,868	$7,455,379	$7,495,014	$7,559,586	$7,637,759	$7,714,136
Sources of Operating Assistance Funds										
Federal Funds										
1. FTA Section 5307	$998,733	$936,544	$936,492	$1,021,410	$1,000,000	$950,000	$940,500	$931,095	$931,095	$930,795
2. FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3. FTA Section 2337										
4. CMAQ	$32,212	$29,661	$17,455	$18,415	$24,000	$24,000	$24,000	$24,000	$24,000	$24,000
5. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$1,030,945	$966,204	$953,947	$1,039,825	$1,024,000	$974,000	$964,500	$955,095	$955,095	$954,795
State Funds										
1. WisDOT Section 85.20 (Operating Assistance)	$4,448,657	$4,093,426	$4,089,610	$4,042,388	$4,268,860	$4,311,549	$4,354,664	$4,398,211	$4,453,188	$4,506,627
2. WisDOT Section 85.24 (TDM)	--	--	--	--	--	--	--	--	--	--
3. Other	--	$394,732	$406,758	$244,384	$90,253	$92,058	$93,899	$98,277	$100,243	$102,248
Subtotal	$4,448,657	$4,488,158	$4,496,368	$4,286,772	$4,359,113	$4,403,607	$4,448,563	$4,496,488	$4,553,431	$4,608,874
Local Funds										
1. Property Taxes	$1,700,696	$1,689,240	$1,740,067	$2,017,506	$2,070,352	$2,070,352	$2,074,513	$2,100,445	$2,121,449	$2,142,664
2. Funds from Other Communities	$7,587	$7,904	$7,907	$7,818	$7,403	$7,420	$7,437	$7,558	$7,784	$7,803
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$1,708,283	$1,697,144	$1,747,974	$2,025,324	$2,077,755	$2,077,772	$2,081,950	$2,108,003	$2,129,233	$2,150,467
Total	$7,187,884	$7,151,507	$7,198,289	$7,351,921	$7,460,868	$7,455,379	$7,495,014	$7,559,586	$7,637,759	$7,714,136
Depreciation	$1,104,902	$1,116,670	$1,140,875	$1,116,273	$1,100,000	$1,100,000	$1,100,000	$1,100,000	$1,100,000	$1,100,000
Capital Project Expenditures										
Bus Fleet Rehabilitation, Replacement, and Expansion	$1,120,590	$3,255,676	$1,234,018	$823,121	$855,586	$901,096	$860,000	$200,000	$1,610,000	$150,000
Bus Facility Renovation, Replacement, and Expansion	$40,000	$42,531	$74,545	$91,327	$170,000	--	--	--	--	--
Fixed Guideway Fleet Rehabilitation and Expansion	--	--	$13,483	--	--	--	--	--	--	--
Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
Other	$12,000	$130,592	$47,190	$15,928	$90,000	$15,000	$70,000	$35,000	--	--
Total	$1,172,590	$3,428,798	$1,369,236	$930,376	$1,115,586	$916,096	$930,000	$235,000	$1,610,000	$150,000

Table continued on next page.

Table H.31 (Continued)

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Sources of Capital Assistance Funds										
Federal Funds										
1. FTA Section 5307	$9,600	$27,840	$4,475	$240,302	$24,596	$155,625	--	--	--	--
2. FTA Section 5339	$761,101	$1,264,462	$175,799	$98,918	$849,804	$12,000	$56,000	$188,000	$160,000	$120,000
3. FTA Section 5337	$167,371	$291,288	$820,819	$405,080	$18,069	$74,965	--	--	$1,128,000	--
4. CMAQ	--	$1,217,706	$94,295	--	--	$490,287	$688,000	--	--	--
5. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$938,072	$2,801,296	$1,095,388	$744,300	$892,469	$732,877	$744,000	$188,000	$1,288,000	$120,000
State Funds	--	--	--	--	--	--	--	--	--	--
Local Funds										
1. Property Taxes	$10,400	$31,073	$29,243	$22,992	$57,000	$16,000	$14,000	$47,000	$40,000	$30,000
2. Bonding	$224,118	$596,429	$244,605	$163,084	$166,117	$167,219	$172,000	--	$282,000	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$234,518	$627,502	$273,848	$186,076	$223,117	$183,219	$186,000	$47,000	$322,000	$30,000
Total	$1,172,590	$3,428,798	$1,369,236	$930,376	$1,115,586	$916,096	$930,000	$235,000	$1,610,000	$150,000
Total Operating Assistance and Capital Project Funds										
Federal										
State	$1,969,017	$3,767,500	$2,049,335	$1,784,125	$1,916,469	$1,706,877	$1,708,500	$1,143,095	$2,243,095	$1,074,795
Local	$4,448,657	$4,488,158	$4,496,368	$4,286,772	$4,359,113	$4,403,607	$4,448,563	$4,496,488	$4,553,431	$4,608,874
Total	$1,942,801	$2,324,646	$2,021,822	$2,211,400	$2,300,872	$2,260,991	$2,267,950	$2,155,003	$2,451,233	$2,180,467
Non-Financial Operating Data	$8,360,474	$10,580,305	$8,567,525	$8,282,297	$8,576,454	$8,371,475	$8,425,014	$7,794,586	$9,247,759	$7,864,136
Revenue Passengers – City Service										
Revenue Passengers – County Service	642,320	595,498	556,227	543,303	548,736	554,223	554,223	548,681	543,194	537,762
Unlinked Passenger Trips – City Service	451,635	410,674	407,890	383,408	387,242	379,497	379,497	375,702	371,945	368,226
Unlinked Passenger Trips – County Service	766,783	706,297	654,012	639,696	646,093	652,554	652,554	646,028	639,568	633,172
Passenger Miles – City Service	451,635	410,674	407,890	383,408	387,242	379,497	379,497	375,702	371,945	368,226
Passenger Miles – County Service	2,584,203	2,563,424	2,056,344	2,025,149	2,045,400	2,065,854	2,065,854	2,045,196	2,024,744	2,004,497
Revenue Vehicle Miles – City Service	5,032,150	4,399,211	4,277,901	3,885,159	3,924,011	3,963,251	3,963,251	3,923,618	3,884,382	3,845,538
Revenue Vehicle Miles – County Service	782,329	731,559	715,316	698,489	708,966	701,877	694,858	687,909	681,030	674,220
Revenue Vehicle Hours – City Service	505,414	589,109	585,446	553,363	547,829	542,351	536,928	531,558	526,243	520,980
Revenue Vehicle Hours – County Service	60,700	57,987	58,213	56,418	57,264	56,692	56,125	55,563	55,008	54,458
Buses Operated in Peak Service – City Service	24,329	26,675	26,384	24,937	24,688	24,441	24,196	23,954	23,715	23,478
Buses Operated in Peak Service – County Service	18	18	18	18	18	18	18	18	18	18
Buses in Active Fleet	22	22	22	22	22	22	22	22	22	22
Total Employees	30	30	30	28	28	28	28	28	28	28

[a] *Excluding depreciation.*

Source: City of Waukesha Metro Transit and SEWRPC

Table H.32
Change in Basic Financial Capacity Analysis Indicators for City of Waukesha Metro Transit System and Waukesha County Transit System: 2014-2023

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Expenses[a]										
Change in Total Operating Expenses										
1. Absolute Amount	$177,765	-$243,634	$3,568	$7,608	$254,959	--	$45,443	$73,072	$92,070	$92,991
2. Percentage Change	2.0	-2.7	--	0.1	2.9	--	0.5	0.8	1.0	1.0
Total Cost per Revenue Vehicle Mile										
1. Absolute Amount	$20.07	$21.48	$21.64	$23.04	$23.47	$23.95	$24.07	$24.51	$25.00	$25.51
2. Percentage Change	1.0	7.0	0.7	6.5	1.9	2.0	0.5	1.8	2.0	2.0
Cost per Revenue Vehicle Hour										
1. Absolute Amount	$3.51	$3.44	$4.29	$4.36	$4.44	$4.40	$4.42	$4.50	$4.59	$4.69
2. Percentage Change	1.0	-1.9	24.7	1.6	1.9	-1.0	0.5	1.8	2.0	2.0
Cost per Revenue Passenger										
1. Absolute Amount	$14.11	$14.82	$15.87	$16.26	$16.56	$16.40	$16.48	$16.78	$17.12	$17.47
2. Percentage Change	1.0	5.0	7.1	2.5	1.9	-1.0	0.5	1.8	2.0	2.0
Cost per Passenger Mile										
1. Absolute Amount	$11.82	$12.49	$13.50	$13.81	$14.07	$13.93	$14.00	$14.25	$14.54	$14.83
2. Percentage Change	1.0	5.7	8.0	2.3	1.9	-1.0	0.5	1.8	2.0	2.0
Operating Revenues										
Percentage Change in										
1. Passenger Revenue	2.0	-11.1	-3.2	-10.3	6.1	1.0	1.0	1.0	1.0	1.0
2. Total Revenue	2.0	-11.0	-2.6	-9.0	9.9	0.3	0.4	0.5	0.8	1.0
Average Revenue per Revenue Passenger										
1. Absolute Amount	$2.92	$2.81	$2.93	$2.73	$2.97	$2.95	$2.96	$3.00	$3.06	$3.12
2. Percentage Change	1.0	-3.9	4.3	-6.8	8.8	-0.7	0.4	1.5	1.9	2.0
Percent of Operating Expenses Recovered from Operating Revenues										
1. Absolute Amount	20.7	18.9	18.4	16.8	17.9	18.0	17.9	17.9	17.9	17.9
2. Percentage Change	--	-8.5	-2.6	-9.0	6.8	0.3	-0.1	-0.3	-0.2	--
Operating Assistance Funds										
Change in Total Operating Assistance										
1. Absolute Amount	$140,939	-$36,377	$46,782	$153,632	$108,947	-$5,489	$39,635	$64,571	$78,173	$76,378
2. Percentage Change	2.0	-0.5	0.7	2.1	1.5	-0.1	0.5	0.9	1.0	1.0
Operating Assistance per Revenue Passenger										
1. Absolute Amount	$11.19	$12.01	$12.94	$13.53	$13.60	$13.45	$13.52	$13.78	$14.06	$14.34
2. Percentage Change	1.0	7.3	7.8	4.6	0.5	-1.1	0.5	1.9	2.1	2.0
Operating Assistance per Passenger Mile										
1. Absolute Amount	$9.37	$10.13	$11.01	$11.49	$11.55	$11.42	$11.49	$11.70	$11.94	$12.18
2. Percentage Change	1.0	8.1	8.7	4.4	0.5	-1.1	0.5	1.9	2.1	2.0

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Table H.32 (Continued)

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Assistance Funds (continued)										
Percentage Change in										
1. Federal Operating Assistance Funds	2.0	-6.3	-1.3	9.0	-1.5	-4.9	-1.0	-1.0	--	--
2. State Operating Assistance Funds	2.0	0.9	0.2	-4.7	1.7	1.0	1.0	1.1	1.3	1.2
3. Local Operating Assistance Funds	2.0	-0.7	3.0	15.9	2.6	--	0.2	1.3	1.0	1.0
Capital Expenditures and Assistance Funds										
Change in Total Capital Expenditures										
1. Absolute Amount	$1,114,240	$2,256,208	-$2,059,562	-$438,860	$185,210	-$199,490	$13,904	-$695,000	$1,375,000	-$1,460,000
2. Percentage Change	1,909.6	192.4	-60.1	-32.1	19.9	-17.9	1.5	-74.7	585.1	-90.7
Percentage Change in										
1. Federal Capital Assistance Funds	1,909.6	198.6	-60.9	-32.1	19.9	-17.9	1.5	-74.7	585.1	-90.7
2. State Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
3. Local Capital Assistance Funds	1,909.6	167.6	-56.4	-32.1	19.9	-17.9	1.5	-74.7	585.1	-90.7
Total Operating and Capital Assistance Funds										
Change in Total Assistance										
1. Absolute Amount	1,255,179	2,219,831	-2,012,780	-285,228	294,157	-204,979	53,539	-630,428	1,453,174	-1,383,623
2. Percentage Change	17.7	26.6	-19.0	-3.3	3.6	-2.4	0.6	-7.5	18.6	-15.0
Percentage Change in										
1. Federal Assistance	86.2	91.3	-45.6	-12.9	7.4	-10.9	0.1	-33.1	96.2	-52.1
2. State Assistance	2.0	0.9	0.2	-4.7	1.7	1.0	1.0	1.1	1.3	1.2
3. Local Assistance	15.2	19.7	-13.0	9.4	4.0	-1.7	0.3	-5.0	13.7	-11.0
Non-Financial Operating Data										
Change in Revenue Passengers – City Service										
1. Absolute Amount	6,360	-46,822	-39,271	-12,924	5,433	5,487	--	-5,542	-5,487	-5,432
2. Percentage Change	1.0	-7.3	-6.6	-2.3	1.0	1.0	--	-1.0	-1.0	-1.0
Change in Revenue Passengers – County Service										
1. Absolute Amount	4,472	-40,961	-2,784	-24,482	3,834	-7,745	--	-3,795	-3,757	-3,719
2. Percentage Change	1.0	-9.1	-0.7	-6.0	1.0	-2.0	--	-1.0	-1.0	-1.0
Change in Revenue Vehicle Miles – City Service										
1. Absolute Amount	--	-50,770	-16,243	-16,827	10,477	-7,090	-7,019	-6,949	-6,879	-6,810
2. Percentage Change	--	-6.5	-2.2	-2.4	1.5	-1.0	-1.0	-1.0	-1.0	-1.0
Change in Revenue Vehicle Miles – County Service										
1. Absolute Amount	--	83,695	-3,663	-32,083	-5,534	-5,478	-5,424	-5,369	-5,316	-5,262
2. Percentage Change	--	16.6	-0.6	-5.5	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Change in Revenue Vehicle Hours – City Service										
1. Absolute Amount	--	-2,713	226	-1,795	846	-573	-567	-561	-556	-550
2. Percentage Change	--	-4.5	0.4	-3.1	1.5	-1.0	-1.0	-1.0	-1.0	-1.0

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Table H.32 (Continued)

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Change in Revenue Vehicle Hours – County Service										
1. Absolute Amount	--	2,346	-291	-1,447	-249	-247	-244	-242	-240	-237
2. Percentage Change	--	9.6	-1.1	-5.5	-1.0	-1.0	-1.0	-1.0	-1.0	-1.0
Change in Buses in Active Fleet										
1. Absolute Amount	--	--	--	-2	--	--	--	--	--	--
2. Percentage Change	--	--	--	-6.7	--	--	--	--	--	--
Change in Total Employees										
1. Absolute Amount	--	--	--	-4	--	--	--	--	--	--
2. Percentage Change	--	--	--	-6.7	--	--	--	--	--	--

[a] *Excluding depreciation.*

Source: City of Waukesha Metro Transit and SEWRPC

Table H.33
Public Transit Operator Report for City of West Bend Taxi Service: 2019-2022

2019 Projected Operating Budget	
Total Federal Operating Assistance	$314,000
Total State Operating Assistance	$314,000
Total Local Operating Assistance	$44,212
Total Farebox and Other Revenue	$490,000
Total Operating Budget	$1,162,212

2019 Projected Operation Characteristics			
Basic Transit System	**Weekdays**	**Saturdays**	**Sundays**
Total Miles	321,928	39,728	19,760
Vehicle Hours (average)	122	73	37
Vehicles in Service	11	7	5
Operating Budget (average)	$987,880	$116,221	$58,111

2019 Projections	
Operating Characteristics	None
Implementation of New or Restructured Transit Services	None
Planning for New or Restructured Transit Services	None

Source: Washington County and SEWRPC

Table H.34
Public Transit Operator Capital Project Justification for City of West Bend Taxi Service: 2019-2022

TIP Project Number	Description	Year	Costs ($)	Justification
190	Replacement of minibuses and minivans for the West Bend Transit System	2019 2020 2021 2022	78,000 78,000 133,000 78,000	Cycling out retiring taxis that have reached useful life and replacing with new ones.

Source: Washington County and SEWRPC

Table H.35
Financial Capacity Analysis Background Data for City of West Bend Taxi Service: 2014-2023

	Actual/Estimated					Projected				
Data Element	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Expenses[a]	$868,385	$879,082	$1,090,427	$1,120,844	$1,162,200	$1,162,200	$1,162,200	$1,162,200	$1,162,200	$1,162,200
Operating Revenues										
Passenger Revenue	$385,800	$372,168	$379,611	$436,430	$490,000	$490,000	$490,000	$490,000	$490,000	$490,000
Prior Year Revenue	--	--	--	--	--	--	--	--	--	--
Other Revenue	--	--	--	--	--	--	--	--	--	--
Total	$385,800	$372,168	$379,611	$436,430	$490,000	$490,000	$490,000	$490,000	$490,000	$490,000
Operating Assistance	$482,585	$506,914	$710,816	$684,415	$672,200	$672,200	$672,200	$672,200	$672,200	$672,200
Sources of Operating Assistance										
Federal Funds										
1. FTA Section 5307	$241,292	$252,911	$325,039	$313,724	$314,000	$314,000	$314,000	$314,000	$314,000	$314,000
2. FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3. CMAQ	--	--	--	--	--	--	--	--	--	--
4. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$241,292	$252,911	$325,039	$313,724	$314,000	$314,000	$314,000	$314,000	$314,000	$314,000
State Funds										
1. WisDOT Section 85.20 (Operating Assistance)	$241,293	$240,193	$279,978	$299,533	$314,000	$314,000	$314,000	$314,000	$314,000	$314,000
2. WisDOT Section 85.24 (TDM)	--	--	--	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$241,293	$240,193	$279,978	$299,533	$314,000	$314,000	$314,000	$314,000	$314,000	$314,000
Local Funds										
1. Property Taxes	--	--	--	--	--	--	--	--	--	--
2. Funds from Other Communities	--	--	--	--	--	--	--	--	--	--
3. Other	--	$13,810	$105,799	$71,157	$44,200	$44,200	$44,200	$44,200	$44,200	$44,200
Subtotal	--	$13,810	$105,799	$71,157	$44,200	$44,200	$44,200	$44,200	$44,200	$44,200
Total	$482,585	$506,914	$710,816	$684,414	$672,200	$672,200	$672,200	$672,200	$672,200	$672,200
Depreciation	--	--	--	--	--	--	--	--	--	--
Capital Project Expenditures										
Bus Fleet Rehabilitation, Replacement, and Expansion	$44,200	$20,140	$73,239	$96,354	$165,000	$165,000	$165,000	$165,000	$165,000	$165,000
Bus Facility Renovation, Replacement, and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Fleet Rehabilitation and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
Other	--	--	--	--	--	--	--	--	--	--
Total	$44,200	$20,140	$73,239	$96,354	$165,000	$165,000	$165,000	$165,000	$165,000	$165,000

Table continued on next page.

Table H.35 (Continued)

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Sources of Capital Project Funding										
Federal Funds										
1. FTA Section 5307	--	--	--	--	--	--	--	--	--	--
2. FTA Section 5339	$35,200	$16,112	$56,800	$74,830	$132,000	$132,000	$132,000	$132,000	$132,000	$132,000
3. CMAQ	--	--	--	--	--	--	--	--	--	--
4. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$35,200	$16,112	$56,800	$74,830	$132,000	$132,000	$132,000	$132,000	$132,000	$132,000
State Funds	--	--	--	--	--	--	--	--	--	--
Local Funds										
1. Property Taxes	--	--	--	--	--	--	--	--	--	--
2. Bonding	--	--	--	--	--	--	--	--	--	--
3. Other	$9,000	$4,028	$16,439	$21,524	$33,000	$33,000	$33,000	$33,000	$33,000	$33,000
Subtotal	$9,000	$4,028	$16,439	$21,524	$33,000	$33,000	$33,000	$33,000	$33,000	$33,000
Total	$44,200	$20,140	$73,239	$96,354	$165,000	$165,000	$165,000	$165,000	$165,000	$165,000
Total Operating Assistance and Capital Project Funds										
Federal	$276,492	$269,023	$381,839	$388,554	$446,000	$446,000	$446,000	$446,000	$446,000	$446,000
State	$241,293	$240,193	$279,978	$299,533	$314,000	$314,000	$314,000	$314,000	$314,000	$314,000
Local	$9,000	$17,838	$122,238	$92,681	$77,200	$77,200	$77,200	$77,200	$77,200	$77,200
Total	$526,785	$527,054	$784,055	$780,768	$837,200	$837,200	$837,200	$837,200	$837,200	$837,200
Non-Financial Operating Data										
Revenue Passengers	114,506	113,398	108,550	104,932	--	--	--	--	--	--
Unlinked Passenger Trips	--	--	--	--	--	--	--	--	--	--
Passenger Miles	--	--	--	--	--	--	--	--	--	--
Revenue Vehicle Miles	390,600	382,000	381,400	377,800	--	--	--	--	--	--
Revenue Vehicle Hours	36,600	36,600	36,600	36,700	--	--	--	--	--	--
Buses Operated in Peak Service	--	--	--	--	--	--	--	--	--	--
Buses in Active Fleet	--	--	--	--	--	--	--	--	--	--
Total Employees	--	--	--	--	--	--	--	--	--	--

[a] *Excluding depreciation.*

Source: Washington County and SEWRPC

Table H.36
Change in Basic Financial Capacity Analysis Indicators for City of West Bend Taxi Service: 2014-2023

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Expenses[a]										
Change in Total Operating Expenses										
1. Absolute Amount	$7,585	$10,697	$211,345	$30,418	$41,356	--	--	--	--	--
2. Percentage Change	0.9	1.2	24.0	2.8	3.7	--	--	--	--	--
Total Cost per Revenue Vehicle Mile										
1. Absolute Amount	$2.19	$2.30	$2.86	$2.97	--	--	--	--	--	--
2. Percentage Change	-11.1	5.2	24.2	3.8		--	--	--	--	--
Cost per Revenue Vehicle Hour										
1. Absolute Amount	$23.66	$24.02	$29.79	$30.54	--	--	--	--	--	--
2. Percentage Change	-8.5	1.5	24.0	2.5		--	--	--	--	--
Cost per Revenue Passenger										
1. Absolute Amount	$7.25	$7.75	$10.05	$10.68	--	--	--	--	--	--
2. Percentage Change	3.6	6.9	29.6	6.3		--	--	--	--	--
Cost per Passenger Mile										
1. Absolute Amount	--	--	--	--	--	--	--	--	--	--
2. Percentage Change	--	--	--	--	--	--	--	--	--	--
Operating Revenues										
Percentage Change in										
1. Passenger Revenue	-2.4	-3.5	2.0	15.0	12.3	--	--	--	--	--
2. Total Revenue	-2.4	-3.5	2.0	15.0	12.3	--	--	--	--	--
Average Revenue per Revenue Passenger										
1. Absolute Amount	$3.22	$3.28	$3.50	$4.16	--	--	--	--	--	--
2. Percentage Change	0.2	1.9	6.6	18.9	--	--	--	--	--	--
Percent of Operating Expenses Recovered from Operating Revenues										
1. Absolute Amount	44.4	42.3	34.8	38.9	42.2	42.2	42.2	42.2	42.2	42.2
2. Percentage Change	-3.3	-4.7	-17.8	11.8	8.3	--	--	--	--	--
Operating Assistance Funds										
Change in Total Operating Assistance										
1. Absolute Amount	$17,203	$24,329	$203,902	-$26,401	-$12,215	--	--	--	--	--
2. Percentage Change	3.7	5.0	40.2	-3.7	-1.8	--	--	--	--	--
Operating Assistance per Revenue Passenger										
1. Absolute Amount	$4.03	$4.47	$6.55	$6.52	--	--	--	--	--	--
2. Percentage Change	6.5	10.9	46.5	-0.4	--	--	--	--	--	--
Operating Assistance per Passenger Mile										
1. Absolute Amount	--	--	--	--	--	--	--	--	--	--
2. Percentage Change	--	--	--	--	--	--	--	--	--	--

Table continued on next page.

Table H.36 (Continued)

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Assistance Funds (continued)										
Percentage Change in										
1. Federal Operating Assistance Funds	1.1	4.8	28.5	-3.5	0.1	--	--	--	--	--
2. State Operating Assistance Funds	1.1	-0.5	16.6	7.0	4.8	--	--	--	--	--
3. Local Operating Assistance Funds	--	--	666.1	-32.7	-37.9	--	--	--	--	--
Capital Expenditures and Assistance Funds										
Change in Total Capital Expenditures										
1. Absolute Amount	-$18,391	-$24,060	$53,099	$23,115	$68,646	--	--	--	--	--
2. Percentage Change	-29.4	-54.4	263.6	31.6	71.2	--	--	--	--	--
Percentage Change in										
1. Federal Capital Assistance Funds	-4.0	-54.2	252.5	31.7	76.4	--	--	--	--	--
2. State Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
3. Local Capital Assistance Funds	-65.3	-55.2	308.1	30.9	53.3	--	--	--	--	--
Total Operating and Capital Assistance Funds										
Change in Total Assistance										
1. Absolute Amount	--	269	257,001	-3,287	56,432	--	--	--	--	--
2. Percentage Change	--	0.1	48.8	-0.4	7.2	--	--	--	--	--
Percentage Change in										
1. Federal Assistance	--	-2.7	41.9	1.8	14.8	--	--	--	--	--
2. State Assistance	--	-0.5	16.6	7.0	4.8	--	--	--	--	--
3. Local Assistance	--	98.2	585.3	-24.2	-16.7	--	--	--	--	--
Non-Financial Operating Data										
Change in Revenue Passengers										
1. Absolute Amount	-3,220	-1,108	-4,848	-3,618		--	--	--	--	--
2. Percentage Change	-2.6	-1.0	-4.3	-3.3		--	--	--	--	--
Change in Revenue Vehicle Miles										
1. Absolute Amount	47,140	-8,600	-600	-3,600		--	--	--	--	--
2. Percentage Change	13.5	-2.2	-0.2	-0.9		--	--	--	--	--
Change in Revenue Vehicle Hours										
1. Absolute Amount	3,408	--	--	100		--	--	--	--	--
2. Percentage Change	10.2	--	--	0.3		--	--	--	--	--
Change in Buses in Active Fleet										
1. Absolute Amount	--	--	--	--	--	--	--	--	--	--
2. Percentage Change	--	--	--	--	--	--	--	--	--	--
Change in Total Employees										
1. Absolute Amount	--	--	--	--	--	--	--	--	--	--
2. Percentage Change	--	--	--	--	--	--	--	--	--	--

[a] *Excluding depreciation.*

Source: Washington County and SEWRPC

Table H.37
Public Transit Operator Report for Western Kenosha County Transit: 2019-2022

2019 Projected Operating Budget	
Total Federal Operating Assistance	$256,500
Total State Operating Assistance	$256,500
Total Local Operating Assistance	$25,000
Total Farebox and Other Revenue	$32,000
Total Operating Budget	$570,000

2019 Projected Operation Characteristics	
Basic Transit System	**Weekdays**
Number of Routes	2
Total Route Miles (both directions)	532/day
Headway Range (average)	One hour
Vehicle Hours (average	12/vehicle
Vehicles in Service	2
Operating Budget (average)	$313,500

	2019 Projections
Operating Characteristics Specialized Service for Elderly and Handicapped Total Operating Budget: $742,000	Door to door service is available with one day ahead advanced notice (reservation) for riders who cannot access a stop and need more specialized service. Hours of operation are 5:55 a.m. to 6:30 p.m. Monday through Friday. Fares are $3.00 each way for elders or people with disabilities. Cash or punch cards available
Implementation of New or Restructured Transit Services	None
Planning for New or Restructured Transit Services:	None

Source: Kenosha County and SEWRPC

Table H.38
Public Transit Operator Capital Project Justification for Western Kenosha County Transit: 2019-2022

TIP Project Number	Description	Year	Costs ($)	Justification
255	Purchase replacement buses	2019 2020 2021	100,000 100,000 52,000	To maintain safe, reliable fleet
257	GPS live feed link to provide real time data to riders using smartphone application	2019	18,000	To increase and improve usage and rider experience for public transit in rural Kenosha County
258	Purchase two bus shelters	2020	16,000	To improve the rider experience at the next busiest bus stops.

Source: Kenosha County and SEWRPC

Table H.39
Financial Capacity Analysis Background Data for Western Kenosha County Transit: 2014-2023

	Actual/Estimated					Projected				
Data Element	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Expenses[a]	$486,162	$486,641	$539,284	$521,708	$534,500	$569,375	$586,456	$604,731	$623,589	$643,047
Operating Revenues										
Passenger Revenue	$18,070	$21,366	$21,992	$28,443	$31,500	$33,075	$34,067	$35,771	$37,559	$39,437
Prior Year Revenue	--	--	--	--	--	--	--	--	--	--
Other Revenue	--	--	--	--	--	--	--	--	--	--
Total	$18,070	$21,366	$21,992	$28,443	$31,500	$33,075	$34,067	$35,771	$37,559	$39,437
Operating Assistance	$468,092	$465,275	$517,292	$493,265	$503,000	$536,300	$552,389	$568,961	$586,029	$603,610
Sources of Operating Assistance										
Federal Funds										
1. FTA Section 5311	--	--	--	$241,961	$245,000	$259,500	$267,285	$275,304	$283,563	$292,070
2. FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3. CMAQ	--	--	--	--	--	--	--	--	--	--
4. Other	$241,700	$232,638	$244,800	$9,344	$15,000	$15,750	$16,223	$16,709	$17,210	$17,727
Subtotal	$241,700	$232,638	$244,800	$251,305	$260,000	$275,250	$283,508	$292,013	$300,773	$309,796
State Funds										
1. WisDOT Section 85.20 (Operating Assistance)	$49,722	$51,384	$50,165	$53,963	$55,000	$57,750	$59,483	$61,267	$63,105	$64,998
2. WisDOT Section 85.24 (TDM)	--	--	--	--	--	--	--	--	--	--
3. Other	$117,065	$155,317	$183,238	$149,647	$150,000	$163,400	$168,302	$173,351	$178,552	$183,908
Subtotal	$166,787	$206,701	$233,403	$203,610	$205,000	$221,150	$227,785	$234,618	$241,657	$248,906
Local Funds										
1. Property Taxes	$59,605	$25,936	$39,089	$38,350	$38,000	$39,900	$41,097	$42,330	$43,600	$44,908
2. Funds from Other Communities	--	--	--	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$59,605	$25,936	$39,089	$38,350	$38,000	$39,900	$41,097	$42,330	$43,600	$44,908
Total	$468,092	$465,275	$517,292	$493,265	$503,000	$536,300	$552,389	$568,961	$586,029	$603,610
Depreciation										
Capital Project Expenditures										
Bus Fleet Rehabilitation, Replacement, and Expansion	--	--	--	--	--	--	--	--	--	--
Bus Facility Renovation, Replacement, and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Fleet Rehabilitation and Expansion	--	--	--	--	--	--	--	--	--	--
Fixed Guideway Facility Construction	--	--	--	--	--	--	--	--	--	--
Other	--	--	--	--	--	--	--	--	--	--
Total	--	--	--	--	--	--	--	--	--	--

Table continued on next page.

Table H.39 (Continued)

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Sources of Capital Project Funding										
Federal Funds										
1. FTA Section 5311	--	--	--	--	--	--	--	--	--	--
2. FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3. CMAQ	--	--	--	--	--	--	--	--	--	--
4. Other	$152,000	--	--	--	--	--	--	--	--	--
Subtotal	$152,000	--	--	--	--	--	--	--	--	--
State Funds	--	--	--	--	--	--	--	--	--	--
Local Funds										
1. Property Taxes	--	--	--	--	--	--	--	--	--	--
2. Bonding	--	--	--	--	--	--	--	--	--	--
3. Other	$38,000	--	--	--	--	--	--	--	--	--
Subtotal	$38,000	--	--	--	--	--	--	--	--	--
Total	$190,000	--	--	--	--	--	--	--	--	--
Total Operating Assistance and Capital Project Funds										
Federal	$393,700	--	--	--	--	--	--	--	--	--
State	$166,787	--	--	--	--	--	--	--	--	--
Local	$97,605	--	--	--	--	--	--	--	--	--
Total	$658,092	--	--	--	--	--	--	--	--	--
Non-Financial Operating Data										
Revenue Passengers	16,000	15,299	18,020	17,070	17,924	18,820	19,761	20,749	21,786	22,875
Unlinked Passenger Trips	15,500	15,307	18,000	17,070	17,924	18,820	19,761	20,749	21,786	22,875
Passenger Miles	225,000	215,367	225,176	257,456	270,329	283,845	298,038	312,939	328,586	345,016
Revenue Vehicle Miles	225,000	215,367	225,176	257,456	270,329	283,845	298,038	312,939	328,586	345,016
Revenue Vehicle Hours	12,000	11,251	11,500	11,536	12,113	12,718	13,354	14,022	14,723	15,459
Buses Operated in Peak Service	4	4	4	4	4	4	5	5	5	5
Buses in Active Fleet	5	5	5	5	5	6	6	6	6	6
Total Employees	11	11	11	11	12	12	12	13	13	13

[a] *Excluding depreciation.*

Source: Kenosha County and SEWRPC

Table H.40
Change in Basic Financial Capacity Analysis Indicators for Western Kenosha County Transit: 2014-2023

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Expenses[a]										
Change in Total Operating Expenses										
1. Absolute Amount	-$28,217	$479	$52,643	-$17,576	$12,792	$34,875	$17,081	$18,275	$18,857	$19,459
2. Percentage Change	-5.6	0.1	9.8	-3.4	2.4	6.1	2.9	3.0	3.0	3.0
Total Cost per Revenue Vehicle Mile										
1. Absolute Amount	$2.24	$2.26	$2.39	$2.03	$1.98	$2.01	$1.97	$1.93	$1.90	$1.86
2. Percentage Change	-7.3	0.9	6.0	-15.4	-2.4	1.5	-1.9	-1.8	-1.8	-1.8
Cost per Revenue Vehicle Hour										
1. Absolute Amount	$42.02	$43.25	$46.89	$45.22	$44.13	$44.77	$43.91	$43.13	$42.35	$41.60
2. Percentage Change	-11.8	2.9	8.4	-3.6	-2.4	1.5	-1.9	-1.8	-1.8	-1.8
Cost per Revenue Passenger										
1. Absolute Amount	$31.51	$31.81	$29.93	$30.56	$29.82	$30.25	$29.68	$29.15	$28.62	$28.11
2. Percentage Change	-13.1	0.9	-5.9	2.1	-2.4	1.5	-1.9	-1.8	-1.8	-1.8
Cost per Passenger Mile										
1. Absolute Amount	2.2	2.3	2.4	2.0	2.0	2.0	2.0	1.9	1.9	1.9
2. Percentage Change	-7.3	2.7	6.0	-15.4	-2.4	1.5	-1.9	-1.8	-1.8	-1.8
Operating Revenues										
Percentage Change in										
1. Passenger Revenue	-13.1	18.2	2.9	29.3	10.7	5.0	3.0	5.0	5.0	5.0
2. Total Revenue	-13.1	18.2	2.9	29.3	10.7	5.0	3.0	5.0	5.0	5.0
Average Revenue per Revenue Passenger										
1. Absolute Amount	$1.13	$1.40	$1.22	$1.67	$1.76	$1.76	$1.72	$1.72	$1.72	$1.72
2. Percentage Change	-20.3	23.6	-12.6	36.5	5.5		-1.9			
Percent of Operating Expenses Recovered from Operating Revenues										
1. Absolute Amount	3.6	4.4	4.1	5.5	5.9	5.8	5.8	5.9	6.0	6.1
2. Percentage Change	-7.7	22.2	-6.8	34.1	7.3	-1.7		1.7	1.7	1.7
Operating Assistance Funds										
Change in Total Operating Assistance										
1. Absolute Amount	--	-$258,551	$108,397	$1,115,772	$137,778	$141,084	$144,470	$147,938	$151,488	$155,124
2. Percentage Change	--	-5.4	2.4	24.1	2.4	2.4	2.4	2.4	2.4	2.4
Operating Assistance per Revenue Passenger										
1. Absolute Amount	--	$3.32	$3.32	$5.04	$5.16	$5.28	$5.41	$5.54	$5.67	$5.81
2. Percentage Change	--	--	--	51.8	2.4	2.4	2.4	2.4	2.4	2.4
Operating Assistance per Passenger Mile										
1. Absolute Amount	--	$5.02	$5.09	$1.42	$1.46	$1.49	$1.53	$1.56	$1.60	$1.64
2. Percentage Change	--	--	1.4	-72.1	2.4	2.4	2.4	2.4	2.4	2.4

Table continued on next page.

Table H.40 (Continued)

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Assistance Funds (continued)										
Percentage Change in										
1. Federal Operating Assistance Funds	5.4	-1.6	2.4	-8.1	2.4	2.4	2.4	2.4	2.4	2.4
2. State Operating Assistance Funds	--	-9.9	2.4	12.7	2.4	2.4	2.4	2.4	2.4	2.4
3. Local Operating Assistance Funds	--	-19.0	2.4	82.4	2.4	2.4	2.4	2.4	2.4	2.4
Capital Expenditures and Assistance Funds										
Change in Total Capital Expenditures										
1. Absolute Amount	-$2,886,270	$142,694	-$151,037	--	--	--	--	--	--	--
2. Percentage Change	-99.7	1,710.3	-100.0	--	--	--	--	--	--	--
Percentage Change in										
1. Federal Capital Assistance Funds	-100.0	--	-100.0	--	--	--	--	--	--	--
2. State Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
3. Local Capital Assistance Funds	-98.6	185.6	-100.0	--	--	--	--	--	--	--
Total Operating and Capital Assistance Funds										
Change in Total Assistance										
1. Absolute Amount	-2,641,142	-221,624	-138,072	563,347	245,101	125,573	128,587	131,673	134,833	138,069
2. Percentage Change	-29.4	-4.6	-3.0	12.7	4.9	2.4	2.4	2.4	2.4	2.4
Percentage Change in										
1. Federal Assistance	-49.3	4.1	-10.3	-0.9	2.4	2.4	2.4	2.4	2.4	2.4
2. State Assistance	8.9	-9.9	7.2	0.2	10.1	2.4	2.4	2.4	2.4	2.4
3. Local Assistance	-20.0	-17.0	-1.0	82.4	2.4	2.4	2.4	2.4	2.4	2.4
Non-Financial Operating Data										
Change in Revenue Passengers										
1. Absolute Amount	-12,064	-56,994	32,675	-254,428	--	--	--	--	--	--
2. Percentage Change	-0.8	-4.0	2.4	-18.2	--	--	--	--	--	--
Change in Revenue Vehicle Miles										
1. Absolute Amount	-59	11,975	18,030	90,889	--	--	--	--	--	--
2. Percentage Change	--	1.3	2.0	9.9	--	--	--	--	--	--
Change in Revenue Vehicle Hours										
1. Absolute Amount	-209	479	1,282	12,697	--	--	--	--	--	--
2. Percentage Change	-0.3	0.8	2.0	19.4	--	--	--	--	--	--
Change in Buses in Active Fleet										
1. Absolute Amount	--	-13	--	14	--	--	--	--	--	--
2. Percentage Change	--	-22.4	--	31.1	--	--	--	--	--	--
Change in Total Employees										
1. Absolute Amount	2	5	--	--	--	--	--	--	--	--
2. Percentage Change	3.1	7.6	--	--	--	--	--	--	--	--

[a] *Excluding depreciation.*

Source: Kenosha County and SEWRPC

Table H.41
Public Transit Operator Report for City of Whitewater Taxi Service: 2019-2022

2019 Projected Operating Budget	
Total Federal Operating Assistance	$77,700
Total State Operating Assistance	$53,400
Total Local Operating Assistance	$100
Total Farebox and Other Revenue	$111,700
Total Operating Budget	$242,900

2019 Projected Operation Characteristics			
Basic Transit System	**Weekdays**	**Saturdays**	**Sundays**
Total Miles	70,000	20,600	9,300
Vehicle Hours (average)	15.9	19.9	9.0
Vehicles in Service	2.4	3	3
Operating Budget (average)	N/A	N/A	N/A

2019 Projections	
Operating Characteristics	Specialized Service for Elderly and Handicapped Total Operating Budget: $242,900
Implementation of New or Restructured Transit Services	None
Planning for New or Restructured Transit Services	No plans for changes to services currently offered. Operations are contracted and are up for rebidding in 2018. There is an annual planning/application cycle as well as monthly payable and reporting cycles administered by the Finance and Accounting staff.

Source: City of Whitewater and SEWRPC

Table H.42
Public Transit Operator Capital Project Justification for City of Whitewater Taxi Service: 2019-2022

TIP Project Number	Description	Year	Costs ($)	Justification
320	City of Whitewater Taxi Program Capital Costs toward the purchase of: one minivan in 2020 and one minibus in 2022.	2020 2022	33,000 51,600	Age and condition. Minivans run approximately 40,000 miles per year (anticipate each van has > 200,000 miles at replacement). Minibus runs approximately 20,000 miles per year (anticipate > 120,000 miles at replacement). Maintenance costs.

Source: City of Whitewater and SEWRPC

Table H.43
Financial Capacity Analysis Background Data for City of Whitewater Taxi Service: 2014-2023

	Actual/Estimated					Projected				
Data Element	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Expenses[a]	$224,009	$221,806	$222,592	$229,530	$238,171	$242,934	$247,793	$252,749	$257,804	$262,960
Operating Revenues										
Passenger Revenue	$84,738	$82,339	$91,877	$109,500	$109,500	$111,690	$113,924	$116,202	$118,526	$120,897
Prior Year Revenue	--	--	--	--	--	--	--	--	--	--
Other Revenue	--	--	--	--	--	--	--	--	--	--
Total	$84,738	$82,339	$91,877	$109,500	$109,500	$111,690	$113,924	$116,202	$118,526	$120,897
Operating Assistance	$139,271	$139,467	$130,715	$120,030	$128,671	$131,244	$133,869	$136,547	$139,278	$142,063
Sources of Operating Assistance										
Federal Funds										
1. FTA Section 5311	$71,487	$71,079	$72,820	$74,986	$76,215	$77,739	$79,294	$80,880	$82,497	$84,147
2. FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3. CMAQ	--	--	--	--	--	--	--	--	--	--
4. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$71,487	$71,079	$72,820	$74,986	$76,215	$77,739	$79,294	$80,880	$82,497	$84,147
State Funds										
1. WisDOT Section 85.20 (Operating Assistance)	$55,409	$59,924	$58,635	$59,616	$52,456	$53,446	$54,514	$55,605	$56,717	$57,851
2. WisDOT Section 85.24 (TDM)	--	--	--	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$55,409	$59,924	$58,635	$59,616	$52,456	$53,446	$54,514	$55,605	$56,717	$57,851
Local Funds										
1. Property Taxes	$12,375	$8,464	--	--	--	$60	$61	$62	$63	$65
2. Funds from Other Communities	--	--	--	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$12,375	$8,464	--	--	--	$60	$61	$62	$63	$65
Total	$139,271	$139,467	$131,455	$134,602	$128,671	$131,244	$133,869	$136,547	$139,278	$142,063
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	--	--	--	--	--	--	--	--	--	--

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Table H.43 (Continued)

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Sources of Capital Project Funding										
Federal Funds										
1. FTA Section 5307	$26,416	--	$42,060	--	$25,600	--	$25,600	--	$42,060	--
2. FTA Section 5339	--	--	--	--	--	--	--	--	--	--
3. CMAQ	--	--	--	--	--	--	--	--	--	--
4. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$26,416	--	$42,060	--	$25,600	--	$25,600	--	$42,060	--
State Funds	--	--	--	--	--	--	--	--	--	--
Local Funds										
1. Property Taxes	$5,248	--	$9,577	--	$7,400	--	$7,400	--	$9,577	--
2. Bonding	--	--	--	--	--	--	--	--	--	--
3. Other	--	--	--	--	--	--	--	--	--	--
Subtotal	$5,248	--	$9,577	--	$7,400	--	$7,400	--	$9,577	--
Total	$31,664	--	$51,637	--	$33,000	--	$33,000	--	$51,637	--
Total Operating Assistance and Capital Project Funds										
Federal	$97,903	$71,079	$114,880	$74,986	$101,815	$77,739	$104,894	$80,880	$124,557	$84,147
State	$55,409	$59,924	$58,635	$59,616	$52,456	$53,446	$54,514	$55,605	$56,717	$57,851
Local	$17,623	$8,464	$9,577	----	$7,400	$111,750	$121,385	$116,265	$128,167	$120,962
Total	$170,935	$139,467	$183,092	$134,602	$161,671	$242,934	$280,793	$252,749	$309,441	$262,960
Non-Financial Operating Data										
Revenue Passengers	30,397	29,288	29,098	26,113	26,113	26,113	26,113	26,113	26,113	26,113
Unlinked Passenger Trips	--	--	--	--	--	--	--	--	--	--
Passenger Miles	--	--	--	--	--	--	--	--	--	--
Revenue Vehicle Miles	--	--	--	--	--	--	--	--	--	--
Revenue Vehicle Hours	8,022	7,942	7,981	7,979	7,979	7,979	7,979	7,979	7,979	7,979
Buses Operated in Peak Service	3	3	3	3	3	3	3	3	3	3
Buses in Active Fleet	3	3	3	3	3	3	3	3	3	3
Total Employees	--	--	--	--	--	--	--	--	--	--

[a] *Excluding depreciation.*

Source: City of Whitewater and SEWRPC

Table H.44
Change in Basic Financial Capacity Analysis Indicators for City of Whitewater Taxi Service: 2014-2023

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Expenses[a]										
Change in Total Operating Expenses										
1. Absolute Amount	--	-$2,203	$786	$6,938	$8,641	$4,763	$4,859	$4,956	$5,055	$5,156
2. Percentage Change	--	-1.0	0.4	3.1	3.8	2.0	2.0	2.0	2.0	2.0
Total Cost per Revenue Vehicle Mile										
1. Absolute Amount	--	--	--	--	--	--	--	--	--	--
2. Percentage Change	--	--	--	--	--	--	--	--	--	--
Cost per Revenue Vehicle Hour										
1. Absolute Amount	--	$27.93	$27.89	$28.77	$29.85	$30.45	$31.06	$31.68	$32.31	$32.96
2. Percentage Change	--	--	-0.1	3.1	3.8	2.0	2.0	2.0	2.0	2.0
Cost per Revenue Passenger										
1. Absolute Amount	--	$7.57	$7.65	$8.79	$9.12	$9.30	$9.49	$9.68	$9.87	$10.07
2. Percentage Change	--	--	1.0	14.9	3.8	2.0	2.0	2.0	2.0	2.0
Cost per Passenger Mile										
1. Absolute Amount	--	--	--	--	--	--	--	--	--	--
2. Percentage Change	--	--	--	--	--	--	--	--	--	--
Operating Revenues										
Percentage Change in										
1. Passenger Revenue	--	-2.8	11.6	19.2	--	2.0	2.0	2.0	2.0	2.0
2. Total Revenue	--	-2.8	11.6	19.2	--	2.0	2.0	2.0	2.0	2.0
Average Revenue per Revenue Passenger										
1. Absolute Amount	--	$2.81	$3.16	$4.19	$4.19	$4.28	$4.36	$4.45	$4.54	$4.63
2. Percentage Change	--	--	12.3	32.8	--	2.0	2.0	2.0	2.0	2.0
Percent of Operating Expenses Recovered from Operating Revenues										
1. Absolute Amount	--	37.1	41.3	47.7	46.0	46.0	46.0	46.0	46.0	46.0
2. Percentage Change	--	--	11.2	15.6	-3.6	--	--	--	--	--
Operating Assistance Funds										
Change in Total Operating Assistance										
1. Absolute Amount	--	$196	-$8,752	-$10,685	$8,641	$2,573	$2,625	$2,677	$2,731	$2,786
2. Percentage Change	--	0.1	-6.3	-8.2	7.2	2.0	2.0	2.0	2.0	2.0
Operating Assistance per Revenue Passenger										
1. Absolute Amount	--	$4.76	$4.49	$4.60	$4.93	$5.03	$5.13	$5.23	$5.33	$5.44
2. Percentage Change	--	--	-5.7	2.3	7.2	2.0	2.0	2.0	2.0	2.0
Operating Assistance per Passenger Mile										
1. Absolute Amount	--	--	--	--	--	--	--	--	--	--
2. Percentage Change	--	--	--	--	--	--	--	--	--	--

Table continued on next page.

Table H.44 (Continued)

Data Element	Actual/Estimated					Projected				
	2014	2015	2016	2017	2018	2019	2020	2021	2022	2023
Operating Assistance Funds (continued)										
Percentage Change in										
1. Federal Operating Assistance Funds	--	-0.6	2.4	3.0	1.6	2.0	2.0	2.0	2.0	2.0
2. State Operating Assistance Funds	--	8.1	-2.2	1.7	-12.0	1.9	2.0	2.0	2.0	2.0
3. Local Operating Assistance Funds	--	-31.6	-100.0	--	--	--	2.0	2.0	2.0	2.0
Capital Expenditures and Assistance Funds										
Change in Total Capital Expenditures										
1. Absolute Amount	--	-$31,664	$51,637	-$51,637	$33,000	-$33,000	$33,000	-$33,000	$51,637	-$51,637
2. Percentage Change	--	-100.0	--	-100.0	--	-100.0	--	-100.0	--	-100.0
Percentage Change in										
1. Federal Capital Assistance Funds	--	-100.0	--	-100.0	--	-100.0	--	-100.0	--	-100.0
2. State Capital Assistance Funds	--	--	--	--	--	--	--	--	--	--
3. Local Capital Assistance Funds	--	-100.0	--	-100.0	--	-100.0	--	-100.0	--	-100.0
Total Operating and Capital Assistance Funds										
Change in Total Assistance										
1. Absolute Amount	--	-31,468	43,625	-48,490	27,069	81,263	37,859	-28,044	56,692	-46,481
2. Percentage Change	--	-18.4	31.3	-26.5	20.1	50.3	15.6	-10.0	22.4	-15.0
Percentage Change in										
1. Federal Assistance	--	-27.4	61.6	-34.7	35.8	-23.6	34.9	-22.9	54.0	-32.4
2. State Assistance	--	8.1	-2.2	1.7	-12.0	1.9	2.0	2.0	2.0	2.0
3. Local Assistance	--	-52.0	13.1	-100.0	--	1,410.1	8.6	-4.2	10.2	-5.6
Non-Financial Operating Data										
Change in Revenue Passengers										
1. Absolute Amount	--	-1,109	-190	-2,985	--	--	--	--	--	--
2. Percentage Change	--	-3.6	-0.6	-10.3	--	--	--	--	--	--
Change in Revenue Vehicle Miles										
1. Absolute Amount	--	--	--	--	--	--	--	--	--	--
2. Percentage Change	--	--	--	--	--	--	--	--	--	--
Change in Revenue Vehicle Hours										
1. Absolute Amount	--	-80	39	-2	--	--	--	--	--	--
2. Percentage Change	--	-1.0	0.5	--	--	--	--	--	--	--
Change in Buses in Active Fleet										
1. Absolute Amount	--	--	--	--	--	--	--	--	--	--
2. Percentage Change	--	--	--	--	--	--	--	--	--	--
Change in Total Employees										
1. Absolute Amount	--	--	--	--	--	--	--	--	--	--
2. Percentage Change	--	--	--	--	--	--	--	--	--	--

[a] *Excluding depreciation.*

Source: City of Whitewater and SEWRPC

Table H.45
Public Transit Operator Report for City of Milwaukee Streetcar: 2019-2022

Data to be provided by transit operator with grant application.

Table H.46
Public Transit Operator Capital Project Justification for City of Milwaukee Streetcar: 2019-2022

Data to be provided by transit operator with grant application.

Table H.47
Financial Capacity Analysis Background Data for City of Milwaukee Streetcar: 2014-2023

Data to be provided by transit operator with grant application.

Table H.48
Change in Basic Financial Capacity Analysis Indicators for City of Milwaukee Streetcar: 2014-2023

Data to be provided by transit operator with grant application.

APPENDIX I

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

INTRODUCTION

The regional transportation improvement program (TIP) lists the public transit, transportation systems, demand management, bicycle and pedestrian, and arterial street and highway projects which each level and unit of government—State, county, and municipal—have programmed for implementation in Southeastern Wisconsin in the years 2019 through 2022. This appendix evaluates the benefits and impacts of programmed projects in the 2019-2022 TIP on minority populations, low-income populations, and people with disabilities. This evaluation includes the identification of the existing location and travel of minority populations, low-income populations, and people with disabilities in Southeastern Wisconsin. In addition, it includes a comparison of the programmed expenditures in the 2019-2022 TIP to the locations of minority populations and low-income populations to identify if these populations would receive a disproportionate share of the impacts—both costs and benefits—of the transit, highway, and the bicycle and pedestrian projects programmed in the 2019-2022 TIP.

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

The magnitude and location of the minority populations in the Region may be obtained from data available from the most recent year 2010 decennial U.S. Census of Population. Based upon the year 2010 Census, the magnitude and location of minority populations in the Region are shown on Maps I.1 through I.7 and in Table I.1. The magnitude and location of the low-income population—families with income below the Federally-defined poverty levels, and families with income less than twice the poverty level—within Southeastern Wisconsin, based upon the 2012-2016 U.S. Census American Community Survey, are shown on Maps I.8 and Map I.9 and are summarized in Tables I.2 through I.4. The magnitude and location of people with disabilities in the Region are shown in Map I.10 and Table I.5 and is based upon the 2012-2016 U.S. Census American Community Survey.

Automobile travel is the dominant mode of travel for all trips by both the Southeastern Wisconsin area minority population—85 percent—and white population—91 percent, similar to the proportions for work trips noted above. In Milwaukee County, ACS data indicate that minority populations use the automobile for 78 to 88 percent of their travel to and from work. This compares to approximately 87 percent

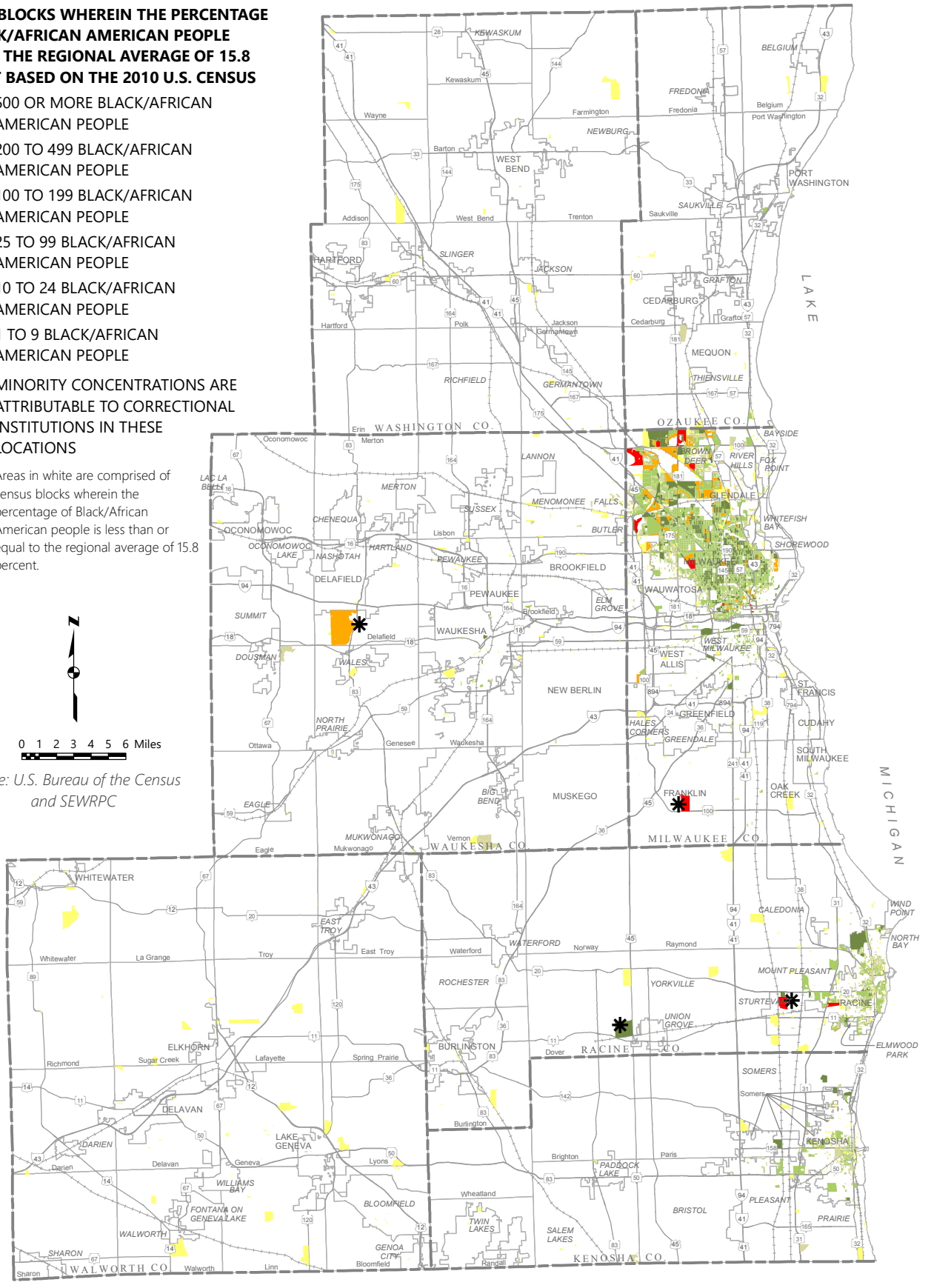
Map I.1
Concentrations of Black/African American People in the Region: 2010

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

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

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

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



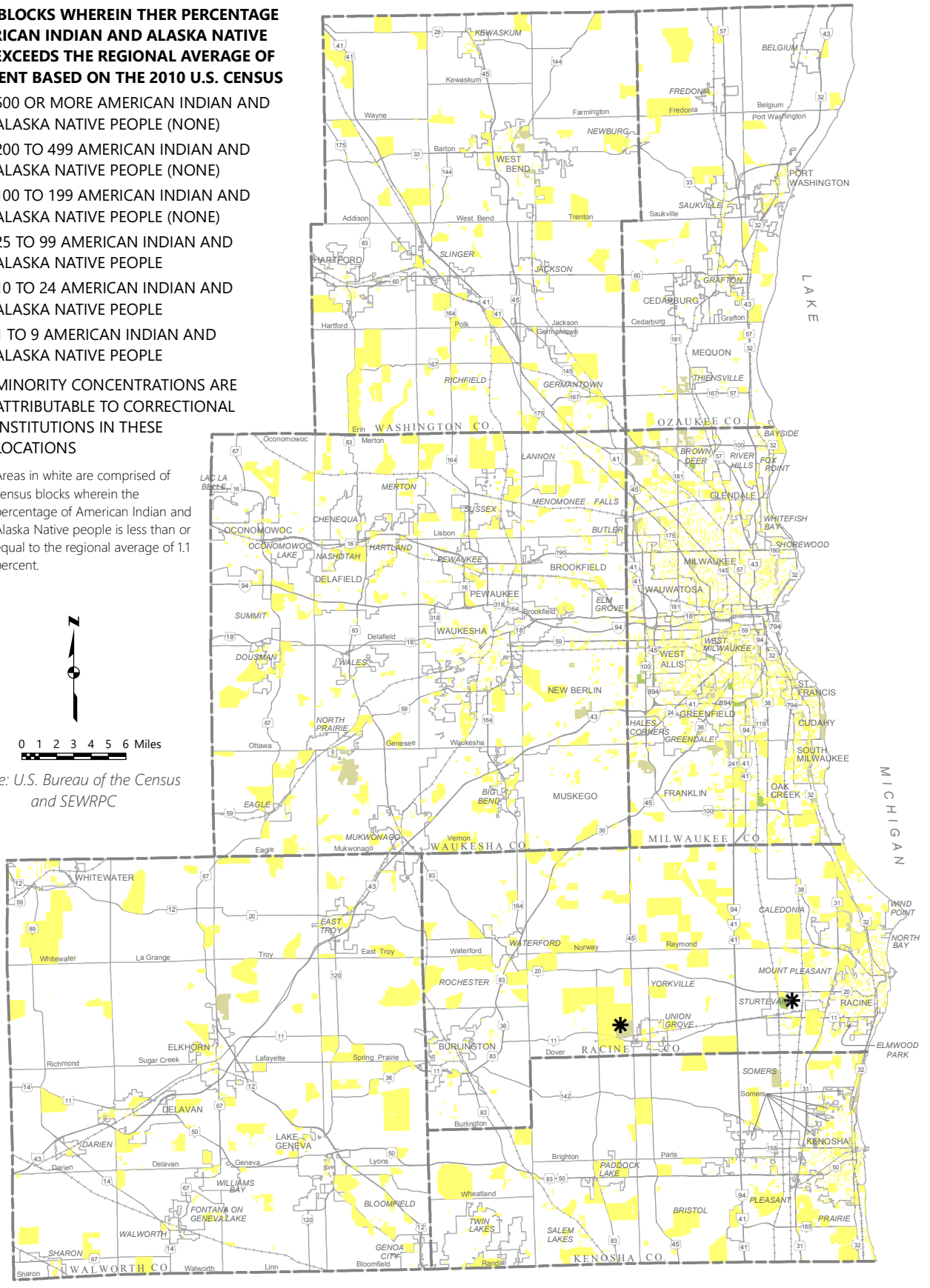
Map I.2
Concentrations of American Indian and Alaska Native People in the Region: 2010

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

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

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

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

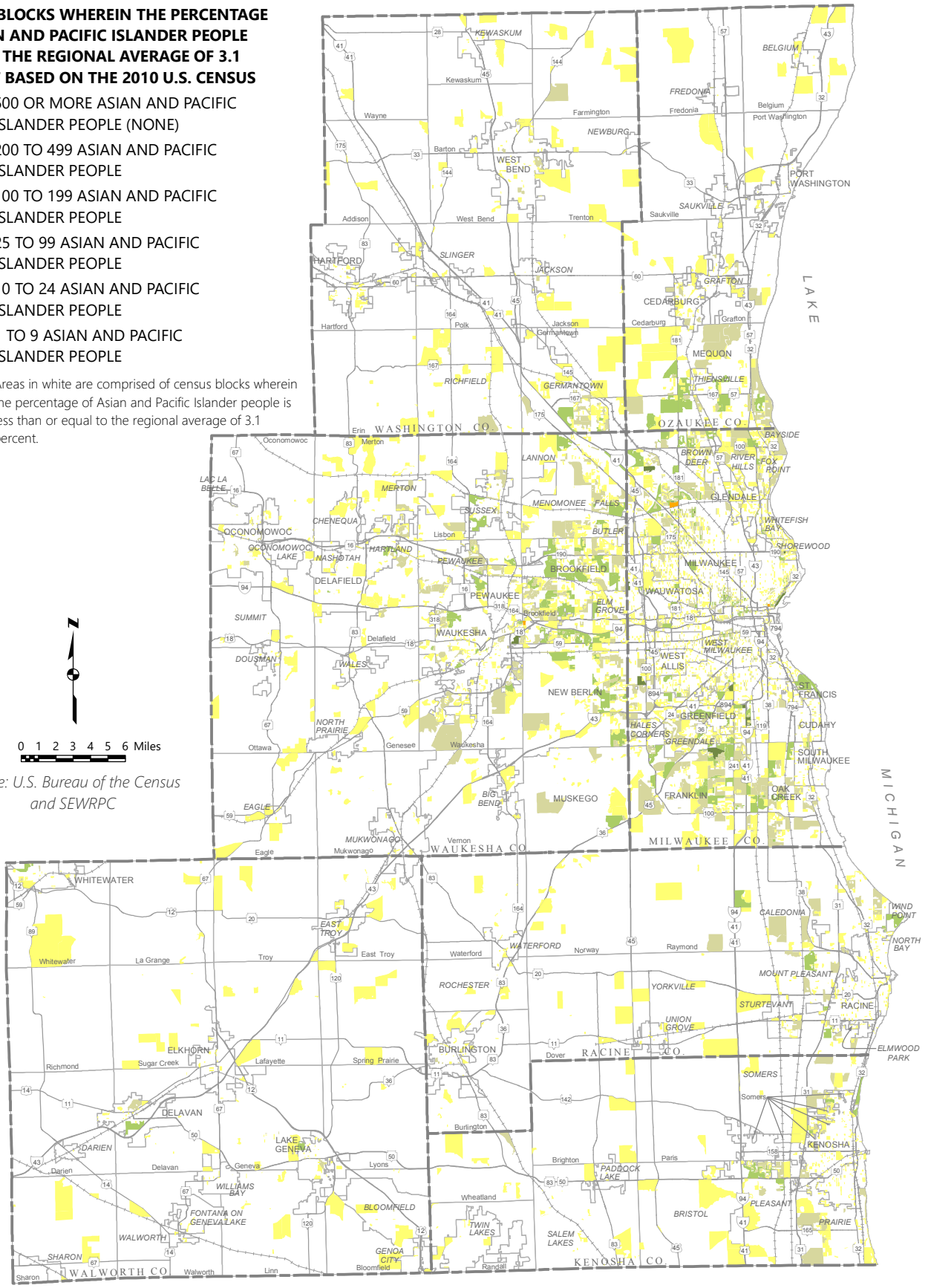


Map I.3
Concentrations of Asian and Pacific Islander People in the Region: 2010

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

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

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



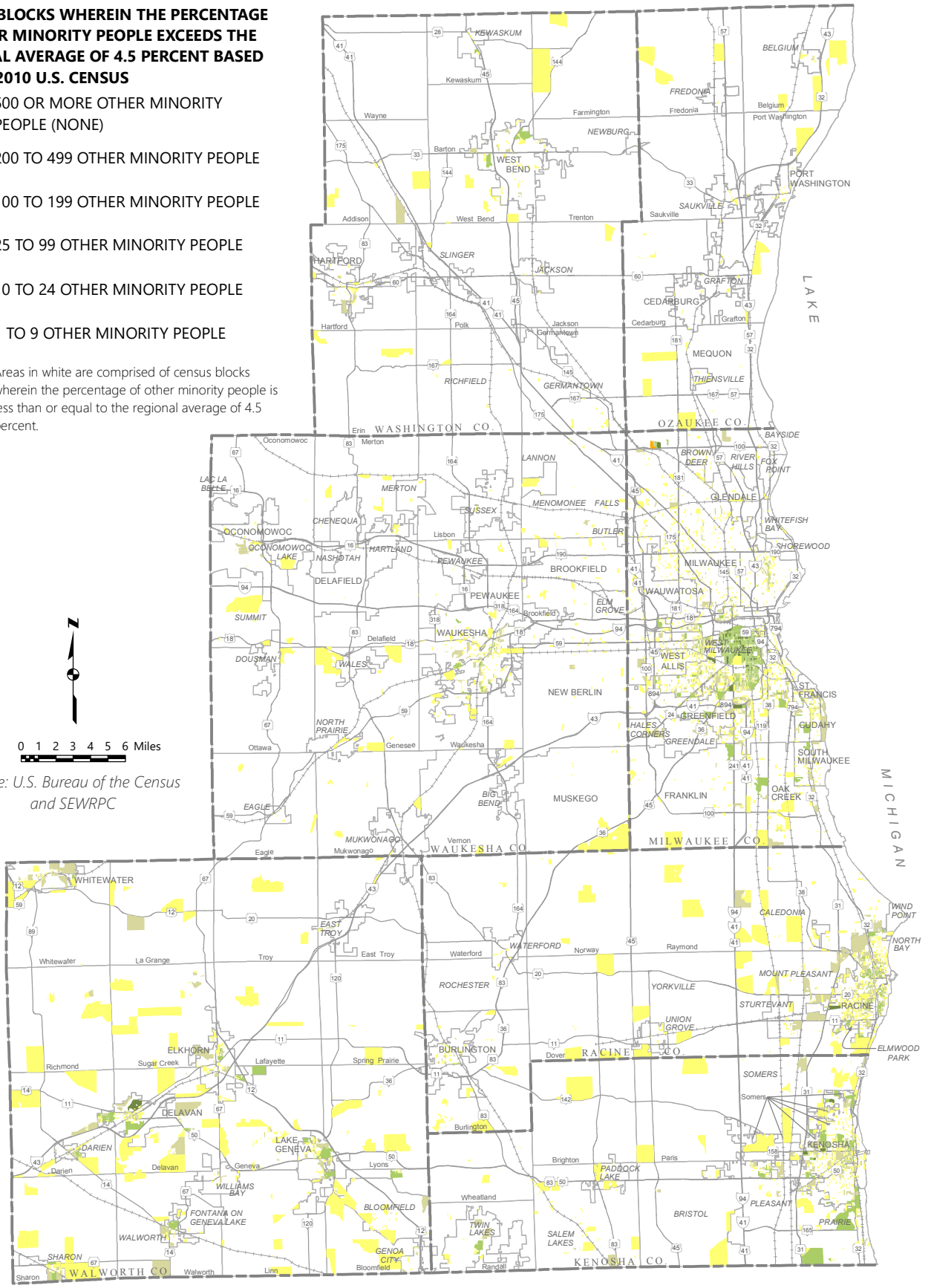
Source: U.S. Bureau of the Census and SEWRPC

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

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

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

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



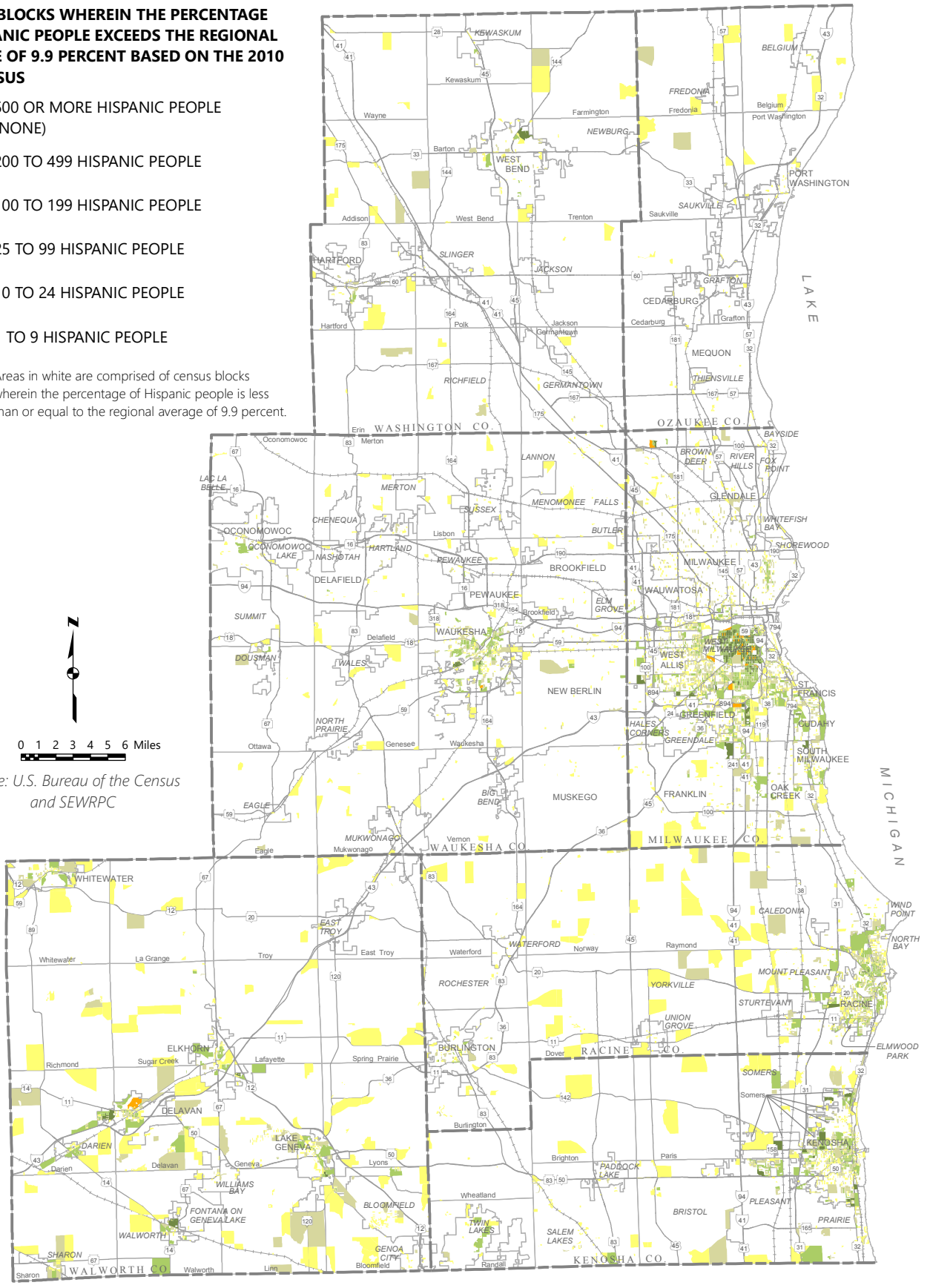
Source: U.S. Bureau of the Census and SEWRPC

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

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

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

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



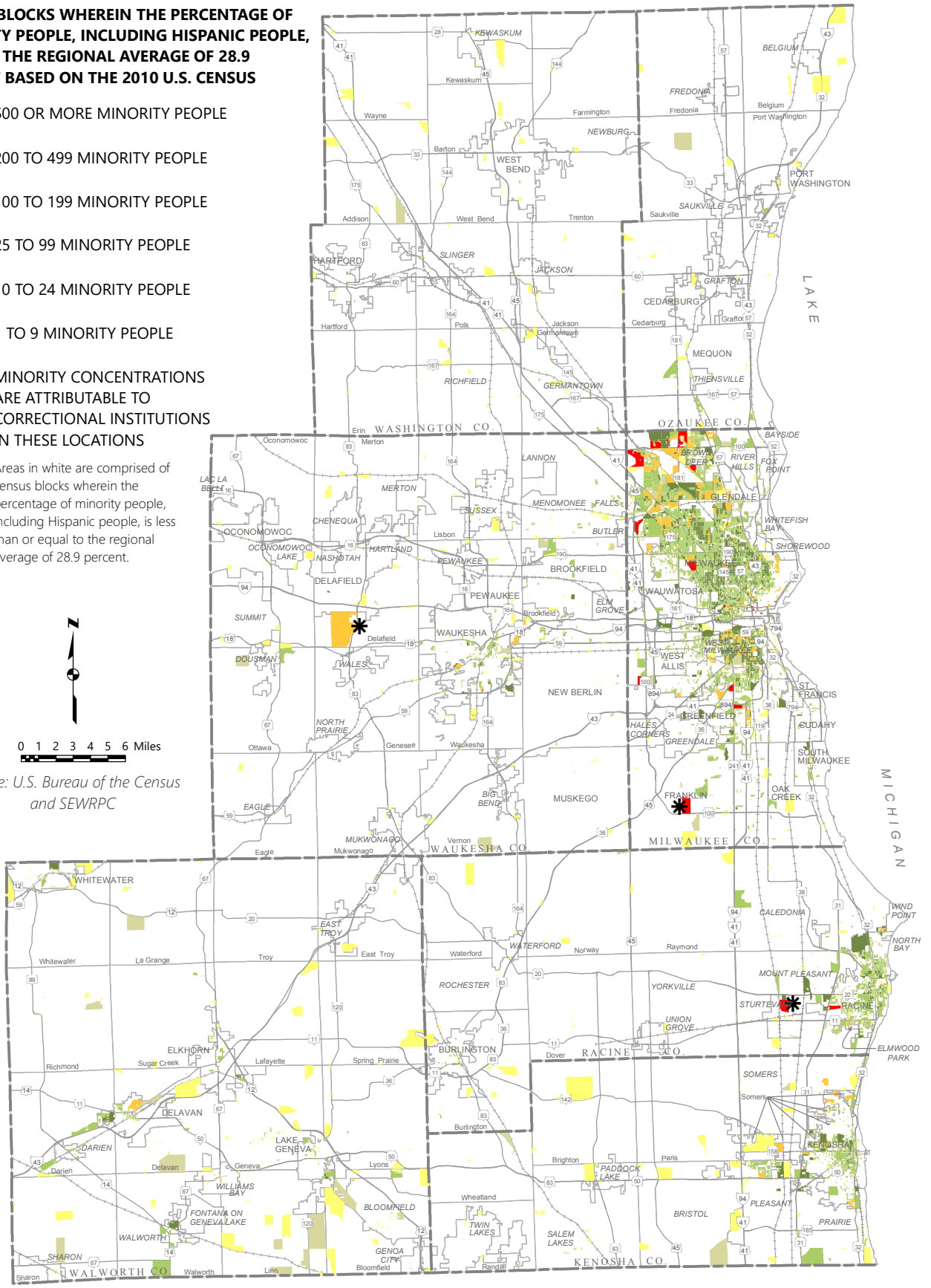
Source: U.S. Bureau of the Census and SEWRPC

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

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

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

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



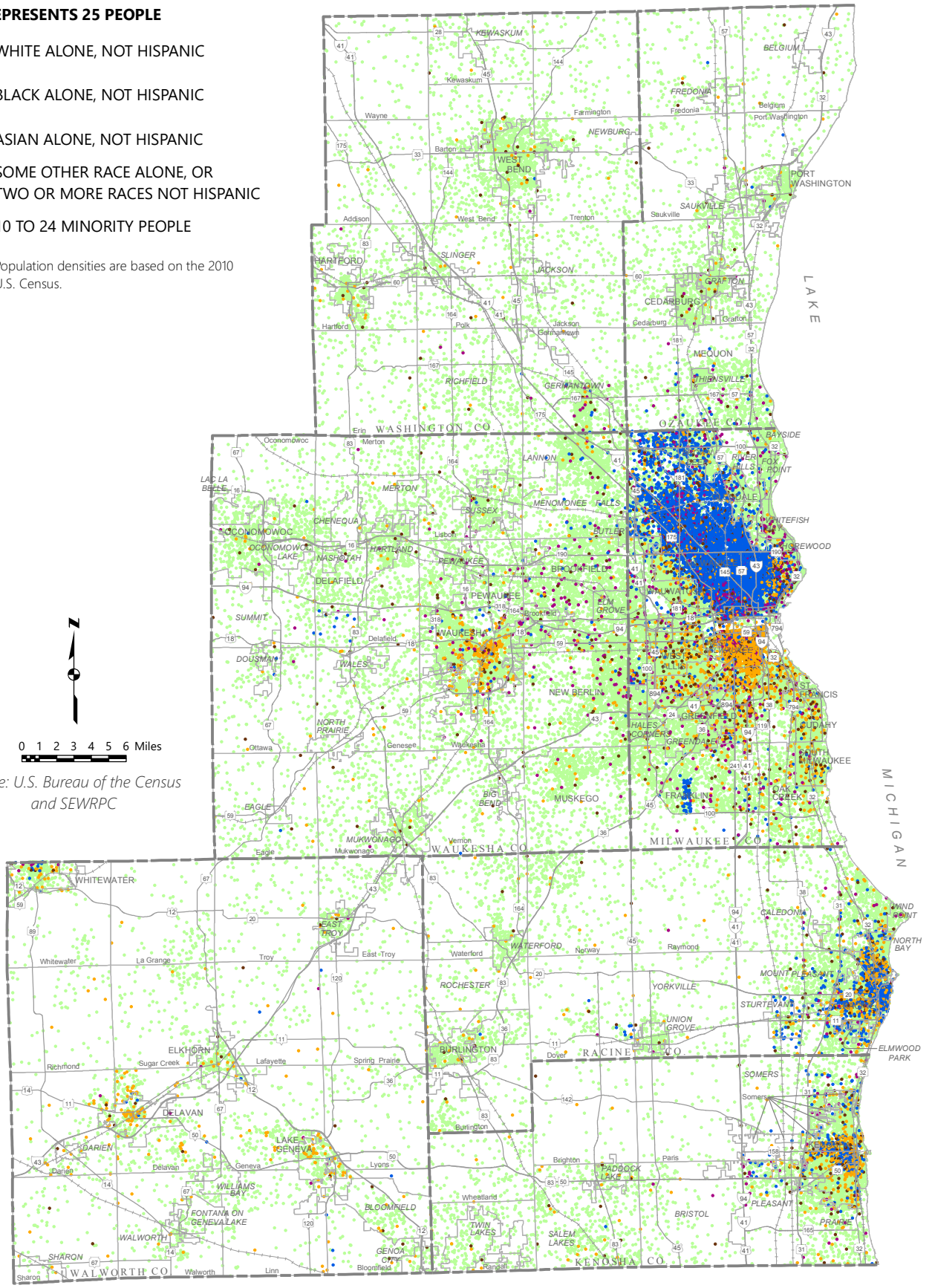
Source: U.S. Bureau of the Census and SEWRPC

Map I.7
Concentrations of Year 2010 Races/Ethnicities

1 DOT REPRESENTS 25 PEOPLE

- WHITE ALONE, NOT HISPANIC
- BLACK ALONE, NOT HISPANIC
- ASIAN ALONE, NOT HISPANIC
- SOME OTHER RACE ALONE, OR TWO OR MORE RACES NOT HISPANIC
- 10 TO 24 MINORITY PEOPLE

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



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

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

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

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

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

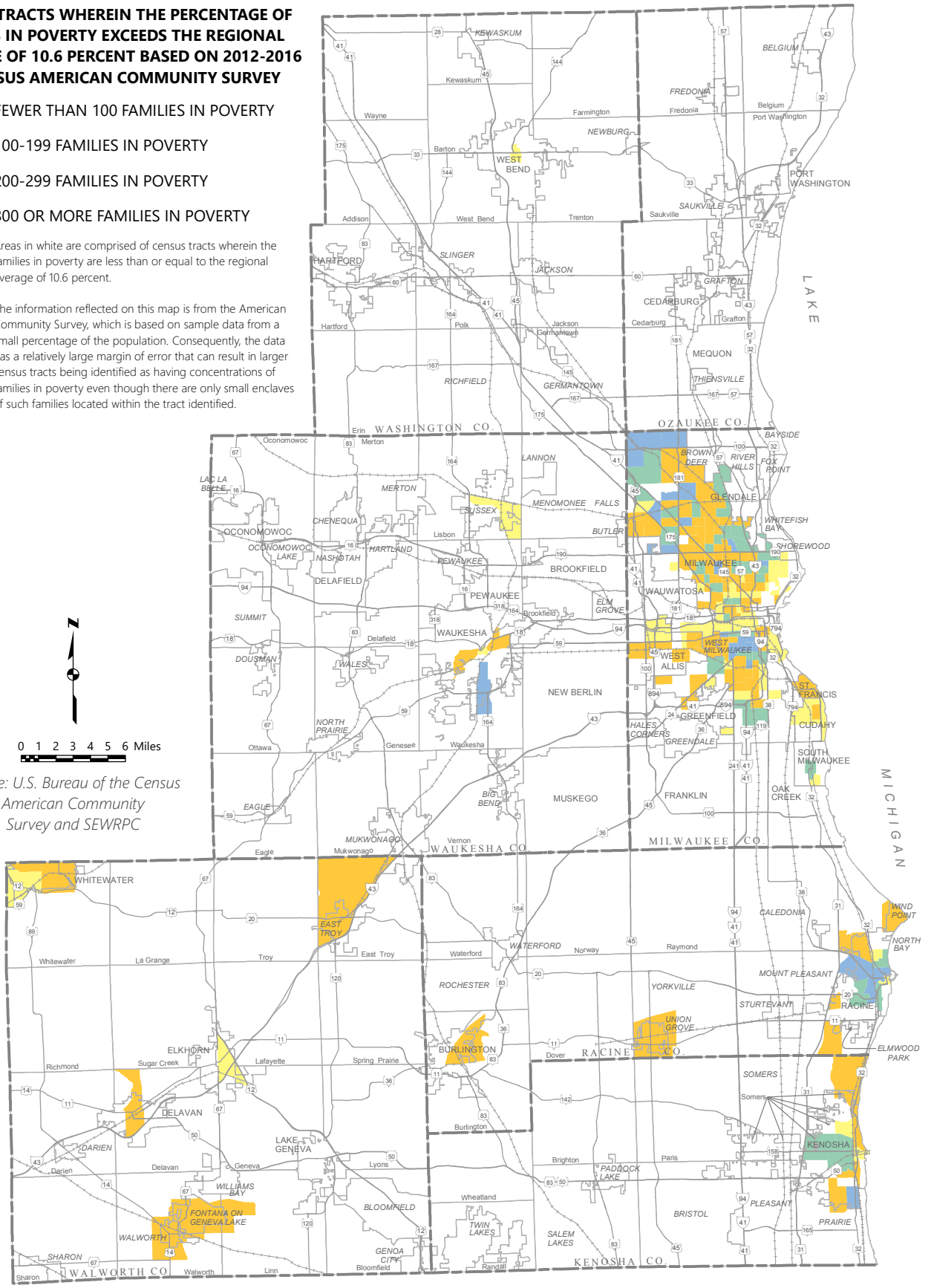
Map I.8
Concentrations of Families in Poverty in the Region: 2012-2016

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES IN POVERTY EXCEEDS THE REGIONAL AVERAGE OF 10.6 PERCENT BASED ON 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

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

Note: Areas in white are comprised of census tracts wherein the families in poverty are less than or equal to the regional average of 10.6 percent.

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



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

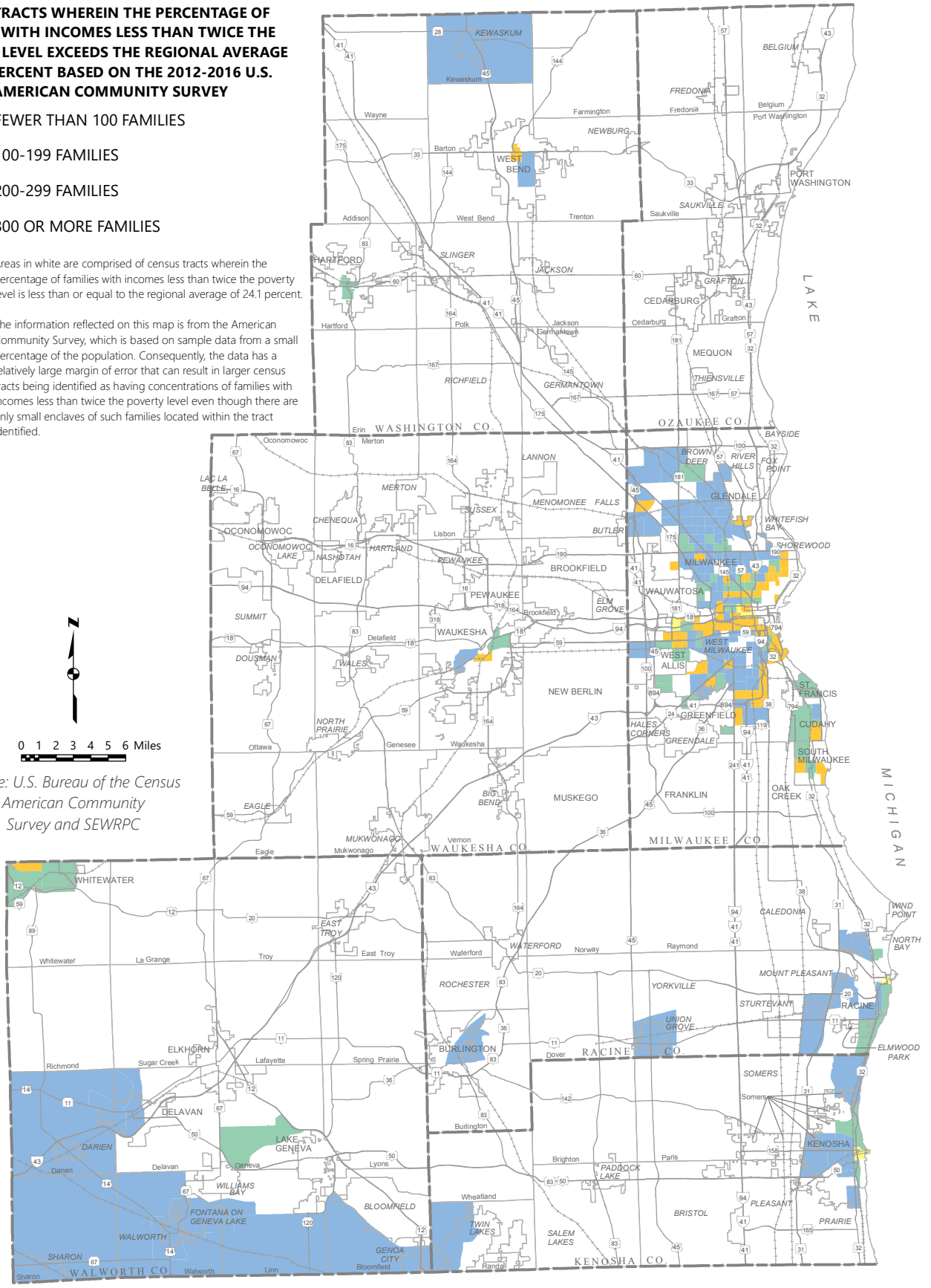
Map I.9
Concentrations of Families with Incomes Less Than Twice the Poverty Level: 2012-2016

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES WITH INCOMES LESS THAN TWICE THE POVERTY LEVEL EXCEEDS THE REGIONAL AVERAGE OF 24.1 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

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

Note: Areas in white are comprised of census tracts wherein the percentage of families with incomes less than twice the poverty level is less than or equal to the regional average of 24.1 percent.

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



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

Table I.2
Families with Incomes Below the Poverty Level in the Region by County: 2012-2016

County	Total Families	Families with Income Below the Poverty Level	
		Number	Percent of Families
Kenosha	41,528	4,513	10.9
Milwaukee	217,235	36,196	16.7
Ozaukee	24,884	882	3.5
Racine	50,897	4,864	9.6
Walworth	26,319	2,027	7.7
Washington	37,939	1,393	3.7
Waukesha	108,819	3,813	3.5
Region	507,621	53,688	10.6

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

Table I.3
Poverty Thresholds by Size of Family and Number of Children Under 18 Years of Age: 2017 Average

Size of Family Unit	Related Children Under 18 Years ($)							
	None	One	Two	Three	Four	Five	Six	Seven
One Person (unrelated individual)								
Under 65 years	12,752	--	--	--	--	--	--	--
65 years and over	11,756	--	--	--	--	--	--	--
Two People								
Under 65 years	16,414	16,895	--	--	--	--	--	--
65 years and over	14,816	16,831	--	--	--	--	--	--
Three People	19,173	19,730	19,749	--	--	--	--	--
Four People	25,283	25,696	24,858	24,944	--	--	--	--
Five People	30,490	30,933	29,986	29,253	28,805	--	--	--
Six People	35,069	35,208	34,482	33,787	32,753	32,140	--	--
Seven People	40,351	40,603	39,734	39,129	38,001	36,685	35,242	--
Eight People	45,129	45,528	44,708	43,990	42,971	41,678	40,332	39,990
Nine People or more	54,287	54,550	53,825	53,216	52,216	50,840	49,595	49,287

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

Table I.4
Families with Income Less Than Twice the Poverty Level in the Region by County: 2012-2016

County	Total Families	Families with Income Less Than Twice the Poverty Level	
		Number	Percent of Families
Kenosha	41,528	10,276	24.7
Milwaukee	217,235	75,380	34.7
Ozaukee	24,884	2,533	10.2
Racine	50,897	11,847	23.3
Walworth	26,319	5,903	22.4
Washington	37,939	4,609	12.1
Waukesha	108,819	11,582	10.6
Region	507,621	122,130	24.1

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

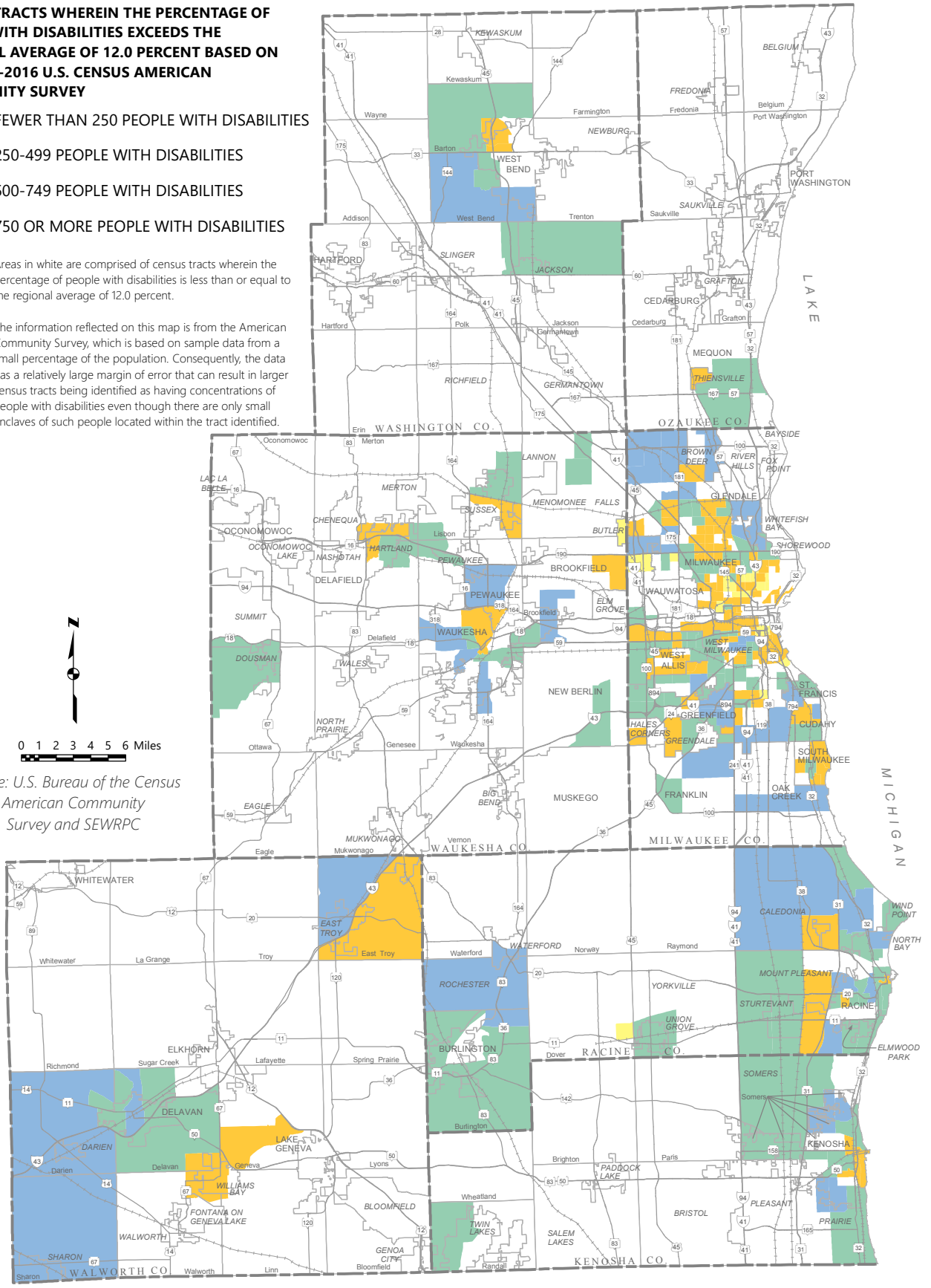
Map I.10
Concentrations of People with Disabilities: 2012-2016

CENSUS TRACTS WHEREIN THE PERCENTAGE OF PEOPLE WITH DISABILITIES EXCEEDS THE REGIONAL AVERAGE OF 12.0 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 250 PEOPLE WITH DISABILITIES
- 250-499 PEOPLE WITH DISABILITIES
- 500-749 PEOPLE WITH DISABILITIES
- 750 OR MORE PEOPLE WITH DISABILITIES

Note: Areas in white are comprised of census tracts wherein the percentage of people with disabilities is less than or equal to the regional average of 12.0 percent.

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



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

Table I.5
People with Disabilities in the Region by County: 2012-2016

County	Population	People with Disabilities	
		Number	Percent of Families
Kenosha	165,962	19,943	12.0
Milwaukee	946,031	125,704	13.3
Ozaukee	87,098	7,846	9.0
Racine	190,709	24,807	13.0
Walworth	102,290	11,897	11.6
Washington	132,557	13,339	10.1
Waukesha	392,911	38,850	9.9
Region	2,017,558	242,386	12.0

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

of the white population. The mode of travel reported in the year 2012-2016 U.S. Census American Community Survey for travel to and from work for minority and white populations of the Region is shown—as such information is available for the categories of race—in Table I.6.

Although most minority residents use the automobile for their travel, they utilize public transit at a higher proportion relative to other modes of travel than white populations in the Region. The minority population in Southeastern Wisconsin utilizes public transit for more of its travel across all types of trips—8 percent—compared to the white population in the Region—2 percent. In addition, based on the transit travel surveys conducted as part of the Commission's 2011 travel survey for Southeastern Wisconsin, the minority population represents a greater proportion of total transit ridership than it does of total population, as shown in Table I.7. The County-to-County commuting patterns of the minority and white populations in the Region are very similar, as shown in Table I.8.

In Milwaukee County, between 4 and 15 percent of the minority population uses public transit to travel to and from work, with the highest proportion—approximately 15 percent—by the African-American population. Only about 3 percent of the white population uses public transit for work travel in Milwaukee County. Also in Milwaukee County, about 15 percent of the low-income population (residing in a family with an income below the poverty level) uses public transit to travel to and from work compared to five percent of the population with higher wages. In addition, about 10 percent of people with disabilities in Milwaukee County utilize transit for travel to and from work.

Data as robust as the 2012-2016 ACS data are not available for modes of travel for trips other than work within Southeastern Wisconsin by race and ethnicity. Data available from the 2017 National Household travel survey for Southeastern Wisconsin also shows a similar pattern for all trips in Southeastern Wisconsin. Based on these data, the minority population in Southeastern Wisconsin utilizes public transit for more of its travel across all types of trips—6 percent—compared to the white population in Southeastern Wisconsin—less than 1 percent. Automobile travel is the dominant mode of travel for all trips by both the minority population—76 percent—and the white population—86 percent, as is the case for Southeastern Wisconsin travel for work purposes.

Low-income households and a number of minority populations are particularly dependent upon transit, as a significant proportion of these populations have no private vehicle available for travel. Driver's license data demonstrate that about 72 percent of Milwaukee County Black/African American households indicate they have an automobile available for travel, and an estimated 60 percent of Black/African American adults have a driver's license. About 88 percent of Milwaukee County Hispanic households indicate they have an automobile available for travel, with only 50 percent of Hispanic adults having a driver's license. By comparison, about 91 percent of non-minority households indicate that they have an automobile for travel, and an estimated 80 percent of non-minority adults have a driver's license. Similarly, only about 64 percent of Milwaukee County families in poverty indicate that they have an automobile available for travel, compared to 91 percent of families not in poverty.

TRANSPORTATION IMPROVEMENT PROGRAM

As stated above, the TIP is a listing of all arterial highway, public transit, and other transportation improvement projects proposed to be carried out by State and local governments over the next four years (2019-2022) in the seven county Southeastern Wisconsin Region. Figure I.1 displays the expenditures in the first year of the TIP by the following project categories:

- Highway Preservation: Resurfacing, reconstruction, and other projects that result in little or no increase in the traffic-carrying capacity of the existing street system, but that are necessary to

Table I.6
Distribution of Employed People by County of Residence, Race, and Mode of Travel to Work: 2012-2016

Race	Mode of Travel	County of Residence							
		Kenosha	Milwaukee	Ozaukee	Racine	Walworth	Washington	Waukesha	Region Total
White alone, Non-Hispanic	Drive alone	86.2	80.4	85.6	85.7	83.1	85.9	87.6	84.2
	Carpool	7.2	7.3	5.1	7.2	6.8	7.4	5.6	6.7
	Bus	0.7	3.2	0.6	0.6	0.7	0.6	0.5	1.5
	Other	3.1	5.6	3.4	3.0	4.7	2.8	2.1	3.8
	Work at Home	2.8	3.5	5.4	3.6	4.7	3.3	4.2	3.8
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Black or African American alone	Drive alone	74.0	69.0	93.6	70.9	70.9	74.8	70.0	69.5
	Carpool	13.6	9.3	6.4	11.9	16.8	5.6	19.9	9.8
	Bus	5.3	14.6	0.0	8.7	0.8	0.0	1.8	13.4
	Other	5.1	4.1	0.0	4.4	11.4	12.3	4.7	4.2
	Work at Home	2.0	3.0	0.0	4.2	0.0	7.4	3.6	3.0
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Asian alone	Drive alone	85.8	72.9	75.5	80.4	55.0	74.9	78.0	74.7
	Carpool	10.5	12.9	16.3	11.9	38.0	18.8	15.9	14.2
	Bus	0.0	4.3	0.0	1.6	0.0	0.0	1.1	2.9
	Other	2.0	6.9	1.8	4.3	3.7	4.5	1.7	5.1
	Work at Home	1.7	3.0	6.3	1.8	3.3	1.7	3.4	3.1
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Other race alone or two or more races	Drive alone	77.6	66.5	71.0	75.2	76.0	75.4	81.2	70.1
	Carpool	14.2	18.4	21.7	17.6	16.3	12.6	11.8	17.4
	Bus	1.9	6.6	0.0	1.6	0.1	0.0	0.8	4.7
	Other	3.0	6.5	1.0	4.0	6.8	6.3	3.3	5.7
	Work at Home	3.3	2.0	6.3	1.6	0.8	5.7	3.0	2.2
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Hispanic	Drive alone	80.0	68.8	81.8	76.9	73.6	79.9	81.5	72.6
	Carpool	14.7	19.1	10.6	15.2	16.3	8.5	11.6	17.1
	Bus	0.6	5.5	0.0	1.0	0.8	0.1	1.5	3.7
	Other	3.2	4.8	3.6	5.3	6.0	10.3	3.6	4.7
	Work at Home	1.4	1.8	4.0	1.6	3.3	1.2	1.8	1.9
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
All Minorities	Drive alone	79.2	69.6	78.2	75.0	72.0	76.1	78.9	71.6
	Carpool	13.6	12.9	14.8	13.8	18.2	10.5	14.1	13.2
	Bus	2.0	10.1	0.0	4.1	0.7	0.1	1.3	7.9
	Other	3.6	4.8	2.1	4.5	6.2	9.5	3.0	4.6
	Work at Home	1.6	2.6	4.9	2.6	3.0	3.9	2.7	2.6
	Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0

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

maintain existing capacity and structural adequacy of the arterial facility for which the project is proposed. These projects may also include modernization of the existing arterial facility by addressing safety and other concerns.

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

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

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

Table I.7
Comparison of the Percentages of Minority Populations and Minority Population Transit Ridership in Milwaukee, Ozaukee, Washington, and Waukesha Counties, and the Cities of Kenosha, Racine, and Waukesha

Location of Transit Operations	Year 2010 Percent Minority Population	Year 2011 Percent Minority Transit Ridership
Milwaukee County	46	60
Ozaukee County Commuter Service	7	14
Ozaukee County Shared Ride-Taxi	7	10
Washington County Commuter Service	6	7
Washington County Shared-Ride Taxi Service	6	2
Waukesha County	9	13
City of Kenosha	31	58
City of Racine	47	61
City Waukesha	20	32

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

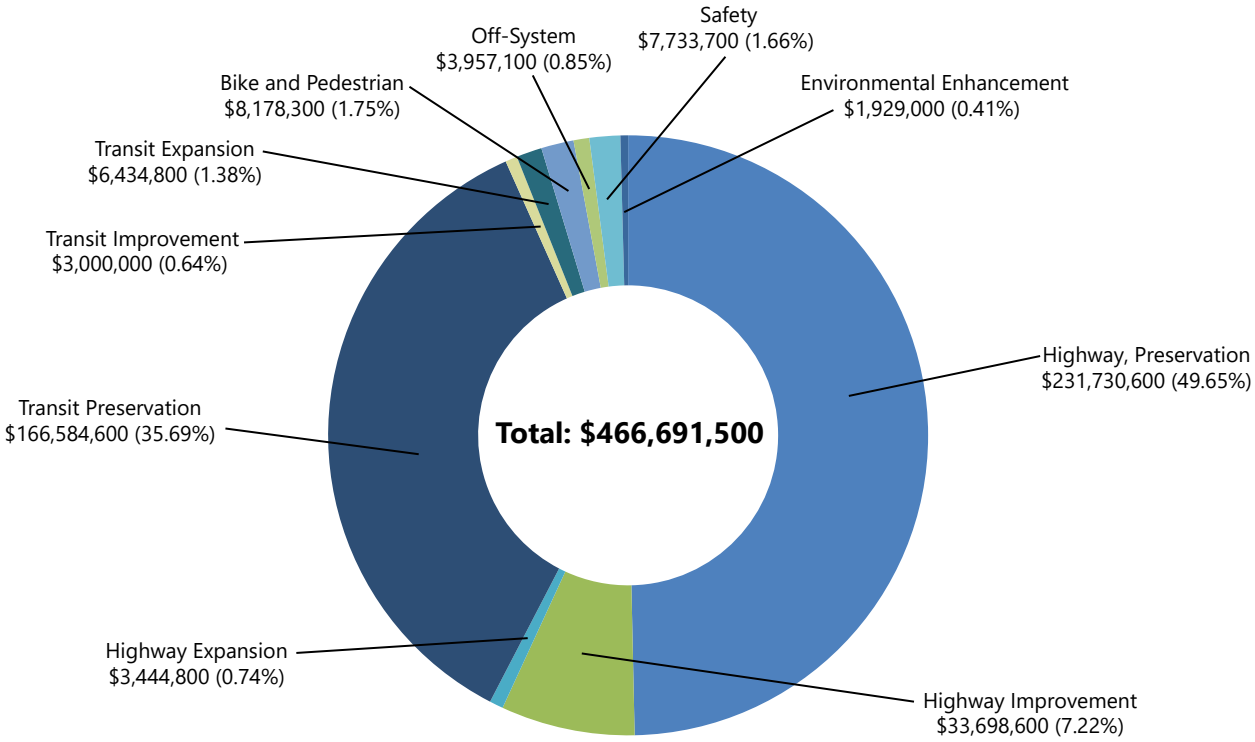
Table I.8
Percentage Distribution of Employed Region Residents by County of Residence, County of Work, and Race: 2006-2010

Race	County of Residence	County of Work								Total
		Kenosha	Milwaukee	Ozaukee	Racine	Walworth	Washington	Waukesha	Other	
Total Minority	Kenosha	59.3	3.0	0.0	8.1	0.1	0.0	1.3	28.3	100.0
	Milwaukee	0.3	84.3	1.8	0.5	0.1	1.2	10.5	1.3	100.0
	Ozaukee	0.2	44.9	42.2	0.0	0.0	2.5	5.4	4.9	100.0
	Racine	9.1	10.5	0.1	74.1	0.9	0.0	1.4	3.8	100.0
	Walworth	3.2	5.6	0.0	3.2	67.8	1.4	3.7	15.2	100.0
	Washington	0.0	19.0	9.2	0.0	0.0	51.9	16.3	3.7	100.0
	Waukesha	0.0	32.6	1.3	1.2	0.1	1.3	60.3	3.1	100.0
White	Kenosha	52.8	4.4	0.1	10.3	1.5	0.0	1.3	29.6	100.0
	Milwaukee	0.5	78.9	1.8	1.4	0.2	0.9	14.6	1.7	100.0
	Ozaukee	0.1	32.1	50.6	0.2	0.1	4.4	7.2	5.2	100.0
	Racine	6.9	18.1	0.1	63.1	1.9	0.2	5.9	3.7	100.0
	Walworth	2.3	5.4	0.1	4.3	62.7	0.0	8.0	17.2	100.0
	Washington	0.1	20.4	6.5	0.3	0.0	49.0	18.9	4.7	100.0
	Waukesha	0.3	30.5	0.8	1.0	0.7	1.8	62.1	2.9	100.0

Source: U.S. Bureau Census Transportation Planning Products based on 2006-2010 American Community Survey data, and SEWRPC

- Transit Improvement: Projects that improve the quality and level of service on the existing transit system.
- Transit Expansion: Projects that either expand the existing transit system or create new transit systems or subsystems.
- Bicycle/Pedestrian: Projects that involve preservation, improvement, and expansion of bicycle and pedestrian accommodation along arterial streets and highways, or on adjacent roadway corridors or off-roadway locations.
- Highway Safety: Projects designed to improve or eliminate existing unsafe conditions, including candidates for special federal safety program funding.
- Environmental Enhancement: Projects that can affect highway system operation or capacity (for example, traffic signal coordination projects), or have the objective of encouraging alternative modes of travel, and reducing air, noise, or visual pollution.
- Highway Off-System: Projects on streets or highways that are not on the arterial street and highway system and are candidates for special federal funding.

Figure I.1
Distribution of Expenditures in 2019 of the 2019-2022 TIP by Project Category



Of the total $467 million in programmed expenditures in the year 2019 by local and State government, approximately $269 million or 58 percent are for arterial street and highway system projects and $176 million or 38 percent are for the public transit system. The bulk of the public transit expenditures, $167 million or 95 percent, programmed in the year 2019 in the 2019-2022 TIP are for system preservation, or maintaining existing services.

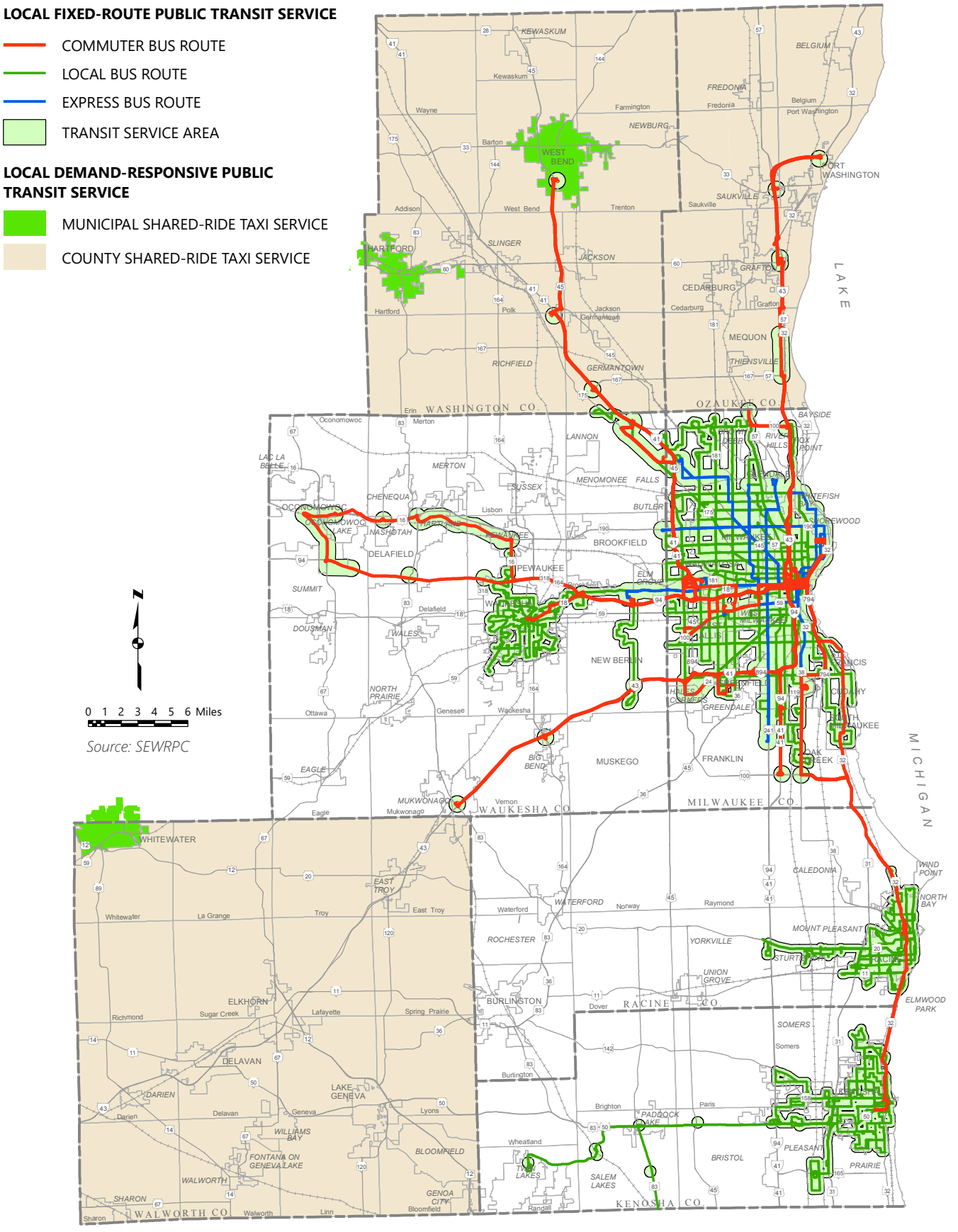
EVALUATION OF THE BENEFITS AND IMPACTS OF THE TRANSIT, HIGHWAY, AND BICYCLE AND PEDESTRIAN EXPENDITURES PROGRAMMED IN THE 2019-2022 TIP ON MINORITY POPULATIONS, LOW-INCOME POPULATIONS, AND PEOPLE WITH DISABILITIES

The following sections provide a summary of an evaluation conducted of the effect—positive and negative—of the transit, highway, and bicycle and pedestrian projects programmed in the 2019-2022 TIP. With respect to transit projects, the transit preservation projects and the transit improvement and expansion projects were evaluated separately. Similarly, separate evaluations were conducted of the highway preservation and the highway improvement and expansion projects.

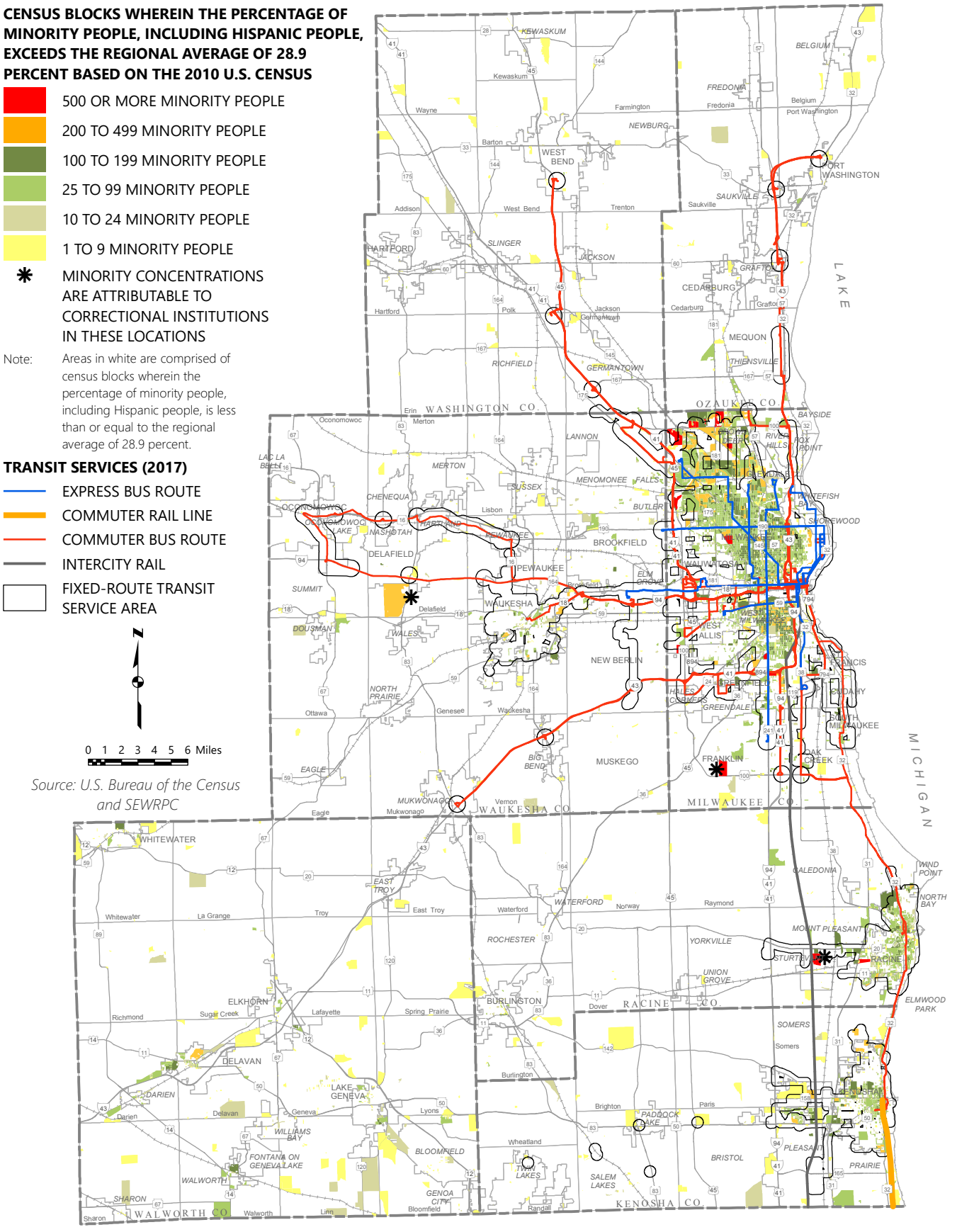
Evaluation of the Effect of the Programmed Transit Preservation Projects on Minority Populations, Low-Income Populations, and People with Disabilities

Map I.11 shows the existing routes and service areas for the public transit systems in Southeastern Wisconsin. The transit preservation activities programmed in the 2019-2022 TIP are intended to maintain the extent and level of service—quality and accessibility—of these transit systems. Most, but not all, of the existing transit services serve the principal concentrations of minority populations, low-income populations, and people with disabilities residing in Southeastern Wisconsin, as shown on Maps I.12 through I.16. Specifically, 486,180 minority people (or 83 percent of total minority population) and 607,953 non-minority people (or 42 percent of total non-minority population) are served by existing public transit. With respect to lower income populations, 41,061 (or 76 percent of) families in poverty and 199,561 (or 44 percent of) families not in poverty are served by existing public transit. Similarly, there were 85,580 (or 70 percent of) families with incomes less than twice the poverty level served by existing public transit and 155,043 (or 40 percent

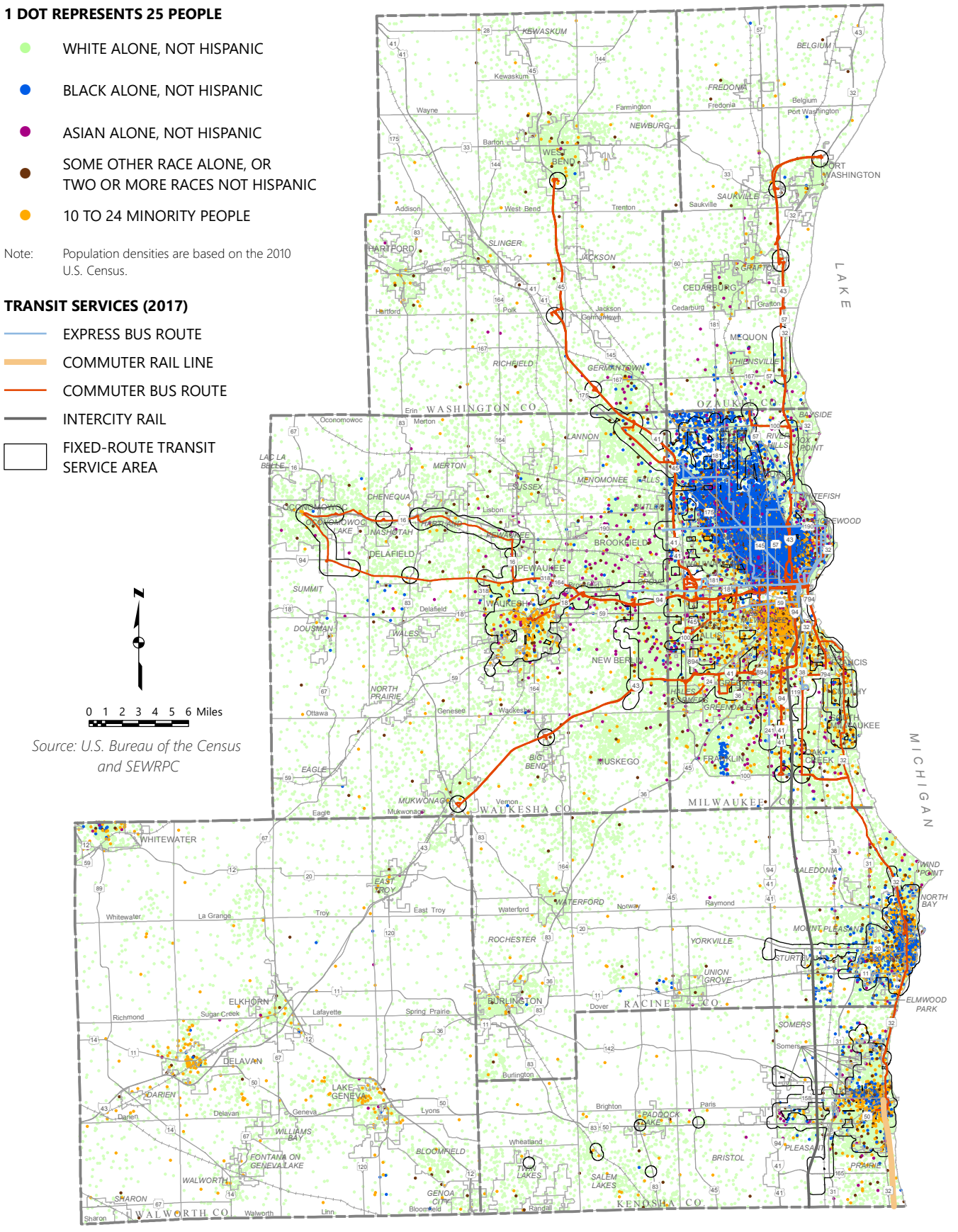
Map I.11
Public Transit Services in the Region: 2017



Map I.12
Comparison of Concentrations of Total Minority Population to Existing Public Transit



Map I.13
Comparison of Concentrations of Year 2010 Races/Ethnicities to Existing Public Transit



Map I.14
Comparison of Concentrations of Families in Poverty to Existing Public Transit

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES IN POVERTY EXCEEDS THE REGIONAL AVERAGE OF 10.6 PERCENT BASED ON 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

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

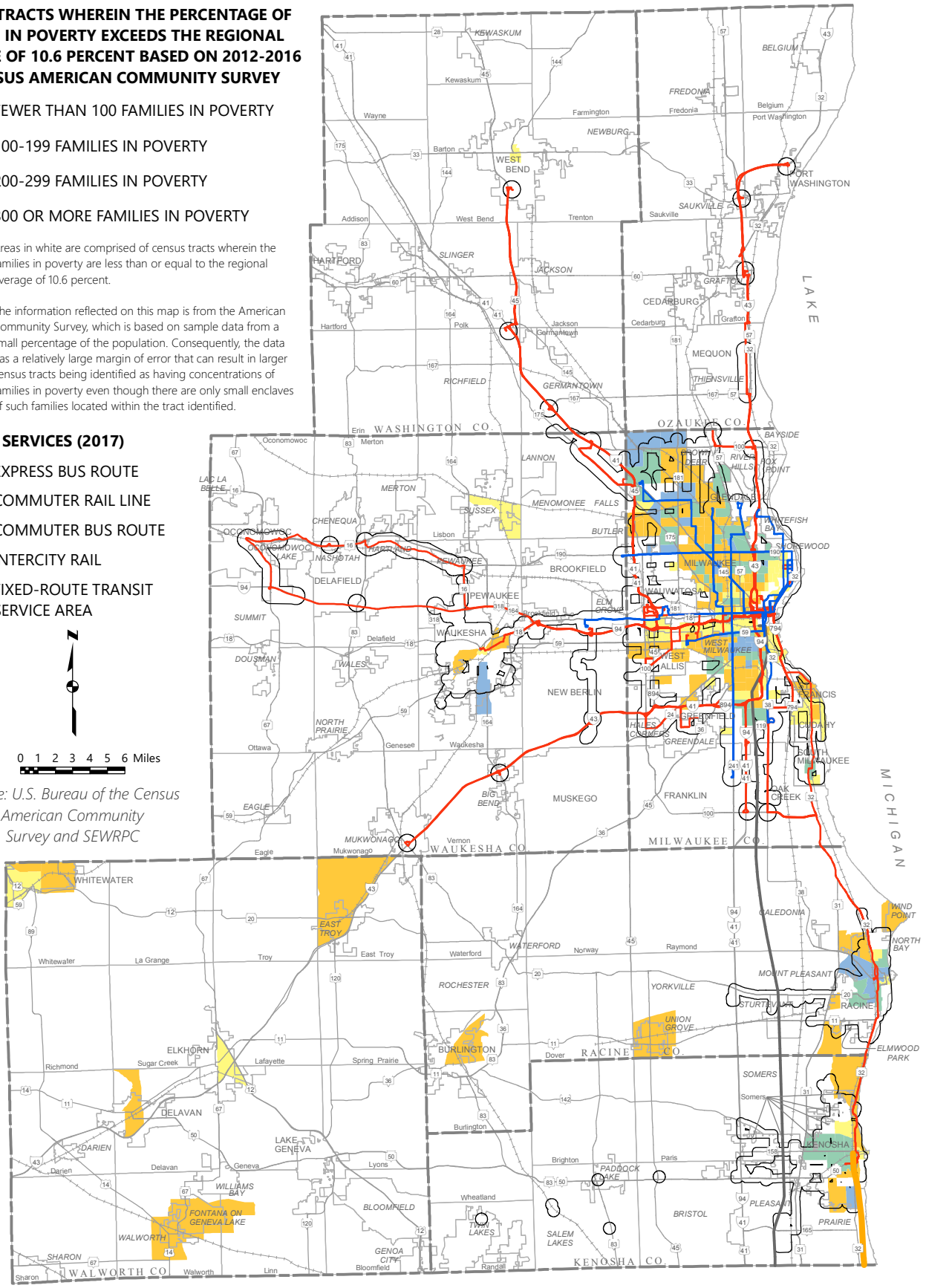
Note: Areas in white are comprised of census tracts wherein the families in poverty are less than or equal to the regional average of 10.6 percent.

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

TRANSIT SERVICES (2017)

- EXPRESS BUS ROUTE
- COMMUTER RAIL LINE
- COMMUTER BUS ROUTE
- INTERCITY RAIL
- FIXED-ROUTE TRANSIT SERVICE AREA

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



Map I.15
Comparison of Concentrations of Families with Incomes Less Than Twice the Poverty Level to Existing Public Transit

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES WITH INCOMES LESS THAN TWICE THE POVERTY LEVEL EXCEEDS THE REGIONAL AVERAGE OF 24.1 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

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

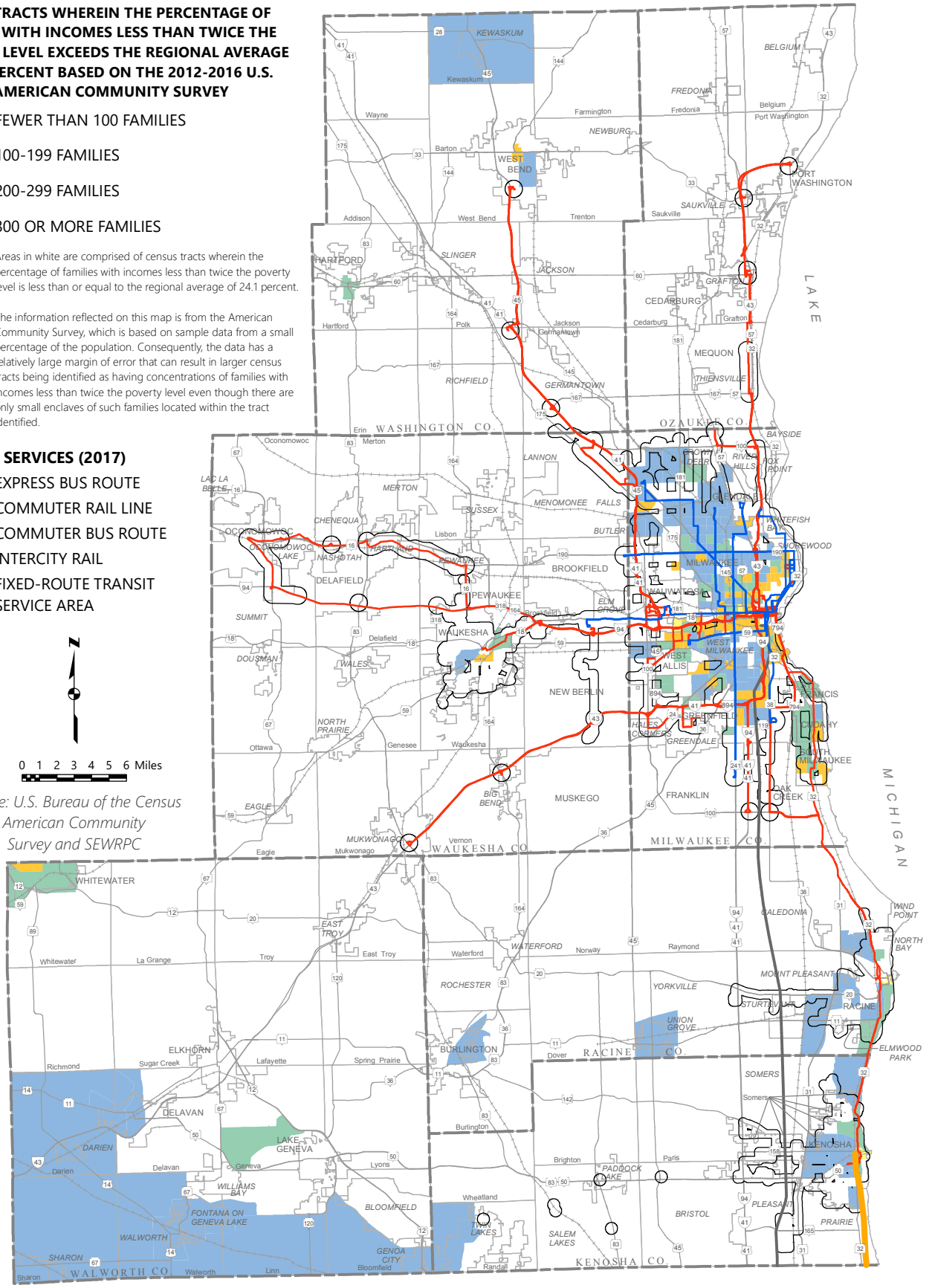
Note: Areas in white are comprised of census tracts wherein the percentage of families with incomes less than twice the poverty level is less than or equal to the regional average of 24.1 percent.

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

TRANSIT SERVICES (2017)

- EXPRESS BUS ROUTE
- COMMUTER RAIL LINE
- COMMUTER BUS ROUTE
- INTERCITY RAIL
- FIXED-ROUTE TRANSIT SERVICE AREA

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



Map I.16
Comparison of Concentrations of People with Disabilities in the Region to Existing Public Transit

CENSUS TRACTS WHEREIN THE PERCENTAGE OF PEOPLE WITH DISABILITIES EXCEEDS THE REGIONAL AVERAGE OF 12.0 PERCENT BASED ON 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 250 PEOPLE WITH DISABILITIES
- 250-499 PEOPLE WITH DISABILITIES
- 500-749 PEOPLE WITH DISABILITIES
- 750 OR MORE PEOPLE WITH DISABILITIES

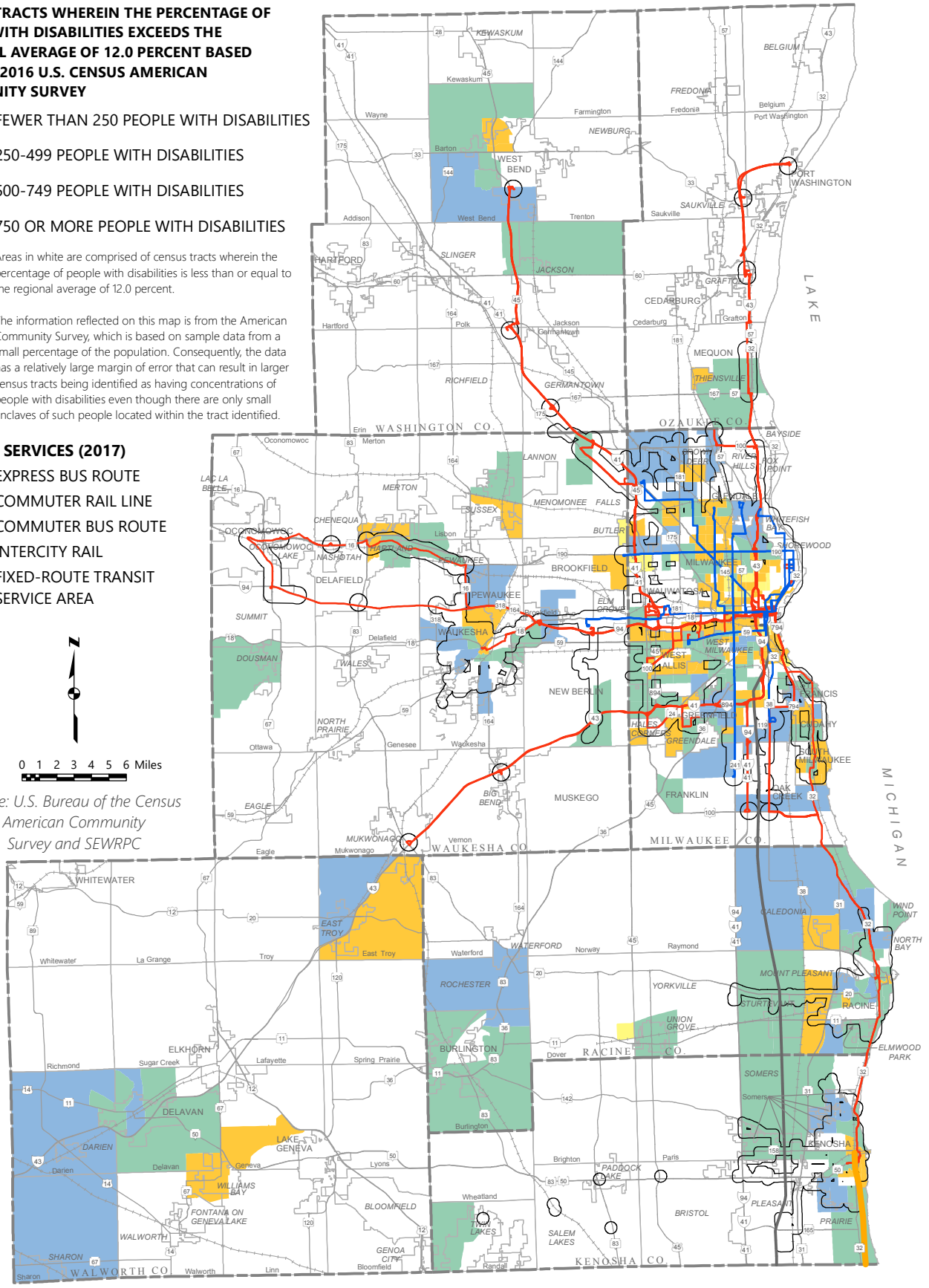
Note: Areas in white are comprised of census tracts wherein the percentage of people with disabilities is less than or equal to the regional average of 12.0 percent.

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

TRANSIT SERVICES (2017)

- EXPRESS BUS ROUTE
- COMMUTER RAIL LINE
- COMMUTER BUS ROUTE
- INTERCITY RAIL
- FIXED-ROUTE TRANSIT SERVICE AREA

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



of) families with incomes greater than twice the poverty level served by existing transit. Lastly, there were 140,841 (or 58 percent of) people with disabilities and 953,292 (or 54 percent of) people without disabilities served by existing public transit.

The quality of the transit service intended to be maintained by the programmed transit preservation projects for minority populations, low-income populations, and people with disabilities was evaluated. Based on the amount and need of transit service, levels of transit quality—Excellent, Very Good, Good, and Basic[16]—were determined. The existing quality of transit service provided by the transit systems is shown on Map I.17. Based on a comparison of transit quality to concentrations of minority populations, low-income populations, and people with disabilities, most of the quality service—Excellent, Very Good, or Good service—provided by the existing transit systems serve areas with concentrations of minority population, low-income population, and people with disabilities, as shown on Maps I.18 through I.21. Specifically, about 279,900 minority people (or 48 percent of total minority population) and 213,100 non-minority people (or 15 percent of total non-minority population) are served by quality transit service under existing conditions. With respect to lower income populations, 24,200 (or 46 percent of) families in poverty and 79,300 (or 17 percent of) families not in poverty are served by quality transit service under existing conditions.

With respect to high quality transit service (Excellent or Very Good), about 51,600 minority people (or 9 percent of the total minority population) and 62,700 non-minority people (or 4 percent of the total non-minority population) are served by high quality transit service under existing conditions. With respect to lower income populations, 5,000 (or 10 percent of) families in poverty and 14,900 (or 3 percent of) families not in poverty are served by high quality transit service under existing conditions. About 8,900 (or 7 percent of) families with incomes less than twice the poverty level and 11,100 or (3 percent of) families with incomes more than twice the poverty level are served by high-quality transit service under existing conditions. With respect to people with disabilities, 14,300 (or 6 percent of) people with disabilities and 94,000 (or 5 percent of) people not having a disability are serviced by high-quality transit service under existing conditions.

The level of transit accessibility intended to be maintained by the programmed transit preservation projects was also evaluated. Map I.22 shows the number of jobs available within 30 minutes by transit under existing conditions. As shown in Table I.9, under current conditions, about 3 percent of the existing minority population, 3 percent of families in poverty, 2 percent of families with less than twice the poverty level, and 2 percent of people with disabilities have access to at least 100,000 jobs. Table I.10 shows that about 12 percent of the existing minority population, 12 percent of families in poverty, 8 percent of families with less than twice the poverty level, and 6 percent of people with disabilities have access to lower-wage jobs within 30 minutes by transit. Table I.11 shows the existing minority populations, low-income populations, and people with disabilities that would have reasonable access (within 30 minutes) by transit to various activity centers under existing conditions. Currently, reasonable access to activity centers ranges depending on the type of activity center within each population category. For example, about 8 percent of the minority population has reasonable access to a major park by transit, while about 80 percent of the minority population has reasonable access to grocery stores.

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[16] *Areas with "Excellent" transit service are areas that are typically within walking distance of at least one rapid transit station, and also within walking distance of multiple frequent local or express bus services. A resident living in an area of the Region with Excellent transit service has a high likelihood of not needing to own a car.*

Areas with "Very Good" transit service typically include parts of the Region that are within walking distance of a rapid transit or commuter rail station, but may have fewer local or express bus routes nearby than an area with Excellent service. Alternatively, areas with Very Good service may not be within walking distance of a rapid transit or commuter rail station, but may instead be near multiple frequent local and express bus routes.

To have "Good" transit service, an area would be within walking distance of one local or express bus route that provides service at least every 15 minutes all day, or may be near three or more local bus routes that do not provide frequent, all-day service. An area with Good transit service typically would not have access to a rapid transit line.

If a part of the Region is served by "Basic" transit service, it is within walking distance of at least one local bus route, but generally not more than two routes. The routes are not likely to have service better than every 15 minutes all day.

Map I.17
Existing Transit Service Quality

TRANSIT SERVICE QUALITY

- EXCELLENT
- VERY GOOD
- GOOD
- BASIC

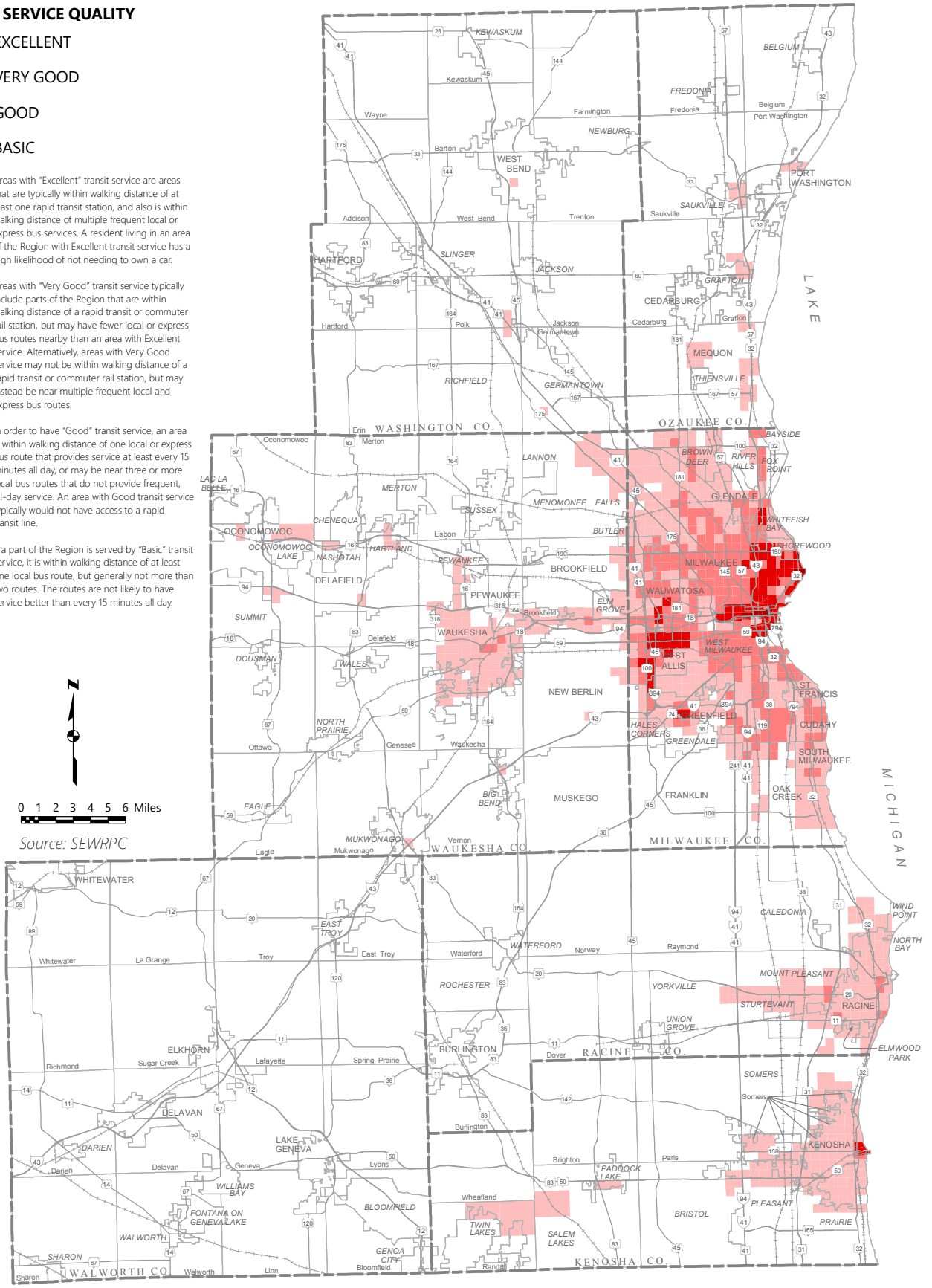
Note:

Areas with "Excellent" transit service are areas that are typically within walking distance of at least one rapid transit station, and also is within walking distance of multiple frequent local or express bus services. A resident living in an area of the Region with Excellent transit service has a high likelihood of not needing to own a car.

Areas with "Very Good" transit service typically include parts of the Region that are within walking distance of a rapid transit or commuter rail station, but may have fewer local or express bus routes nearby than an area with Excellent service. Alternatively, areas with Very Good service may not be within walking distance of a rapid transit or commuter rail station, but may instead be near multiple frequent local and express bus routes.

In order to have "Good" transit service, an area is within walking distance of one local or express bus route that provides service at least every 15 minutes all day, or may be near three or more local bus routes that do not provide frequent, all-day service. An area with Good transit service typically would not have access to a rapid transit line.

If a part of the Region is served by "Basic" transit service, it is within walking distance of at least one local bus route, but generally not more than two routes. The routes are not likely to have service better than every 15 minutes all day.



Map I.18
Comparison of Existing Concentrations of Total Minority Population to Existing Transit Service Quality

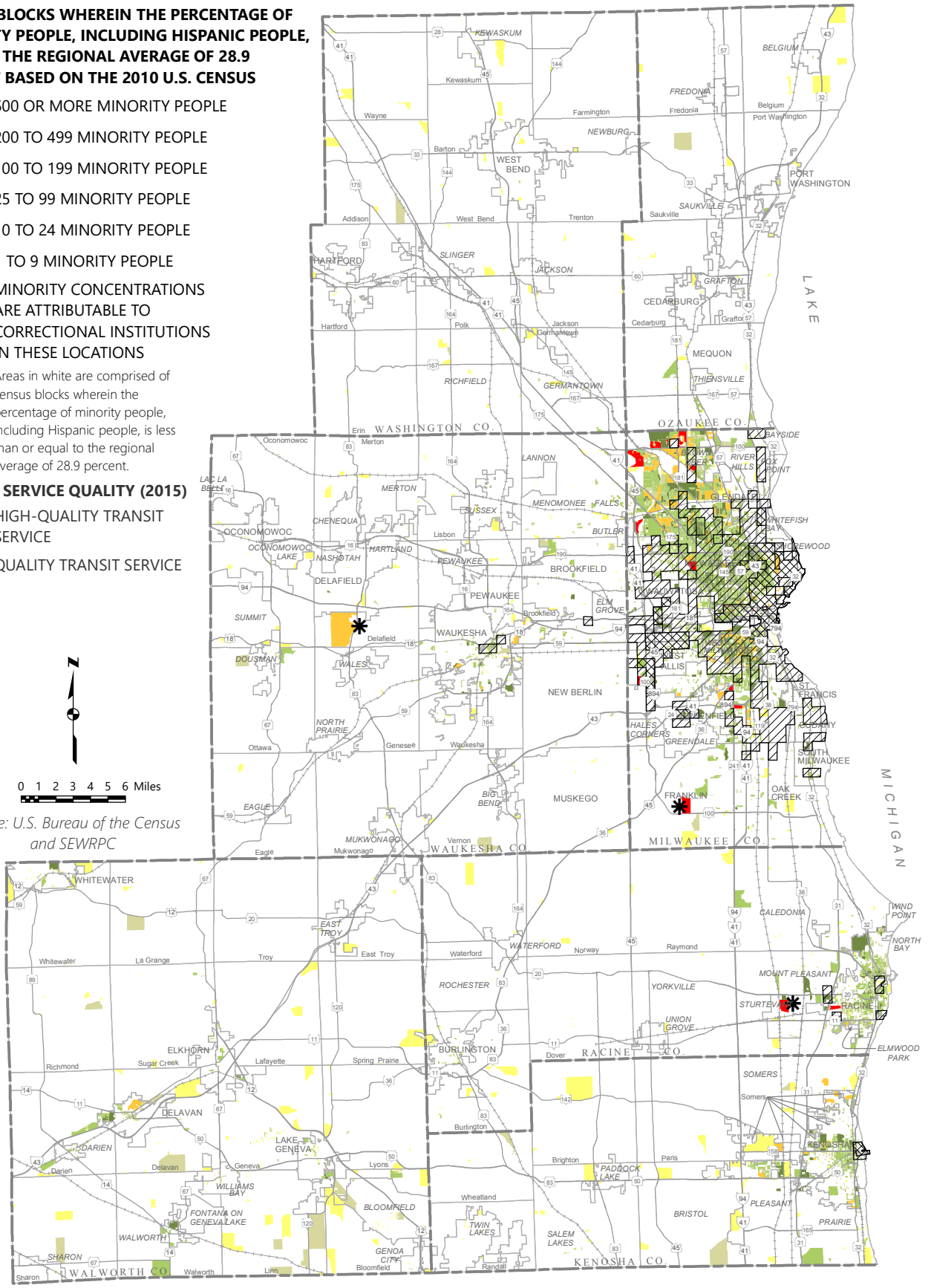
CENSUS BLOCKS WHEREIN THE PERCENTAGE OF MINORITY PEOPLE, INCLUDING HISPANIC PEOPLE, EXCEEDS THE REGIONAL AVERAGE OF 28.9 PERCENT BASED ON THE 2010 U.S. CENSUS

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

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

TRANSIT SERVICE QUALITY (2015)

- HIGH-QUALITY TRANSIT SERVICE
- QUALITY TRANSIT SERVICE



Map I.19
Comparison of Existing Concentrations of Families in Poverty to Existing Transit Service Quality

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES IN POVERTY EXCEEDS THE REGIONAL AVERAGE OF 10.6 PERCENT BASED ON 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

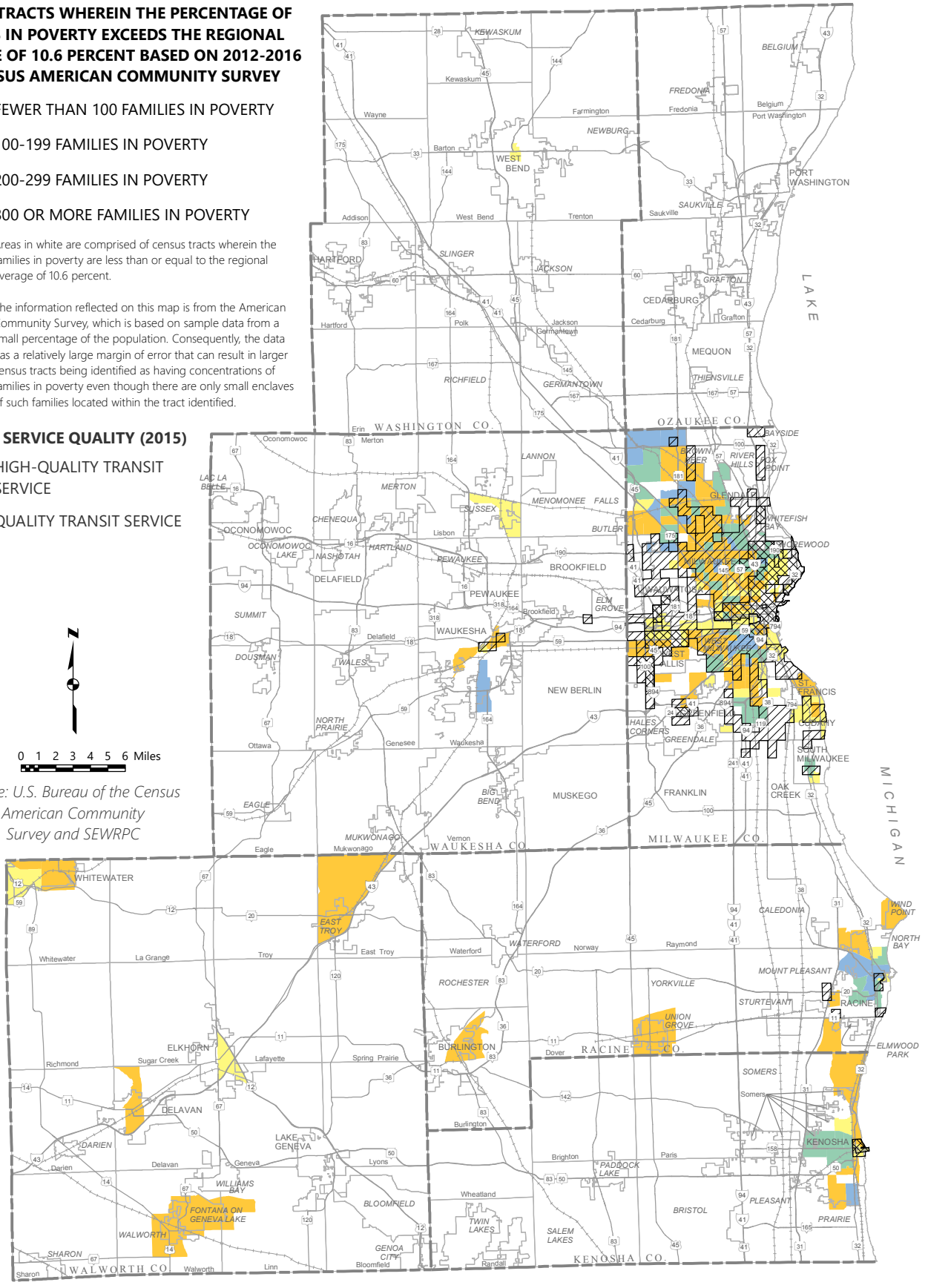
- FEWER THAN 100 FAMILIES IN POVERTY
- 100-199 FAMILIES IN POVERTY
- 200-299 FAMILIES IN POVERTY
- 300 OR MORE FAMILIES IN POVERTY

Note: Areas in white are comprised of census tracts wherein the families in poverty are less than or equal to the regional average of 10.6 percent.

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

TRANSIT SERVICE QUALITY (2015)

- HIGH-QUALITY TRANSIT SERVICE
- QUALITY TRANSIT SERVICE



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

Map I.20
Comparison of Concentrations of Families with Incomes Less Than Twice the Poverty Level to Existing Transit Service Quality

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES WITH INCOMES LESS THAN TWICE THE POVERTY LEVEL EXCEEDS THE REGIONAL AVERAGE OF 24.1 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

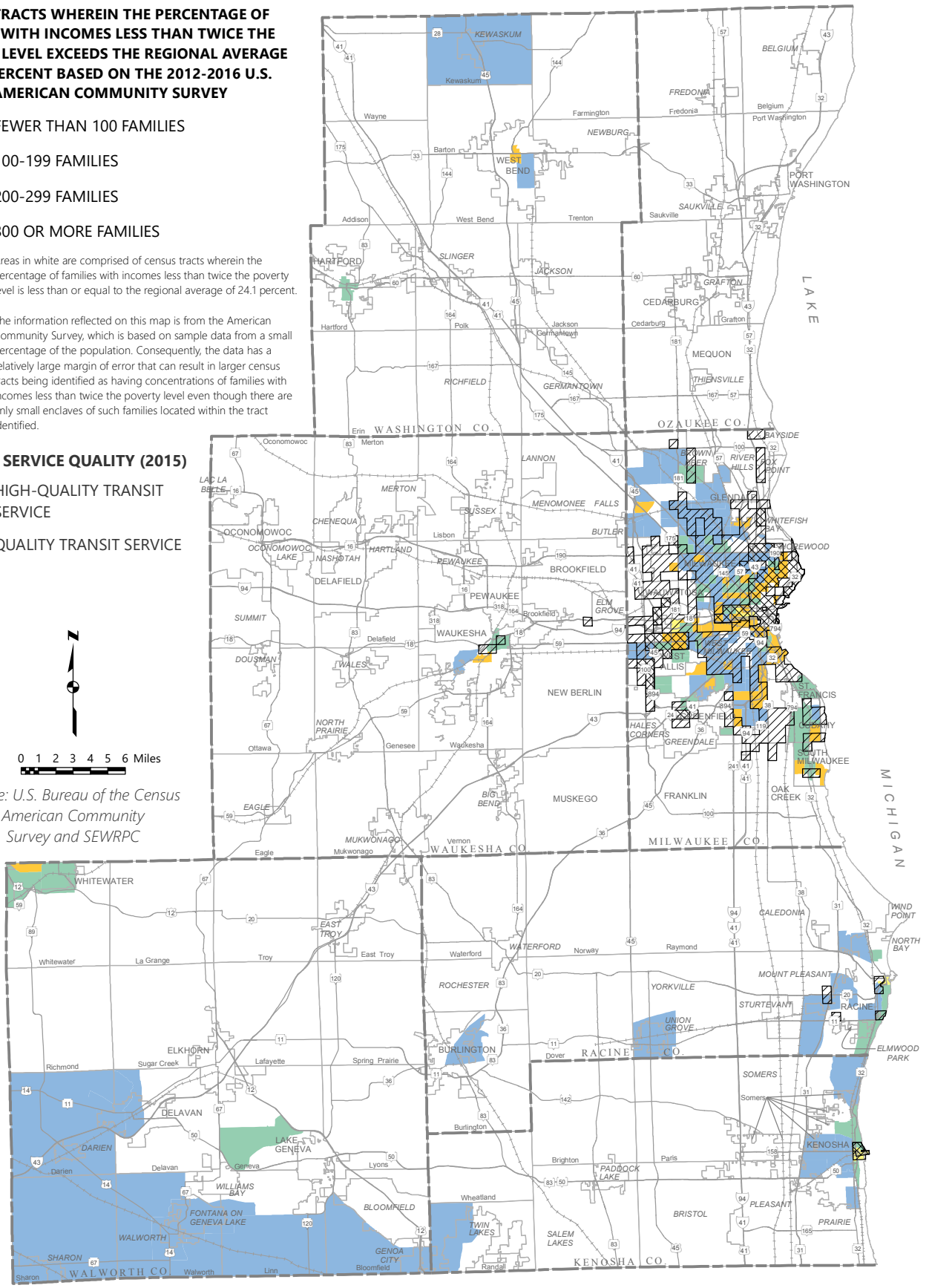
- FEWER THAN 100 FAMILIES
- 100-199 FAMILIES
- 200-299 FAMILIES
- 300 OR MORE FAMILIES

Note: Areas in white are comprised of census tracts wherein the percentage of families with incomes less than twice the poverty level is less than or equal to the regional average of 24.1 percent.

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

TRANSIT SERVICE QUALITY (2015)

- HIGH-QUALITY TRANSIT SERVICE
- QUALITY TRANSIT SERVICE



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

Map I.21
Comparison of Concentrations of People with Disabilities to Existing Transit Service Quality

CENSUS TRACTS WHEREIN THE PERCENTAGE OF PEOPLE WITH DISABILITIES EXCEEDS THE REGIONAL AVERAGE OF 12.0 PERCENT BASED ON 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

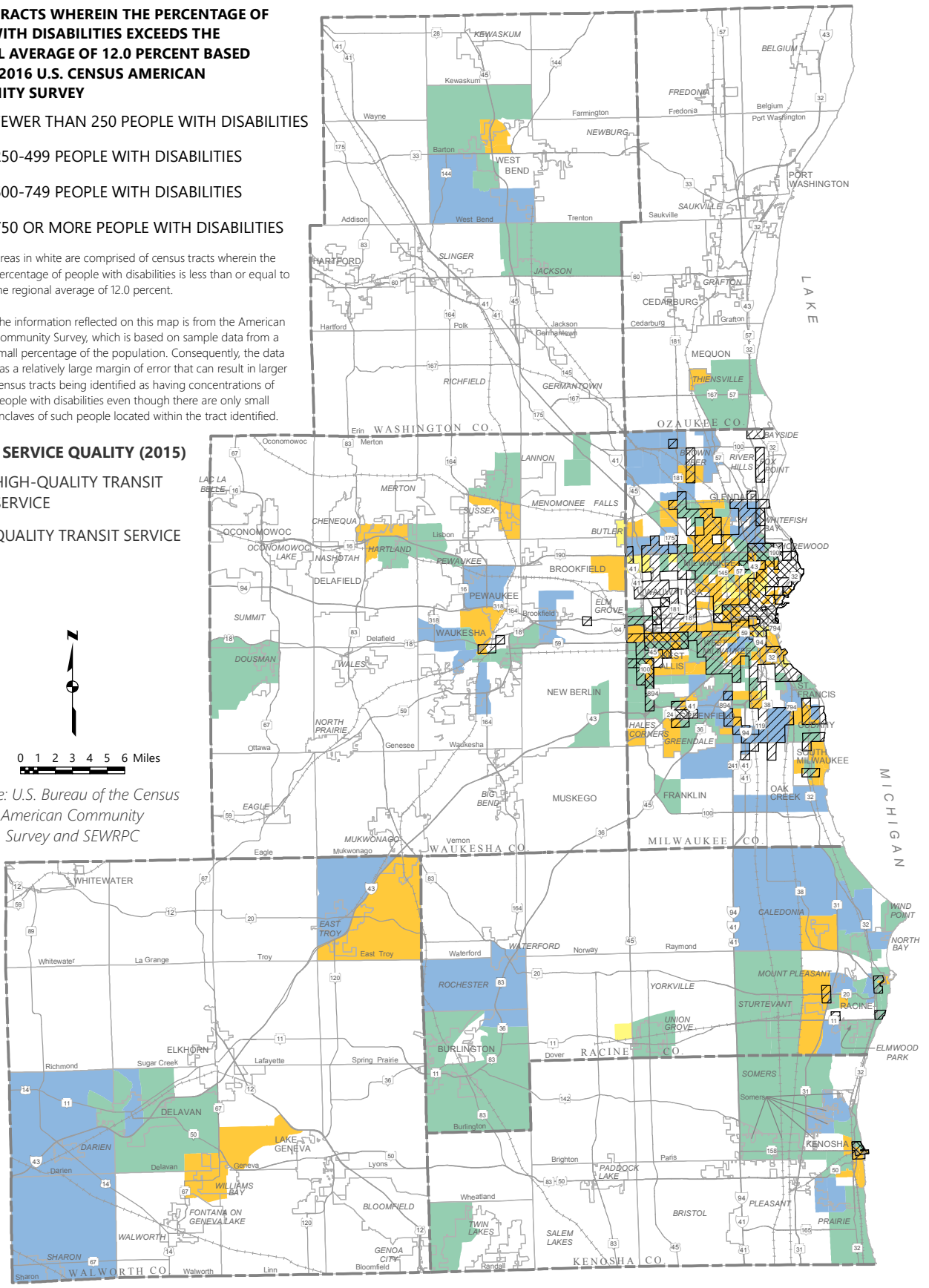
- FEWER THAN 250 PEOPLE WITH DISABILITIES
- 250-499 PEOPLE WITH DISABILITIES
- 500-749 PEOPLE WITH DISABILITIES
- 750 OR MORE PEOPLE WITH DISABILITIES

Note: Areas in white are comprised of census tracts wherein the percentage of people with disabilities is less than or equal to the regional average of 12.0 percent.

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

TRANSIT SERVICE QUALITY (2015)

- HIGH-QUALITY TRANSIT SERVICE
- QUALITY TRANSIT SERVICE



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

Map I.22
Jobs Accessible Within 30 Minutes by Transit: Existing

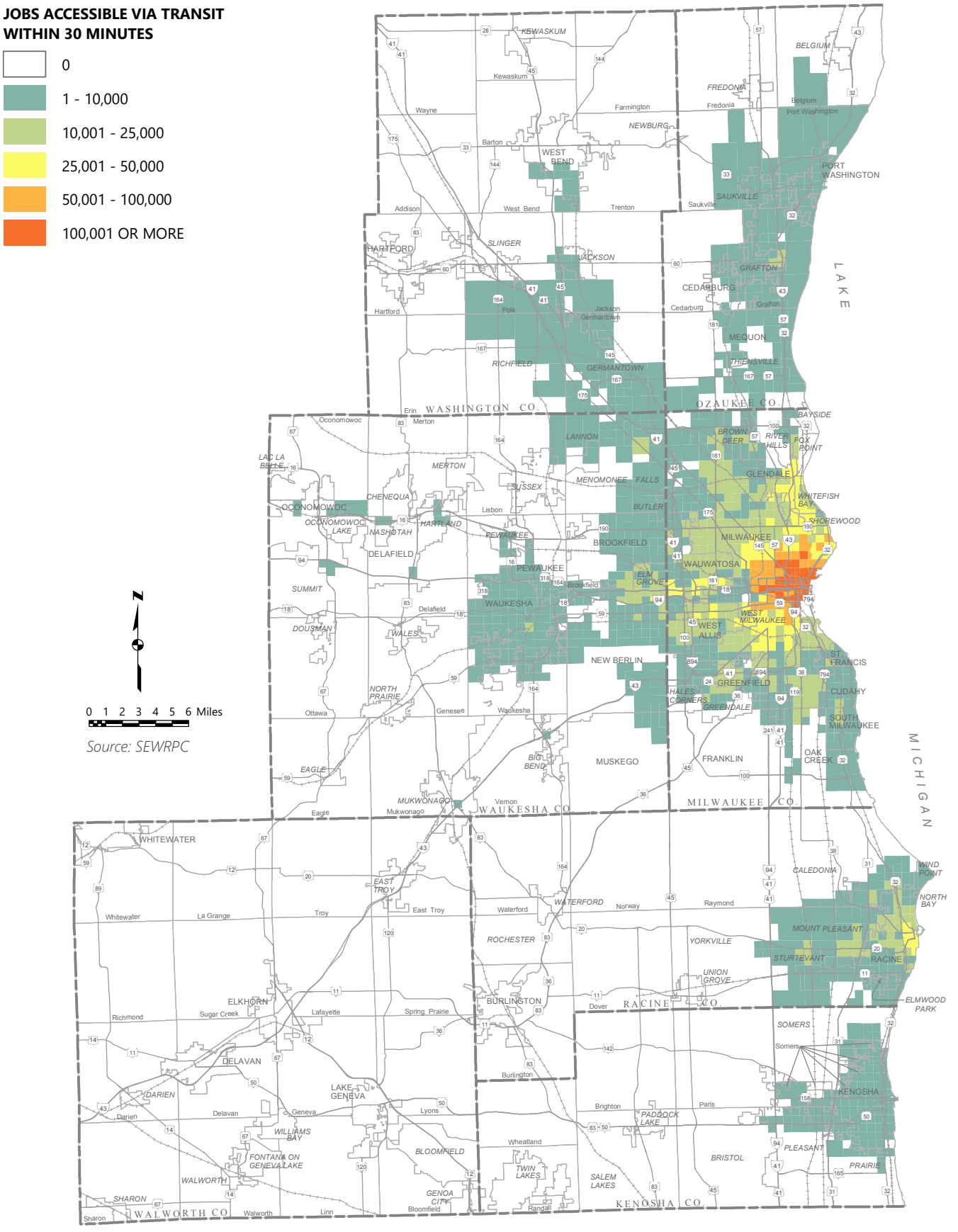


Table I.9
Access to Jobs Within 30 Minutes by Transit (2015)

Minority Population[a]						
100,000 or More Jobs		50,000 or More Jobs		10,000 or More Jobs		
People	Percent	People	Percent	People	Percent	**Total**
18,900	3.2	87,300	15.0	342,200	58.7	582,900

Families in Poverty[a]						
100,000 or More Jobs		50,000 or More Jobs		10,000 or More Jobs		
Families	Percent	Families	Percent	Families	Percent	**Total**
1,700	3.3	7,900	15.1	29,300	56.0	52,300

Families with Incomes Less Than Twice the Poverty Level[a]						
100,000 or More Jobs		50,000 or More Jobs		10,000 or More Jobs		
Families	Percent	Families	Percent	Families	Percent	**Total**
2,600	2.1	12,900	10.7	58,100	48.0	121,000

People with Disabilities[a]						
100,000 or More Jobs		50,000 or More Jobs		10,000 or More Jobs		
People	Percent	People	Percent	People	Percent	**Total**
4,300	1.9	15,600	7.1	80,700	36.6	220,600

[a] *Minority population is based on the 2010 U.S. Census and families in poverty, families with incomes less than twice the poverty level, and people with disabilities are based on the 2008-2012 American Community Survey.*

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

Table I.10
Access to Lower-Wage Jobs Within 30 Minutes by Transit (2015)

Minority Population[a]						
25,000 or More Jobs		10,000 or More Jobs		5,000 or More Jobs		
People	Percent	People	Percent	People	Percent	**Total**
66,800	11.5	177,200	30.4	304,200	52.2	582,900

Families in Poverty[a]						
25,000 or More Jobs		10,000 or More Jobs		5,000 or More Jobs		**Total**
Families	Percent	Families	Percent	Families	Percent	
6,000	11.5	16,200	31.0	26,000	49.7	52,300

Families with Incomes Less Than Twice the Poverty Level[a]						
25,000 or More Jobs		10,000 or More Jobs		5,000 or More Jobs		
Families	Percent	Families	Percent	Families	Percent	**Total**
9,700	8.0	28,800	23.8	50,700	41.9	121,000

People with Disabilities[a]						
25,000 or More Jobs		10,000 or More Jobs		5,000 or More Jobs		
People	Percent	People	Percent	People	Percent	**Total**
12,300	5.6	35,300	16.0	70,500	32.0	220,600

[a] *Minority population is based on the 2010 U.S. Census and families in poverty, families with incomes less than twice the poverty level, and people with disabilities are based on the 2008-2012 American Community Survey.*

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

Evaluation of the Benefits and Impacts of Programmed Transit Improvement and Expansion Projects in the 2019-2022 TIP on Minority Populations, Low-Income Populations, and People with Disabilities

About $3 million or about 1.7 percent of the total transit expenditures programmed in 2019 of the 2019-2022 TIP are for transit system improvements (principally the two Milwaukee County express bus routes) and about $6.4 million or 3.7 percent of total transit expenditures are for transit system expansion (principally the two City of Milwaukee streetcar projects, the Milwaukee County bus rapid transit project, and the City of Kenosha bus service expansion), respectively. The TIP currently includes the $53.5 million bus rapid transit project, between downtown Milwaukee and the Milwaukee Regional Medical Center, as illustrative since it has not yet been approved for Federal funding. Milwaukee County has applied for $37.4 million of FTA Section 5309 funds to assist with implementation of the bus rapid transit project. The project approvals are expected to be announced in early 2019. Should the project be approved for funding, the TIP will be amended.

Table I.11
Reasonable Access to Activity Centers by Transit[a] (2015)

Minority Population[b]			
Activity Center	**People**	**Percent**	**Total**
Retail Centers	104,000	17.8	582,900
Major Parks	46,300	7.9	582,900
Public Technical Colleges and Universities	157,700	27.1	582,900
Health Care Facilities	292,700	50.2	582,900
Grocery Stores	455,400	78.1	582,900
General Mitchell International Airport	72,900	12.5	582,900
Milwaukee Regional Medical Center	531,000	91.1	582,900

Families in Poverty[b]			
Activity Center	**Families**	**Percent**	**Total**
Retail Centers	9,000	17.2	52,300
Major Parks	4,400	8.4	52,300
Public Technical Colleges and Universities	14,800	28.3	52,300
Health Care Facilities	25,600	48.9	52,300
Grocery Stores	38,400	73.4	52,300
General Mitchell International Airport	5,900	11.3	52,300
Milwaukee Regional Medical Center	13,100	25.0	52,300

Families with Incomes Less Than Twice the Poverty Level[b]			
Activity Center	**Families**	**Percent**	**Total**
Retail Centers	17,600	14.5	121,000
Major Parks	8,400	6.9	121,000
Public Technical Colleges and Universities	28,000	23.1	121,000
Health Care Facilities	51,700	42.7	121,000
Grocery Stores	80,000	66.1	121,000
General Mitchell International Airport	12,600	10.4	121,000
Milwaukee Regional Medical Center	25,700	21.2	121,000

People with Disabilities[b]			
Activity Center	**People**	**Percent**	**Total**
Retail Centers	31,700	14.4	220,600
Major Parks	16,600	7.5	220,600
Public Technical Colleges and Universities	42,300	19.2	220,600
Health Care Facilities	74,700	33.9	220,600
Grocery Stores	121,700	55.2	220,600
General Mitchell International Airport	16,100	7.3	220,600
Milwaukee Regional Medical Center	40,100	18.2	220,600

[a] *Reasonable access is defined as the ability to travel by transit within 60 minutes to General Mitchell International Airport and the Milwaukee Regional Medical Center and within 30 minutes to all the other activity centers.*

[b] *Minority population is based on the 2010 U.S. Census and families in poverty, families with incomes less than twice the poverty level, and people with disabilities are based on the 2008-2012 American Community Survey.*

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

An evaluation was conducted of the effect—positive and negative—of these projects on existing minority populations, low-income populations, and people with disabilities within the Region. Maps I.23 through I.26 show the programmed transit improvement and transit expansion projects for the years 2019 through 2022 compared to areas of minority populations, low-income populations, and people with disabilities. The programmed transit system expansion projects include two City of Milwaukee streetcar projects, the Milwaukee County bus rapid transit project, and five City of Kenosha Transit System routes. The streetcar projects are located near, but not within, areas of concentrations of minority populations and low-income populations. The initial City of Milwaukee streetcar project was funded with Federal Highway Administration (FHWA) Interstate Cost Estimate (ICE) funds which were flexed to transit use and the Lakefront extension streetcar project was funded with Federal Transportation Investment Generating Economic Recovery (TIGER) funds. The operation of the two City of Milwaukee streetcar projects will be funded with CMAQ funds flexed to transit use.

Map I.23
Comparison of Concentrations of Total Minority Population to Proposed Transit Improvement and Expansion Projects Programmed for the Years 2019 Through 2022

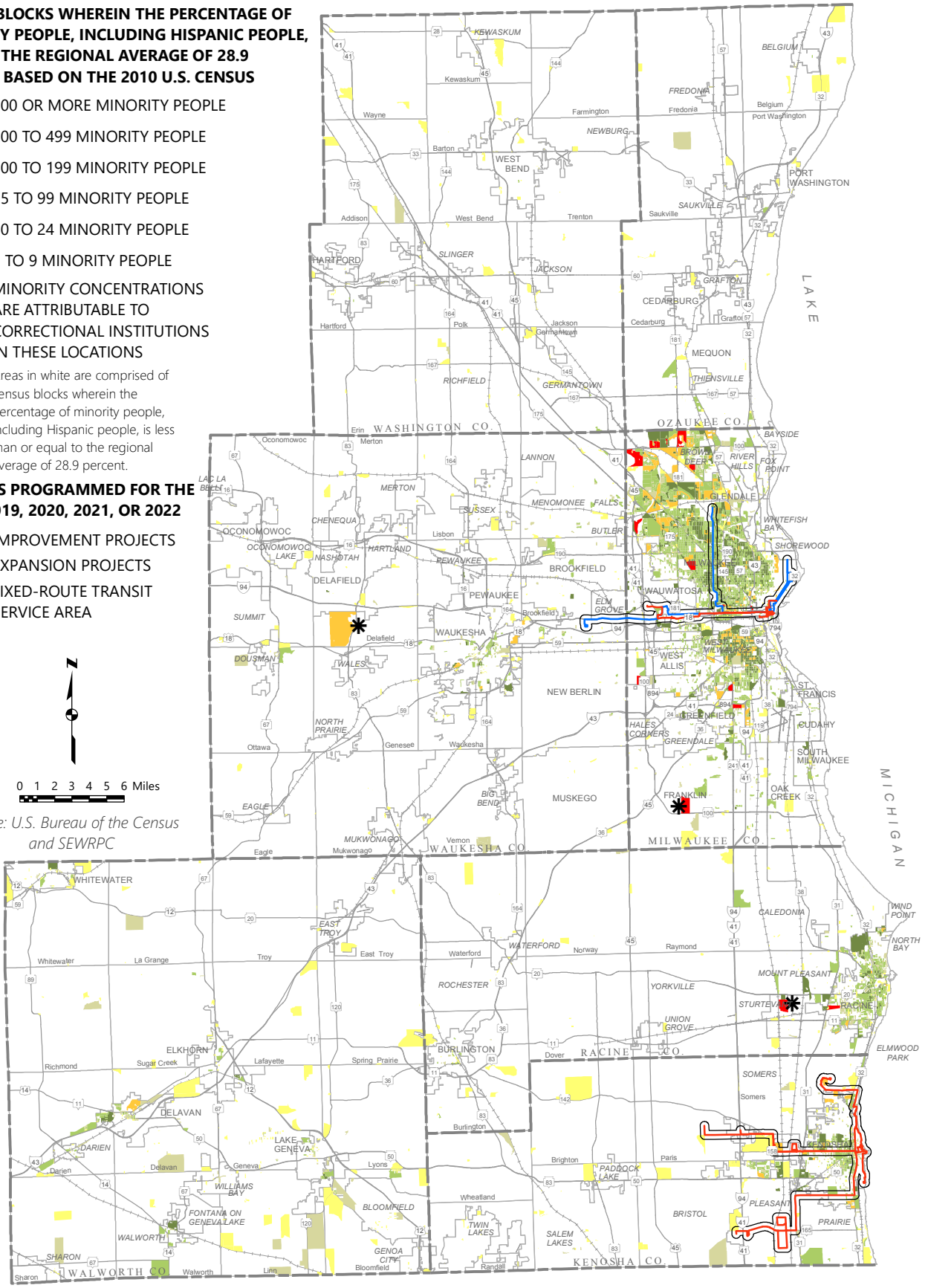
CENSUS BLOCKS WHEREIN THE PERCENTAGE OF MINORITY PEOPLE, INCLUDING HISPANIC PEOPLE, EXCEEDS THE REGIONAL AVERAGE OF 28.9 PERCENT BASED ON THE 2010 U.S. CENSUS

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

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

PROJECTS PROGRAMMED FOR THE YEARS 2019, 2020, 2021, OR 2022

- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS
- FIXED-ROUTE TRANSIT SERVICE AREA



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

Map I.24
Comparison of Concentrations of Families in Poverty to Proposed Transit Improvement and Expansion Projects Programmed for the Years 2019 Through 2022

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES IN POVERTY EXCEEDS THE REGIONAL AVERAGE OF 10.6 PERCENT BASED ON 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

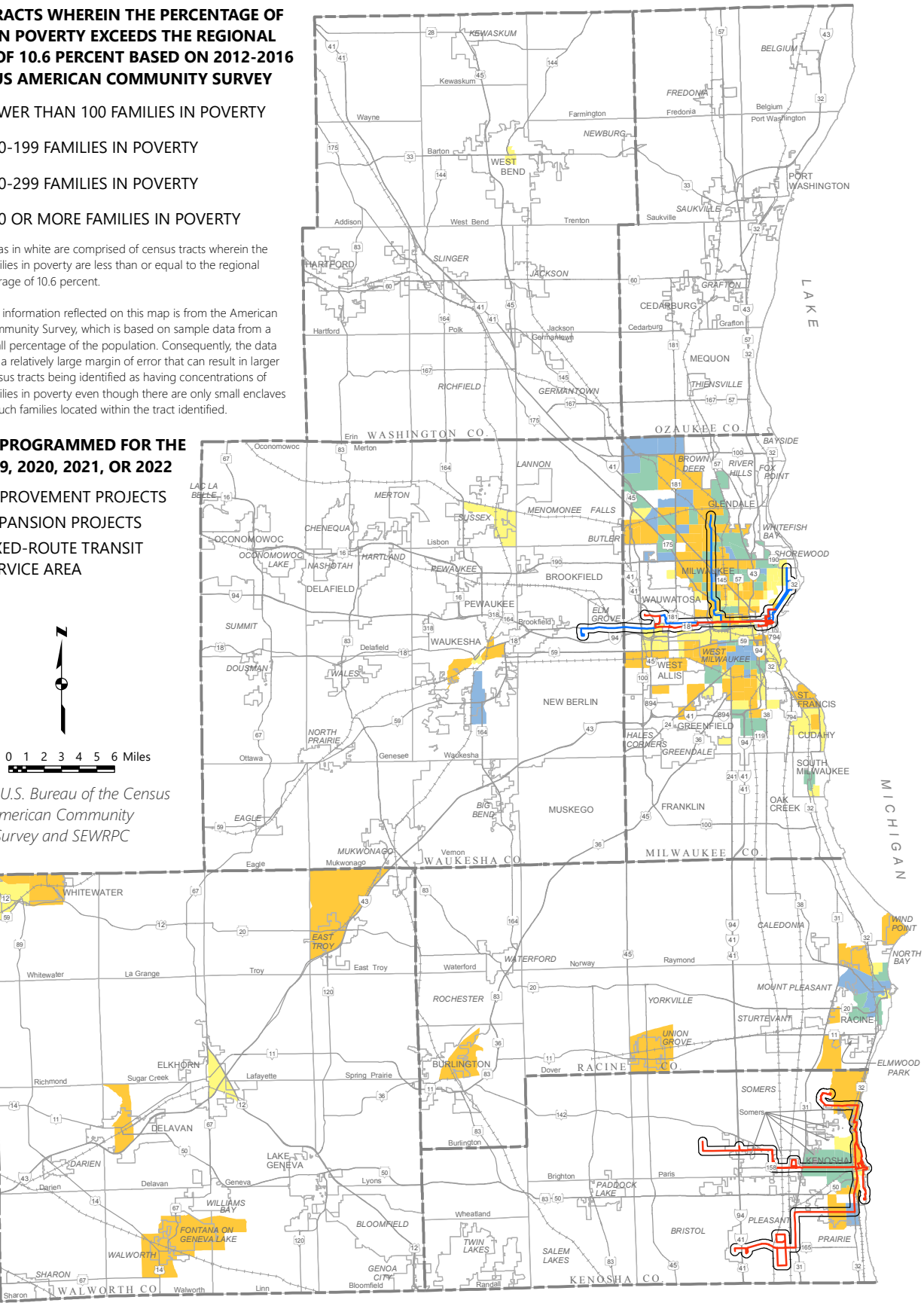
- FEWER THAN 100 FAMILIES IN POVERTY
- 100-199 FAMILIES IN POVERTY
- 200-299 FAMILIES IN POVERTY
- 300 OR MORE FAMILIES IN POVERTY

Note: Areas in white are comprised of census tracts wherein the families in poverty are less than or equal to the regional average of 10.6 percent.

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

PROJECTS PROGRAMMED FOR THE YEARS 2019, 2020, 2021, OR 2022

- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS
- FIXED-ROUTE TRANSIT SERVICE AREA



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

Map I.25
Comparison of Concentrations of Families with Incomes Less Than Twice the Poverty Level to Proposed Transit Improvement and Expansion Projects Programmed for the Years 2019 Through 2022

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES WITH INCOMES LESS THAN TWICE THE POVERTY LEVEL EXCEEDS THE REGIONAL AVERAGE OF 24.1 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

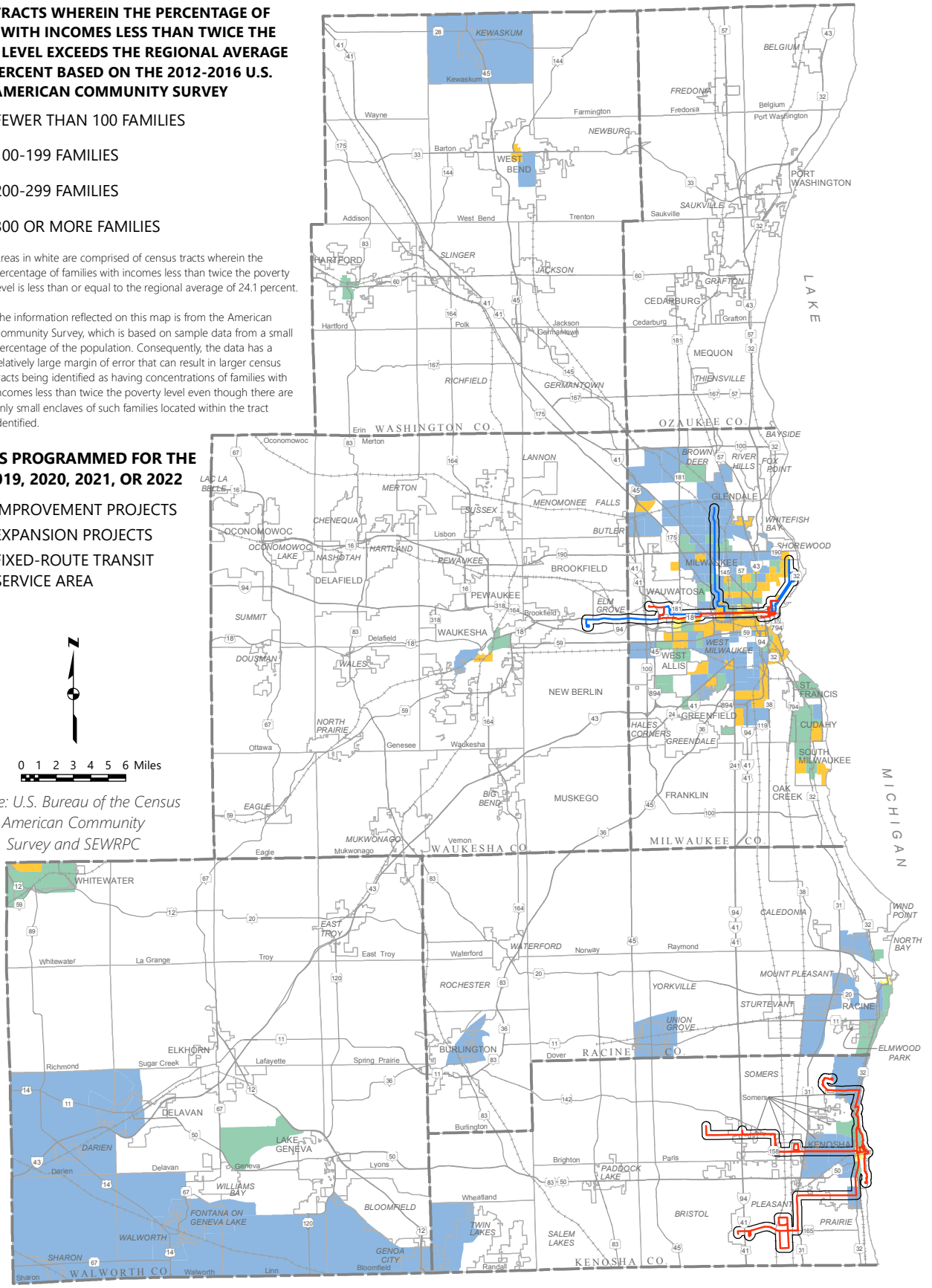
- FEWER THAN 100 FAMILIES
- 100-199 FAMILIES
- 200-299 FAMILIES
- 300 OR MORE FAMILIES

Note: Areas in white are comprised of census tracts wherein the percentage of families with incomes less than twice the poverty level is less than or equal to the regional average of 24.1 percent.

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

PROJECTS PROGRAMMED FOR THE YEARS 2019, 2020, 2021, OR 2022

- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS
- FIXED-ROUTE TRANSIT SERVICE AREA



Map I.26
Comparison of Concentrations of People with Disabilities to Proposed Transit Improvement and Expansion Projects Programmed for the Years 2019 Through 2022

CENSUS TRACTS WHEREIN THE PERCENTAGE OF PEOPLE WITH DISABILITIES EXCEEDS THE REGIONAL AVERAGE OF 12.0 PERCENT BASED ON 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

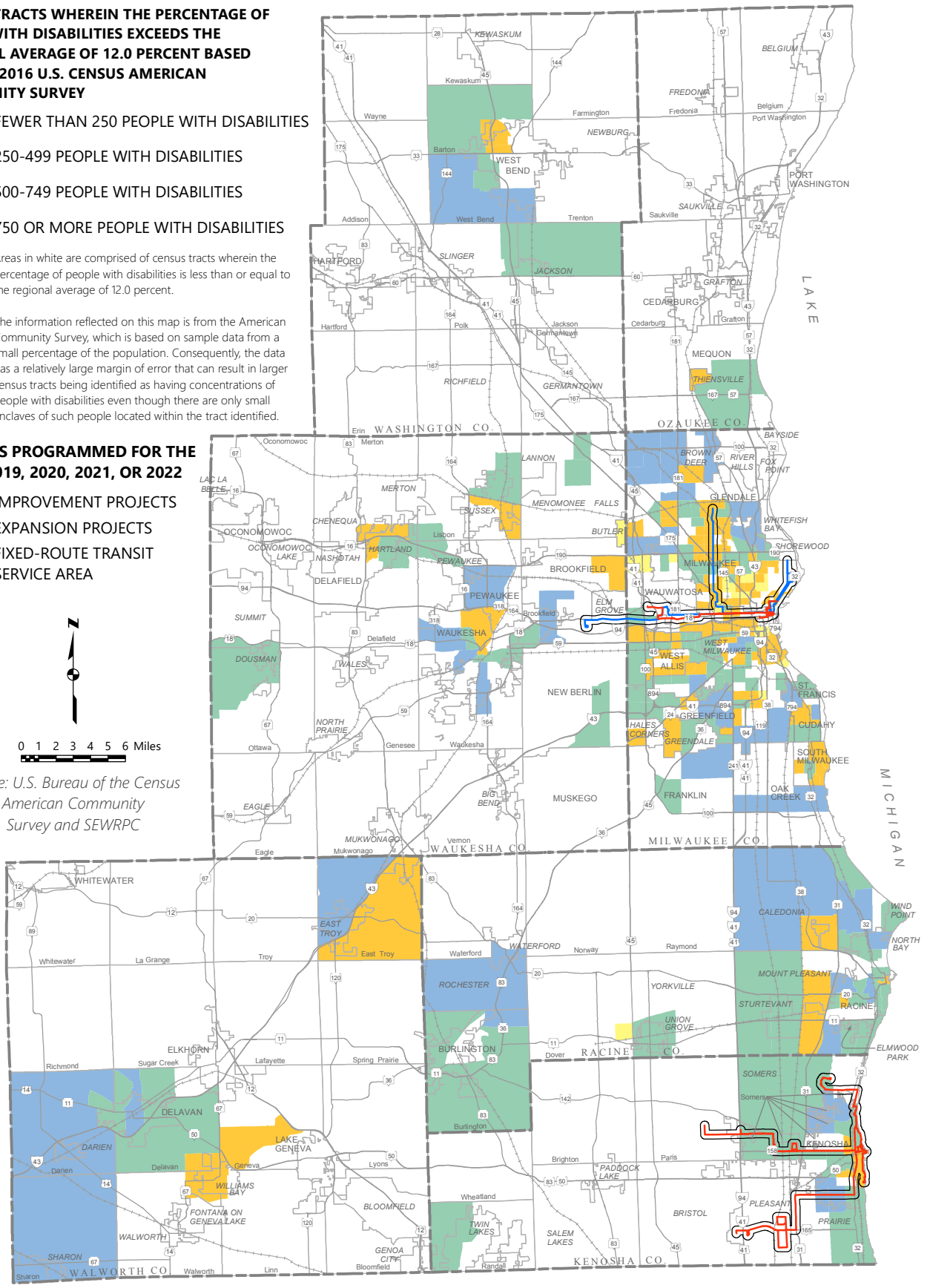
- FEWER THAN 250 PEOPLE WITH DISABILITIES
- 250-499 PEOPLE WITH DISABILITIES
- 500-749 PEOPLE WITH DISABILITIES
- 750 OR MORE PEOPLE WITH DISABILITIES

Note: Areas in white are comprised of census tracts wherein the percentage of people with disabilities is less than or equal to the regional average of 12.0 percent.

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

PROJECTS PROGRAMMED FOR THE YEARS 2019, 2020, 2021, OR 2022

- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS
- FIXED-ROUTE TRANSIT SERVICE AREA



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

In 2018, Milwaukee County applied for FTA 5309 Small Starts funding for a bus rapid transit project that would be predominately located along Wisconsin Avenue and Bluemound Road between downtown Milwaukee and the Regional Medical Center. Milwaukee County also completed preliminary engineering and an environmental assessment for the bus rapid transit project in September 2018. With completion of this work, the FTA will determine whether this project is approved for constructing the project with FTA 5309 Small Starts funding. This project would directly serve minority populations and low-income populations.

The five City of Kenosha Transit System routes are being funded with CMAQ funds flexed to transit use. These routes would provide additional transit service to large City of Kenosha employers, including Amazon, and would directly serve minority populations and low income populations.

The transit improvement projects also include two express bus routes for the Milwaukee County transit system. The operation of these express bus routes are being funded with FHWA CMAQ funds flexed to transit use. These express bus routes are mostly located within areas having concentrations of minority populations and low-income populations, or provide access for these populations to major activity centers, such as the Milwaukee Regional Medical Center, Aurora St. Luke's Medical Center, the University of Wisconsin-Milwaukee campus, Brookfield Square shopping center, and the residential areas along Sherman Boulevard. The minority population represents about 40 percent of the total population located within a quarter-mile of these programmed transit improvement and transit expansion projects, exceeding the Regional average of 29 percent.

Evaluation of the Benefits and Impacts of Programmed Highway Preservation Projects on Minority Populations and Low-Income Populations

About 86 percent, or $232 million, of the arterial highway system expenditures are for highway preservation (resurfacing and reconstruction).[17] These highway preservation projects would maintain the roadway quality, level of safety, and the level of accessibility to jobs and other activities by automobile. As the dominant mode of travel for all population groups in Southeastern Wisconsin is the automobile, these projects would likely benefit a significant proportion of minority populations and low-income populations that would utilize these roadways. With respect to the level of accessibility, the number of jobs accessible by automobile in 30 minutes or fewer under existing conditions is shown on Map I.27. Similarly, Table I.12 shows that about 70 percent of minority populations and 65 percent of low-income populations have access to at least 500,000 jobs within 30 minutes by automobile. Similarly, about 70 percent of minority populations and 64 percent of low-income populations have access to at least 500,000 lower-wage jobs by automobile, as shown in Table I.13. Furthermore, Table I.14 shows that nearly all of the existing minority population and families in poverty of the Region currently have reasonable access by automobile to the activity centers, with reasonable access defined as the ability to travel by automobile within 60 minutes to General Mitchell International Airport and the Milwaukee Regional Medical Center and within 30 minutes to all other activities.

Comparing the highway preservation projects programmed in the 2019-2022 TIP to concentrations of minority populations and low-income populations, as shown on Maps I.28 through I.30, indicates that the benefits and impacts of programmed highway preservation projects are shared by all residents of the Region, including minority populations and low-income populations. Highway preservation projects are located in portions of Milwaukee County, Racine County, and Kenosha County that have concentrations of minority populations and low-income populations that exceed the regional averages.

Evaluation of the Benefits and Impacts of Programmed Highway Improvement and Expansion Projects in the 2019-2022 TIP on Minority Populations and Low-Income Populations

About 13 percent, or $34 million, of the programmed highway system expenditures are for highway improvement projects, typically involving the arterial reconstruction projects that include additional traffic lanes. About 42 percent, or $14 million, of the programmed expenditures for highway improvement

[17] *Similar programmed funding patterns exist for the full four years of the 2019-2022 TIP. About $1.14 billion or 60.0 percent of the total $1.89 billion 2019-2022 programmed funding is for highways (of which $716 million or 63 percent is for highway preservation, $418 million or 36.7 percent is for highway improvement, and about $3 million or 0.3 percent is for highway expansion). About $683 million or 36.1 percent of the 2019-2022 programmed funding is for transit (of which $667 million, or 97.6 percent, is for transit preservation, $6 million or 0.9 percent is for transit improvement, and $10.6 million or 1.5 percent is for transit expansion).*

Map I.27
Jobs Accessible Within 30 Minutes by Automobile: Existing

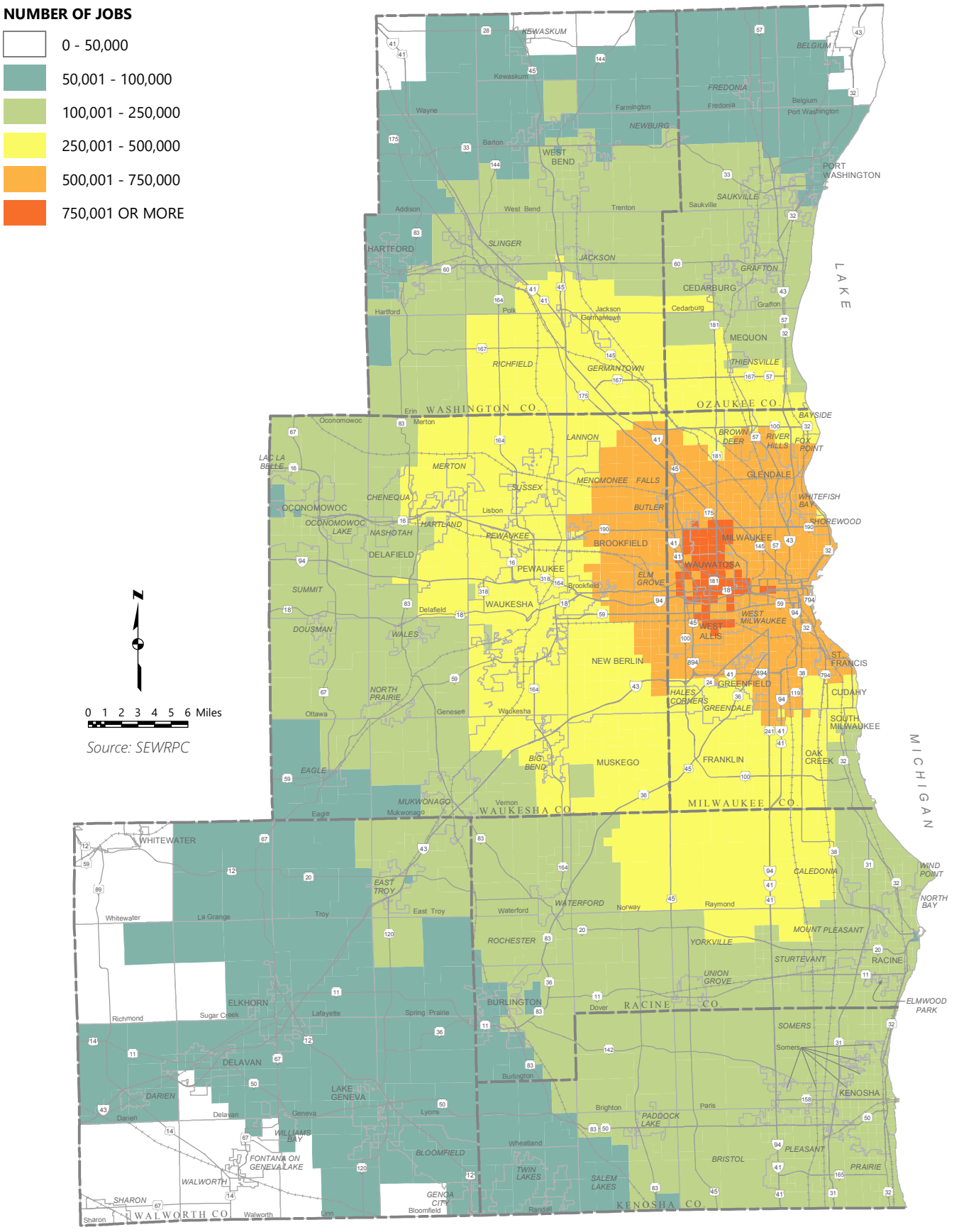


Table I.12
Access to Jobs Within 30 Minutes by Automobile (2010)

Minority and Non-Minority Population[a]							
	500,000 or More Jobs		250,000 or More Jobs		100,000 or More Jobs		
Plan	People	Percent	People	Percent	People	Percent	**Total**
Minority Population	407,700	69.9	467,500	80.2	562,900	96.6	582,900
Non-Minority Population	425,100	72.9	475,600	81.6	569,600	97.7	582,900

Families in Poverty and Not in Poverty[a]							
	500,000 or More Jobs		250,000 or More Jobs		100,000 or More Jobs		
Plan	Families	Percent	Families	Percent	Families	Percent	**Total**
Families in Poverty	33,800	64.6	38,800	74.2	49,000	93.7	52,300
Families Not in Poverty	166,100	36.5	275,800	60.6	408,200	89.6	455,400

[a] *Minority and non-minority population are based on the 2010 U.S. Census and families in poverty and families not in poverty are based on the 2008-2012 American Community Survey.*

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

Table I.13
Access to Lower-Wage Jobs Within 30 Minutes by Automobile

Minority and Non-Minority Population[a]						
500,000 or More Jobs		250,000 or More Jobs		100,000 or More Jobs		
People	Percent	People	Percent	People	Percent	**Total**
407,400	69.9	468,700	80.4	558,300	95.8	582,900
468,400	32.6	835,400	58.1	1,202,300	83.7	1,437,100

Families in Poverty and Not in Poverty[a]						
500,000 or More Jobs		250,000 or More Jobs		100,000 or More Jobs		
Families	Percent	Families	Percent	Families	Percent	**Total**
33,700	64.4	38,900	74.4	48,000	91.8	52,300
167,100	36.7	278,400	61.1	391,900	86.1	455,400

[a] *Minority and non-minority population are based on the 2010 U.S. Census and families in poverty and families not in poverty are based on the 2008-2012 American Community Survey.*

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

projects is programmed for the north leg of the Zoo Interchange in Milwaukee County. The implementation of highway improvement projects typically occurs when an existing facility requires reconstruction, but also includes a widening with additional traffic lanes. The majority of the cost for these projects is for the reconstruction of the existing roadway, and the additional traffic lanes may only represent about 10 to 20 percent of the project.

An evaluation was conducted to determine how programmed highway improvement and expansion projects in the TIP benefit and impact minority populations and low-income populations. Maps I.31 and I.32 show the percentage of automobile trips within each TAZ that would utilize the segments of surface arterials and freeway improvements programmed in the 2019-2022 TIP. These maps were compared to locations of current concentrations of minority populations and low-income populations. With respect to surface arterials, the areas that would have the greatest use of these proposed improved arterials are largely adjacent, or near, the proposed new or widened surface arterials. The three proposed widening projects in Kenosha County—one along STH 50 and two along CTH S—would be expected to improve the mobility for the minority population and low-income people residing in the City of Kenosha area utilizing an automobile. The remaining four proposed new and widened surface arterials are largely located outside of existing areas of minority populations and low-income populations. With respect to freeways, the segments of freeway proposed to be widened in 2019 through 2022—the north leg of the Zoo Interchange and IH 94 between Milwaukee and Kenosha Counties—are located adjacent to, or near, areas of minority and low-income population. As a result, it is expected that minority and low-income populations, particularly those residing adjacent

to the freeway widenings, would be utilizing and experiencing benefit from the expected improvement in accessibility associated with the proposed widenings. In addition, the highway system improvement and expansion projects would be expected to increase access to jobs and other activity centers for the portions of the minority populations and low-income populations with access to an automobile.

With respect to impacts, shown on Maps I.28 through I.30, no area of the region would be expected to disproportionately bear the impact of the projects that would significantly improve and expand arterial system capacity—such as widening of existing arterials with additional traffic lanes and the construction of new arterials. The proposed surface arterial projects are predominately located outside of areas of minority populations and low-income populations, and therefore, their widening, new construction, and subsequent operation would be expected to have minimal negative impacts on minority populations and low-income populations. With respect to the proposed freeway widenings, portions of freeway are located adjacent to existing minority populations and low-income populations, but most of the portions of proposed freeway improvement are not.

Table I.14
Reasonable Access to Activity Centers by Automobile[a]

Minority Population[b]			
	Portion with Reasonable Access		
Activity Center	People	Percent	Total
Retail Centers	565,400	97.0	582,900
Major Parks	582,900	100.0	582,900
Public Technical Colleges and Universities	582,800	99.9	582,900
Health Care Facilities	581,800	99.8	582,900
Grocery Stores	582,900	100.0	582,900
General Mitchell International Airport	571,500	98.0	582,900
Milwaukee Regional Medical Center	531,000	91.1	582,900

Families in Poverty[b]			
	Portion with Reasonable Access		
Activity Center	Families	Percent	Total
Retail Centers	49,300	94.3	52,300
Major Parks	52,300	100.0	52,300
Public Technical Colleges and Universities	52,300	100.0	52,300
Health Care Facilities	52,100	99.6	52,300
Grocery Stores	52,300	100.0	52,300
General Mitchell International Airport	50,100	95.8	52,300
Milwaukee Regional Medical Center	46,300	88.5	52,300

[a] *Reasonable access is defined as the ability to travel by automobile within 60 minutes to General Mitchell International Airport and the Milwaukee Regional Medical Center and within 30 minutes to all the other activity centers.*

[b] *Minority population is based on the 2010 U.S. Census and families in poverty are based on the 2008-2012 American Community Survey.*

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

Evaluation of the Benefits and Impacts of Programmed Bicycle and Pedestrian Improvement and Expansion Projects in the 2019-2022 TIP on Minority Populations, Low-Income Populations, and People with Disabilities

Maps I.33 through I.36 show a comparison of the minority populations, low-income populations, and people with disabilities to the bicycle and pedestrian facility projects programmed for the years 2019 through 2022. Reviewing the programmed projects indicates that the benefits and impacts of programmed bicycle and pedestrian improvement and expansion projects are shared by all residents of the Region, including populations including minority populations, low-income populations, and people with disabilities. Specifically, the bicycle and pedestrian improvement and expansion projects are located within, or adjacent to, areas in Milwaukee County, Racine County, and Kenosha County that have concentrations of minority populations and low-income populations that exceed the regional averages. In addition, programmed highway and arterial projects could incorporate bicycle and pedestrian amenities as enhancements or adding new accommodations. Therefore, it can be expected that access to bicycle and pedestrian amenities will increase for minority populations, low-income populations, and people with disabilities.

Transportation-Related Air Pollution Impacts on Minority Populations and Low-Income Populations

Automobiles and trucks traveling on arterial streets and highways emit air pollutants that generally exist in higher concentrations in the atmosphere near the arterial streets and highways with the most traffic, such as the Region's freeways. The lower speeds and starting/stopping of vehicles associated with congested

Map I.28
Comparison of Concentrations of Total Minority Population to the Highway Preservation, Improvement, and Expansion Projects Programmed for the Years 2019 Through 2022

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

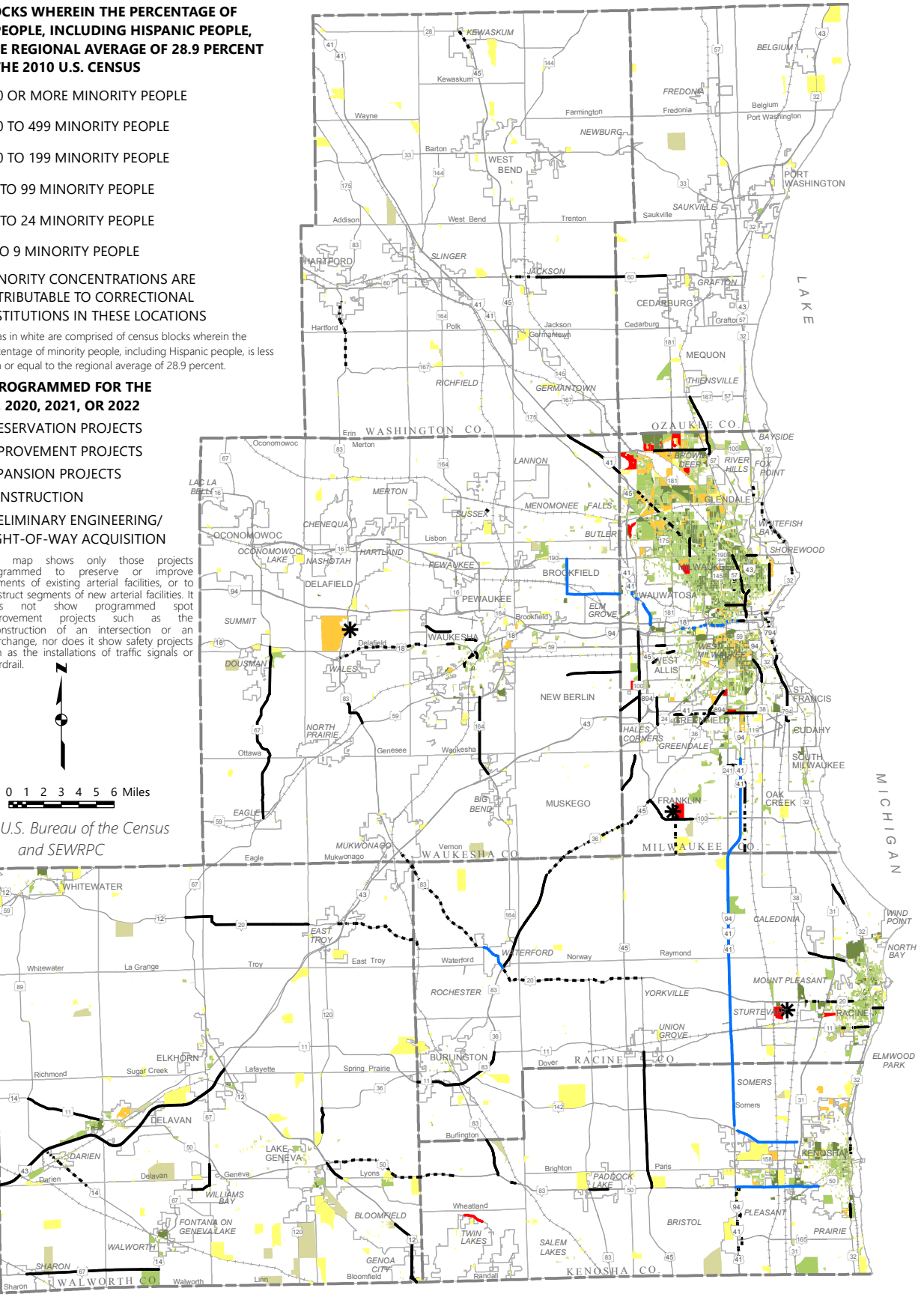
- 500 OR MORE MINORITY PEOPLE
- 200 TO 499 MINORITY PEOPLE
- 100 TO 199 MINORITY PEOPLE
- 25 TO 99 MINORITY PEOPLE
- 10 TO 24 MINORITY PEOPLE
- 1 TO 9 MINORITY PEOPLE
- * MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THESE LOCATIONS

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

PROJECTS PROGRAMMED FOR THE YEARS 2019, 2020, 2021, OR 2022

- PRESERVATION PROJECTS
- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS
- CONSTRUCTION
- PRELIMINARY ENGINEERING/ RIGHT-OF-WAY ACQUISITION

Note: This map shows only those projects programmed to preserve or improve segments of existing arterial facilities, or to construct segments of new arterial facilities. It does not show programmed spot improvement projects such as the reconstruction of an intersection or an interchange, nor does it show safety projects such as the installations of traffic signals or guardrail.



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

Map I.29
Comparison of Existing Concentrations of Families in Poverty to the Highway Preservation, Improvement, and Expansion Projects Programmed for the Years 2019 Through 2022

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES IN POVERTY EXCEEDS THE REGIONAL AVERAGE OF 10.6 PERCENT BASED ON 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

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

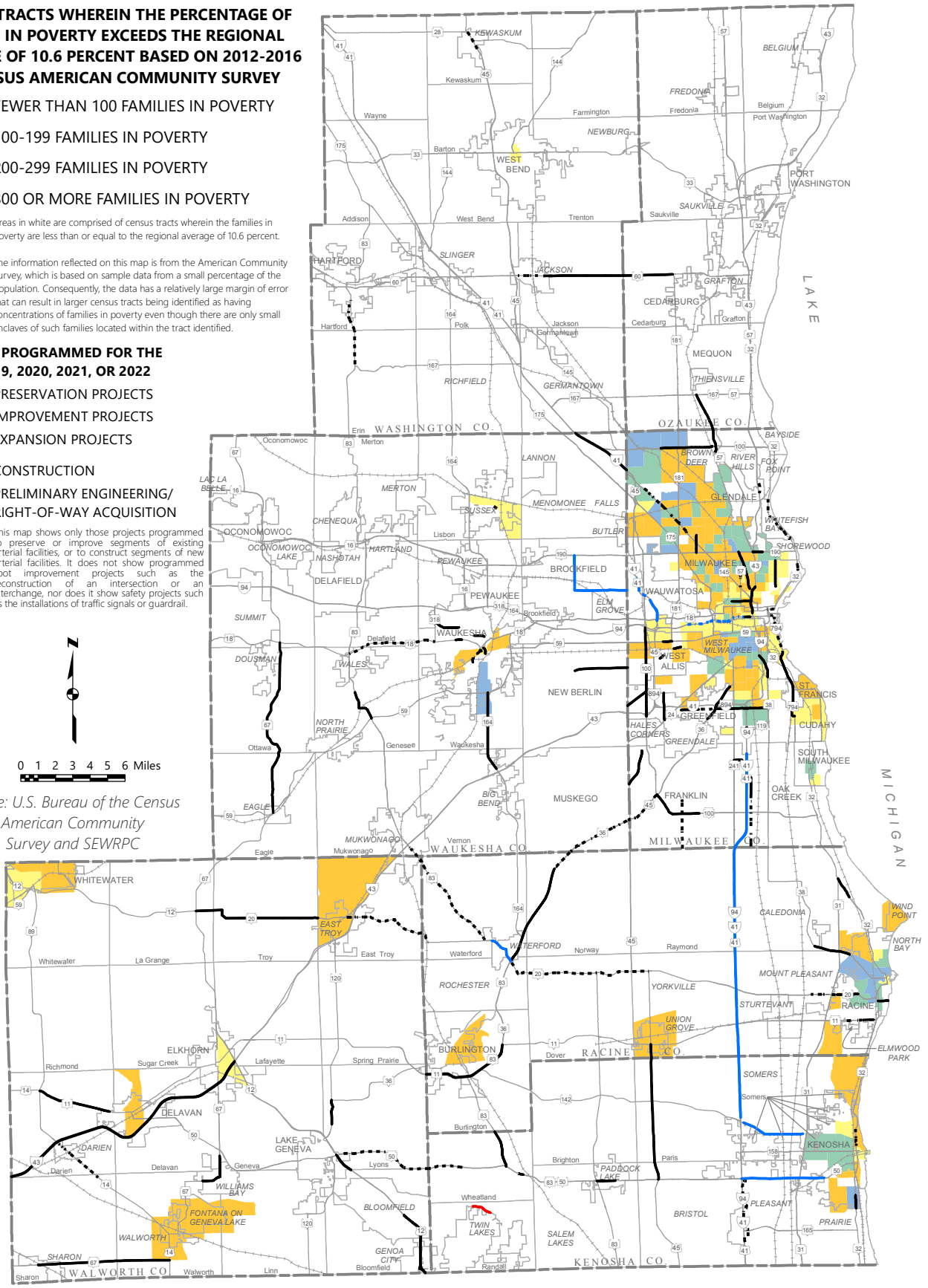
Note: Areas in white are comprised of census tracts wherein the families in poverty are less than or equal to the regional average of 10.6 percent.

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

PROJECTS PROGRAMMED FOR THE YEARS 2019, 2020, 2021, OR 2022

- PRESERVATION PROJECTS
- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS
- CONSTRUCTION
- PRELIMINARY ENGINEERING/ RIGHT-OF-WAY ACQUISITION

Note: This map shows only those projects programmed to preserve or improve segments of existing arterial facilities, or to construct segments of new arterial facilities. It does not show programmed spot improvement projects such as the reconstruction of an intersection or an interchange, nor does it show safety projects such as the installations of traffic signals or guardrail.



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

Map I.30

Comparison of Concentrations of Families with Incomes Less Than Twice the Poverty Level to the Highway Preservation, Improvement, and Expansion Projects Programmed for the Years 2019 Through 2022

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES WITH INCOMES LESS THAN TWICE THE POVERTY LEVEL EXCEEDS THE REGIONAL AVERAGE OF 24.1 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

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

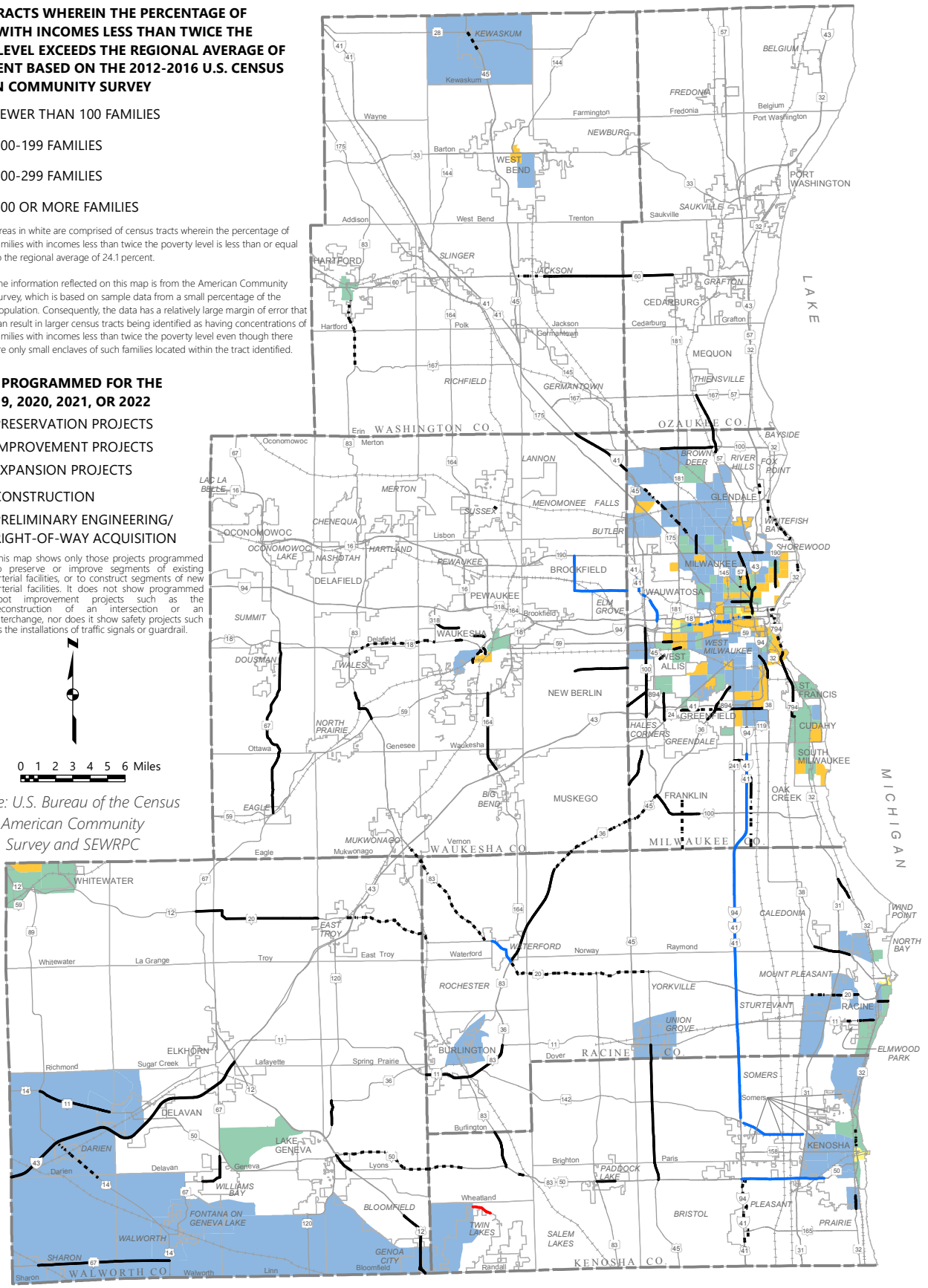
Note: Areas in white are comprised of census tracts wherein the percentage of families with incomes less than twice the poverty level is less than or equal to the regional average of 24.1 percent.

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

PROJECTS PROGRAMMED FOR THE YEARS 2019, 2020, 2021, OR 2022

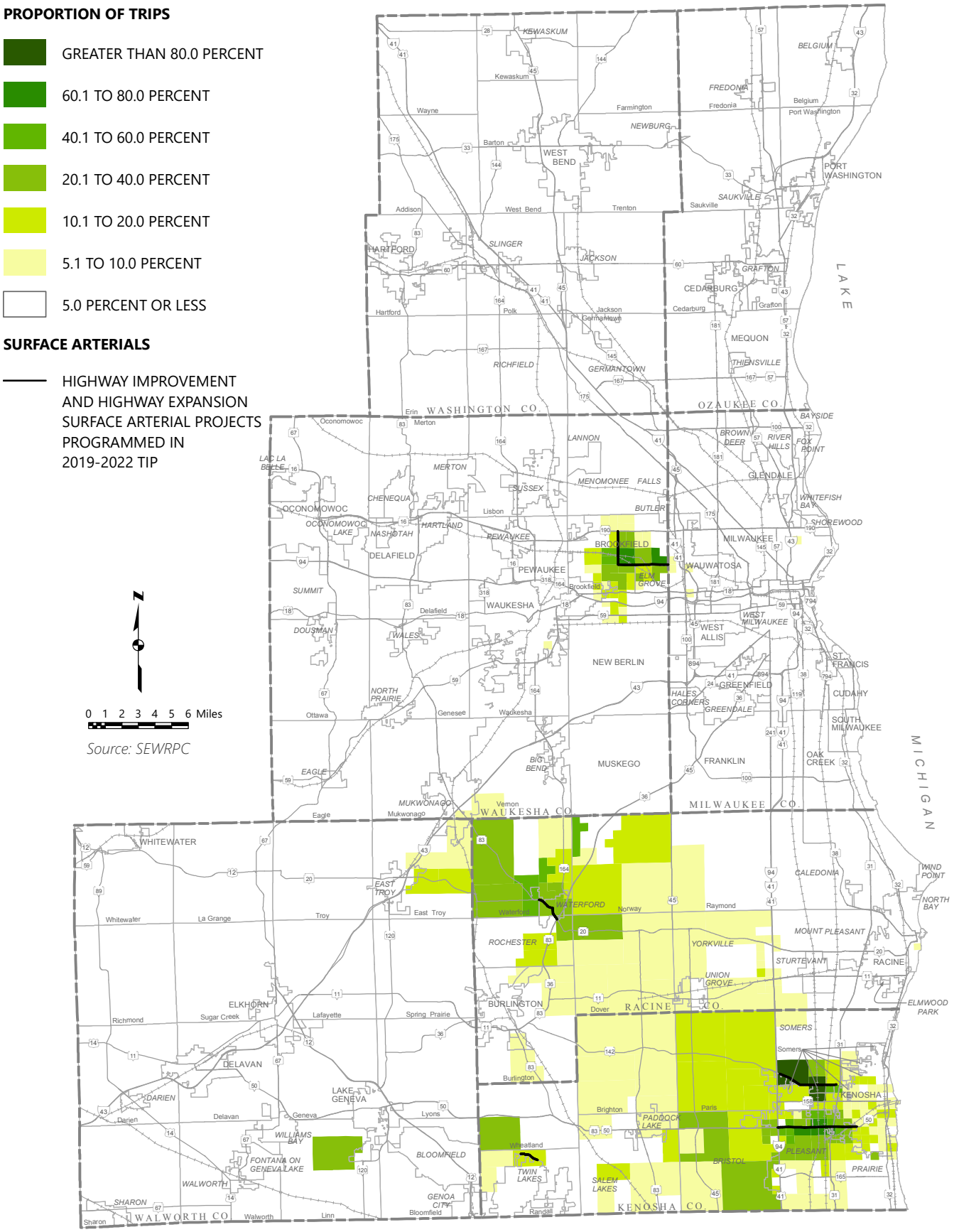
- PRESERVATION PROJECTS
- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS
- CONSTRUCTION
- PRELIMINARY ENGINEERING/ RIGHT-OF-WAY ACQUISITION

Note: This map shows only those projects programmed to preserve or improve segments of existing arterial facilities, or to construct segments of new arterial facilities. It does not show programmed spot improvement projects such as the reconstruction of an intersection or an interchange, nor does it show safety projects such as the installations of traffic signals or guardrail.



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

Map I.31
Proportion of Automobile Trips Using the Programmed Highway Improvement or Expansion Surface Arterial Projects Within each Traffic Analysis Zone: 2019-2022 TIP



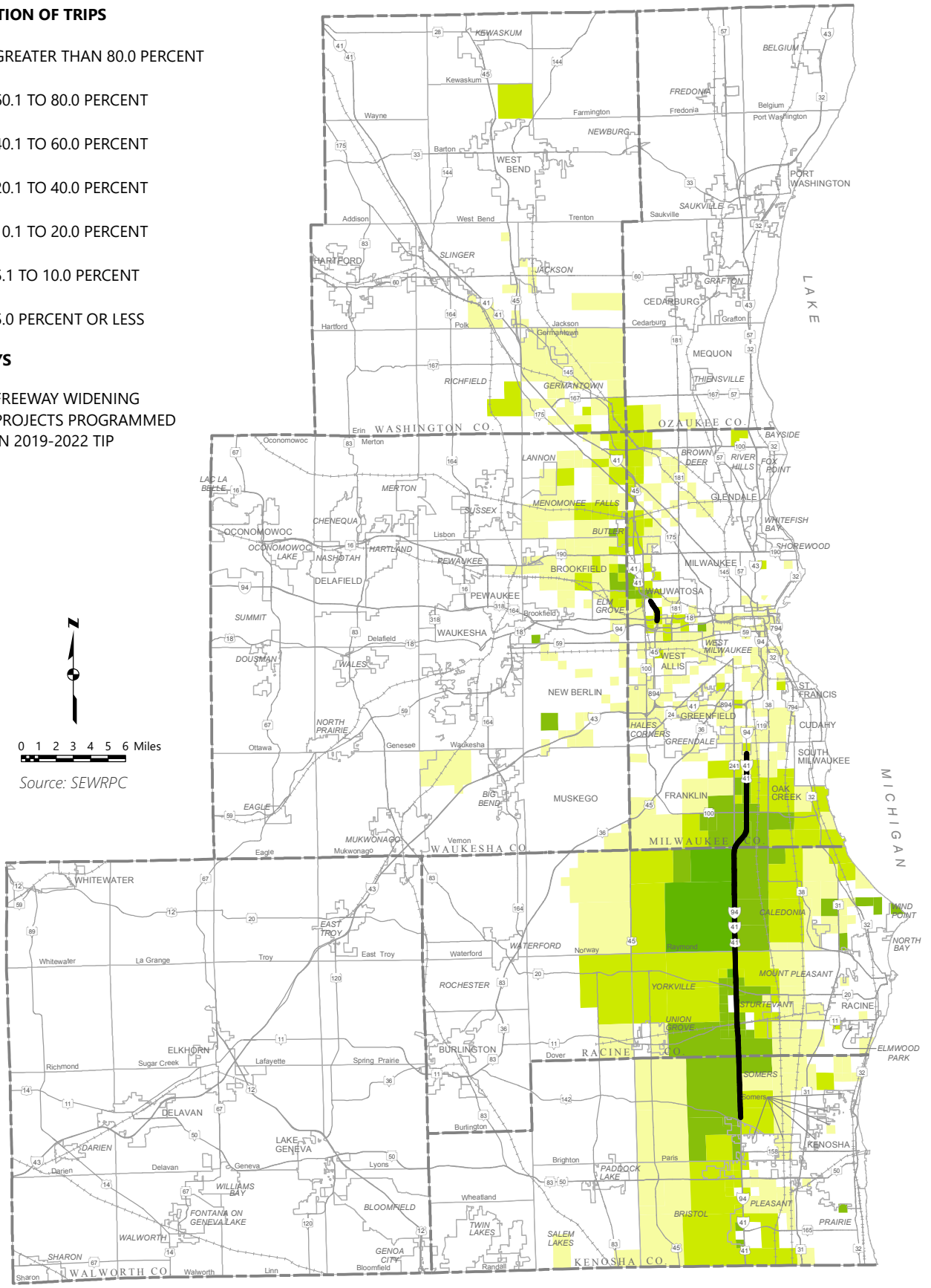
Map I.32
Proportion of Automobile Trips Using the Programmed Freeway Widening Projects Within each Traffic Analysis Zone: 2019-2022 TIP

PROPORTION OF TRIPS

- GREATER THAN 80.0 PERCENT
- 60.1 TO 80.0 PERCENT
- 40.1 TO 60.0 PERCENT
- 20.1 TO 40.0 PERCENT
- 10.1 TO 20.0 PERCENT
- 5.1 TO 10.0 PERCENT
- 5.0 PERCENT OR LESS

FREEWAYS

- FREEWAY WIDENING PROJECTS PROGRAMMED IN 2019-2022 TIP



Map I.33
Comparison of Concentrations of Total Minority Population to the Bicycle and Pedestrian Preservation, Improvement, and Expansion Projects Programmed for the Years 2019 Through 2022

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

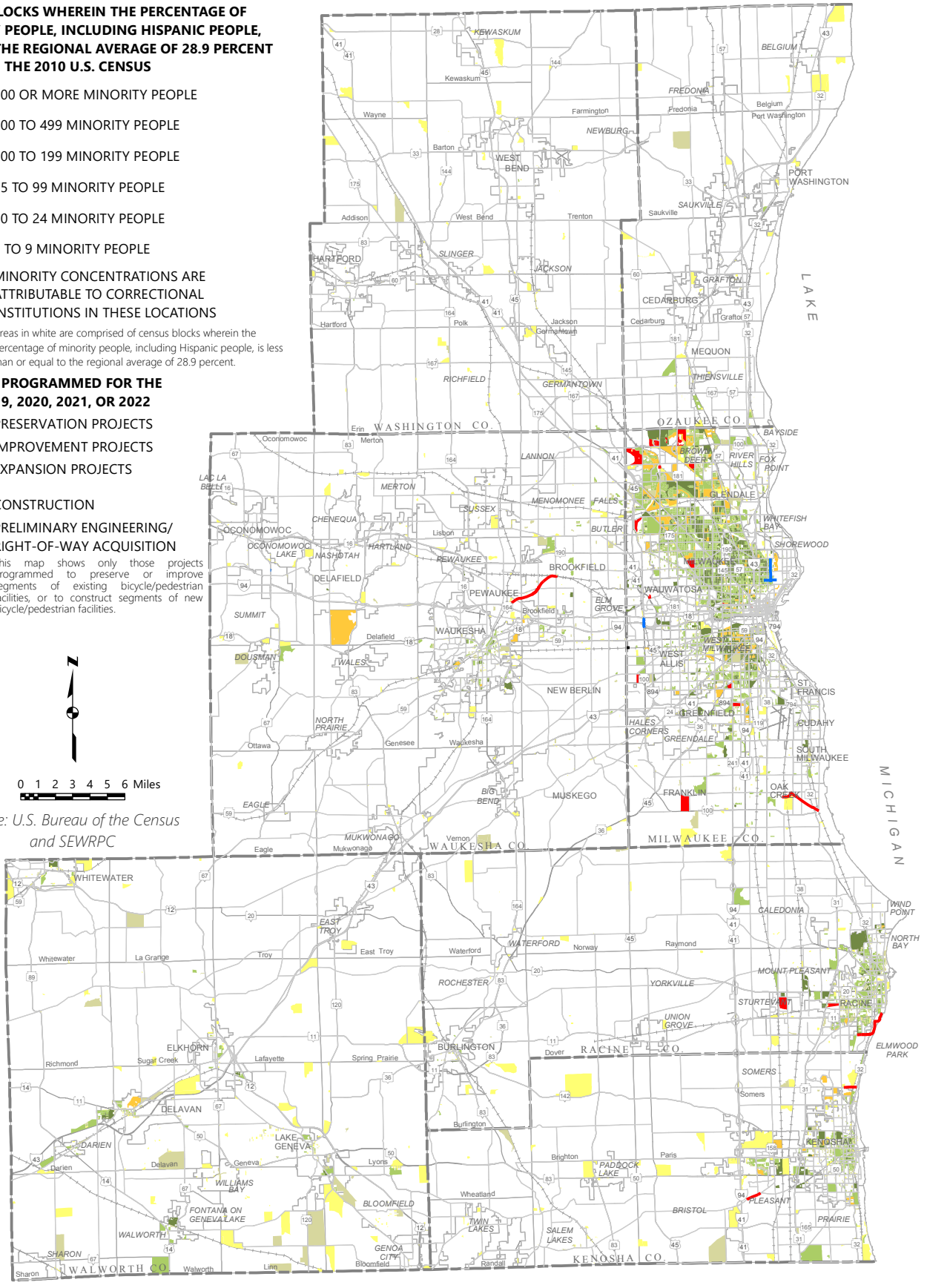
- 500 OR MORE MINORITY PEOPLE
- 200 TO 499 MINORITY PEOPLE
- 100 TO 199 MINORITY PEOPLE
- 25 TO 99 MINORITY PEOPLE
- 10 TO 24 MINORITY PEOPLE
- 1 TO 9 MINORITY PEOPLE
- * MINORITY CONCENTRATIONS ARE ATTRIBUTABLE TO CORRECTIONAL INSTITUTIONS IN THESE LOCATIONS

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

PROJECTS PROGRAMMED FOR THE YEARS 2019, 2020, 2021, OR 2022

- PRESERVATION PROJECTS
- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS
- CONSTRUCTION
- PRELIMINARY ENGINEERING/ RIGHT-OF-WAY ACQUISITION

Note: This map shows only those projects programmed to preserve or improve segments of existing bicycle/pedestrian facilities, or to construct segments of new bicycle/pedestrian facilities.



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

Map I.34
Comparison of Concentrations of Families in Poverty to the Bicycle and Pedestrian Preservation, Improvement, and Expansion Projects Programmed for the Years 2019 Through 2022

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES IN POVERTY EXCEEDS THE REGIONAL AVERAGE OF 10.6 PERCENT BASED ON 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

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

Note: Areas in white are comprised of census tracts wherein the families in poverty are less than or equal to the regional average of 10.6 percent.

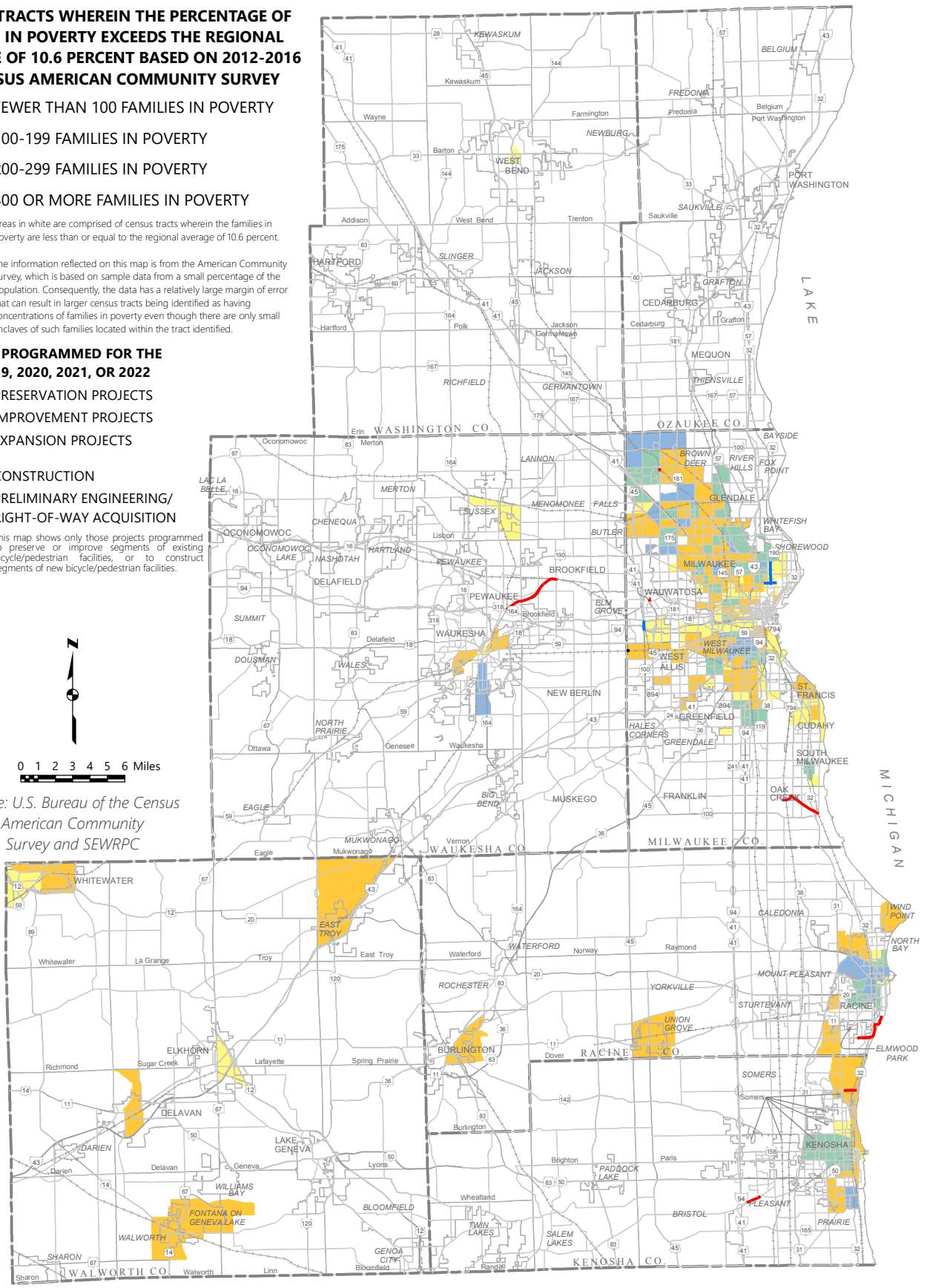
The information reflected on this map is from the American Community Survey, which is based on sample data from a small percentage of the population. Consequently, the data has a relatively large margin of error that can result in larger census tracts being identified as having concentrations of families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

PROJECTS PROGRAMMED FOR THE YEARS 2019, 2020, 2021, OR 2022

- PRESERVATION PROJECTS
- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS

- CONSTRUCTION
- PRELIMINARY ENGINEERING/ RIGHT-OF-WAY ACQUISITION

Note: This map shows only those projects programmed to preserve or improve segments of existing bicycle/pedestrian facilities, or to construct segments of new bicycle/pedestrian facilities.



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

Map I.35

Comparison of Concentrations of Families with Incomes Less Than Twice the Poverty Level to the Bicycle and Pedestrian Preservation, Improvement, and Expansion Projects Programmed for the Years 2019 Through 2022

CENSUS TRACTS WHEREIN THE PERCENTAGE OF FAMILIES WITH INCOMES LESS THAN TWICE THE POVERTY LEVEL EXCEEDS THE REGIONAL AVERAGE OF 24.1 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

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

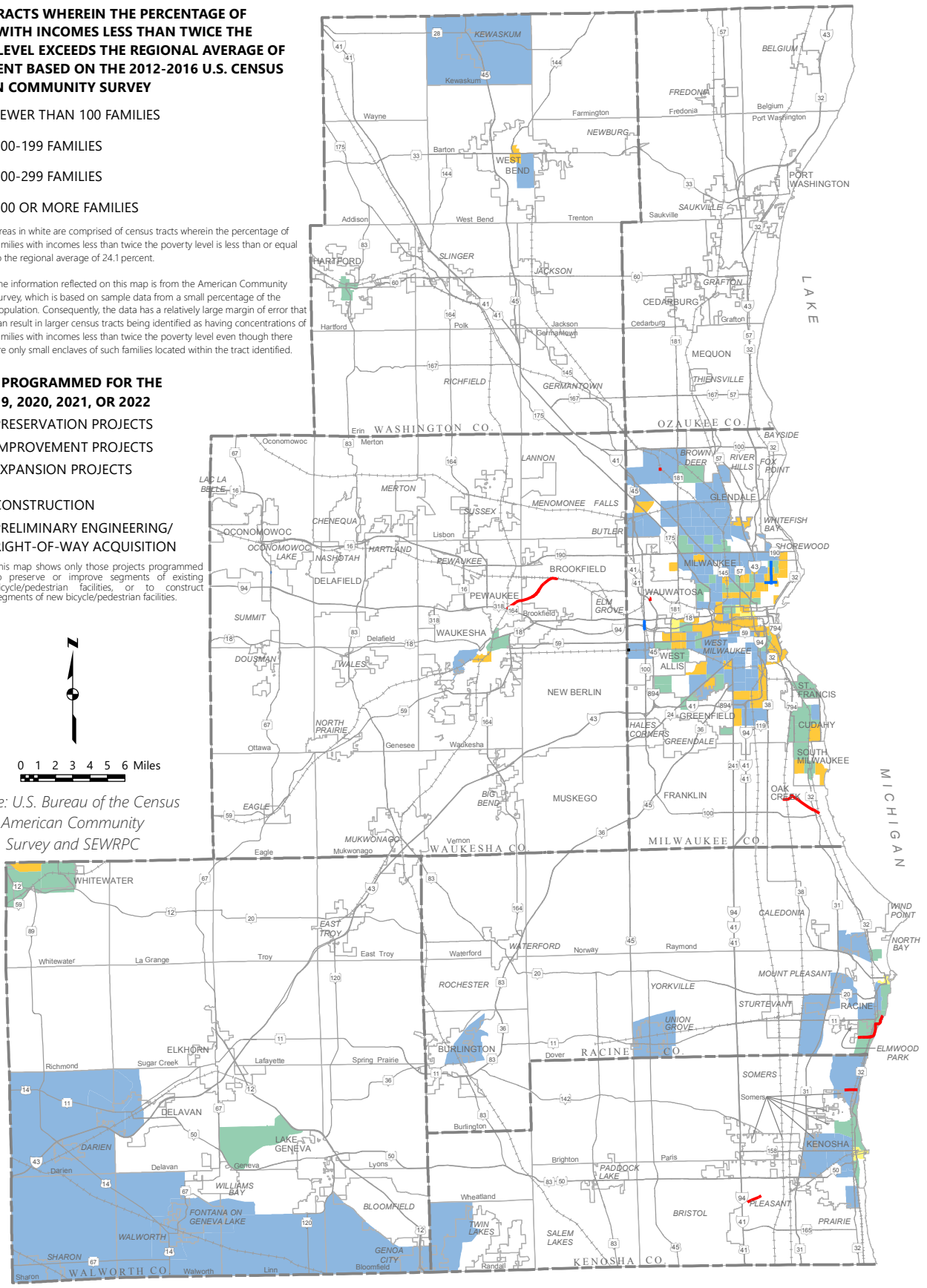
Note: Areas in white are comprised of census tracts wherein the percentage of families with incomes less than twice the poverty level is less than or equal to the regional average of 24.1 percent.

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

PROJECTS PROGRAMMED FOR THE YEARS 2019, 2020, 2021, OR 2022

- PRESERVATION PROJECTS
- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS
- CONSTRUCTION
- PRELIMINARY ENGINEERING/ RIGHT-OF-WAY ACQUISITION

Note: This map shows only those projects programmed to preserve or improve segments of existing bicycle/pedestrian facilities, or to construct segments of new bicycle/pedestrian facilities.



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

Map I.36
Comparison of Concentrations of People with Disabilities to the Bicycle and Pedestrian Preservation, Improvement, and Expansion Projects Programmed for the Years 2019 through 2022

CENSUS TRACTS WHEREIN THE PERCENTAGE OF PEOPLE WITH DISABILITIES EXCEEDS THE REGIONAL AVERAGE OF 12.0 PERCENT BASED ON THE 2012-2016 U.S. CENSUS AMERICAN COMMUNITY SURVEY

- FEWER THAN 250 PEOPLE WITH DISABILITIES
- 250-499 PEOPLE WITH DISABILITIES
- 500-749 PEOPLE WITH DISABILITIES
- 750 OR MORE PEOPLE WITH DISABILITIES

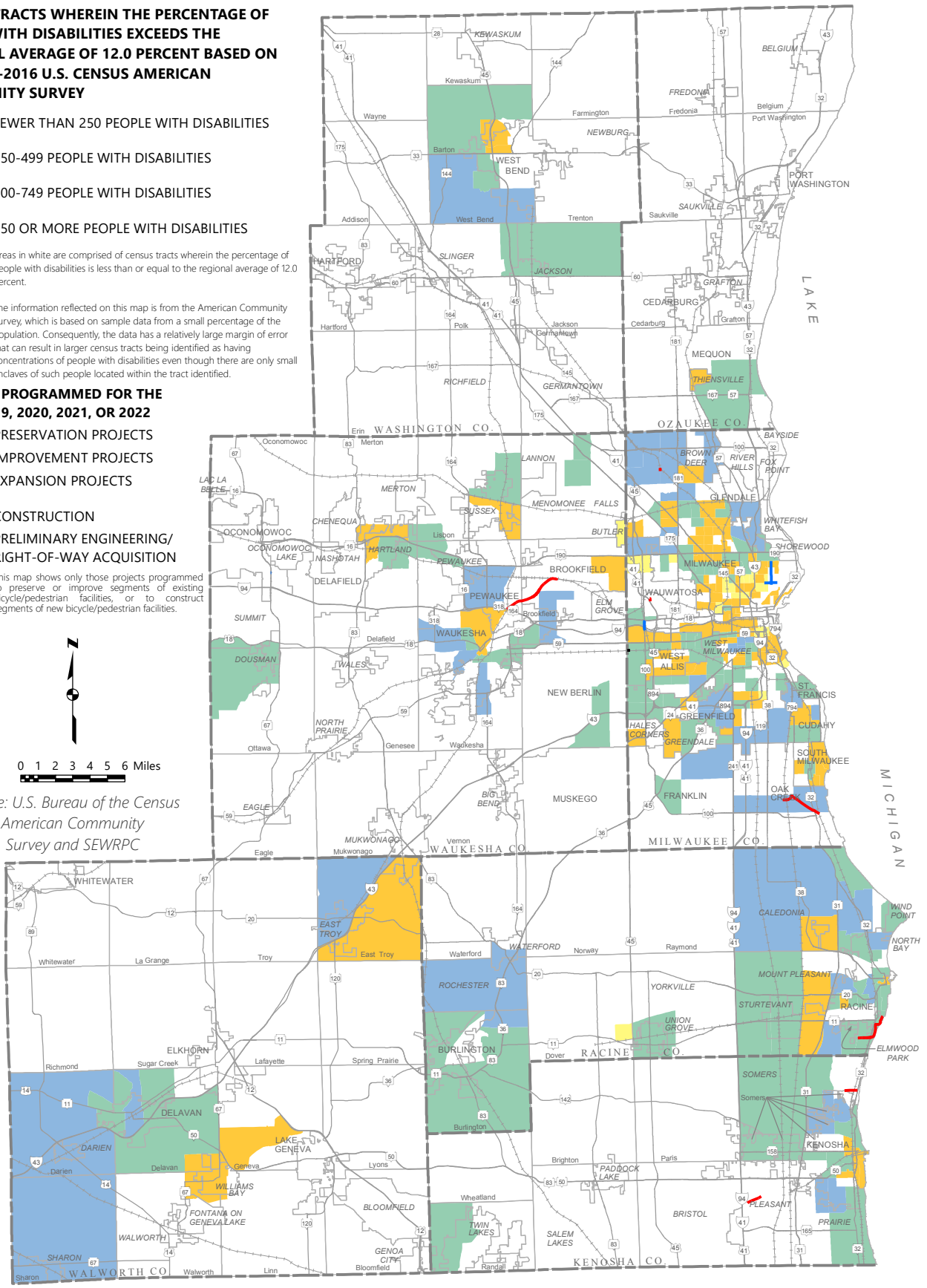
Note: Areas in white are comprised of census tracts wherein the percentage of people with disabilities is less than or equal to the regional average of 12.0 percent.

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

PROJECTS PROGRAMMED FOR THE YEARS 2019, 2020, 2021, OR 2022

- PRESERVATION PROJECTS
- IMPROVEMENT PROJECTS
- EXPANSION PROJECTS
- CONSTRUCTION
- PRELIMINARY ENGINEERING/ RIGHT-OF-WAY ACQUISITION

Note: This map shows only those projects programmed to preserve or improve segments of existing bicycle/pedestrian facilities, or to construct segments of new bicycle/pedestrian facilities.



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

conditions increases the level of transportation air pollutant emissions. Individuals living in close proximity to the Region's freeways may be exposed to higher levels of transportation-related air pollutants.

Due in large part to past, current, and future Federal fuel and vehicle fuel economy standards and improved emissions controls, transportation-related air pollution emissions in the Region have been declining, and are expected to continue to decline in the future. As stated in the equity analysis completed for the second amendment to VISION 2050—the regional land use and transportation plan,[18] this decline is expected to continue in the future, even with the projected increase in vehicle-miles of travel. In addition, the percentages of total population located in proximity to the freeway system under the amended VISION 2050 Fiscally Constrained Transportation Plan (FCTP) that are of minority populations or of low-income populations are generally similar (equal or within a few percentage points lower or higher) relative to the percentage of the total minority population and low-income population residing within each county.

TRANSPORTATION PROJECT IMPLEMENTATION AND FUNDING STATUS

The year 2050 regional transportation plan—VISION 2050—was completed in 2016. As part of VISION 2050, plan implementation of the previous year 2035 regional transportation plan was reviewed over the first seven years, or 24 percent, of the year 2035 plan's 29 year planning period. The assessment concluded that implementation was lagging somewhat across all modes, but some implementation had taken place with respect to each mode. Between 2006 and 2013, about 17 percent of the plan recommended arterial street and highway capacity improvement and expansion was implemented and about 14 percent of the plan recommended off-street bicycle and path system expansion was implemented. With respect to public transit, about a 12 percent expansion of public transit was proposed by 2012, and a decline of about 7 percent in fixed route transit service had occurred along with a 17 percent increase in demand-responsive transit service. Beginning in 2012, Milwaukee County initiated three express bus route lines for the Milwaukee County transit system with $19.1 million in Federal CMAQ funds. In 2015, Milwaukee County initiated three more express bus routes with $22.0 million in Federal CMAQ funds. The City of Milwaukee's downtown streetcar line (which had received $54.9 million in Federal Highway Administration (FHWA) Interstate Cost Estimate (ICE) funds) will begin service on November 2, 2018. A portion of the lakefront extension (which had received $14.2 million in Federal TIGER funds) was constructed along with the downtown streetcar line and the remainder of the project, including the station at the lakefront, will be completed in 2020. These streetcar services have also received $6.2 million in CMAQ funding for their operation. In addition, Milwaukee County conducted preliminary engineering for a bus rapid transit route between downtown Milwaukee and the Regional Medical Center.

Funding availability has affected implementation of both highway and transit projects. When expected revenues are insufficient, the implications for highways differ from transit as highway expenditures are largely capital expenditures and transit expenditures are largely operating expenditures. The effect on highways is a reduction in the amount of highways and surface arterials that can be reconstructed with additional lanes or can be newly constructed. The principal effect on transit is a lack of transit improvement and expansion, reductions in transit service, and passenger fare increases beyond the rate of inflation.

Transit operators in Southeastern Wisconsin are heavily dependent upon Federal and State operating funds, which typically represent about 70 to 80 percent of transit annual operating funding. Under Federal law, the use of Federal transit funds for operating funding is limited, particularly in the Milwaukee urbanized area. Transit operators are, and have been, making maximum use of all available Federal Transit Administration (FTA) funds for operating funding. While some Federal highway funds may be flexed, or transferred, to public transit, these funds are principally limited to capital funding. Transit operators have used FHWA funds flexed to transit use for capital projects, including FHWA CMAQ funds, FHWA Surface Transportation Program – Milwaukee Urbanized Area funds, and FHWA ICE funds. (The only FHWA funds that may be used for transit operating funding are CMAQ funds, and they may only be used for new or improved transit service and are limited to the first three to five years of such transit service). Making Federal highway funds available for operating funding, as well as increasing the level of Federal

[18] *As documented in the SEWRPC report entitled,* Second Amendment To VISION 2050: A Regional Land Use And Transportation Plan for Southeastern Wisconsin, Land Use Changes and Transportation Improvements Related to the Planned Foxconn Manufacturing Campus.

operating funding available for public transit, is dependent upon the actions of the U.S. Congress and President. With regards to State transit funding, the State Legislature and Governor establish the level of State funding available for public transit, and also establish whether regional transit authorities and dedicated local funding are permitted. State legislation for dedicated local funding has been considered by the State Legislature and Governor as recently as 2010 but was not enacted. Neither the Regional Planning Commission nor local government elected officials, the latter being the current operators of public transit, are enabled to make more Federal and State funding available for the operation of transit systems in Southeastern Wisconsin. While local government elected officials establish the level of local funding of public transit, as well as set the level of transit fares and establish improvement and expansion or reduction of transit service, their ability to replace Federal and State funds with local property taxes is limited by property tax levy caps established by the State.

APPENDIX J

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION SUMMARY OF RECORD OF PUBLIC INVOLVEMENT

BACKGROUND AND CONTEXT

This appendix constitutes the formal record of public involvement in the preparation and review of the 2019-2022 transportation improvement program (TIP).[19]The TIP was compiled by an interagency staff team drawn from: the Wisconsin Department of Transportation (WisDOT), Southeast Region; the Milwaukee County Department of Public Works; the Milwaukee County Transit System; the City of Milwaukee; and the Southeastern Wisconsin Regional Planning Commission (SEWRPC). As part of the development of the TIP, local engineers, planners, and transit operators within the Region were contacted in an attempt to include all proposed State and local government transportation projects in the TIP. The TIP is reviewed by the Commission's Advisory Committees for Transportation System Planning and Programming for the Kenosha, Milwaukee, Racine, Round Lake Beach, and West Bend urbanized areas. These committees are comprised of local elected and appointed officials and agency representatives responsible for transportation system improvement, operation, and maintenance within each urbanized area and of representatives of Federal and State transportation and environmental protection agencies. The TIP is reviewed by the Commission for consistency with the regional transportation system plan.

The public comment period on the draft TIP extended from October 31, 2018 through November 29, 2018. A public meeting was held on the draft TIP on November 15, 2018, during the comment period. Formal announcement of the public meeting was provided through paid notices appearing in the *Milwaukee Journal Sentinel* on October 31, 2018, in the *Milwaukee Community Journal* on October 31, 2018, and in *El Conquistador* on November 1, 2018. Copies of these notices are included in Figure J.1 of this appendix. An email announcing the public meeting was sent to the Commission's email distribution list on October 31, 2018. A copy of the email is also included in Figure J.1 of this appendix.

Also, beginning on October 31, 2018, copies of the draft Transportation Improvement Program for Southeastern Wisconsin: 2019-2022 were available from the Commission, were posted on the Commission's website, and were available for review at the Commission offices during normal business hours of 8:00 a.m. to 4:30 p.m., Monday through Friday. A summary description of the draft TIP, notice of the

[19] *The public involvement process followed for the draft TIP is consistent with the Commission's public participation plan, particularly Appendix A to the plan (which can be accessed at www.sewrpc.org/PPP_AppA_2017.pdf).*

public meeting on the draft TIP, and opportunity to submit comments electronically were also available on the Commission's website. A copy of the webpage posted on the Commission's website for the draft TIP, along with the webpages summarizing the TIP development and approval process, are included in Figure J.1 of this appendix. Comments on the transportation improvement program could be submitted by fax, electronically via email, or via the U.S. mail.

Additional outreach, including outreach to minority and low-income populations, included the Commission staff sending an email to members of the Commission's Environmental Justice Task Force (EJTF) describing the purpose of the TIP, informing them of the availability of the draft TIP and the public meeting, and inviting them to comment on the draft TIP either at the meeting or during the 30-day comment period. In addition, the Commission staff maintains a list of nearly 130 minority groups and low-income groups and organizations that are consulted regarding the most effective means and materials for interacting with their membership and/or populations, and that are informed of the Commission's public participation opportunities for its planning and programming activities, including the TIP. The Commission staff sent a letter to each of these groups and organizations briefly describing the purpose of the TIP, informing them of the availability of the draft TIP and the public information meeting, and inviting them to comment on the draft TIP. The Commission staff offered to meet with each group and organization to further explain the TIP and obtain their comments. Announcements of the availability of the draft TIP and of the public comment period and meeting on the draft TIP were sent via email to over 2,400 individuals who have signed up to receive electronic notices and newsletters.

Since the TIP is consistent with, and serves as a stage of implementation of, the regional transportation plan, most of the projects in the TIP receive public involvement and comment as part of the regional transportation planning process. Many projects in the TIP also receive public involvement and comment as part of a local annual or State biennial budget, capital improvement program or program of projects, and preliminary engineering and environmental process.

Figure J.2 provides a summary of, and attendance record for, the public meeting. Figure J.3 provides a copy of the materials handed out at the public meeting and available at the Commission's office. One person provided oral comments on the draft TIP at the public meeting, two people provided written comments electronically via the draft TIP website, and five people jointly provided written comments via a letter sent to Commission staff. Figure J.4 provides the oral comments on the draft TIP provided at the public meeting. Figure J.5 provides the written comments received on the draft TIP.

SUMMARY OF COMMENTS

Summaries of the Oral Comments and Written Comments Provided Electronically via the Draft TIP Website Specific to the Draft TIP

- One person inquired if transit expansion and preservation referenced in the draft TIP refers only to roadway and bridge projects affecting transit.

  Response: While the TIP can include projects to preserve or expand roadways and bridges that provide benefits to public transit services in Southeastern Wisconsin that use those facilities, the transit expansion and preservation projects included in the TIP involve capital investment (e.g., the purchase of new buses) as well as operating funding to support existing and expanded transit services (e.g., operating funding to support a new bus route), as proposed by transit operators.

- One person provided a comment that the draft TIP should include more projects that would improve secondary and local roads, especially in rural areas of Southeastern Wisconsin. One person recommended that the draft TIP include more projects that would improve off-street and on-street bicycling facilities used for recreation and commuting. Two people recommended that the draft TIP include more emphasis on transit projects.

  Response: The TIP is a list of all transportation projects that State and local governments propose to implement in the next four years with Federal U.S. Department of Transportation funding. Therefore, the TIP is a reflection of the priorities of State and local governments in Southeastern Wisconsin. During the compilation of the TIP, each implementing agency submits its projects for inclusion, and they are then reviewed by Commission staff for consistency with the recommendations of the regional transportation plan.

By law, the Commission is an advisory regional planning agency, and cannot ensure funding for, or implementation of, any element of the regional transportation plan. The arterial streets and highways element of the regional transportation plan recommends maintaining the arterial street and highway system—including pavement, bridges, and all other infrastructure in the roadway right-of-way—in a state of good repair. This is done through routine maintenance, periodic rehabilitation, and reconstruction of roadways, bridges, and other highway infrastructure. The regional transportation plan recommends that the State and local governments implement sound roadway asset management practices to ensure effective use of limited transportation funding sources. The bicycle and pedestrian element of the regional transportation plan proposes expanding the on-street bicycle network as streets are resurfaced and reconstructed, implementing enhanced bicycle facilities in key regional corridors, expanding the off-street bicycle path system, and implementing additional bike share programs. The transit element of the regional transportation plan recommends significant improvement to, and expansion of, public transit in the Region, including eight rapid transit lines, four commuter rail lines, and significantly expanded local bus, express bus, commuter bus, and shared-ride taxi services.

Funding for all projects included in the draft 2019-2022 TIP totals about $1.90 billion. Of the total 2019-2022 programmed resources, about $1.16 billion, or 61 percent, is for preserving, reconstructing, or adding additional capacity to the Region's highway system. Because roadway projects using Federal funding must meet applicable Federal regulatory requirements, State and local governments typically use Federal funding for projects involving major arterial roadways such as State and county highways. Local governments typically do not use Federal funding for projects involving nonarterial roadways with lower amounts of traffic, and since these projects are implemented without Federal funding, they are not required to be listed in the TIP. A substantial proportion of TIP programmed expendtures is for transit ($685 million, or 36 percent), despite the fact that transit currently carries about 2 percent of all trips in the Region. Of the total 2019-2022 programmed resources, a substantial proportion will also benefit the bicycle and pedestrian modes. About $14 million, or 0.7 percent, is allocated to bicycle and pedestrian projects, including expansion of off-street bicycle and pedestrian paths and expansion of bike-sharing systems. In addition, bicycle accommodations will likely be provided as part of most of the projects in the draft TIP involving the resurfacing, reconstruction, and new construction of arterial highways.

- One person commented that there isn't a need for the projects in the draft 2019-2022 TIP that add roadway capacity to the Region's arterial street and highway system. Specifically, the person stated that academic research has shown that adding roadway lanes does not relieve traffic congestion—and that it can sometimes worsen traffic congestion. The person added that travel alternatives to automobiles are needed in the Region.

  Response: VISION 2050's development process considered arterial street and highway capacity expansion only after solutions such as expanded public transit, bicycle and pedestrian facilities, more efficient land use, and other strategies were first considered to address roadway congestion. VISION 2050 recommends an arterial street and highway system designed to serve the expected increase in vehicle-miles of travel in the Region of 23 percent by the year 2050, by providing only an 8 percent increase in arterial system lane-miles. The year 2050 arterial system as envisioned would result in slightly reduced overall traffic congestion, travel time delay, and average automobile trip times when compared to current levels.

- One person commented that there is a need for regional transit authorities (RTAs) in Wisconsin—including in Southeastern Wisconsin—to facilitate transit services that cross jurisdictional boundaries and improve transportation equity.

  Response: VISION 2050 recognizes that, although providing adequate funding is the most important step needed to implement the significant improvement and expansion of transit service recommended in the plan, the creation of a regional transit authority (RTA) with the ability to collect dedicated funding, and construct, manage, and operate the recommended transit system would bolster and simplify the implementation process. As a number of the recommended transit services extend across city and county boundaries, a regional agency could assist in implementing these recommended services. Creation of an RTA in the Region would require action by the State Legislature and Governor. State legislative efforts to create an RTA, however, have not progressed since 2010.

- One person commented that the State of Wisconsin should fund the development of the intercity passenger rail service between Milwaukee, Wisconsin, and Madison, Wisconsin that was previously proposed by the State.

  Response: Because the primary focus of intercity passenger rail service is to connect communities within the Region to communities in other parts of the State and in other States, the Commission relies on long-range plans completed by WisDOT as the basis of the Commission's recommendations for intercity passenger rail service. The regional transportation plan recommends two intercity passenger rail routes, one connecting Chicago, Illinois to St. Paul, Minnesota and Minneapolis, Minnesota via Milwaukee, Wisconsin and Madison, Wisconsin and another connecting Chicago, Illinois to Green Bay, Wisconsin via Milwaukee, Wisconsin and communities in the Fox Valley. Both services would be operated as extensions of Amtrak's existing Hiawatha service between Chicago, Illinois and Milwaukee, Wisconsin. The recommended services would operate at speeds up to 110 miles per hour. Implementing the recommended intercity passenger rail services is dependent on the Federal and State governments' willingness and ability to fund the projects.

- One person commented that the methodology for distributing shared revenue to local governments in Wisconsin should be reevaluated.

  Response: The State is the responsible entity to conduct a reevaluation of how shared revenue is distributed to local governments.

Comments Received in a Letter from Ms. Karyn L. Rotker of the American Civil Liberties Union of Wisconsin, Dennis M Grzezinski, Fred Royal of the NAACP – Milwaukee Branch, Ashwat Narayanan of the 1000 Friends of Wisconsin, Bill Davis of the Sierra Club – John Muir Chapter, and Peter Skopec of the Wisconsin Public Interest Research Group (WISPIRG) Foundation

- "There is no question that persons of color are far more likely than white persons to be transit dependent in the region. See, e.g., Draft Equity Analysis of Transportation Component of the Second Amendment to Vision 2050 ("Equity Analysis") (SEWRPC, Oct. 26, 2018) at 107-108. There is also no question that SEWRPC projects a reduction of transit service. Thus the TIP must address the Title VI and environmental justice impacts of reducing transit service, and must do so openly and in a manner that does not attempt to obscure the racial, as well as income, dynamics of this issue. It must not and cannot try to avoid or hide the fact that a reduction in transit services will have a disproportionate adverse effect on communities of color – and thus would have a racially discriminatory effect…."

  Response: VISION 2050—the year 2050 regional land use and transportation plan—recommends over a doubling in transit service in Southeastern Wisconsin by the year 2050, including expansion in commuter rail, rapid transit, and local services. However, under Federal transportation planning regulations, the Region's transportation plan can only include projects that can be funded with existing and reasonably expected revenues, given existing Federal and State restrictions on the use of those reasonably expected revenues for specific types of projects or services. Therefore, the portion of the transit recommendations of VISION 2050 that can be funded by these revenues is considered part of the Fiscally-Constrained Transportation Plan (FCTP) for VISION 2050. Due to the funding gap between the VISION 2050 transit recommendations and the reasonably available revenues and consistent with the restrictions on the use of those revenues, transit service under the FCTP would be expected to decline in the Region over the next 35 years, with only a modest implementation of the transit expansion and improvement recommended under VISION 2050.

  As stated in the letter, the transportation equity analysis prepared for the second amendment of VISION 2050 states that the reduction in transit service and minimal provision of higher-quality transit service under the FCTP would result in less access to jobs, healthcare, education, and other daily needs than under VISION 2050, and in many cases less access via transit than exists today. For the one in 10 households in the Region without access to an automobile, households that are more likely to be minority or low-income than their overall proportion of the Region's population, mobility and access to jobs and activities within the Region would be limited. The equity analysis further states that should the reasonably available and expected funding that dictates what portions of VISION 2050 are included in the FCTP remain unchanged, a disparate impact on the Region's minority populations, low-income populations, and people with disabilities is likely to occur under the FCTP.

Like the FCTP, the TIP can only include projects that can be funded with existing and reasonably expected revenues, given existing and reasonably expected restrictions on the use of those revenues for specific types of projects and services. However, the $685 million (or 36 percent of total expenditures) programmed over the four years of the draft TIP are expected to be sufficient to essentially maintain the existing transit service, with some implementation of transit improvement and expansion projects. It is expected that transit operators will continue to work within the four years of the TIP to most efficiently operate their systems given current funding constraints, to avoid or minimize cuts in transit service. In fact, the Milwaukee County Transit System is currently examining ways to increase transit frequency, minimize waiting times at transfer locations, and shorten the overall travel times between destinations within current budget constraints by reconfiguring its transit routes. MCTS is planning to begin the reconfigured services—called MCTS Next—in 2020 and 2021. These changes would be expected to benefit all transit users in Milwaukee County, particularly minority populations and low-income populations who utilize transit at a higher proportion of the remaining populations. Should declines in transit service occur during the four years of the TIP, they would likely consist of the reduction of service to the lowest used routes along the edges of the transit service area, and would likely not have a significant impact on the minority populations and low-income populations that utilize transit.

The draft TIP includes about $9 million in funding for transit improvement and expansion projects that would collectively be expected to benefit the populations—including minority populations and low-income populations—that utilize or would utilize those services. These improvement and expansion projects include operating two Milwaukee County express bus routes along Wisconsin Avenue and Sherman Boulevard, the initial and lakefront Downtown Streetcar services, and five new routes in the City of Kenosha. Some of these routes directly service areas with concentrations of minority populations and low-income populations, such as the two Milwaukee County express bus routes and the services in the City of Kenosha, and some routes are located near, but not within, areas of minority populations and low-income populations, such as the two streetcar routes. The draft TIP also includes, illustratively, the $54 million Milwaukee County bus rapid transit route between downtown Milwaukee and the Regional Medical Center. Thus far, MCTS has completed preliminary engineering and environmental study for the project, and is awaiting approval of the project by the Federal Transit Administration (FTA) for FTA Section 5309 Small Starts funding. Should this project be approved for funding by FTA, it will be formally added to the TIP by amendment. This project would directly serve minority populations and low-income populations, improving the quality of service for these populations in the Wisconsin Avenue/Bluemound Road corridor.

- "[I]n addition to evaluating the effects of transit itself, there must be, inter alia, Title VI and environmental justice analyses to compare the relative benefits and burdens imposed on communities of color and persons with disabilities in the context of the differing treatment of, and funding for, highway and transit…. In that context the TIP must evaluate not only relative access to jobs, health care, education, and other facilities by transit versus by automobile at peak hours, but also relative access during second and third shift and weekend hours, and do so with specific attention to the differing or disproportionate benefits and burdens for white non-Hispanics and African-Americans and Latinos, and for persons with and without disabilities. And it must do so while evaluating whether or not "offsetting" benefits – such as transit – are being provided to the most affected communities…."

  Response: The draft 2019-2022 TIP includes transit, highway, and other transportation projects that are programmed to be implemented with available funding, along with mandated restrictions on the use of, existing Federal, State, and local funding over the next four years. As part of the TIP development, an evaluation is conducted of the impacts—positive or negative—that these projects may have on minority populations and low-income populations in Southeastern Wisconsin. The analysis focuses on the transit and highway projects that are programmed to be implemented with available Federal and State transit and highway funding. The data sources that are available to perform the analyses contained in the equity analysis for the draft 2019-2022 TIP measure travel only on weekdays—such as the Commission's household travel survey—or do not provide information on travel to work by time of day—the U.S. Census Bureau's American Community Survey and the Decennial Census. Therefore, the available data unfortunately do not allow the evaluation of the programmed projects in the draft 2019-2022 TIP by specific times of day (such as overnight weekday service or weekend service).

- "The racial disparities are almost certainly even greater than the analyses discuss. For example, the TIP appears to overstate the number of jobs that will be accessible to communities of color and persons with disabilities by road as well as by transit…."

  Response: The analysis in the TIP recognizes that, while minority populations and low-income populations, along with people with disabilities, utilize transit at a higher proportion than the remaining populations, 2012-2016 U.S. Census American Community Survey (ACS) data indicates that automobile travel is the dominant mode of travel for all trips by both the Southeastern Wisconsin area minority population—76 percent—and white population—86 percent. In Milwaukee County, the ACS data indicate that minority populations use the automobile for 78 to 88 percent of their travel to and from work. This compares to approximately 87 percent of the white population. Further, while not included in the analysis, U.S. Census American Community Survey (ACS) data indicates that about 82 percent of minority households, 69 percent of families in poverty, and 81 percent of households having at least one person with a disability have access to at least one vehicle, in comparison to 94 percent of non-minority households and families not in poverty and 91 percent for households without a person with a disability. Thus, the highway accessibility provided by the existing arterial street and highway system benefits those minority populations, low-income populations, and person with disabilities that utilize the automobile.

  While data as robust as the 2012-2016 ACS data are not available by race and ethnicity for modes of travel for trips other than work within Southeastern Wisconsin, the equity analysis for the draft TIP does include data available from the 2017 National Household Travel Survey (NHTS). Our analysis of the NHTS data shows a similar pattern for all travel as the ACS data shows for work trips in Southeastern Wisconsin. Based on these data, the minority population in Southeastern Wisconsin utilizes public transit for more of its travel across all types of trips—6 percent— compared to the white population in Southeastern Wisconsin—less than 1 percent. Automobile travel is the dominant mode of travel for all trips by both the minority population—76 percent—and the white population—86 percent, as is the case for Southeastern Wisconsin travel for work purposes.

- "With respect to the analysis of job access by transit, the TIP appears to be measuring the number of jobs accessible from downtown Milwaukee – which is not where most persons of color or persons with disabilities live…"

  Response: The analyses related to the number of jobs accessible by transit in the equity analysis of the draft TIP, as shown on Map I.22 of the draft TIP, were measured from the individual Traffic Analysis Zone (TAZs), and not exclusively from the Milwaukee downtown area. Thus, the shaded areas on the map can be interpreted as the number of jobs that are available via transit in 30 minutes or fewer to each resident that resides within a particular TAZ.

- "The TIP also contradicts itself – on one hand claiming that persons of color who live near interstate highways will benefit from expansion, *id*. at I-48, while also admitting that "Individuals living in close proximity to the Region's freeways may be exposed to higher levels of transportation-related air pollutants." Id. at I-54. Therefore, any claim of a benefit to persons living near highways therefore would appear to be offset by such exposure. Moreover, the TIP fails to meaningfully analyze the well-documented health effects of living close to highways (such as the likelihood of increased asthma) or evaluate whether persons of color and persons with disabilities already bear and/or are likely to bear a disproportionate share of the burden of such effects."

  Response: No transportation project will have only benefits for, and no negative impacts on, a population, including minority and low-income populations. The preliminary engineering and environmental impact studies that are conducted as part of transportation projects include an evaluation of the impacts—positives and negatives—of the alternatives. In the development of a recommended alternative, the negative impacts are to be avoided or minimized. If the negative impacts cannot be avoided or minimized, a way to mitigate the negative impacts should be sought before the project is implemented.

  With respect to air-quality, while the equity analysis in the draft TIP recognizes that air pollutants generally exist in higher concentrations near freeways, it notes that transportation-related air pollution emissions in the Region have been declining, and are expected to continue to decline in the future. In addition, the equity analysis states that the percentages of total population located in proximity to the freeway system are generally similar (equal or within a few percentage points lower or higher) relative to the percentage of total minority population and low-income population residing within each county.

- "[T]itle VI, and principles of Environmental Justice, require that recipients of federal funding – including the state of Wisconsin – "avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations."… The TIP can and must explicitly reaffirm this obligation to mitigate, and make clear that a funding improvement is necessary as a mitigation measure, to avoid racially disparate impacts and disparate impacts on the basis of disability. One such measure should be flexing a larger percentage of Surface Transportation Program funds for transit projects."

  Response: Providing sufficient funding to maintain the existing transit service and to expand and improve transit service over the next 30 to 35 years, as recommended in VISION 2050, is dependent on action by the State Legislature and Governor. Such action would negate the need for any sort of mitigation, as the disparate impacts would be avoided. If additional State funding for transit services or permission for local units of government and transit operators to generate funds on their own is not provided, it is unclear what mitigation may be appropriate, and it would be beyond the Commission's authority as the metropolitan planning organization to prescribe a mitigation strategy for the State.

  With respect to flexing Federal highway funds to transit, the Commission staff is involved with the selection of projects for two Federal Highway Administration (FHWA) funding sources that can be flexed to transit projects—FHWA Surface Transportation Block Grant Program – Milwaukee Urbanized Area (STP-M) funds (about $16 to $20 million annually) and FHWA Congestion Mitigation and Air Quality Improvement Program (CMAQ) funds (about $11 million annually). In recent years, the Commission staff has worked with its Advisory Committees to approve additional funding from these two sources for both transit capital and operating projects. With respect to transit capital projects, vehicle replacement projects were approved in 2015 and 2018 for a total of $7.6 million in STP-M funding and in 2014 and 2016 for a total of about $11.3 million in CMAQ funding. (The transit vehicle replacement projects approved for STP-M funding in 2018 were not listed in the draft TIP. These projects will be added to the 2019-2022 TIP when the transit operators and WisDOT determine the timing for the transfer of STP-M funding).

  With respect to transit operating projects, under current Federal law, the only FHWA funds that may be used for transit operating funding are CMAQ funds, and they may only be used for new or improved transit service and are limited to the first three to five years of such transit service. Thus, unless there is a change made by the U.S. Congress and the President, STP funding cannot be utilized for transit operating projects. However in recent years, CMAQ funding has been utilized by transit operators to fund transit operating projects involving improvement and expansion to their systems. The following is a listing of recent examples of CMAQ-funded transit operating projects:

  - In 2012, Milwaukee County initiated three express bus route lines for the Milwaukee County transit system with $19.1 million in FHWA CMAQ funds used to support operations.
  - In 2015, Milwaukee County initiated three more express bus routes with $22.0 million in FHWA CMAQ funds used to support operations.
  - The City of Milwaukee's downtown streetcar line initiated this year received $6.2 million in FHWA CMAQ funding for its operation.

  With respect to the other STP funding allocated to projects in the other urbanized areas within Southeastern Wisconsin, unlike for the Milwaukee urbanized area, formal procedures have not been developed to evaluate, prioritize, and recommend projects for funding allocated to these other areas—Kenosha (receives about $1 million annually), Racine (receives about $1 million annually), Round Lake Beach (receives about $500,000 annually), and West Bend (receives about $600,000 annually). The counties and communities located within these urbanized areas work cooperatively to recommend projects for STP funding allocated to their respective urbanized areas, with the Commission staff assisting these communities when requested. Because of the limited funding that these areas receive annually, these funds have been exclusively utilized for roadway projects.

  With respect to STP funding available statewide for projects in Wisconsin, the amount of Federal and State funding that is available for transportation projects is established in the State's biennial budget. The biennial budget is very prescriptive with respect to the State and Federal funding available for different transportation projects throughout the State. For example, the State budget establishes the amount of State and Federal funding available for transit operating expenses. A change in the amount of available Federal and State funding, including STP funding, for transit capital projects would require action by the State Legislature and Governor.

- "While deficiencies in transit funding are, in part, attributable to other government bodies, SEWRPC can and should amend and improve the TIP prioritization process in order to make it meaningfully able to benefit communities of color and persons with disabilities. In particular, criteria should be improved to give greater priority to projects that have a job/housing balance and that provide transit, and to apply those criteria to all counties subject to the TIP. As it stands now, the TIP prioritization process applies only to projects under the jurisdiction of the Milwaukee TIP Committee, and then only to the very small number of "capacity expansion" projects…. Further, even in expansion projects, the number of points given to projects in communities with a job/housing balance and transit is tiny, so small as to likely be meaningless except perhaps on the very margins…."

  Response: Criteria related to job/housing balance and transit criteria are included in the Commission staff's evaluation of projects for STP-M funding (about $16 to $20 million annually) and CMAQ funding (about $11 million annually). As previously mentioned, unlike for the Milwaukee urbanized area, formal procedures have not been developed to evaluate, prioritize, and recommend projects for STP funding allocated to the other urbanized areas within Southeastern Wisconsin, as the counties and communities located within these urbanized areas work cooperatively to recommend projects for STP funding allocated to their respective urbanized areas, with the Commission staff assisting these communities when requested. Should the Commission staff be requested, by the other urbanized areas, to develop formal procedures for distribution of these Federal funds, criteria related to job/housing balance and transit service would be proposed for the consideration of the County/communities within those areas.

  Currently, the State Legislature and Governor (through the budgeting process) and the Wisconsin Department of Transportation (WisDOT) are responsible for determining which projects utilize the STP funding available statewide for projects. For the funding that WisDOT is responsible for, the STP funding may be used statewide at their discretion on highway projects, including within Southeastern Wisconsin. Some Metropolitan Planning Organizations (MPOs) across the nation do prioritize all available STP funding. Such states generally provide a candidate list of projects and request the MPOs to provide their priorities to the state DOT for consideration, among other factors, in determining which projects are included in the statewide and MPO TIPs. The Commission, working with its TIP Advisory Committees, would certainly be willing to consider a similar priority listing of State projects within Southeastern Wisconsin for Federal and State funding if the State would identify a list of candidate projects on State highways within Southeastern Wisconsin, and request that the Commission provide a prioritized list of those projects. Other states, such as the States of Massachusetts and California, allocate portions of the STP funding, and other Federal or State highway funding they receive for projects statewide, directly to regions or MPOs for the selection of projects for use of such funds in their area. However, as the Wisconsin State budget is very prescriptive, the allocation of any Federal or State funds to the Southeastern Wisconsin Region would need to be approved by the State Legislature and Governor as part of the State biennial budget. The Commission, working with its TIP committees, would be willing to evaluate, prioritize, and recommend projects for any Federal or State funds that the State would directly allocate to the Region.

  With regard to the inclusion of job-housing balance and transit criteria in the scoring of projects for STP-M funding, transit ridership on a candidate project is added to the vehicle traffic volume on a candidate project as a measurement of their use, and is a significant factor in the evaluation and prioritization of all projects under the project evaluation criteria applied to candidate projects for STP-M funding. In addition, job-housing balance and the provision of transit are significant factors in the evaluation of roadway capacity expansion projects. These criteria are important considerations in evaluating roadway capacity expansion projects as a job/housing balance and provision of transit service in a community could serve to potentially reduce the need for roadway capacity expansion. It is apparent from the results of previous evaluations of candidate STP-M capacity expansion projects, made prior to and since adoption of the job-housing balance and provision of transit criteria, that receiving all possible points for criteria related to job-housing balance and the provision of transit (10 points total) would have moved projects from not being recommended for funding to being recommended for funding.

Figure J.1
Notice of Public Meeting and Review Period

JOIN us at a PUBLIC MEETING

You are invited to review and comment on the draft *Transportation Improvement Program for Southeastern Wisconsin: 2019-2022* (TIP). The TIP lists State and local public transit and roadway projects within Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha Counties proposed by State and local governments to use Federal Transit and Highway Administration funding over the next four years.

Copies of the draft TIP are available electronically at the Regional Planning Commission's website—**www.sewrpc.org/tip**—or from the Commission offices. Commission staff are available weekdays between 8:00 a.m. and 4:30 p.m. to meet with the public and to answer any questions concerning the TIP. Public comments are encouraged and invited.

A public informational meeting on the draft TIP will be held on **November 15, 2018**. Staff will be available in an "open house" format, so you can attend any time during the two-hour timeframe. Oral comment may be given to a court reporter during the meeting or written comments may be submitted. The public informational meeting will be held:

Thursday, November 15, 2018,
5:00 – 7:00 p.m.
Washington Park Senior Center – Main Hall
4420 West Vliet Street
Milwaukee, Wisconsin

Meeting location is wheelchair-accessible. People needing disability-related accommodations are asked to contact the SEWRPC office at (262) 547-6721 a minimum of three business days before the meeting so that appropriate arrangements can be made regarding access or mobility, review or interpretation of materials, active participation, or submission of comments.

Written comments may also be provided via U.S. mail, email, or fax through **November 29, 2018**:

Southeastern Wisconsin Regional Planning Commission

W239 N1812 Rockwood Drive
P.O. Box 1607
Waukesha, WI 53187-1607

Email: TIP@sewrpc.org
Phone: 262-547-6721
Fax: 262-547-1103

The public involvement activities and the length of public review and comment period described in this notice for the draft *Transportation Improvement Program for Southeastern Wisconsin: 2019-2022* will satisfy the Federal Transit Administration public involvement requirements for the Program of Projects prepared by the City of Harford, City of Kenosha, Kenosha County, Milwaukee County, Ozaukee County, City of Racine, Walworth County, Washington County, Waukesha County, and City of West Bend.

Milwaukee Journal Sentinel
Wednesday 10/31

Figure J.1 (Continued)

JOIN us at a PUBLIC MEETING

You are invited to review and comment on the draft *Transportation Improvement Program for Southeastern Wisconsin: 2019-2022* (TIP). The TIP lists State and local public transit and roadway projects within Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha Counties proposed by State and local governments to use Federal Transit and Highway Administration funding over the next four years.

Copies of the draft TIP are available electronically at the Regional Planning Commission's website—**www.sewrpc.org/tip**—or from the Commission offices. Commission staff are available weekdays between 8:00 a.m. and 4:30 p.m. to meet with the public and to answer any questions concerning the TIP. Public comments are encouraged and invited.

Written comments may also be provided via U.S. mail, email, or fax through **November 29, 2018**:

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The public involvement activities and the length of public review and comment period described in this notice for the draft *Transportation Improvement Program for Southeastern Wisconsin: 2019-2022* will satisfy the Federal Transit Administration public involvement requirements for the Program of Projects prepared by the City of Harford, City of Kenosha, Kenosha County, Milwaukee County, Ozaukee County, City of Racine, Walworth County, Washington County, Waukesha County, and City of West Bend.

Milwaukee Community Journal
Thursday 10/31

Figure J.1 (Continued)

JOIN us at a PUBLIC MEETING

You are invited to review and comment on the draft *Transportation Improvement Program for Southeastern Wisconsin: 2019-2022* (TIP). The TIP lists State and local public transit and roadway projects within Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington, and Waukesha Counties proposed by State and local governments to use Federal Transit and Highway Administration funding over the next four years.

Copies of the draft TIP are available electronically at the Regional Planning Commission's website—**www.sewrpc.org/tip**—or from the Commission offices. Commission staff are available weekdays between 8:00 a.m. and 4:30 p.m. to meet with the public and to answer any questions concerning the TIP. Public comments are encouraged and invited.

A public informational meeting on the draft TIP will be held on **November 15, 2018**. Staff will be available in an "open house" format, so you can attend any time during the two-hour timeframe. Oral comment may be given to a court reporter during the meeting or written comments may be submitted. The public informational meeting will be held:

Thursday, November 15, 2018,
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Washington Park Senior Center – Main Hall
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Meeting location is wheelchair-accessible. People needing disability-related accommodations are asked to contact the SEWRPC office at (262) 547-6721 a minimum of three business days before the meeting so that appropriate arrangements can be made regarding access or mobility, review or interpretation of materials, active participation, or submission of comments.

Written comments may also be provided via U.S. mail, email, or fax through **November 29, 2018**:

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The public involvement activities and the length of public review and comment period described in this notice for the draft *Transportation Improvement Program for Southeastern Wisconsin: 2019-2022* will satisfy the Federal Transit Administration public involvement requirements for the Program of Projects prepared by the City of Harford, City of Kenosha, Kenosha County, Milwaukee County, Ozaukee County, City of Racine, Walworth County, Washington County, Waukesha County, and City of West Bend.

ÚNETE a nosotros en una REUNIÓN PÚBLICA

Le invitamos a revisar y comentar sobre el borrador del Programa de Mejora del *Transporte para el sureste de Wisconsin: 2019-2022* (TIP). El TIP enumera los proyectos estatales y locales de transporte público y caminos en los condados de Kenosha, Milwaukee, Ozaukee, Racine, Walworth, Washington y Waukesha propuestos por los gobiernos estatales y locales para utilizar los fondos de la Administración Federal de Tránsito y Carreteras durante los próximos cuatro años.

Las copias del borrador del TIP están disponibles electrónicamente en el sitio web de la Comisión de Planificación Regional—**www.sewrpc.org/tip**— o en las oficinas de la Comisión. El personal de la Comisión está disponible de lunes a viernes de 8:00 a.m. a 4:30 p.m. Para reunirse con el público y para responder cualquier pregunta relacionada con el TIP. Se animan e invitan comentarios públicos.

Una reunión de información pública sobre el borrador del TIP se llevará a cabo el **15 de noviembre de 2018.** Personal estará disponible en un formato de "casa abierta", para que pueda asistir en cualquier momento durante las dos horas. Se pueden dar comentarios orales a un reportero de la corte durante la reunión o comentarios por escrito. La reunión informativa pública se llevará a cabo:

Jueves 15 de noviembre de 2018.
5:00 - 7:00 p.m.
Washington Park Centro de personas mayores - Sala principal
4420 West Vliet Street
Milwaukee, Wisconsin

Lugar de reunión es accesible en silla de ruedas. Personas que necesiten adaptaciones relacionadas con la discapacidad que se comuniquen con la oficina de SEWRPC al (262) 547-6721 un mínimo de tres días hábiles antes de la reunión para que se puedan hacer los arreglos apropiados con respecto al acceso o la movilidad, la revisión o interpretación de los materiales, la participación activa, o presentación de comentarios.

Los comentarios escritos también se pueden proporcionar por correo postal, correo electrónico o fax hasta el **29 de noviembre de 2018:**

Southeastern Wisconsin Regional Planning Commission

W239 N1812 Rockwood Drive
P.O. Box 1607
Waukesha, WI 53187-1607

Email: TIP@sewrpc.org
Phone: 262-547-6721
Fax: 262-547-1103

Las actividades de participación pública y la duración del período de revisión y comentarios públicos descritos en este aviso para el borrador del Programa de Mejoramiento del Transporte para el sureste de Wisconsin: 2019-2022 cumplirán los requisitos de participación pública de la Administración Federal de Tránsito para el Programa de Proyectos preparado por la Ciudad de Harford Ciudad de Kenosha, Condado de Kenosha, Condado de Milwaukee, Condado de Ozaukee, Ciudad de Racine, Condado de Walworth, Condado de Washington, Condado de Waukesha y Ciudad de West Bend.

Figure J.1 (Continued)

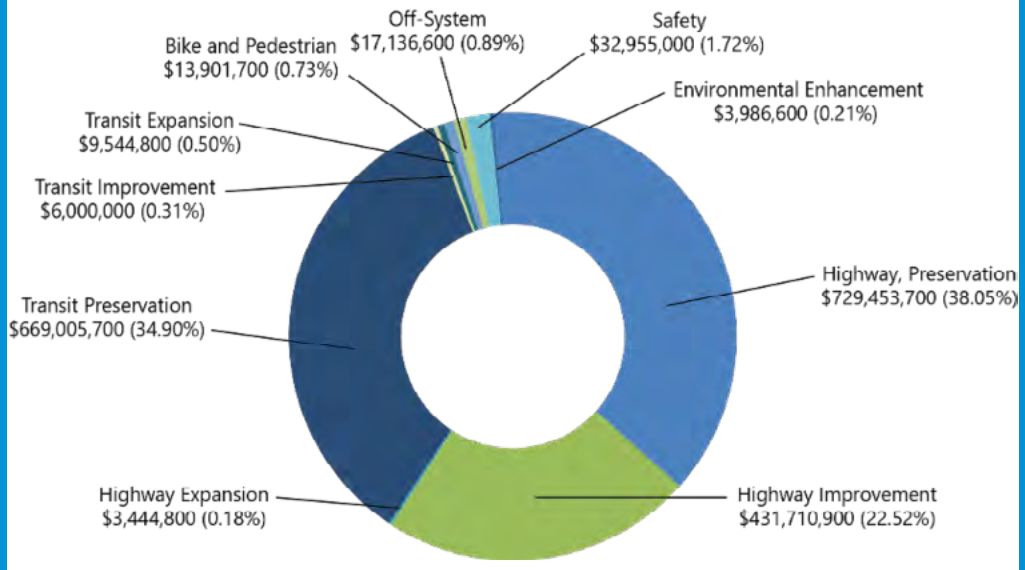
COMMENT ON THE DRAFT TIP NOW THROUGH NOVEMBER 29

SOUTHEASTERN WISCONSIN REGIONAL PLANNING COMMISSION

DRAFT 2019-2022 TRANSPORTATION IMPROVEMENT PROGRAM

The Commission has prepared a draft regional transportation improvement program (TIP) listing all arterial highway, public transit, and other transportation improvement projects proposed to be carried out by State and local governments over the next four years (2019-2022) in the seven-county Southeastern Wisconsin Region. The TIP indicates the transportation system improvement priorities of State and local governments in Southeastern Wisconsin by their programming of projects to be undertaken in each of the next four years. The draft 2019-2022 TIP contains 323 projects representing a total potential investment in transportation improvements and services of $1.9 billion over the next four years.

Total Funding in 2019-2022 TIP



HOW TO REVIEW AND COMMENT

The draft 2019-2022 TIP is available for review and comment through November 29, 2018. Staff has also scheduled a public informational meeting on the draft 2019-2022 TIP. During the

Figure J.1 (Continued)

meeting, staff will be available in an "open house" format to individually answer questions and provide information. Oral comment may be given to a court reporter during the meeting or written comments may be submitted.

Washington Park Senior Center (Main Hall)
4420 West Vliet Street
Milwaukee, Wisconsin
Thursday, November 15, 2018, 5-7PM

People needing disability-related accommodations are asked to contact the Commission offices a minimum of 3 business days in advance so that appropriate arrangements can be made.

FOR MORE INFORMATION

To review the draft 2019-2022 TIP and provide comments, please visit sewrpc.org/tip or click on the link below:

Click Here to Review the Draft 2019-2022 TIP

Southeastern Wisconsin Regional Planning Commission
www.sewrpc.org

SEWRPC, P.O. Box 1607, Waukesha, WI 53187

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Figure J.1 (Continued)



Regional Transportation Improvement Program: 2017-2020

VISION 2050 Federal Safety Performance Measure Targets

2016 Certification Review of the SEWRPC Metropolitan Transportation Planning Process

2012 Certification Review of the SEWRPC Metropolitan Transportation Planning Process

Regional Transportation Improvement Program: 2015-2018

Workforce Mobility Team

Section 5310 Program

2035 Regional Transportation Plan

Regional Nonmotorized Count Program

Regional Transportation Improvement Program: 2019-2022

Amendments to the TIP

Interactive TIP Map

Obligated Projects

Selection Process for Federal Funding Sources

Status of Previous Projects

TIP Amendment Process

STH 60 Northern Reliever Route Feasibility Study

Traffic Engineering Study for the Intersection of S. 51st Street and W. Drexel Avenue

2014 Interim Review and Update of the Year 2035 Regional Transportation Plan

Jurisdictional Highway Plans

Public Participation in Regional Planning

Regional Transportation Operations Plan: 2012-2016

Congestion Management Process in Southeastern Wisconsin

Transit Development Plans

Human Services Transportation Coordination

Environmental Justice Task Force

Regional Airport System Plan

Regional Transportation Improvement Program: 2019-2022

Draft Regional Transportation Improvement Program: 2019-2022

The Commission has prepared a draft 2019-2022 regional transportation improvement program (TIP). The TIP is a listing of all arterial highway, public transit, and other transportation improvement projects proposed to be carried out by State and local governments over the next four years (2019-2022) in the seven county Southeastern Wisconsin Region. The TIP indicates the transportation system improvement priorities of State and local governments in Southeastern Wisconsin by their programming of projects to be undertaken in each of the next four years. Transit, arterial highway, and other improvement projects proposed to be implemented in the next four years with Federal U.S. Department of Transportation funding should be included in this program. **The draft 2019-2022 TIP is available for review and comment through November 29, 2018.**

The draft TIP was compiled by staff by contacting local engineers, planners, and transit operators within the Region. This was done to assure not only participation in, and understanding of, the program development process, but also to assure that all proposed State and local government transportation projects are considered for inclusion in the TIP.

Commission staff reviewed each project proposed to be listed in the TIP for consistency with the adopted year 2050 fiscally constrained transportation plan (FCTP). The Commission staff also compared the total costs of the proposed projects in the TIP to estimates of available Federal, State, and local funding to ensure that available funding sources are adequate to implement the TIP. In addition, the Commission staff conducted an evaluation assessing the impact of the projects programmed in the TIP on minority populations and low-income populations—both positive and negative—and evaluating whether minority populations and low-income populations may be expected to receive a proportionate share of TIP benefits and not receive a disproportionate share of TIP negative impacts (Appendix I). An evaluation was also conducted of the contributions of the projects listed in the TIP toward achieving VISION 2050 performance goals and the established targets for the national performance measures (Appendix E).

The draft TIP along with public comment on the draft TIP will be reviewed by the Commission's Advisory Committees for Transportation System Planning and Programming for the Kenosha, Milwaukee, Racine, Round Lake Beach-McHenry-Grayslake, Illinois-Wisconsin, and West Bend urbanized areas. These committees are comprised of local elected and appointed officials and agency representatives responsible for transportation system improvement, operation, and maintenance within each urbanized area.

The project-by-project listing of the draft 2019-2022 TIP includes for each project a brief description; estimated costs; estimated levels of Federal, State, and local funding; and the State or local unit of government sponsor responsible for project implementation. The draft 2019-2022 TIP contains 323 projects representing a total potential investment in transportation improvements and services of $1.90 billion over the next four years. Of this total, $665 million, or about 34.9 percent, is proposed to be provided in Federal aids; $874 million, or about 45.9 percent, in State funds; and $365 million, or about 19.2 percent, in local funds.

Transportation Improvement Program Development and Approval

Transportation Improvement Program Development Process

Transportation Improvement Program Review and Approval Process

Program Materials

Regional Transportation Improvement Program Draft

Air Quality Assessment Report

Related Materials

VISION 2050

Public Participation Plan

Proposed Amendments

No proposed amendments

Adopted Amendments

Administrative Modifications

Obligated Projects

2017 FHWA Obligated Projects

2017 FTA Obligated Projects

2016 FHWA Obligated Projects

2016 FTA Obligated Projects

2015 FHWA Obligated Projects

2015 FTA Obligated Projects

2014 FHWA Obligated Projects

2014 FTA Obligated Projects

2013 FHWA Obligated Projects

2013 FTA Obligated Projects

2012 FHWA Obligated Projects

2012 FTA Obligated Projects

2011 FHWA Obligated Projects

2011 FTA Obligated Projects

2010 FHWA Obligated Projects

Figure J.1 (Continued)

Other Transportation Project Websites

Links and Document Downloads

MPO Designation, Geography, and Responsibilities

Lake Parkway Extension Study

About 24.6 percent of the four year draft 2019-2022 TIP proposed expenditures, or about $473 million, are programmed in 2019, the first year of the TIP (as shown in the graphic below).

Distribution of Expenditures in 2019 of the 2019 Through 2022

Transportation Improvement Program by Project Category



- A significant proportion of financial resources programmed for 2019 about $391.9 million, or 82.8 percent are to be devoted to the preservation of the existing transportation facilities and services—both highway and transit—in the Region. This allocation of resources is especially notable given that none of the projects included in the TIP involve routine highway operations and maintenance activities—snowplowing, ice control, grass cutting, and power for traffic control and street lighting.

- The expenditures for highway improvement (projects that include additional travel lanes when a road is being reconstructed) in 2019 are approximately $47.7 million, or 10.1 percent of total expenditures. (It should be noted that much of the cost of a highway improvement project is associated with the reconstruction of the existing highway facility. The cost of additional travel lanes provided may only represent 10 to 20 percent of the total costs of a highway improvement project.) About 0.7 percent, or $3.4 million, of the total expenditures are programmed for highway expansion projects (projects that involve the design and construction of a brand new roadway.)

- About $176.2 million, or 37.2 percent of total financial resources in 2019, is devoted to public transit projects. Public transit ridership represents about two percent of all person trips made on an average weekday in Southeastern Wisconsin. Of the total year 2019 programmed resources for public transit, $166.8 million, or 94.6 percent is for preservation; $3.0 million, or 1.7 percent is for service improvement; and $6.4 million, or 3.7 percent is for service expansion.

Similar programmed funding patterns exist for the full four years of the draft 2019-2022 TIP.

To download a copy of the draft 2019-2022 TIP click here. The attendant conformity demonstration can be found here.

Public Comment Opportunities

A public informational meeting on the draft 2019-2022 transportation improvement program will be held Thursday, November 15, 2018. Staff will be available in an "open house" format from 5:00 p.m. to 7:00 p.m. to individually answer questions and provide information. Oral comment may be given to a court reporter during the meeting or written comments may be submitted. The public meeting will be held:

Thursday, November 15, 2018, 5:00 - 7:00 p.m.
Washington Park Senior Center - Main Hall
4420 West Vliet Street
Milwaukee, Wisconsin

People needing disability-related accommodations are asked to contact the Commission offices a minimum of 3 business days in advance so that appropriate arrangements can be made.

Written comments may also be provided through **Thursday, November 29, 2018,** via U.S. mail, fax, e-mail, or using the comment form below. Please contact:

2010 FTA Obligated Projects

2009 FHWA Obligated Projects

2009 FTA Obligated Projects

Committees

Advisory Committee on Transportation System Planning and Programming for the Kenosha Urbanized Area

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

Advisory Committee on Transportation System Planning and Programming for the Racine Urbanized Area

Advisory Committee on Transportation System Planning and Programming for the Round Lake Beach-McHenry-Grayslake, IL-WI Urbanized Area (Wisconsin Portion)

Advisory Committee on Transportation System Planning and Programming for the West Bend Urbanized Area

Figure J.1 (Continued)

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

Comment on the Draft 2019-2022 TIP

You can use the box below to submit any comments you may have about the draft transportation improvement program (comments submitted through Thursday, November 29, 2018, will become part of the public record for the draft transportation improvement program):

Contact Information

Please provide the following information prior to submitting your request:

First Name:*
Last Name:*
Email Address:
Organization
Mailing Address:
City:*
State:*
Zip:

* Denotes a required field

Press the "Submit" button when finished.

Submit

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Contact Us

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W239 N1812 Rockwood Drive
P.O. Box 1607
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Monday - Friday
8:00 a.m. - 4:30 p.m.

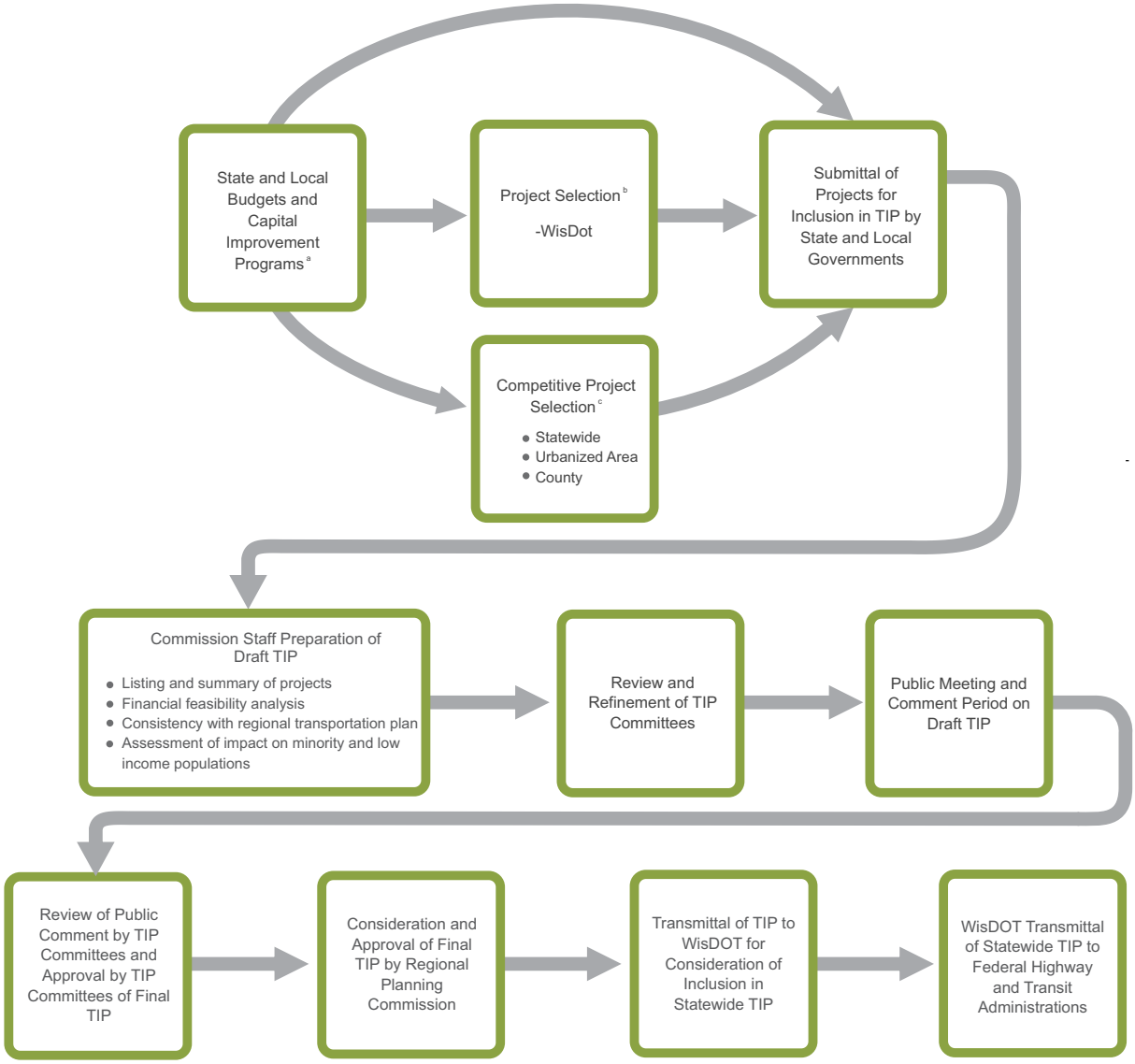
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E-mail: sewrpc@sewrpc.org

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Figure J.1 (Continued)

Figure 1

TRANSPORTATION IMPROVEMENT PROGRAM (TIP) DEVELOPMENT PROCESS



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

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

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

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

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

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

Figure J.2
Public Meeting Summary and Attendance Record

THURSDAY, NOVEMBER 15, 2017

TRANSPORTATION IMPROVEMENT PROGRAM
FOR SOUTHEASTERN WISCONSIN: 2019-2022

5:00-7:00 p.m.
Washington Park Senior Center
Main Hall
4420 West Vliet Street
Milwaukee, Wisconsin

The public meeting began at 5:00 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: 2019-2022*. Staff from the Southeastern Wisconsin Regional Planning Commission was available to discuss the transportation improvement program (TIP) and to answer questions from the public.

One attendee made an oral comment on the draft TIP.

ATTENDANCE RECORD

SEWRPC Staff	
Christopher T. Hiebert	Chief Transportation Engineer
Ryan W. Hoel	Deputy Chief Transportation Engineer
Ethan S. Johnson	Senior Engineer
Jennifer B. Sarnecki	Principal Transportation Planner
Attendees	
Jerusha Daniels	Local Initiatives Support Corporation
Mary Glass	Milwaukee Professionals Association LLC
Barbara Richards	Sierra Club
James R. Valley	Interfaith Older Adult Programs

Figure J.3
Summary Materials Available on Commission's Website and Distributed at Public Meeting



TIP DRAFT TRANSPORTATION IMPROVEMENT PROGRAM: 2019-2022

WHAT IS A TIP?

- A **listing of highway, public transit, and other transportation improvement projects**. The projects listed are proposed to be carried out by State and local governments over the next four years (2019-2022) in the seven counties of southeastern Wisconsin.
- Includes all projects to be **funded with Federal transit and highway funding**.
- Developed in cooperation with the State and local transit operators, as well as the City of Milwaukee, Milwaukee County, Waukesha County, and local governments throughout southeastern Wisconsin.
- Reviewed and approved by the Commission's Advisory Committees on Regional Transportation Planning and Programming for the Kenosha, Milwaukee, Racine, West Bend, and Round Lake Beach Urbanized areas.
- Projects in the TIP must be determined to be **consistent with available funding** (for example, a project for which funding is not secured may not be included in the TIP).
- Projects must be **consistent with VISION 2050** (the 2050 regional transportation plan). Information on VISION 2050 can be found at **www.vision2050sewis.org**.

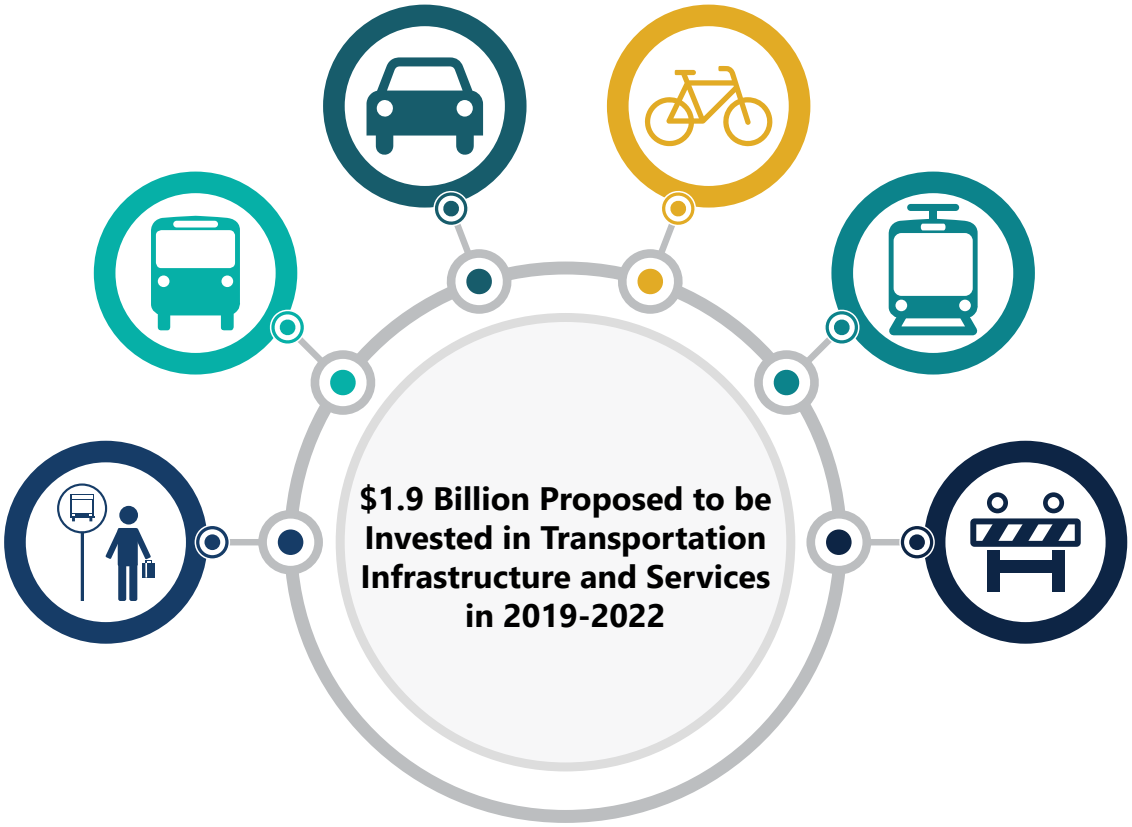
INFORMATIONAL MEETING AND COMMENT PERIOD

A public informational meeting on the draft Transportation Improvement Plan (TIP) will be held on:

Thursday, November 15, 2018
5:00 – 7:00 p.m.
Washington Park Senior Center (Main Hall)
4420 West Vliet Street
Milwaukee, Wisconsin

Staff will be available in an "open house" format to individually answer questions and provide information. Oral comment may be given to a court reporter during the meeting or written comments may be submitted. Public comments are encouraged and invited on the draft 2019-2022 TIP through **November 29, 2018**. A copy of the draft TIP is available at the Commission's website: **www.sewrpc.org/TIP**.

Figure J.3 (Continued)



$669 MILLION
for preserving the extent and level of service of the existing transit system

$6 MILLION
to improve quality and level of service on the existing transit system

$729 MILLION
for preserving the existing highway system

$14 MILLION
for bicycle and pedestrian facilities, congestion mitigation, and other environmental enhancements

$10 MILLION
for new transit service

$432 MILLION
for roadway reconstruction projects that preserve the highway system and add additional capacity to address congestion

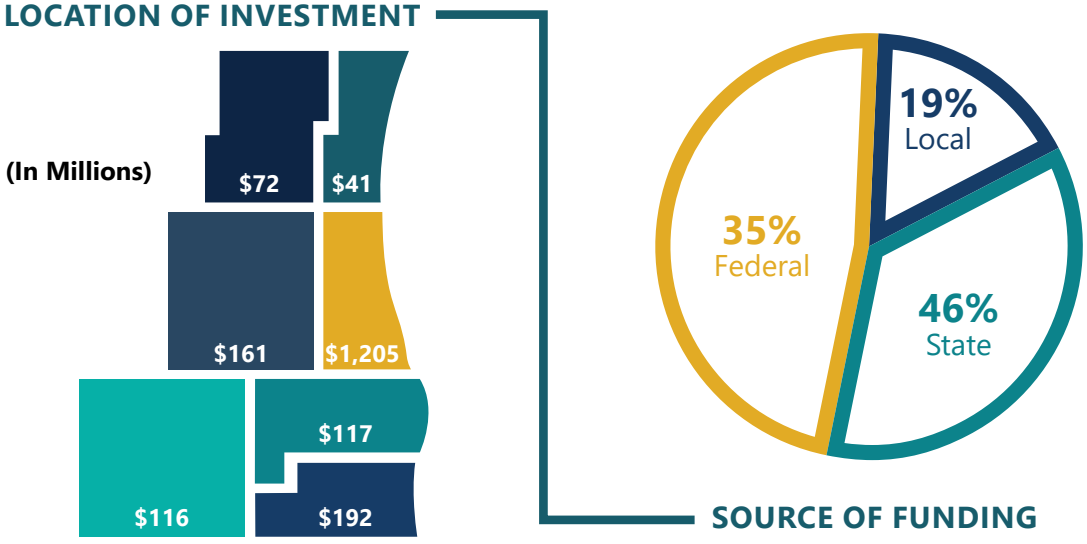
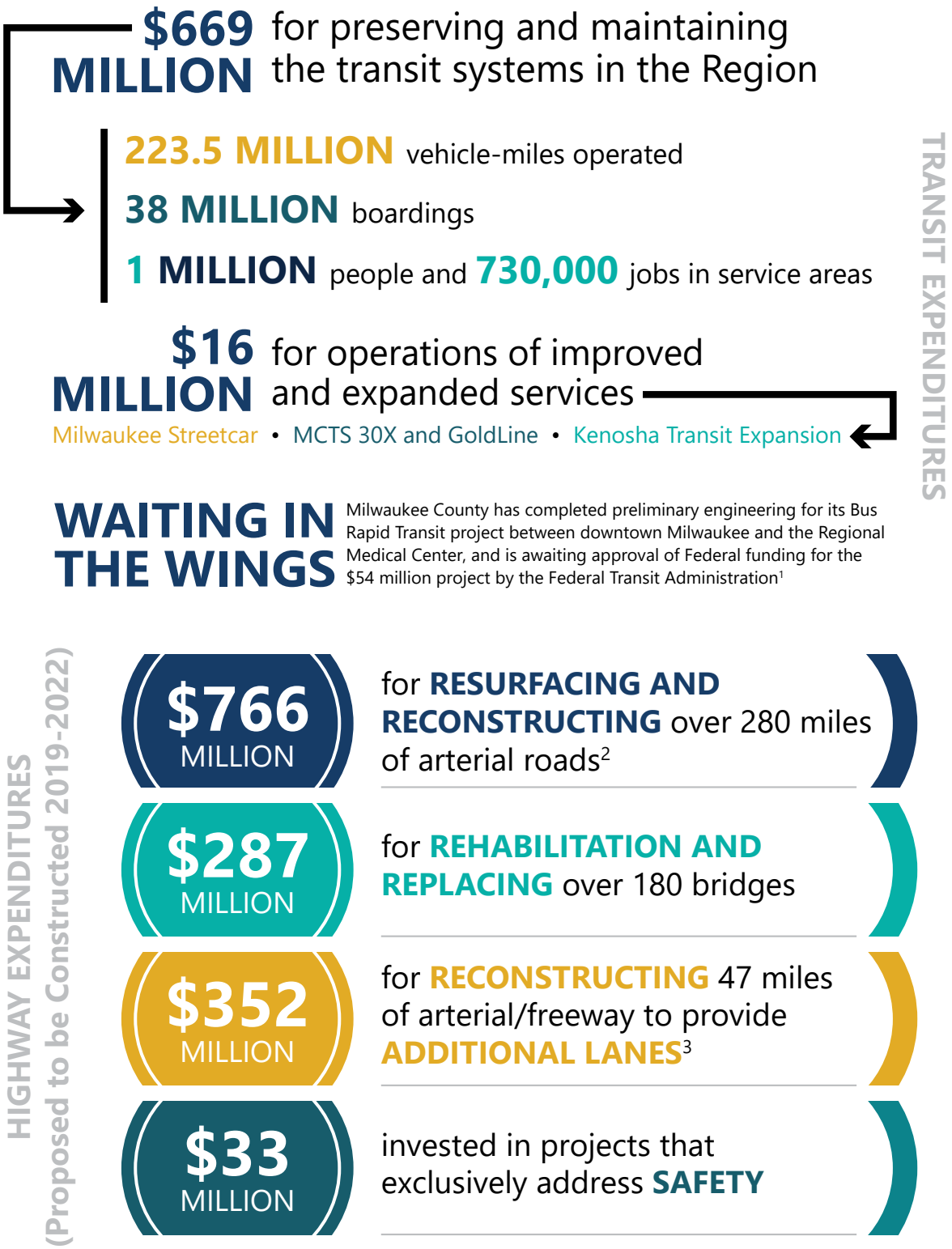
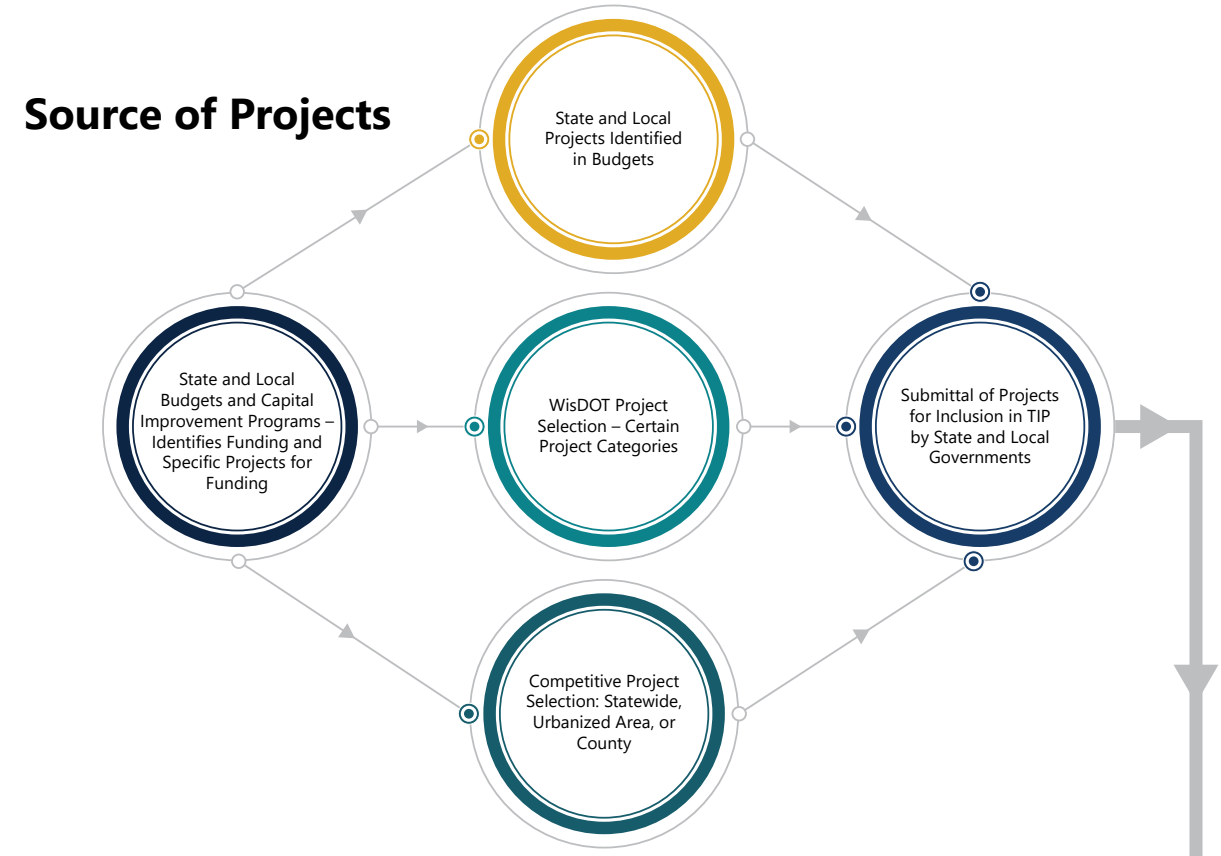


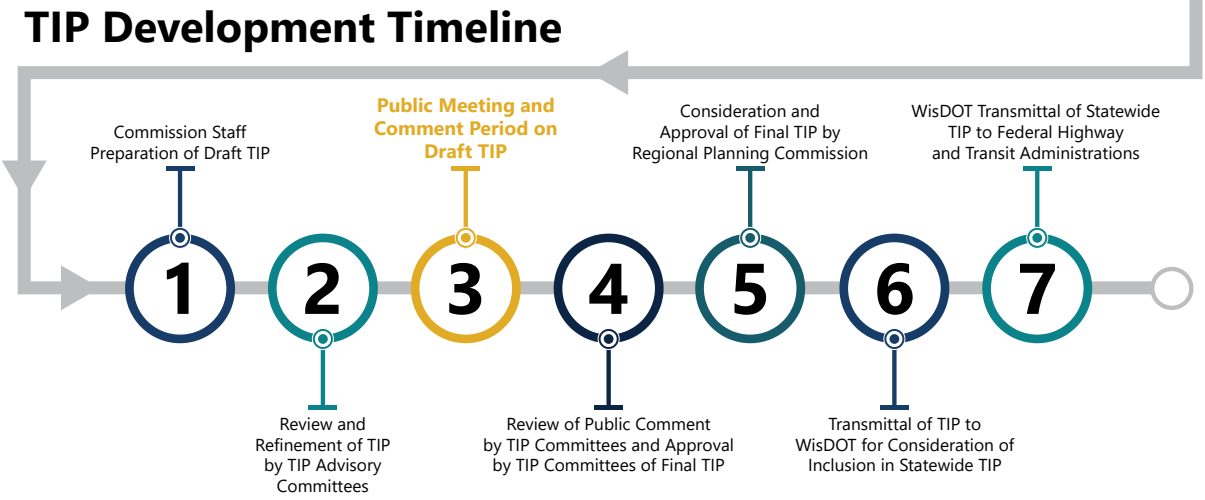
Figure J.3 (Continued)



[1] *Project is currently illustratively shown in the TIP and will be formally added to the TIP when approved for funding by the FTA.*
[2] *Includes both reconstruction to same capacity and reconstruction with additional lanes (80 to 90 percent of the cost for such projects is for preservation).*
[3] *Majority of cost is for the reconstruction of the arterial/freeway with additional lanes representing about 10 to 20 percent of cost.*

Figure J.3 (Continued)





CONTACT US

If you cannot attend the public meeting to give us your input, you can also submit comments via email, U.S. mail, fax, or online through **November 29, 2018**:

WEBSITE: sewrpc.org/tip
EMAIL: tip@sewrpc.org
MAIL: W239 N1812 Rockwood Drive
P.O. Box 1607
Waukesha, WI 53187-1607
FAX: (262) 547-1103

Figure J.4
Comments Submitted Orally to Court Reporter During the Public Meeting

BROWN & JONES REPORTING, INC.

PUBLIC COMMENTS IN RE:

DRAFT TRANSPORTATION IMPROVEMENT PROGRAM: 2019-2022

PUBLIC COMMENTS, taken before WHITNEY R. BERNDT, a Notary Public in and for the State of Wisconsin, at Washington Park Senior Center, 4420 West Vliet Street, Milwaukee, Wisconsin, on November 15, 2018, commencing at 5:00 p.m. and concluding at 5:35 p.m.

735 North Water Street, Suite M185
Milwaukee, WI 53202
(414) 224-9533
(800) 456-9531

Figure J.4 (Continued)

A P P E A R A N C E S

Ms. Barbara Richards,
3210 North 83rd Street,
Milwaukee, Wisconsin 53222-3844,
Affiliation: Sierra Great Waters Group Conservation Chair.

* * * * *

I N D E X

CITIZEN COMMENTS: Page

Ms. Richards..... 3

Figure J.4 (Continued)

TRANSCRIPT OF PROCEEDINGS

MS. RICHARDS: I'm a concerned citizen and a grandparent, and I have a role that I play that's kind of official. I'm the Conservation Chair of the Great Waters Group of the Sierra Club in the Milwaukee Region.

One of my concerns is that we have a short time in which to amend our lifestyles, and I know that SEWRPC has done much work in listening to lots of people in the last many years, and I've been to many of those listening sessions and input sessions, and I know that SEWRPC has heard a lot about livable places and walkable places and communities, that people want to be able to get away from using automobiles.

I've been reading this book called "Walkable City Rules." It's a remake and republishing of a book that was published several years ago about walkable cities, and the research -- the studies show -- these are not studies by road builders or manufacturers or trucking companies -- transportation companies, but other kinds of studies done by academic institutions that tell us that when we build a road and then we add more lanes, it does not solve

congestion. It increases congestion, sometimes even clogging it, so more lanes are not the answer. More cars are not the answer for our environment, and we know that.

So as thinking human beings who are looking forward to the next 12 years, who are trying to transition to a new way, anything we can do to limit the use of cars is going to be a benefit for grandchildren and other generations coming after.

So I understand I'm not supposed to make comments about the amendment, but the amendment to the transportation, if they go forward and we continue to build more roads and widen roads, there are ways in this book that existing roadways can be made truckable if they need to be truckable. There's ways that we could use rail transit to move goods instead of having more trucking and road building. There are ways to do that so trucks can make their turning lanes, and we can maybe even limit the use of cars in that area, so it's really a trucking area. If we want it to be a trucking area, then let it be a trucking area.

That means we need to find transit for all the other people who need to move into that

area for jobs or for shopping or for all the other needs that they have, and that means we really need to make a move to being in mass transit.

So there is funding in here for that, kind of keeping it as it is, but one of the things that the Sierra Club statewide is involved in -- the John Muir Chapter, the statewide group -- it's based in Madison, and over the past two years there has been a study of nine communities in Wisconsin, small communities, midsized, and of course the big cities, and the takeaway from all of that is each area needs a regional transit authority, so that someone in one place can get linked to another place that's maybe across the jurisdiction line. We need to blur these jurisdiction lines and have a more regional look at what will work.

There's been many reasons why those lines have been drawn, and there's many reasons why SEWRPC has not been allowed to give teeth, but I think this is a time when we need to rethink and reenvision what we've been doing, and if it means giving SEWRPC some teeth, if it means SEWRPC advising our group on how we can create the energy --

Now that we have a shift in our state

government, perhaps we can get some money in the budget for more regional work or maybe get some pressure to do some rail lines between Madison and Milwaukee, which is something that could be completed by now if we had started in 2010.

All those issues will make us a more resilient region, and give a place for my youngest grandchild, who in 12 years will be 18, and I would like him to walk out into a world of possibilities rather than impossibilities. If we continue to do what we're doing, it is going to be impossible. So I'm here to speak for possibility, because that's what we need, and we can do it if we have the will to do it. It just takes the will, and it doesn't take concentration, but it takes talking to people, having a conversation, and saying we can do this. I guess, that's my statement, so thank you.

The report is called "Arrive Together," and it's about transportation equity really, and so I didn't really mention that piece. So we want to say mass transit is the way to connect our communities. We're trying to get with no more roads. We need more funding for transit, and there's two other pieces that my brain doesn't hold very well, but there's increases -- one of the

things we want to do is increase -- and I think this is a statewide issue, that communities -- all local communities are finding this is true for them, that money is going from each community to the state, but it's not coming back.

Milwaukee is greatly affected, because we are bigger and send more money, but each community is having this same -- so I think it's a way we can bring all of the small communities and the large communities together to say, "We need to restructure how we do the funding of the shared --" What's it called? Shared something or other. I wish I could remember, but I'm learning. I'll keep practicing. Shared revenue -- the shared revenue. There's a formula for it. The shared revenue formula needs to be adjusted.

We're in a new time. It's time to look at it again and see what we can do to make -- it's in local areas that we can make differences now. We're not going to see it much from the federal right now, but in local areas we can make a difference. So it's time to stand together as local communities and do that.

(Proceedings concluded at 5:35 p.m.)

Figure J.4 (Continued)

STATE OF WISCONSIN)
) SS:
COUNTY OF MILWAUKEE)

I, WHITNEY R. BERNDT, a Notary Public in and for the State of Wisconsin, do hereby certify that the above public comments regarding Draft Transportation Improvement Program: 2019-2022 was recorded by me on November 15, 2018, and reduced to writing under my personal direction.

I further certify that I am not a relative or employee or attorney or counsel of any of the parties, or a relative or employee of such attorney or counsel, or financially interested directly or indirectly in this action.

In witness whereof I have hereunder set my hand and affixed my seal of office at Milwaukee, Wisconsin, this 19th day of November, 2018.

_____
Notary Public
In and for the State of Wisconsin

My Commission Expires: July 17, 2022

BROWN & JONES REPORTING, INC.
414-224-9533

Figure J.5
Comments Submitted via Email or Online Form During the Public Comment Period

From: website@sewrpc.org
To: tip
Subject: TIP Comment Form
Date: Friday, November 16, 2018 2:48:05 PM

FirstName1:	Chuck
LastName1:	Lewis
Email:	xxxxxxxxx
Organization1:	
MailingAddress1:	2129 East Ridge Road
City1:	Beloit
State1:	WI
Zipcode1:	53511
comments:	I would like to see this plan much more substantially address improving our secondary and local roads (especially country roads in this area), as well as some attention to the lack of trails and marked lanes for bicyclists, who need better infrastructure for commuting, leisure, and tourism draw.
ClientIP:	108.85.186.155
SessionID:	3tm0ofgqhxx1luq2rdtypgzb

See Current Results

From: website@sewrpc.org
To: tip
Subject: TIP Comment Form
Date: Tuesday, November 27, 2018 10:59:30 AM

FirstName1:	Karen
LastName1:	Kindel
Email:	xxxxxxxxx
Organization1:	
MailingAddress1:	N65 W30955 Beaver Lake Road
City1:	Hartland
State1:	WI
Zipcode1:	53029
comments:	Does the transit expansion, preservation, and expansion mean items other than roads and bridges? I would like to see more emphasis on mass/public transportation .
ClientIP:	65.31.168.7
SessionID:	y5rdxfect3ftuttg4exwfkue

See Current Results

November 29, 2018

Southeastern Wisconsin Regional Planning Commission
P.O. Box 1607
W239 N1812 Rockwood Drive
Waukesha, Wisconsin 53187-1607

Transmitted electronically only: TIP@sewrpc.org

RE: Comments Regarding 2019-2022 Transportation Improvement Program

Dear SEWRPC:

The undersigned individuals and organizations are all based in, represent members in, or work extensively in the Milwaukee metropolitan region, and have long been concerned with and involved in ensuring racial and environmental justice and promoting the public interest. We submit these comments regarding SEWRPC's proposed Transportation Improvement Program for 2019-2022. The TIP is likely to exacerbate, rather than ameliorate, disparities in the region, and does not adequately mitigate the disparate impact on communities of color. Transit system improvement and expansion necessary to ameliorate these disparities has lagged far behind highway improvement and expansion for many years, and this TIP continues that trend.

As an entity that receives federal funding, SEWRPC is subject to Title VI of the Civil Rights Act. This law precludes federally funded agencies from administering their programs in a manner that has a discriminatory effect, as well as from taking intentionally discriminatory actions. See, e.g., 49 C.F.R. §21.5. The "desired outcome" is providing "[f]air distribution of the beneficial and adverse effects of the proposed action." FHWA, "Guidance on Environmental Justice and NEPA" ("EJ/NEPA") (Dec. 16, 2011). "To the extent that plans and programs include proposed improvements with disproportionate beneficial impacts or reflect decision processes that exclude certain groups, the long-term agenda for transportation improvements may be inappropriately biased. This could lead to project implementation that is inconsistent with nondiscrimination requirements." FHWA, "Title VI: Non-Discrimination in the Federal-Aid Highway Program" at 7-3 (emphasis added).

I. The TIP Must Acknowledge Disparate Impact.

There is no question that persons of color are far more likely than white persons to be transit dependent in the region. *See, e.g.,* Draft Equity Analysis of Transportation Component of the Second Amendment to Vision 2050 ("Equity Analysis") (SEWRPC, Oct. 26, 2018) at 107-108. There is also no question that SEWRPC projects a reduction of transit service. [CITE] Thus the TIP must address the Title VI and environmental justice impacts of *reducing* transit service, and must do so openly and in a manner that does not attempt to obscure the *racial*, as well as income, dynamics of this issue. It must not and cannot try to avoid or hide the fact that a reduction in transit services will have a *disproportionate* adverse effect on communities of color

– and thus would have a racially discriminatory effect.[1] *See also*, "Regional Housing Plan for Southeastern Wisconsin: 2035" (SEWRPC, 2013) ("Housing Plan") at 932 (socioeconomic (environmental justice) analysis "found a need for regionwide cooperation on effective workforce development, access to educational opportunities, *and an effective transit system to fully address the problems caused by the concentration and isolation of environmental justice populations. The analysis determined that full implementation of the public transit element of the year 2035 regional transportation system plan,* as recommended by the regional housing plan, *should be a priority.*) (emphases added).). As SEWRPC is well aware, that recommendation – for full implementation of the public transit element of the 2035 plan – was honored largely in the breach.[2]

As SEWRPC is also aware, in addition to evaluating the effects of transit itself, there must be, *inter alia*, Title VI and environmental justice analyses to compare the relative benefits and burdens imposed on communities of color and persons with disabilities in the context of the differing treatment of, and funding for, highway and transit. *See, e.g., MICAH v. Gottlieb*, 944 F.Supp.2d 656, 669 (E.D.WI 2013) (requiring evaluation of harms that might occur if highways are expanded while transit languishes). In that context the TIP must evaluate not only relative access to jobs, health care, education, and other facilities by transit versus by automobile at peak hours, but also relative access during second and third shift and weekend hours, and do so with specific attention to the differing or disproportionate benefits and burdens for white non-Hispanics and African-Americans and Latinos, and for persons with and without disabilities. And it must do so while evaluating whether or not "offsetting" benefits – such as transit – are being provided to the most affected communities. Again, if the case is that whites will *disproportionately* benefit because the plan allows more highway improvement and expansion than transit improvement and expansion – especially given the reduced baseline from which transit is starting - then it also needs to say so without trying to make excuses or hide the reality of the situation.

II. The TIP Fails to Adequately or Properly Analyze Access.

The racial disparities are almost certainly even greater than the analyses discuss. For example, the TIP appears to overstate the number of jobs that will be accessible to communities of color and persons with disabilities by road as well as by transit.

[1] There would likely be similar adverse effects on people with disabilities.

[2] Indeed, the TIP makes clear just how bleak the *existing* transit situation is: "As shown in Table I.9, under current conditions about 3 percent of the existing minority population, 3 percent of families in poverty, 2 percent of families with less than twice the poverty level, and 2 percent of people with disabilities have access to at least 100,000 jobs [by transit]. Table I.10 shows that about 12 percent of the existing minority population, 12 percent of families in poverty, 8 percent of families with less than twice the poverty level, and 6 percent of people with disabilities have access to lower-wage jobs within 30 minutes by transit [although the narrative omits the fact that at best only 25,000 lower-wage jobs are so accessible]. Table I.11 shows [that]…. about 8 percent of the minority population has reasonable access to a major park by transit, while about 80 percent of the minority population has reasonable access to grocery stores." Id. at I-29. The narrative omits to mention that only 27% of persons of color and 19% of persons with disabilities have reasonable access to technical colleges or universities. *Id.* at Table I.11.

With respect to the issue of job access by highway, *see, e.g.,* TIP at I-48, whether or not the roads themselves will make a certain number of jobs theoretically accessible, the fact that Black and Latinx residents are far less likely than whites to have cars and/or drivers' licenses means that far fewer persons of color than whites will have *actual* access to those jobs, and the same is likely true for persons with disabilities. Thus persons of color and persons with disabilities will not receive a *proportionate* share of any benefits of highway improvement or expansion.

In addition, the TIP continues to assert that most persons of color commute by car. *Id*. at I-1. But that assertion fails to acknowledge that given the significant lack of job access by transit in the region *of course* most persons with jobs commute by car – because if they do not have cars, they are far less likely to be able to get to work at all, a barrier reflected in significant racially disparate joblessness rates.[3] Similar issues likely apply in the context of access to non-employment activities: people use vehicles to access school, health care, shopping, and so on, because they lack adequate or any transit access.

With respect to the analysis of job access by transit, the TIP appears to be measuring the number of jobs accessible from downtown Milwaukee – which is not where most persons of color or persons with disabilities live. *Contrast*, Maps I-7 and I-10 with Map I-22. Instead, a meaningful analysis of whether and to what extent persons of color will have access to jobs by transit must use a reasonable baseline of, for example, the north side and near south side of Milwaukee. Moreover, it is unclear whether this analysis takes into account the extent to which transit quality – *e.g*., limited or non-existent night or weekend service – affects access to employment. And the TIP does not measure at all job access (or any other kind of access) for communities of color *outside* Milwaukee, despite data showing that in every county in the region other than Ozaukee County, persons of color are more likely to live in zero-vehicle households than are white persons. Equity Analysis at Table C-11.

Finally, not every form of transit will provide meaningful access to the communities that need it most. For example, a significant percentage of the transit expansion in Milwaukee is for the streetcar, which – whatever its benefits as a form of transit – does not appear likely to provide significant access to communities of color. Thus, the TIP should not evaluate all transit as being of benefit to these communities.

III. The TIP Must Meaningfully Evaluate Health Effects.

The TIP also contradicts itself – on one hand claiming that persons of color who live near interstate highways will benefit from expansion, *id*. at I-48, while also admitting that "Individuals living in close proximity to the Region's freeways may be exposed to higher levels of transportation-related air pollutants." Id. at I-54. Therefore, any claim of a benefit to persons living near highways therefore would appear to be offset by such exposure. Moreover, the TIP fails to meaningfully analyze the well-documented health effects of living close to highways (such as the likelihood of increased asthma) or evaluate whether persons of color and persons

[3] This problematic analysis has been raised with SEWRPC for more than a decade – yet it continues to routinely appear in SEWRPC documents.

with disabilities already bear and/or are likely to bear a disproportionate share of the burden of such effects.

IV. The TIP Should Include Mitigation Measures.

Moreover, the TIP must "[m]inimize and/or mitigate unavoidable impacts by identifying concerns early in the planning phase *and providing offsetting initiatives and enhancement measures* to benefit affected communities and neighborhoods." *An Overview of Transportation and Environmental Justice* (FHWA & FTA, May 2000) (emphasis added).

As SEWRPC is aware, Title VI, and principles of Environmental Justice, require that recipients of federal funding – including the state of Wisconsin – "avoid, minimize, or mitigate disproportionately high and adverse human health or environmental effects, including social and economic effects, on minority populations and low-income populations." https://www.fhwa.dot.gov/Environment/environmental_justice/ej_at_dot/; see also, 23 C.F.R. § 450.336(a)(3) (requiring metropolitan planning organizations to certify compliance with Title VI of the Civil Rights Act, including the regulations at 49 C.F.R. Pt. 21, which prohibit actions that have a discriminatory effect). The TIP can and must explicitly reaffirm this obligation to mitigate, and make clear that a funding improvement is necessary as a mitigation measure, to avoid racially disparate impacts and disparate impacts on the basis of disability.[4] One such measure should be flexing a larger percentage of Surface Transportation Program funds for transit projects.

V. Use TIP Prioritization Process as a Form of Mitigation.

While deficiencies in transit funding are, in part, attributable to other government bodies, SEWRPC can and should amend and improve the TIP prioritization process in order to make it meaningfully able to benefit communities of color and persons with disabilities. In particular, criteria should be improved to give greater priority to projects that have a job/housing balance and that provide transit, and to apply those criteria to all counties subject to the TIP.

As it stands now, the TIP prioritization process applies only to projects under the jurisdiction of the Milwaukee TIP Committee, and then only to the very small number of "capacity expansion" projects. *Id*. at G-4. Thus, SEWRPC does not apply these criteria at all to the far more extensive number of road resurfacing/reconditioning and reconstruction to the same capacity projects. That failure may also *exacerbate* racial disparities, by facilitating road improvements in suburban and exurban sprawl areas.[5]

Further, even in expansion projects, the number of points given to projects in communities with a job/housing balance and transit is tiny, so small as to likely be meaningless

[4] Moreover, improving and expanding transit will not only benefit underserved communities, it is consistent with federal law. Under 23 C.F.R. § 450.332 (e), "In nonattainment and maintenance areas [which includes much of this region], priority shall be given to the timely implementation of TCMs [Transportation Control Measures] contained in the applicable SIP…." Under federal law, public transportation is, of course, such a measure. 42 U.S.C. § 7408(f)(1)(A)(i).

[5] The TIP also must analyze this process to ascertain the extent of the disparate impact.

except perhaps on the very margins. While capacity expansion projects can receive up to 100 points, there are only a paltry 10 bonus points provided for projects in the prioritized communities. It is unclear from the TIP whether any of those bonus points actually made a difference in project selection, but the number of points does appear to be so small as to likely have little or no effect. And if that is the case, the TIP procedures will exacerbate racial disparities by allowing expansion into the (disproportionately white) communities that *fail* to provide a job/housing balance and transit access.

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Figure J.5 (Continued)

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